An Electronic meeting of the Cumberland Local Planning Panel will be held at 11:30a.m. via Zoom on Wednesday, 12 August 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

CONTENTS

Report No. Name of Report Page No.

Development Applications

LPP040/20 Electronic Determination - Modification Application for 12-14 Pritchard Street East, Wentworthville 17

LPP041/20 Electronic Determination - Modification Application for 1 Robilliard Street, Mays Hill 145

LPP042/20 Development Application for 1 Ostend Street, Lidcombe 213

LPP043/20 Development Appliaction for 3 Ostend Street, Lidcombe 441

LPP044/20 Planning Proposal for a Senior Housing Development, Corner Dunmore Street and Pendle Way, Pendle Hill.....713

Minutes of the Electronic Cumberland Local Planning Panel Meeting held via Zoom on Wednesday 8 July 2020.

PRESENT:
Stuart McDonald (Chairperson), John Brunton, Marjorie Ferguson and Irene Simms.

IN ATTENDANCE:
Jai Shankar, Nighat Aamir, William Attard, Elif Haliloglu, Stephen Peterson, Michael Lawani, Fay Ong, Elma Sukurma, Ali Hammoud, Esra Calim, Olivia Shields and Rashika Rani.

NOTICE OF LIVE STREAMING OF CUMBERLAND LOCAL PLANNING PANEL MEETING
The Chairperson advised that the Cumberland Local Planning meeting was being streamed live on Council's website and members of the public must ensure their speech to the Panel is respectful and use appropriate language.

The meeting here opened at 11:30a.m.

DECLARATIONS OF INTEREST:

There were no declarations of interest.

ADDRESS BY INVITED SPEAKERS:

The following persons had made application to address the Cumberland Local Planning Panel meeting:

Speakers	Subject
Mairead Hawes	Development Application for 4-18 Mark Street, Lidcombe
Jeremy Swan	Development Application for 4-18 Mark Street, Lidcombe
Andre Mulder	Development Application for 4-18 Mark Street, Lidcombe
Hugh Halliwell	Development Application for 25A Crescent Street, Holroyd
Brad Delapierre	Development Application for 58 & 60 Berwick Street, Guildford
Joe El-Sabbagh	Modification Application for 81-83 Mountford Avenue, Guilford

The Chairperson enquired to those present in the Zoom call as to whether there were any further persons who would like to address the Panel and no further persons presented themselves.

The open session of the meeting here closed at 12:43p.m.

The closed session of the meeting here opened at 1:20p.m.

ITEM LPP033/20 - DEVELOPMENT APPLICATION FOR 4-18 MARK STREET, LIDCOMBE

PANEL DECISION

1. **That the Clause 4.6 written request to vary the height of buildings development standard pursuant to Clause 4.3 of the Auburn Local Environmental Plan 2010 be supported.**

2. **That development application DA2019/229 seeking alterations and additions to an approved 10 storey mixed use building at 4-14 Mark Street, Lidcombe (DA2017/363); and demolition of existing structures at 16-18 Mark Street, Lidcombe, and construction of an additional 8 to 11 storey mixed use building component, accommodating a combined total of 15 commercial suites and 213 residential units over 5 levels of basement parking for 627, be approved, subject to the conditions contained in the draft notice of determination contained in Attachment 3 of the assessment report.**

3. **Condition 3 be amended to read as follows:**

Auburn DCP 2007: Section 7.11 Development Contributions

Development Contributions are payable in accordance with Auburn Council Section 7.11 Development Contribution Plan 2007, which has been prepared under Section 7.11 of the Environmental Planning and Assessment Act 1979 (as amended).

The amounts payable will be adjusted in accordance with the section titled Review of Contribution rates and are generally indexed on a quarterly basis by the Consumer Price Index CPI (all Groups Sydney) unless otherwise stated in the plan.

Contributions will be adjusted at the payment date in accordance with the plan.~~ and payment is to be made prior to the issue of any Construction Certificate.~~

A sum of ~~$889048.58~~ $1,294,176.93 is to be paid to Council for the purpose of LGA Wide plans being the provision of open space and recreation facilities, community facilities, accessibility and traffic works, town centre upgrades, car parking and Council's administration of the development contributions framework.

The above sum is broken down to the following items:

Item	Amount

Community Facilities	**~~$218,026.65~~ $317,037.84**
Public Domain	**~~$482,207.66~~ $701,176.49**
Accessibility and Traffic	**~~$132,904.76~~ $192,905.19**
Administration	**~~$50,980.77~~ $73,807.04**
Employment Generating Development	**~~$4,928.74~~ $9,250.37**
TOTAL	**~~$889,048.58~~ $1,294,176.93**

Council's Development Contribution Plan 2007 is available for inspection at Council's Customer Services Centre, Civic Place, 16 Memorial Avenue, Merrylands or online at: www.cumberland.nsw.gov.au

(Reason: To ensure that the development complies with the Auburn DCP 2007: Section 7.11 Development Contributions)

4. **Condition 37 be amended to read as follows:**

37. DACCB03 - Section 7.11 Contribution
A monetary contribution imposed under Section 7.11 of the *Environmental Planning and Assessment Act 1979* and the Auburn Development Contributions Plan 2007 (Amendment No. 2), is to be paid to Council. The amount of the contribution will be determined at the time of payment in accordance with the relevant Contributions Plan in force at that time. A copy of the Auburn Development Contributions Plan 2007 (Amendment No. 2) 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).

5. **Condition 37A is inserted to read as follows:**

37A. DACCZ12 – COVID-19 Response Measures: Infrastructure Contributions – Timing of Payment

A monetary contribution that is required to be paid under the conditions of this consent must be paid before the issue of the first occupation certificate in respect of any building to which this consent relates, except as provided below.

If no construction certificate in respect of the erection of any building to which the consent relates has been issued before or on 25 September 2022, the monetary contribution must be paid before the issue of the first construction certificate after that date for any such building.

The above does not prevent the entry into an arrangement with the Council for deferred payment of the monetary contribution in accordance with the policy for deferred payments set out in the Auburn Development Contributions Plan 2007 (Amendment No. 2).

(Reason: Information).

6. **Amend Condition 50 as follows:**

A sign shall be erected in a suitable location on the external face of the building near the driveway entrance indicating where visitor and commercial parking is available on the site. The appropriate signage be provided on site to indicate customer parking for commercial tenancies. Details shall be submitted to the satisfaction of the Principal Certifier prior to the issue of the Construction Certificate.

For: Stuart McDonald (Chairperson) and Marjorie Ferguson.

Against: John Brunton and Irene Simms.

The application was approved by the casting vote of the Chairperson.

Reasons for Approval:

1. The Panel has determined that, pursuant to Clause 4.6 of Auburn Local Environmental Plan 2010, the applicant's written request has adequately demonstrated that compliance with the height of building development standard under Clause 4.3 of Auburn Local Environmental Plan 2010 is unnecessary in the circumstances of the case, and that there are sufficient environmental planning grounds to justify contravening the development standard.

2. The proposal is consistent with the objectives of the height of buildings development standard under Clause 4.3 of the Auburn Local Environmental Plan 2010.

3. The proposal is consistent with the objectives of the B4 Mixed Use zone and in particular will provide high density residential development as well as commercial development that will contribute to economic growth and employment in the Lidcombe Town Centre.

4. The proposal is consistent with State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development and the Apartment Design Guide and has been determined by the Cumberland Design Excellence Panel to

exhibit design excellence in accordance with the Cumberland Design Excellence Policy.

5. The Panel has considered the matters raised in written submissions and has determined that these matters have either been adequately addressed in the design of the development or where not specifically addressed in the development are not of such weight as to warrant refusal of the application.

6. Subject to the recommended conditions of development consent as amended, the proposal will not have any unreasonable impacts on the amenity of neighbouring properties or the locality.

7. Taking into account reasons 1-6 above, approval of the application will be in the public interest.

Reasons for Non Support (John Brunton)

The Clause 4.6 variation request is not supported because the applicant's written statement:

- Does not justify why compliance with the building height development standard is unreasonable or unnecessary;
- Does not show that the objectives of the building height development standard are achieved in relation to compatibility with the character of the locality; and
- Does not establish that there are sufficient environmental planning grounds to justify contravening the development standard.

The proposed development fails to satisfy the objectives and design criteria of the Apartment Design Guide in relation to building separation, visual privacy, acoustic privacy, solar access, natural cross ventilation and common circulation.

Reasons for Non Support (Irene Simms)

While I accept that the relocation of units to the northern section of the development is in response to the Design Excellence Panel recommendations, I do not believe that the proposal is consistent with the objectives of the height of buildings development standard under Clause 4.3 of under Auburn Local Environmental Plan 2010.

ITEM LPP034/20 – MODIFICATION APPLICATION FOR 185-187 GREAT WESTERN HIGHWAY, MAYS HILL

PANEL DECISION

That modification application MOD2020/0040 seeking alterations to an approved mixed use development at 185-187 Great Western Highway, Mays Hill, be approved, subject to the conditions contained in the draft notice of determination contained in Attachment 2 of the assessment report.

For: Stuart McDonald (Chairperson), John Brunton, Marjorie Ferguson and Irene Simms.

Against: Nil.

Reasons for Decision:

1. The Panel is satisfied that the development, as modified, is substantially the same development for which consent was originally granted.

2. The Panel is satisfied that the contravention of the building height development standard is minor, that compliance with the standard is unnecessary in the circumstances of the case and that there are sufficient environmental planning grounds to justify contravening the development standard.

3. The development, as modified, is consistent with the objectives of the height of building development standard under Clause 4.3 of the Holroyd Local Environmental Plan 2013.

4. The development, as modified, is consistent with the objectives of the B6 Enterprise Corridor zone of the Holroyd Local Environmental Plan 2013 and also consistent with State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development and the Apartment Design Guide.

5. The Panel is satisfied that the development as modified will not have any unreasonable impacts on the amenity of neighbouring properties or the locality, also noting that there were no written submissions in response to the public notification and advertising of the application.

6. Taking into account reasons 1-5 above, approval of the application will be in the public interest.

ITEM LPP035/20 - MODIFICATION APPLICATION FOR 1-3 BRANSGROVE STREET, WENTWORTHVILLE

PANEL DECISION

That modification application No. MOD2019/5282 to modify floor levels, hydrant booster location, external finishes and stormwater disposal to approved residential flat building on land at 1-3 Bransgrove Street, Wentworthville NSW 2145 be approved, subject to conditions in Attachment 1 to the assessment report.

For: Stuart McDonald (Chairperson), John Brunton, Marjorie Ferguson and Irene Simms.

Against: Nil.

Reasons for Decision:

1. The Panel is satisfied that the development, as modified, is substantially the same development for which consent was originally granted.

2. The Panel is satisfied that the contravention of the building height development standard is minor, that compliance with the standard is unnecessary in the circumstances of the case and that there are sufficient environmental planning grounds to justify contravening the development standard.

3. The development, as modified, is consistent with the objectives of the height of buildings development standard of the Holroyd Local Environmental Plan 2013

4. The development, as modified, is consistent with the objectives of the R4 High Density Residential zone of the Holroyd Local Environmental Plan 2013 and also consistent with State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development and the Apartment Design Guide.

5. The Panel is satisfied that the development as modified will not have any unreasonable impacts on the amenity of neighbouring properties or the locality, also noting that there were no written submissions in response to the public notification and advertising of the application.

6. Taking into account reasons 1-5 above, approval of the application will be in the public interest.

ITEM LPP036/20 - DEVELOPMENT APPLICATION FOR 122 ROBERTSON STREET, GUILDFORD

PANEL DECISION

That development application No. DA2020/0280 for the erection of a pergola at the rear on land at 122 Robertson Street Guildford NSW 2161 be approved subject to conditions attached to the assessment report.

For: Stuart McDonald (Chairperson), John Brunton, Marjorie Ferguson and Irene Simms.

Against: Nil.

Reasons for Decision:

1. The application is minor in nature and will have no unacceptable impacts on neighbouring properties or the locality.

2. The application is consistent with the Parramatta Local Environmental Plan 2011 and is generally consistent with the Parramatta Development Control Plan 2011.

3. Approval of the application is in the public interest.

ITEM LPP037/20 - DEVELOPMENT APPLICATION FOR 25A CRESCENT STREET, HOLROYD

PANEL DECISION

1. **That development application No. DA2020/0113 for replacement of an existing twin sided static advertising sign with a twin sided LED sign on land at 25A Crescent Street HOLROYD NSW 2142 be deferred pending the preparation and consideration by the Panel of a further report addressing the existing use rights as they apply to the application.**

2. **The further report is to be circulated to the Panel within 15 business days.**

3. **In the event that the Panel is satisfied regarding the establishment and exercise of existing use rights then the application will be determined by electronic means within 5 business days of receipt of the further report.**

For: Stuart McDonald (Chairperson), John Brunton, Marjorie Ferguson and Irene Simms.

Against: Nil.

Reason for Decision:

In order that the Panel may be satisfied regarding the history of approval on the site and the ability to grant consent.

ITEM LPP038/20 - DEVELOPMENT APPLICATION FOR 58 & 60 BERWICK STREET, GUILDFORD

PANEL DECISION

1. **That the Clause 4.6 written request to vary the development standard relating to building height as contained within Clause 4.3 of the Holroyd Local Environmental Plan 2013 be supported.**

2. **That development application No. DA2019/0501 for demolition of existing structures, construction of a 4 storey residential flat building over basement parking accommodating 25 units and 22 car parking spaces under the Affordable Rental Housing SEPP 2009 on land at 58 & 60 Berwick Street GUILDFORD NSW 2161 be approved as a deferred commencement consent subject to conditions attached to the assessment report.**

3. **The "reason" given to Condition 130 be amended as follows:**

   "To ensure that the structure as built does not exceed the approved building height".

For: Stuart McDonald (Chairperson), John Brunton, Marjorie Ferguson and Irene Simms.

Against: Nil.

Reasons for Decision:

1. The Panel has determined that, pursuant to Clause 4.6 of Holroyd Local Environmental Plan 2013, the applicant's written request has adequately demonstrated that compliance with the height of building development standard under Clause 4.3 of Holroyd Local Environmental Plan 2013 is unnecessary in the circumstances of the case, and that there are sufficient environmental planning grounds to justify contravening the development standard.

2. The proposal is consistent with the objectives of the height of buildings development standard of Clause 4.3 of under the Holroyd Local Environmental Plan 2013.

3. The proposal is consistent with the objectives of the R4 High Density Residential zone of the Holroyd Local Environmental Plan 2013.

4. The proposal is consistent with State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development and the Apartment Design Guide as well as State Environmental Planning Policy (Affordable Rental Housing) 2009.

5. The Panel has considered the matters raised in written submissions and has determined that these matters have either been adequately addressed in the design of the development or where not specifically addressed in the development are not of such weight as to warrant refusal of the application.

6. Subject to the recommended conditions of development consent as amended, the proposal will not have any unreasonable impacts on the amenity of neighbouring properties or the locality.

7. Taking into account reasons 1-6 above, approval of the application will be in the public interest.

ITEM LPP039/20 – MODIFICATION APPLICATION FOR 81-83 MOUNTFORD AVENUE, GUILDFORD

PANEL DECISION

1. **That modification application No. MOD2019/5251 for alterations to an approved residential flat building and townhouse units including reconfiguration of the basement, changes to floor levels, modified roof**

design and alteration to fencing and screening heights on land at 81-83 Mountford Avenue GUILDFORD NSW 2161 be approved subject to additional conditions listed in the schedule attached to the assessment report.

2. Amend of condition 123 (b) as follows:

In order to provide for a turning area for parking spaces 34 and 35 by way of use of the shared area of parking space 33, the location of the bollard in disabled space 33 is to be relocated centrally within that shared space closer to the eastern wall.

For: Stuart McDonald (Chairperson), John Brunton, Marjorie Ferguson and Irene Simms.

Against: Nil.

Reasons for Decision:

1. The Panel is satisfied that the development, as modified, is substantially the same development for which consent was originally granted.

2. The Panel is satisfied that the contravention of the building height development standard is minor, that compliance with the standard is unnecessary in the circumstances of the case and that there are sufficient environmental planning grounds to justify contravening the development standard.

3. The development, as modified, is consistent with the objectives of the height of buildings development standard of the Parramatta Local Environmental Plan 2011

4. The development, as modified, is consistent with the objectives of the R4 High Density Residential zone of the Parramatta Local Environmental Plan 2011, is consistent with State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development and the Apartment Design Guide and is consistent with State Environmental Planning Policy (Affordable Rental Housing) 2009.

5. The Panel is satisfied that the development as modified will not have any unreasonable impacts on the amenity of neighbouring properties or the locality, noting that the matters raised in written submissions have either been adequately addressed in the design of the development or where not specifically addressed in the development are not of such weight as to warrant refusal of the application.

6. Taking into account reasons 1-5 above, approval of the application will be in the public interest.

The closed session of the meeting here closed at 3:37p.m.

The meeting terminated at 4:07p.m.

Signed:



Stuart McDonald
Chairperson

Minutes of the Electronic Determination Cumberland Local Planning Panel Meeting held Monday 20 July 2020.

PRESENT:
Stuart McDonald (Chairperson), John Brunton, Marjorie Ferguson and Irene Simms.

DECLARATIONS OF INTEREST:

There were no declarations of interest.
2.
3. ITEM LPP037/20 - DEVELOPMENT APPLICATION FOR 25A CRESCENT STREET, HOLROYD
4.
5. BACKGROUND:

The matter was deferred for electronic determination in order that the Panel may be satisfied regarding the history of approval on the site and the ability to grant consent.
6.
7. Panel Decision
8.
The Panel is satisfied that adequate evidence and advice has been provided confirming the existence of existing use rights under the EPA Act and EPA Regulation and that the application is able to be determined. The Panel decision is approval of the application as recommended by the Council officers, including the recommended conditions and the amended condition circulated to the Panel as part of the Addendum Report on 17 July 2020.
9.
For: Stuart McDonald (Chairperson), John Brunton, Marjorie Ferguson and Irene Simms.
10.
11. **Against:** Nil.
12.
13. Reasons for Decision:
14.
1. The Panel acknowledges that the existing twin sided static advertising sign adjacent to the M4 Motorway has development consent and based on the information provided by the Council, including legal advice, is an “existing use” for the purposes of the Environmental Planning and Assessment Act and Regulation.

15. As the proposal is for the replacement of the static advertising signage with LED signage and noting no objections have been raised by RMS, the Panel is satisfied that the application is consistent with State Environmental Planning Policy No 64 – Advertising and Signage, Holroyd Local Environmental Plan 2013, Holroyd Development Control Plan 2013 and Cumberland Council Large Display Advertising Policy.

3. Subject to the recommended conditions of consent, including the amended condition provided to the Panel on 17 July 2020, approval of the application will be in the public interest.
16.

Signed:



Stuart McDonald
Chairperson

Item No: LPP040/20

ELECTRONIC DETERMINATION - MODIFICATION APPLICATION FOR 12-14 PRITCHARD STREET EAST, WENTWORTHVILLE

Responsible Division: Environment & Planning
Officer: Executive Manager Development and Building
File Number: MOD2020/0216

Application lodged	4 May 2020
Applicant	Antoine Saouma
Owner	ACHI Constructions Pty Ltd
Application No.	MOD2020/0126
Description of Land	12 - 14 Pritchard Street East, Wentworthville
Proposed Development	Section 4.55 (1A) application to modify setbacks and unit mix of approved shop top housing development
Site Area	1,379.6m^2
Zoning	B2 – Local Centre
Disclosure of political donations and gifts	Nil disclosure
Heritage	The subject site is not a heritage item but is located within the vicinity of a local heritage item.
Principal Development Standards	Floor Space Ratio (FSR) Maximum 2:1 (HLEP 2013) FSR proposed – 1.96:1 Height of Building: Maximum 17m (HLEP 2013) • Maximum Height Proposed: -19.4m (maximum variation of 14% approved to the lift overrun under DA2018/454/1). • 18.8m to the parapet of upper floor habitable spaces (10.5% variation approved under DA2018/454/1) No changes to the approved building height are sought as part of subject modification application.
Issues	• Departure from minimum 6m setback required for Unit 15 under Schedule A of DA2018/454/1 • Departure from minimum 6m setback required for Unit 18 under Schedule A of DA2018/454/1

SUMMARY:

1. On 12 December 2019 Cumberland Local Planning Panel granted deferred commencement approval for DA2018/454/1 which sought consent for demolition of existing structures and construction of part 3, part 5 and part 6 storey shop top housing development comprising a commercial tenancy at ground floor level, 28 residential units above and 2 levels of basement carpark accommodating 55 car parking spaces and 1 car wash bay on land at 12-14 Pritchard Street East,

Wentworthville. The Cumberland Local Planning Panel (CLPP) imposed 10 deferred commencement conditions, one of which was Condition no. 9b, requiring that Units 18 and 15 of the development provide a minimum side boundary setbacks of 6m.

2. Subsequently, the subject Modification Application No. MOD2020/0126 was lodged on 4 May 2020 seeking Section 4.55(1A) application to modify the deferred commencement condition no.9b relating to setbacks and change the unit mix of the approved shop top housing development. The modification application proposes 4.5m side setbacks for Units 18 and 15 and redesigns Units 18 and 15 into 1-bedroom units.

3. The application is being reported to the Cumberland Local Planning Panel (CLPP) for determination as the proposal seeks to modify a deferred commencement condition imposed by the Panel for a development involving more than 4 storeys to which the State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Developments applies.

4. The application is recommended for approval subject to the conditions in the draft notice of determination.

REPORT:

Subject Site and Surrounding Area

The subject site is known as 12 & 14 Pritchard Street, East Wentworthville, and is legally described as Lot 1, Deposited Plan (DP) 300345 and Lot 1, DP 168165. The site is located on the southern side of Pritchard Street within the B2 Local Centre zone. The site forms a regular midblock with a total area of 1379.6m2 and a combined frontage of 30m to Pritchard Street. The site has a fall of approximately 1.5m from the rear to front. The site is currently occupied by a Pathology Centre and a single storey dwelling. There is no significant vegetation on site.

The subject site is located within Wentworthville Town Centre and adjoins R2 Low Density Residential to the south. The site is bounded by B2 zoned land to the north, east and west. There is a transition occurring currently with higher density zoned sites being developed into residential flat buildings further to the south. The wider locality contains a mix of commercial and residential land uses.

The site is identified in a Planning Proposal for the Wentworthville Centre Revitalisation Project to amend planning controls, including increases to building height and floor space ratios (FSRs) and the introduction of new provisions within the Centre.



Figure 1 – Locality plan of subject site

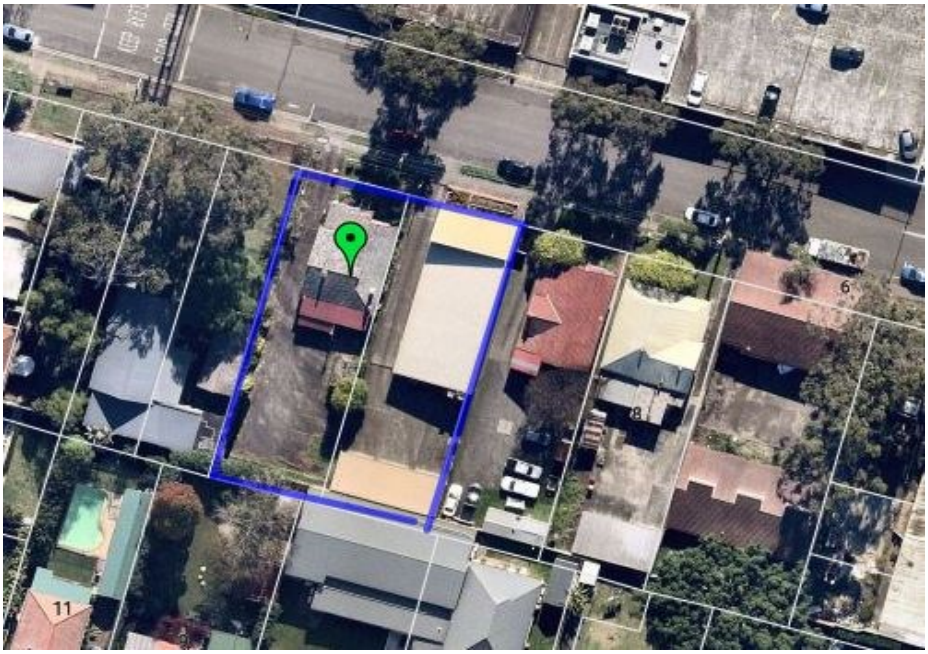


Figure 2 – Aerial view of subject site

Description of the Proposed Development

Condition no. 9b of Schedule A (deferred commencement conditions) was imposed by Cumberland Local Planning Panel (CLPP) on 12 December 2019 under Development Consent No. DA2018/454/1. The condition required that 6m side setbacks be provided for Units 18 and 15. Noting that Units 18 and 15 are both located on level 2 of the shop top housing development, the premise of the condition is to afford reasonable amenity to the private open space and living areas of Units 13, 14, 16 and 17 of the development.

The subject modification application however proposes side setbacks of 4.5m for the units. Given that the setbacks represent a departure from the condition, the subject Section 4.55(1A) modification application is lodged. As such the proposed modification involves the following works:

- Provision of 4.5m setback from the eastern site boundary to the eastern side elevation of Unit 18;
- Provision of 4.5m setback from the western site boundary to the western side elevation of Unit 15;
- Alteration of the development's unit mix by redesigning Units18 and 15 from 2-bedroom units into 1-bedroom units;
- Installation of two celestial skylights above the living rooms of units 18 and 15 to improve sunlight access;

It is noted that the proposal results in a marginal reduction of FSR from 1.974:1 (2724.25m2) to 1.96:1 (2,704m2)

The subject modification results in the following key changes within the overall development:

Level	**DA2018/454/1 Approval**	**Proposed Modifications**
Lower basement	- 29 residential car spaces including 4 accessible parking spaces - Storage, lift and fire stairs	No changes proposed
Upper Basement	- 20 commercial spaces (including 2 accessible parking spaces) - 6 visitor car spaces - 16 bicycle spaces - Storage, lift and fire stairs - 1 car wash bay	No changes proposed
Ground floor	- Commercial tenancy with an area of 220m^2, - Commercial outdoor area (180m^2) - lobby area with lift and stairwell core; - Communal open space; - Bin storage area	No changes proposed
Level 1	- 9 residential units	No changes proposed
Level 2	- 9 residential units	The development will maintain 9 residential units, however Units 18 and 15 will be redesigned from 2-bedroom units to 1-bedroom units.
Level 3	- 5 residential units	No changes proposed
Level 4	- 3 residential units	No changes proposed

Level 5	- 2 residential units - roof top communal open space	No changes proposed

History

Deferred Commencement Approval DA2018/454/1 was issued by Cumberland Local Planning Panel on 12 December 2019 for the demolition of existing structures and construction of part 3, part 5 and part 6 storey shop top housing development comprising a commercial tenancy at ground floor level, 28 residential units above 2 levels of basement carpark accommodating 55 car parking spaces and 1 car wash bay at the subject site.

Modification Application No. MOD2020/0126 was lodged on 4 May 2020 seeking Section 4.55(1A) application to modify the deferred commencement condition no.9b relating to setbacks and change the unit mix of the approved shop top housing development. In the deferred commencement approval of the original development application, DA 2018/454/1.

Applicants Supporting Statement

The applicant has provided a Statement of Environmental Effects prepared by Think Planners Pty Ltd dated 20 April 2020 in support of the application.

A signed revised Design Verification Statement prepared by Antoine J. Saouma (Registration No. 7412) was submitted with the subject modification 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/External Referrals

No internal or external referrals were required for the modification application.

PLANNING COMMENTS

Section 4.55(1A):

Requirement	Comments
Proposed modification is of minimal environmental impact	Proposed modification is of minimal environmental impact.
Council is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and	The development as proposed to be modified is substantially the same as the original consent, as it relates to modification of setbacks and change the unit mix of the approved

	shop top housing development.
Council has notified the application in accordance with: (i) the regulations, if the regulations so require, or (ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and	See discussion on "Public Notification" in this report.
Council has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.	See discussion on "Public Notification" in this report.

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)

The requirement at Clause 7 of SEPP No. 55 for Council to be satisfied that the site is suitable or can be made suitable to accommodate the proposed development has been considered in the following table:

Matters for consideration	Yes	No	N/A
Does the application involve re-development of the site or a change of land use?	☒	☐	☐
Is the development going to be used for a sensitive land use (e.g.: residential, educational, recreational, childcare or hospital)?	☒	☐	☐
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.	☐	☒	☐
Is the site listed on Council's Contaminated Land Database?	☐	☒	☐
Is the site subject to EPA clean-up order or other EPA restrictions?	☐	☒	☐
Has the site been the subject of known pollution incidents or illegal dumping?	☐	☒	☐
Does the site adjoin any contaminated land/previously contaminated land?	☐	☒	☐

Matters for consideration	Yes	No	N/A
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?	☒	☐	☐
Details of contamination investigations carried out at the site: The site is not identified in Council's records as being contaminated. A site inspection reveals the site does not have any obvious history of a previous land use that may have caused contamination and there is no specific evidence that indicates the site is contaminated. Council's Environmental Health Unit has assessed the application and considers the proposal to be satisfactory subject to conditions.			

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

The site and neighbouring land parcels have recently been cleared of all vegetation to facilitate future residential development. As such, the SEPP does not apply.

(b) State Environmental Planning Policy (Coastal Management) 2018

The subject site is not identified as a coastal wetland and is not or land identified as "proximity area for coastal wetlands".

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

An amended BASIX Certificate 975895M_06 dated 19 March 2020 with regard to the revised dwelling mix has been submitted. The submitted BASIX certificate achieves target scores and is considered satisfactory. Conditions of Consent have been applied requiring adherence to the BASIX Certificate requirements.

(d) Statement Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development (SEPP 65)

SEPP 65 applies to the development as the building is 3 storeys or more, and contains more than 4 dwellings. A design statement addressing the design quality principles prescribed by SEPP 65 was prepared by the project architect. Integral to SEPP 65 is the Apartment Design Guide (ADG), which sets benchmarks for the appearance, acceptable impacts and residential amenity of the development. A revised design verification statement signed by registered architect Antoine J. Saouma (Registration No. 7412) was submitted with the s4.55(1A) application. Following a detailed assessment of the proposal against the provisions of SEPP 65 and the ADG, it is considered the proposal is generally compliant.

In the absence of 6m side setbacks for Units 18 and 15 as imposed under DA2018/454/1, the proposed modification which encapsulates 4.5m side boundary setbacks for Units 18 and 15, alteration of the unit mix and provision of skylights for Units 18 and 15 is considered acceptable in this instance. It is considered that the 4.5m setbacks will appropriately articulate and modulate the built form along the side elevations as strict compliance of 6m imposed would.

Further, it will afford visual relief for Units 13, 14, 16, and 17 by providing southerly outlook from their private open spaces and living areas. Noting that the gross floor area for the proposal is marginally reduced from the approved under DA2018/454/1, it is also considered that 4.5m setbacks will provide balance of equitable gross floor area for the development in accordance with Holroyd LEP provisions and reasonable amenity for other units in the development and adjoining developments.

The 4.5m setback will provide the development with adequate building separation distances between neighbouring sites to achieve acceptable levels of external and internal visual privacy. Also, the reduced building bulk and proposed skylights proposal will afford the Units 18 and 15 optimised opportunities to receiving sunlight in living areas and improve amenities into the private open spaces and living areas of other units on level 2.

The shadow diagrams submitted by the applicant shows that the proposed development will maintain 20 out of 28 units (70%) achieving 2 hours of direct sunlight between 9am and 3pm. Also, in accordance with Apartment Design Guide less than 15% of the residential units will not receive adequate sunlight in mid-winter. Noting the southern orientation of Units 18 and 15, it is unlikely that strict compliance with the 6m side setbacks condition as imposed by the Panel under DA2018/454/1 will afford significant sunlight opportunities into the private open spaces and living areas of Units, 13, 14, 16 and 17. It is however noted that the provision of the 4.5m setbacks minimises visual intrusion impacts for Units, 13, 14, 16 & 17 and neighbouring developments. Also, recognising that there is no net loss in parking spaces despite the unit mix alterations (higher 1-bedroom proportion), it is considered that overall amenity of the development is improved.

Further recognising that the Holroyd Development Control Plan 2013 requires nil side setbacks for residential flat building developments in the B2 Local Centre zone, it is considered that the 4.5m side setbacks proposed for the units is reasonable. Noting the above, it is satisfied that the proposed modification and overall development is designed in accordance with the Apartment Design Guide.

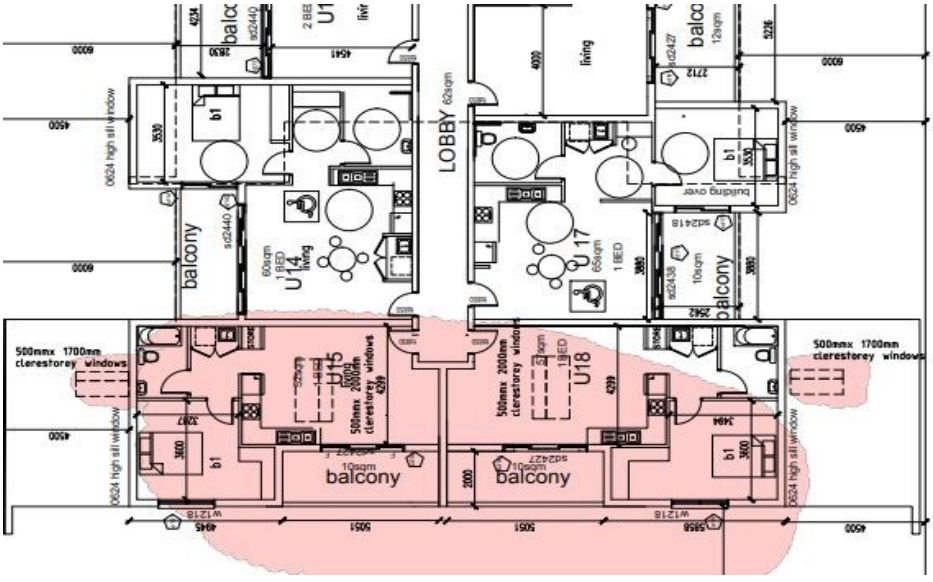


Figure 4 – Proposed floor plan of Units 18 and 15



Figure 5 – South elevation showing Units 18 and 15

A comprehensive assessment against SEPP 65 and the ADG is contained in Appendix A.

(a) State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

The provisions of the ISEPP 2007 have been considered in the assessment of the development application.

Clause 45 – Development likely to affect an electricity transmission or distribution network

The original development application, DA2018/454/1 was referred to Endeavour Energy and TransGrid for comment, who raised no objections, subject to conditions. The proposed modifications are unlikely to result in any changes in this regard, therefore is considered acceptable.

Regional Environmental Plans

The proposed development is affected by the following Regional Environmental Plans:

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

Note: Will be superseded once Draft SEPP Environment comes into effect.

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

Holroyd Local Environmental Plan (HLEP) 2013

The provision of the Holroyd LEP 2013 is applicable to the development proposal. It is noted that the development achieves compliance with the key statutory requirements of the Holroyd LEP 2013 and the objectives of the B2 – Local Centre zone.

(a) Permissibility:-

The proposed development is defined as a 'shop top housing' and is permissible in the B2– Local Centre zone with consent. The proposed modification will continue the use of the development as approved being a shop top housing.

The relevant matters to be considered under Holroyd LEP 2013 and the applicable clauses for the proposed development are summarised below. A comprehensive LEP assessment is contained in Appendix B.

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 draft SEPP relates to the protection and management of our natural environment with the aim of simplifying the planning rules for a number of water catchments, waterways, urban bushland, and Willandra Lakes World Heritage Property. The changes proposed include consolidating the following seven existing SEPPs:

- State Environmental Planning Policy No. 19 – Bushland in Urban Areas
- State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011
- State Environmental Planning Policy No. 50 – Canal Estate Development
- Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment
- Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (No.2-1997)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Willandra Lakes Regional Environmental Plan No. 1 – World Heritage Property.

The draft policy will repeal the above existing SEPPs and certain provisions will be transferred directly to the new SEPP, amended and transferred, or repealed due to overlaps with other areas of the NSW planning system.

Changes are also proposed to the Standard Instrument – Principal Local Environmental Plan. Some provisions of the existing policies will be transferred to new Section 117 Local Planning Directions where appropriate.

(b) Draft Cumberland Local Environmental Plan 2020 (Draft CLEP)

The Draft Cumberland Local Environmental Plan 2020 (Draft CLEP) has been prepared by Cumberland Council to provide a single planning framework for the future planning of Cumberland City. The changes proposed seek to harmonise and repeal the three existing LEPs currently applicable to the Cumberland local government area, those being:

- Holroyd Local Environmental Plan 2013,
- Parramatta Local Environmental Plan 2011, and
- Auburn Local Environmental Plan 2010.

The relevant planning controls for the subject site, as contained within the Holroyd Local Environment Plan, are not proposed to change under the Draft CLEP.

(c) Wentworthville Town Centre Planning Proposal

The planning proposal for the revitalisation of the Wentworthville Town Centre has been endorsed by Council for finalisation and gazettal by the Department of Planning, Industry and Environment.

The subject site is not proposed to change in regard to zoning and FSR as part of the planning proposal; however, the building height has been increased from 17m to 23m for the front portion of the property whilst the rear remains at a maximum of 17m.

The provisions of any Development Control Plans (EP&A Act s4.15 (1)(a)(iii))

The Holroyd DCP 2013 provides guidance for the design and operation of development to achieve the aims and objectives of the DCP. A comprehensive assessment and compliance table is contained in Appendix C. The proposed development complies with the provisions of Holroyd DCP 2013 and is considered acceptable from an environmental planning view point.

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)(iiia))

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 the Holroyd Development Control Plan 2013, the proposed modification was notified for 14 days between 18 May 2020 to 1 June 2020.

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

The monetary contribution for the development is amended as a result of proposed the alteration to the unit mix in accordance with provisions in Holroyd Section 94 Development Contributions.

The subject development requires the payment of contributions in accordance with Holroyd Section 94 Development Contributions Plan 2013. A condition is imposed requiring the payment of contributions.

In accordance with the currently indexed rates for the Wentworthville Centre contribution area, the following contributions apply:

It is noted that the Section 7.11 contribution payable for the approved development under Development Consent No. DA2018/454/1 which encapsulated 4 x 1-bedroom dwellings, 20 x 2-bedroom dwellings, 4 x 3 bedroom dwellings and 220 m2 of non-residential development totals $378,320.00.

Recognising that the modification proposes a decrease in proportion of 2-bedroom units and increase in proportion of 1-bedroom units, it results in a decreased Section 7.11 development contributions payable. Given that the modification application proposes 6 x 1-bedroom units, 18 x 2-bedroom units, 4 x 3-bedroom units 220 m2 of

non-residential, the currently indexed development contribution payable is $370,334.70.

Note: This includes credit for the existing 2 x 3-bedroom dwellings on the 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 development as modified is appropriately located within the B2 – Local Centre zone under the relevant provisions of the Holroyd LEP 2013. Having regard to the assessment of the proposal from a merit perspective, Council is satisfied that the development has been responsibly designed and provides for acceptable levels of amenity for future residents and neighbouring developments. It is considered that the proposal minimises adverse impacts on the amenity of neighbouring properties. For these reasons, it is considered that the proposal is satisfactory having regard to the matters of consideration under Section 4.15 and 4.55 of the Environmental Planning and Assessment Act 1979, and the modified development may be approved subject to conditions.

REPORT RECOMMENDATION:

1. **That Modification Application No. MOD2020/0126 for Section 4.55(1A) application to modify setbacks and unit mix of approved shop top housing development on land at 12 & 14 Pritchard Street East, Wentworthville be approved subject to attached conditions.**

ATTACHMENTS

1. Draft Notice of Determination ⇩
2. Architectural Plans ⇩
3. Previous Development Consents ⇩
4. Appendix A - Apartment Design Guide Compliance Table ⇩
5. Appendix B – Holroyd Local Environmental Plan 2013 Compliance Table ⇩
6. Appendix C – Holroyd DCP 2013 Compliance Table ⇩
7. Shadow Diagram- 6M Setback from East and West ⇩
8. Shadow Diagram- 6M Setback from East and West ⇩

DOCUMENTS ASSOCIATED WITH REPORT LPP040/20

Attachment 1

Draft Notice of Determination

CUMBERLAND CITY COUNCIL

DEVELOPMENT APPLICATION NOTICE OF DETERMINATION

Under the *Environmental Planning and Assessment Act, 1979*
(Section 4.55(1A))

Modification Application No:	MOD2020/0126
Applicant:	Antoine Sauoma 8 Surrey Street, Drive, Guildford NSW 2161
Property Description:	12 - 14 Pritchard Street East, Wentworthville Lot 1, Deposited Plan (DP) 300345 and Lot 1, DP 168165
Development:	Section 4.55 (1A) application to modify setbacks and unit mix of approved shop top housing development

Determination

Pursuant to Sections 4.55(1A) of the Act, Council advises that the development application has been determined by:

- **Granting of Consent** subject to the conditions attached on the following page(s)

Determination Date:	12 August 2020
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.

Elma Sukurma

ACTING COORDINATOR, FAST TRACK DEVELOPMENT ASSESSMENT

Date: 12 August 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.

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

CONDITIONS OF APPROVAL

Accordingly, Development Consent 2018/454/1 is amended as follows:-

Condition 2 of Schedule B is amended to read as follows:

2. Development shall take place in accordance with the attached endorsed plans:

Architectural Plans submitted to satisfy Schedule "A" and prepared generally in accordance with plans prepared by Antoine J Saouma (Job No. 03018)			
Dwg No.	**Revision**	**Title**	**Date**
01-1	D	Lower Basement Plan	12/10/2019
01	D	Upper Basement Floor Plan	12/10/2019
02	D	Ground Floor Plan	12/10/2019
03	D	Level 1 Plan	12/10/2019
04	D	Level 2 Plan	12/10/2019
05	D	Level 3 Plan	12/10/2019
06	D	Level 4 Plan	12/10/2019
07	D	Level 5 & Roof Terrace Floor Plan	12/10/2019
08	D	Roof Plan	12/10/2019
09	D	Section AA	12/10/2019
10	D	Section BB	12/10/2019
11	D	Sections CC - EE	12/10/2019
12	D	Sections DD	12/10/2019
13	D	Northern & Eastern Elevations	12/10/2019
14	D	Southern & Western Elevations	12/10/2019
19	B	Adaptable Units	10/07/2019
21	C	Demolition & Construction Management Plan	12/07/2019
22	C	Colour Schedule	20/10/2019

Stormwater Plans submitted to satisfy Schedule "A" and prepared generally in accordance with plans prepared by Heyten Engineering (Job No. 18H451) OSD Plan No. 2019-002			
Dwg No.	**Revision**	**Title**	**Date**
SW01-A	B	Basement Level Drainage Plan	26/11/2018
SW01-B	B	Basement Level 1 Drainage Plan	26/11/2018
SW02	B	Ground Floor Drainage Plan	26/11/2018
SW03	B	First Floor Drainage Plan	26/11/2018
SW04	B	Roof & Overland Flow Drainage Plan	26/11/2018
SW05	B	Stormwater Section Details	26/11/2018

Landscape Plans submitted to satisfy Schedule "A" and prepared generally in accordance with plans prepared by Vision Dynamics Pty Ltd			
Dwg No.	**Revision**	**Title**	**Date**
18229 DA 1-2	C	Landscape Concept Plan	22/07/19
18229 DA 2-2	C	Landscape Concept Plan	22/07/19

- Acoustic Report prepared by Acoustic Vibration & Noise Pty Ltd, Report Number 2018-433, dated 12 November 2018;
- Geotechnical Desktop Study Investigation prepared by Morrow Geotechnics Pty Ltd, Reference No. P1559_01 rev1, dated 29 October 2018;

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

- Arboricultural Impact Assessment prepared by Redgum Horticultural, Reference No. 5546, dated 19 August 2019;
- Correspondence from Endeavour Energy dated 31 December 2018 and all recommendations contained therein;
- Correspondence from Cumberland Police Area Command, Reference No. D/2019/74278, dated 21 January 2019 and all conditions contained therein;
- Waste Management Plan, undated; and
- BASIX Certificate No. 975895M_04, dated 24 July 2019.

a) As amended in red by Council. All amendments are to be incorporated in the Construction Certificate plans.

As amended by the following plans approved by the subject s4.55(1A) application MOD2020/0126, dated 12 August 2020:

Architectural Plans submitted to satisfy Schedule "A" and prepared generally in accordance with plans prepared by Antoine J Saouma (Job No. 03018)			
Dwg No.	**Revision**	**Title**	**Date**
01-1	D	Lower Basement Plan	12/10/2019
01	D	Upper Basement Floor Plan	12/10/2019
02	D	Ground Floor Plan	12/10/2019
03	D	Level 1 Plan	12/10/2019
04	E	Level 2 Plan	11/02/2020
05	E	Level 3 Plan	11/02/2020
06	D	Level 4 Plan	12/10/2019
07	D	Level 5 & Roof Terrace Floor Plan	12/10/2019
08	E	Roof Plan	11/02/2020
09	D	Section AA	12/10/2019
10	D	Section BB	12/10/2019
11	E	Sections CC - EE	11/02/2020
12	D	Sections DD	12/10/2019
13	E	Northern & Eastern Elevations	11/02/2020
14	E	Southern & Western Elevations	11/02/2020

- BASIX Certificate No. 975895M_06, dated 19 March 2020.

As amended in red by Council. All amendments are to be incorporated in the Construction Certificate plans.

[Condition 2 amended by Modification Application MOD2020/0126]

Condition 15 is amended to read as follows:

Section 7.11 Contribution

15. 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 Holroyd Section 94 Development Contributions Plan 2013, for six (6) x 1 b/r dwellings, eighteen (18) x 2 b/r dwellings and four (4) x 3 b/r dwellings (minus credit for the 2 existing dwellings) and 220m^2 of non-residential development is to be paid to Council. At the time of this development consent, the current rate of the contribution is **$370,334.70.** The amount of the contribution will be determined at the time of payment in accordance with the relevant s94 Contributions Plan in force at that time. A copy of the Holroyd Section 94 Development Contributions Plan 2013 can be viewed on Council's website at

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

www.cumberland.nsw.gov.au or inspected at Council's Civic Centre located at 16 Memorial Avenue, Merrylands between the hours of 8am and 4.30pm Monday to Friday.

[Condition 15 amended by Modification Application MOD2020/0126]

Condition 9B of Schedule 'A' has been deleted

Amended Plans/ Additional Information

9b ~~Unit 18 and 15 as identified on the approved architectural plans listed in the consent, are to be amended to provide a minimum side boundary setback of 6m to ensure reasonable amenity to the private open space and living areas of units 13, 14, 16 and 17.~~

[Condition 9B deleted by Modification Application MOD2020/0126]

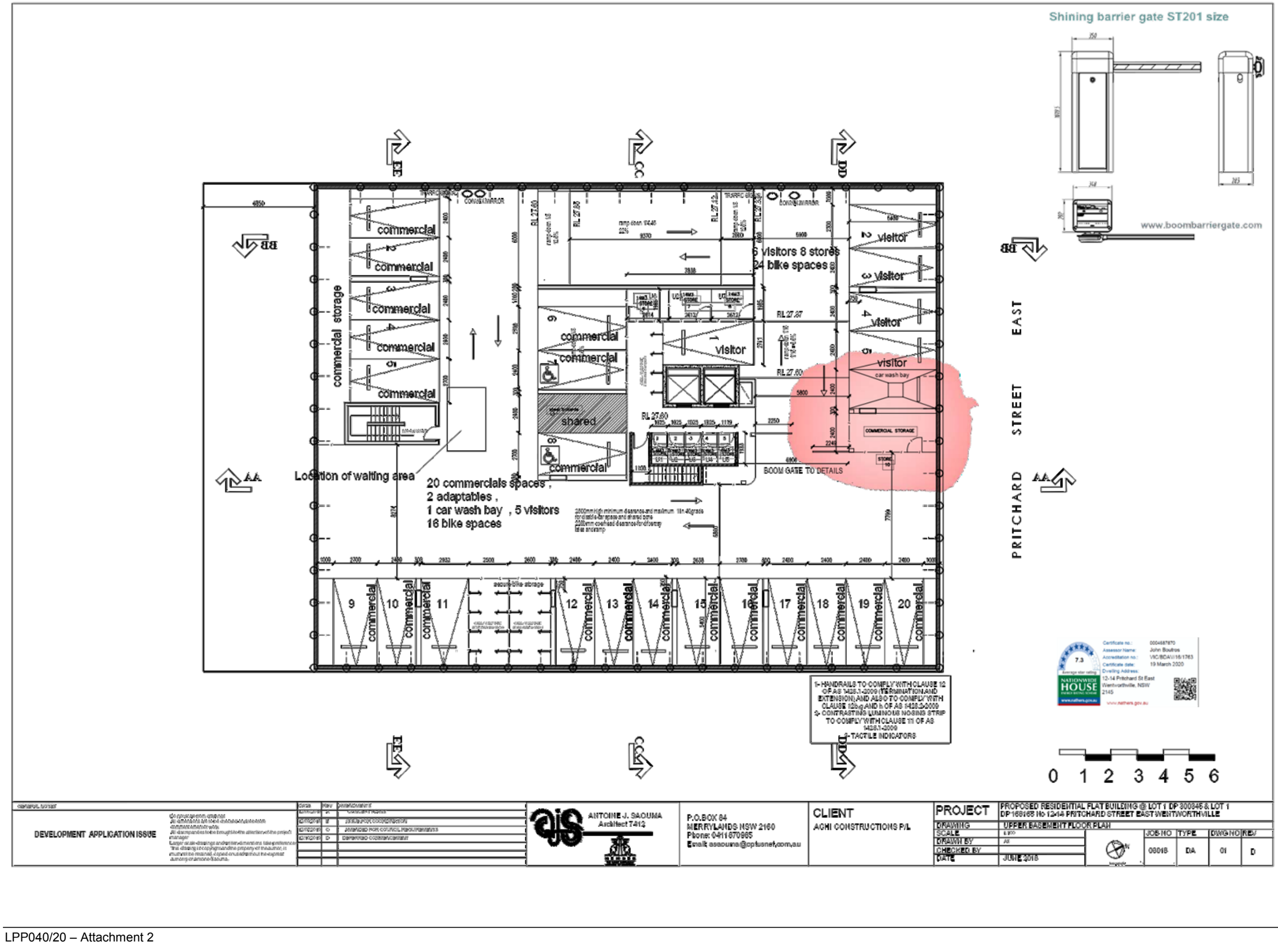
All other conditions of Development Consent 2018/454/1 and as amended remain unchanged.

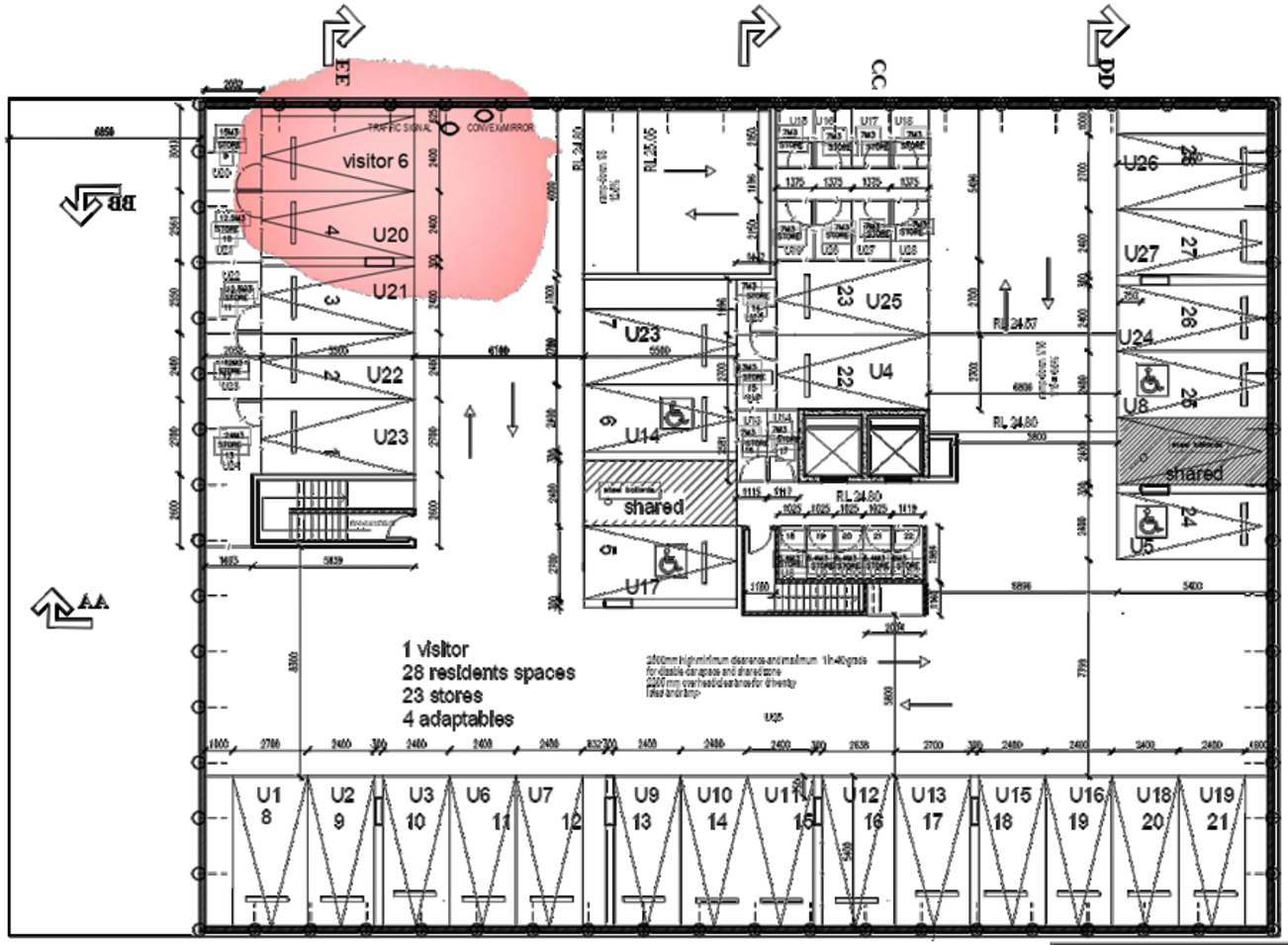
Note: This determination notice is strictly for the changes sought under the subject modification application MOD2020/0126. No approval is granted or implied for any other works/changes proposed to the subject development.

DOCUMENTS ASSOCIATED WITH REPORT LPP040/20

Attachment 2

Architectural Plans


Shining barrier gate ST201 size
www.boombarriergate.com
commercial storage
commercial
shared
visitor
car wash bay
6 visitors 8 stores
24 bike spaces
Location of waiting area
20 commercials spaces ,
2 adaptables ,
1 car wash bay , 5 visitors
16 bike spaces
BOOM GATE TO DETAILS
PRITCHARD STREET EAST
1- HANDRAILS TO COMPLY WITH CLAUSE 12 OF AS 1428.1-2009 (TERMINATION AND EXTENSION) AND ALSO TO COMPLY WITH CLAUSE 12b,g AND h OF AS 1428.2-2009
2- CONTRASTING LUMINOUS NOSING STRIP TO COMPLY WITH CLAUSE 11 OF AS 1428.1-2009
3- TACTILE INDICATORS
0 1 2 3 4 5 6
DEVELOPMENT APPLICATION ISSUE
ANTOINE J. SAOUMA
Architect 7412
P.O.BOX 84
MERRYLANDS NSW 2160
Phone: 0411870965
Email: asaouma@optusnet.com.au
CLIENT
ACHI CONSTRUCTIONS P/L
PROJECT
PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300345 & LOT 1 DP 168168 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING
UPPER BASEMENT FLOOR PLAN
SCALE
DRAWN BY
CHECKED BY
DATE
JUNE 2018
JOB NO
TYPE
DWG NO
REV
08018
DA
01
D



DEVELOPMENT APPLICATION ISSUE

Date	Rev	Amendment
12/10/2018	A	CONSULTANT ISSUE
12/10/2018	B	ISSUED FOR COORDINATION
12/10/2018	C	AMENDED FOR COUNCIL REQUIREMENTS
12/10/2018	D	DEVELOPER COORDINATION

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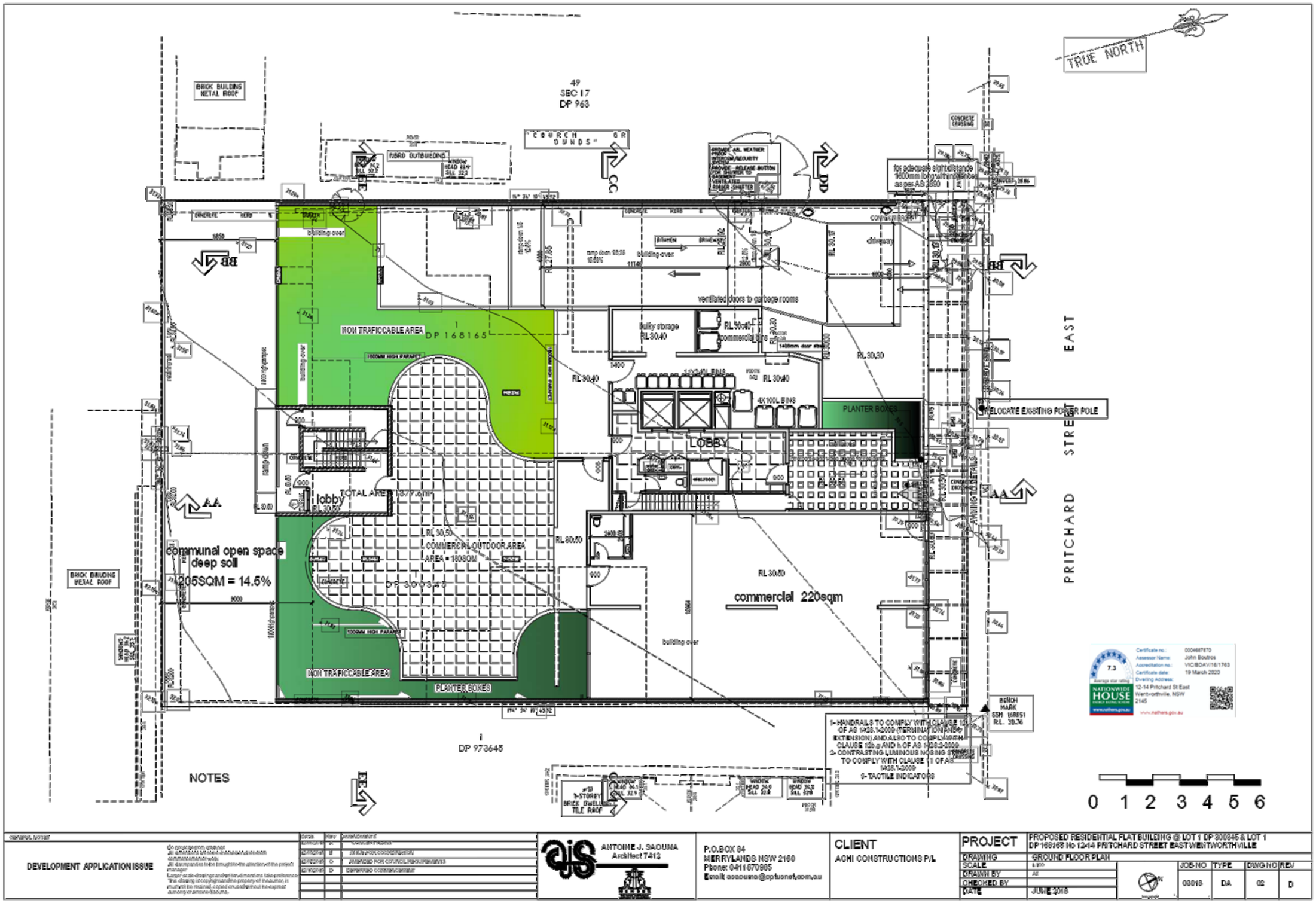
CLIENT
AGHI CONSTRUCTIONS P/L

PROJECT: PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300245 & LOT 1 DP 168168 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE

DRAWING	LOWER BASEMENT PLAN
SCALE	1:100
DRAWN BY	AS
CHECKED BY	
DATE	JUNE 2018

JOB NO	TYPE	DWG NO	REV
08018	DA	01-1	D

Certificate no.: 0004687870
Assessor Name: John Boutros
Accreditation no.: VIC/BDAV/16/1763
Certificate date: 19 March 2020
Dwelling Address: 12-14 Pritchard St East Wentworthville, NSW 2145
www.nathers.gov.au



DEVELOPMENT APPLICATION ISSUE

Date	Rev	Amendment
07/07/2019	A	CONSULTANTS
07/08/2019	B	ISSUED FOR CO-ORDINATION
07/08/2019	C	AMENDED FOR COUNCIL REQUIREMENTS
07/08/2019	D	DEVELOPED COMMENCEMENT

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CLIENT
AGHI CONSTRUCTIONS P/L

PROJECT	PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300345 & LOT 1 DP 168165 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE				
DRAWING	GROUND FLOOR PLAN				
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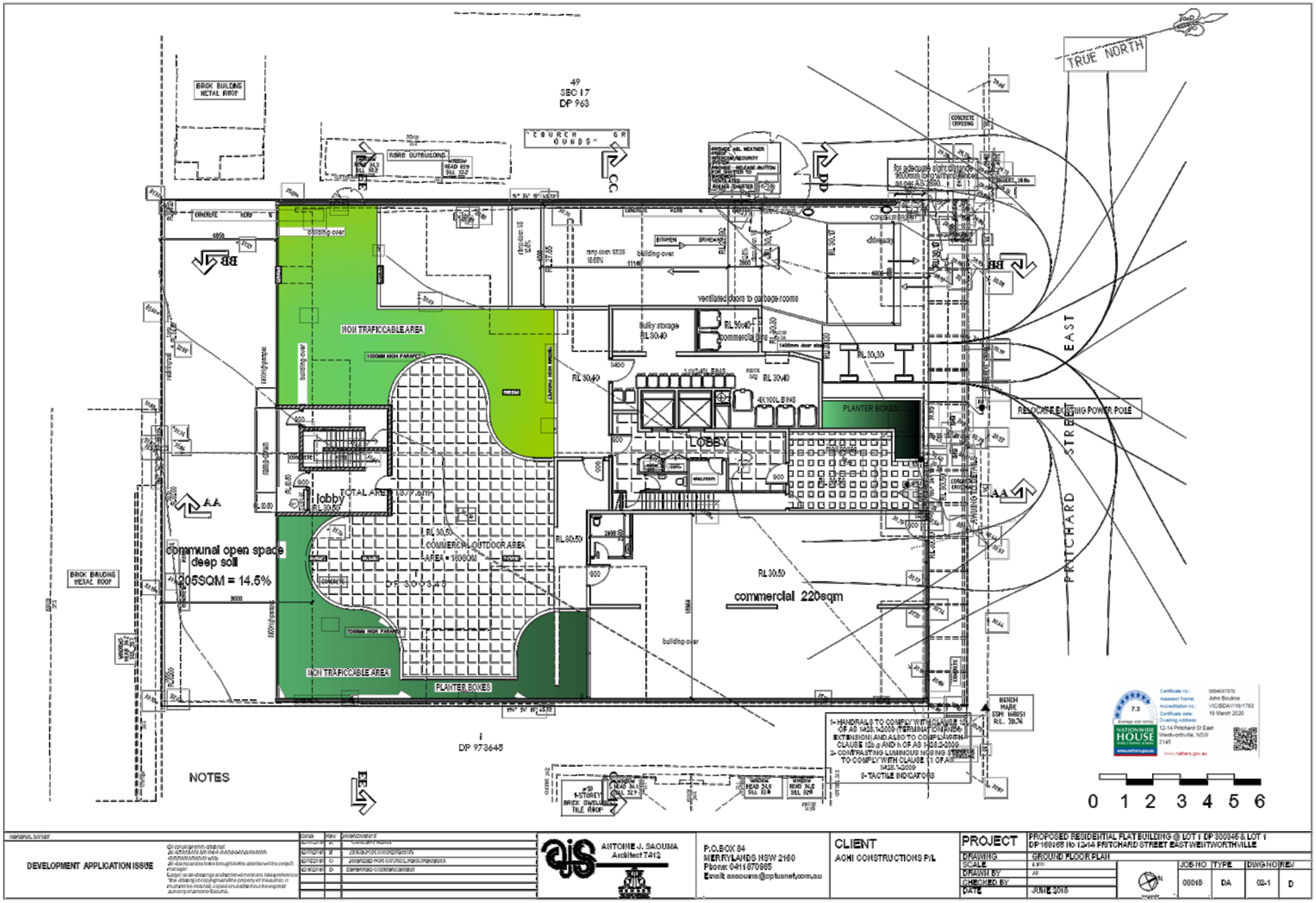

DEVELOPMENT APPLICATION ISSUE

Date	Rev	Amendment
[illegible]	A	CONSENT NOTES
[illegible]	B	AMENDED FOR COORDINATION
[illegible]	C	AMENDED FOR COUNCIL REQUIREMENTS
[illegible]	D	GENERAL COORDINATION

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CLIENT
AGHI CONSTRUCTIONS P/L

PROJECT	PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300345 & LOT 1 DP 168168 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE				
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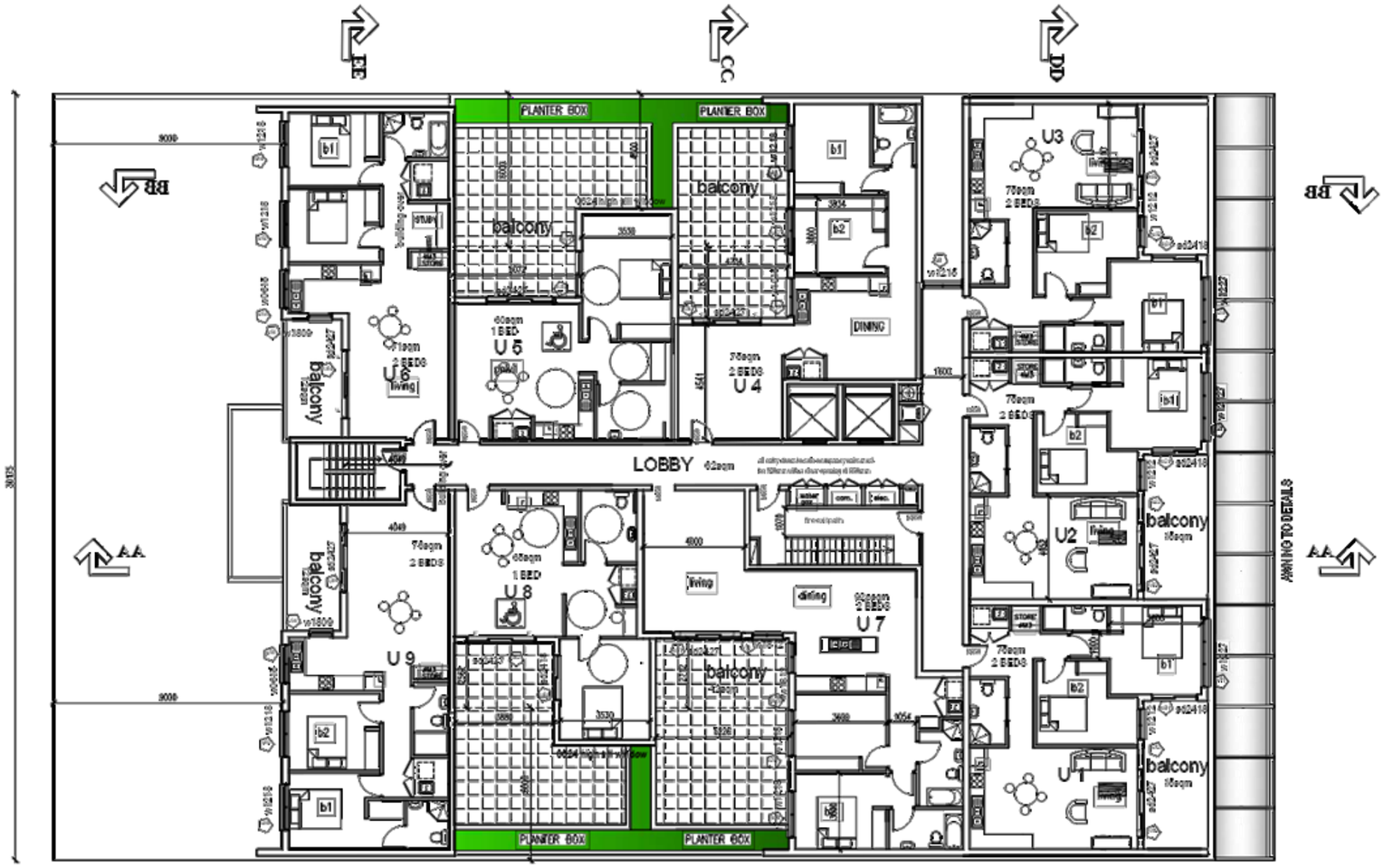
DATE	JUNE 2018				



LEVEL 1 FLOOR PLAN
scale 1/100

1- HANDRAILS TO COMPLY WITH CLAUSE 12 OF AS 1428.1-2009 (TERMINATION AND EXTENSION) AND ALSO TO COMPLY WITH CLAUSE 12.2 (g) AND (h) OF AS 1428.2-3-2009
2- CONTRASTING LUMINOUS NOSING STRIP TO COMPLY WITH CLAUSE 11 OF AS 1428.1-2009
3- TACTILE INDICATORS

Certificate no.: 0004687870
Assessor Name: John Boutros
Accreditation no.: VIC/BDAV/19/1763
Certificate date: 19 March 2020
Dwelling Address: 12-14 Pritchard St East Wentworthville, NSW 2145
www.nathers.gov.au

0 1 2 3 4 5 6

GENERAL NOTES

DEVELOPMENT APPLICATION ISSUE

Date	Rev	Amendment
07/07/19	A	CONSENT PLANS
07/07/19	B	ZONING FOR CONSIDERATION
07/07/19	C	AMENDED FOR COUNCIL REQUIREMENTS
07/07/19	D	DEPARTED COMMENCEMENT

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CLIENT
AGHI CONSTRUCTIONS P/L

PROJECT: PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300845 & LOT 1 DP 168168 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE

		JOB NO	TYPE	DWG NO	REV
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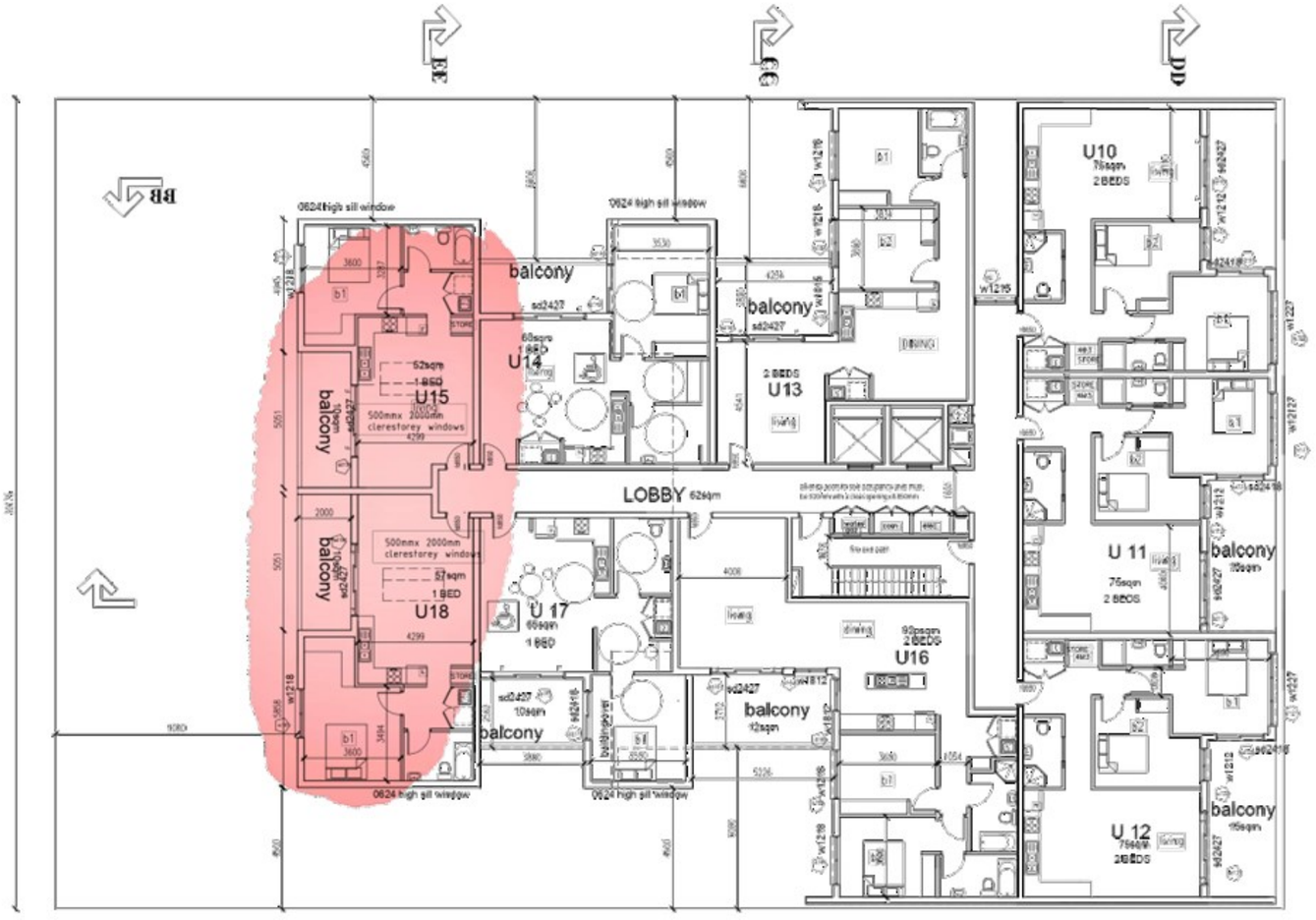
DRAWN BY	AS				
CHECKED BY					
DATE	JUNE 2018				



LEVEL 2 FLOOR PLAN
scale 1/100

1- HANDRAILS TO COMPLY WITH CLAUSE 12 OF AS 1428.1-2009 (TERMINATION AND EXTENSIONS) AND ALSO TO COMPLY WITH CLAUSE 12b,g AND h OF AS 1428.2-2009
2- CONTRASTING LUMINOUS NOSING STRIP TO COMPLY WITH CLAUSE 10.2 OF AS 1428.1-2009
3- TACTILE INDICATORS

7.3 Average star rating
NATIONWIDE HOUSE ENERGY RATING SCHEME
www.nathers.gov.au

Certificate no.: 0034697970
Assessor Name: John Boutros
Accreditation no.: VIC/BDAV/16/1763
Certificate date: 19 March 2020
Dwelling Address: 12-14 Pritchard St East Wentworthville, NSW 2145

0 1 2 3 4 5 6

GENERAL NOTES

Do not scale from drawings.
All dimensions are to be checked on site before commencement of work.
All discrepancies to be brought to the attention of the architect immediately.
Copyright in drawings and writing pertaining to them is the property of the drawing is copyright and the property of Antoine Saouma. It must not be used, altered or reproduced without the express authority of Antoine Saouma.

DEVELOPMENT APPLICATION ISSUE

DATE	REV	AMENDMENTS
27/08/2019	A	AMENDED PLANS
12/09/2019	B	ISSUE FOR DISCUSSION
25/09/2019	C	AMENDED FOR COMMENTS REQUIREMENTS
30/10/2019	D	RE-ISSUED FOR COMMENCEMENT
31/03/2020	E	RE-ISSUED FOR COMMENCEMENT

ANTOINE J. SAOUMA
Architect 7412

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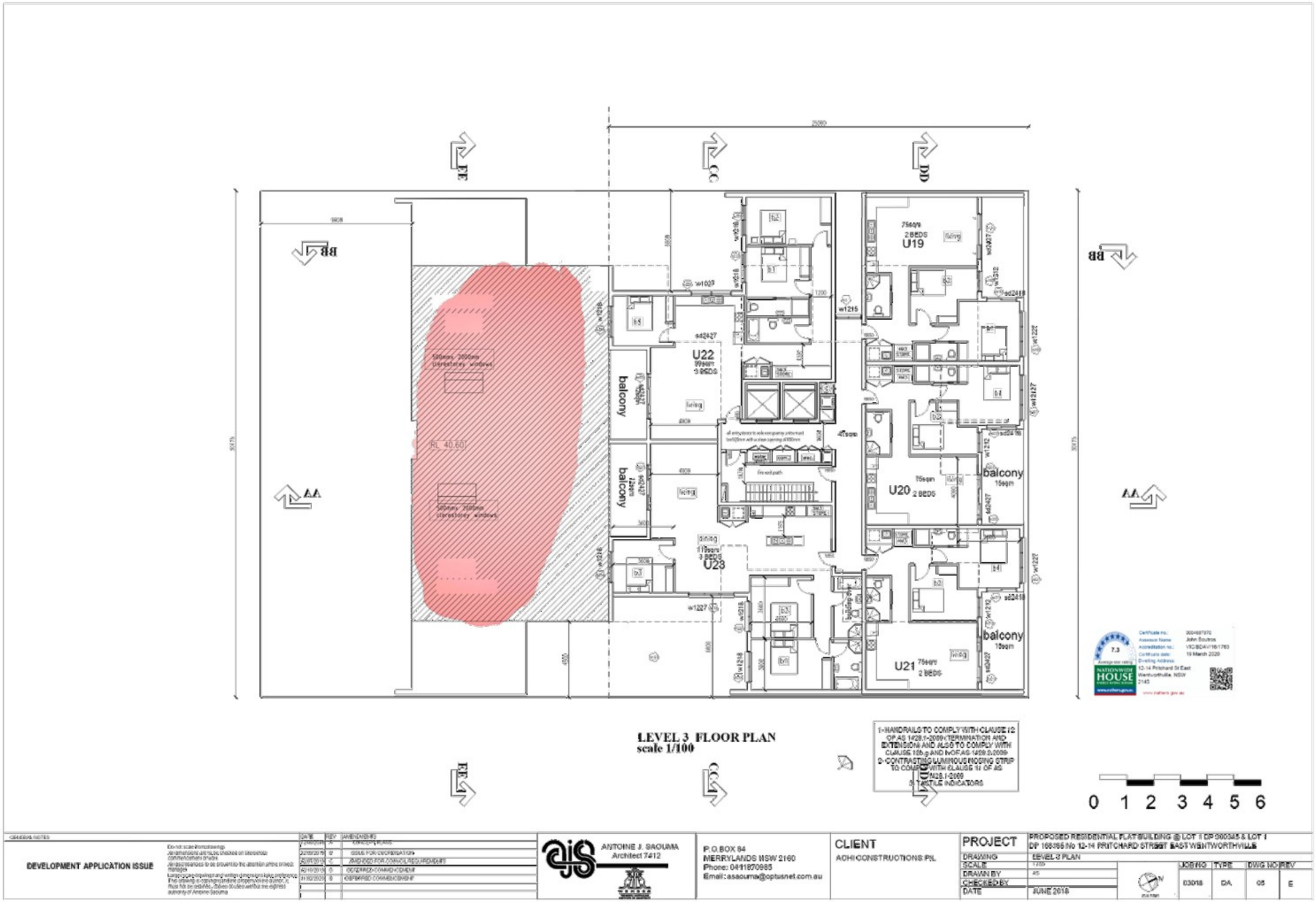
Phone: 0411870985
Email: asaouma@optusnet.com.au

CLIENT
AOHI CONSTRUCTIONS PtL

PROJECT PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 900345 & LOT 1 DP 168395 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE

DRAWING	LEVEL 2 PLAN
SCALE	1:100
DRAWN BY	AS
CHECKED BY	
DATE	JUNE 2018

JOB NO	TYPE	DWG NO	REV
03018	DA	04	E



LEVEL 3 FLOOR PLAN
scale 1/100

GENERAL NOTES		DATE	REV	AMENDMENTS
DEVELOPMENT APPLICATION ISSUE	Do not scale from drawings. All dimensions are to be checked on site before commencement of work. All discrepancies to be brought to the attention of the architect. Copyright drawings and writing remain the property of the author. This drawing is copyright and the property of the author. It must not be altered, copied or used without the express authority of Antoine Saouma	27/08/2019	A	CONCEPT PLANS
		21/09/2019	B	ISSUE FOR CONSULTATION
		25/09/2019	C	AMENDED FOR COUNCILS REQUIREMENTS
		16/10/2019	D	DEVELOPED COMMENCEMENT
		31/10/2020	E	DEVELOPED COMMENCEMENT

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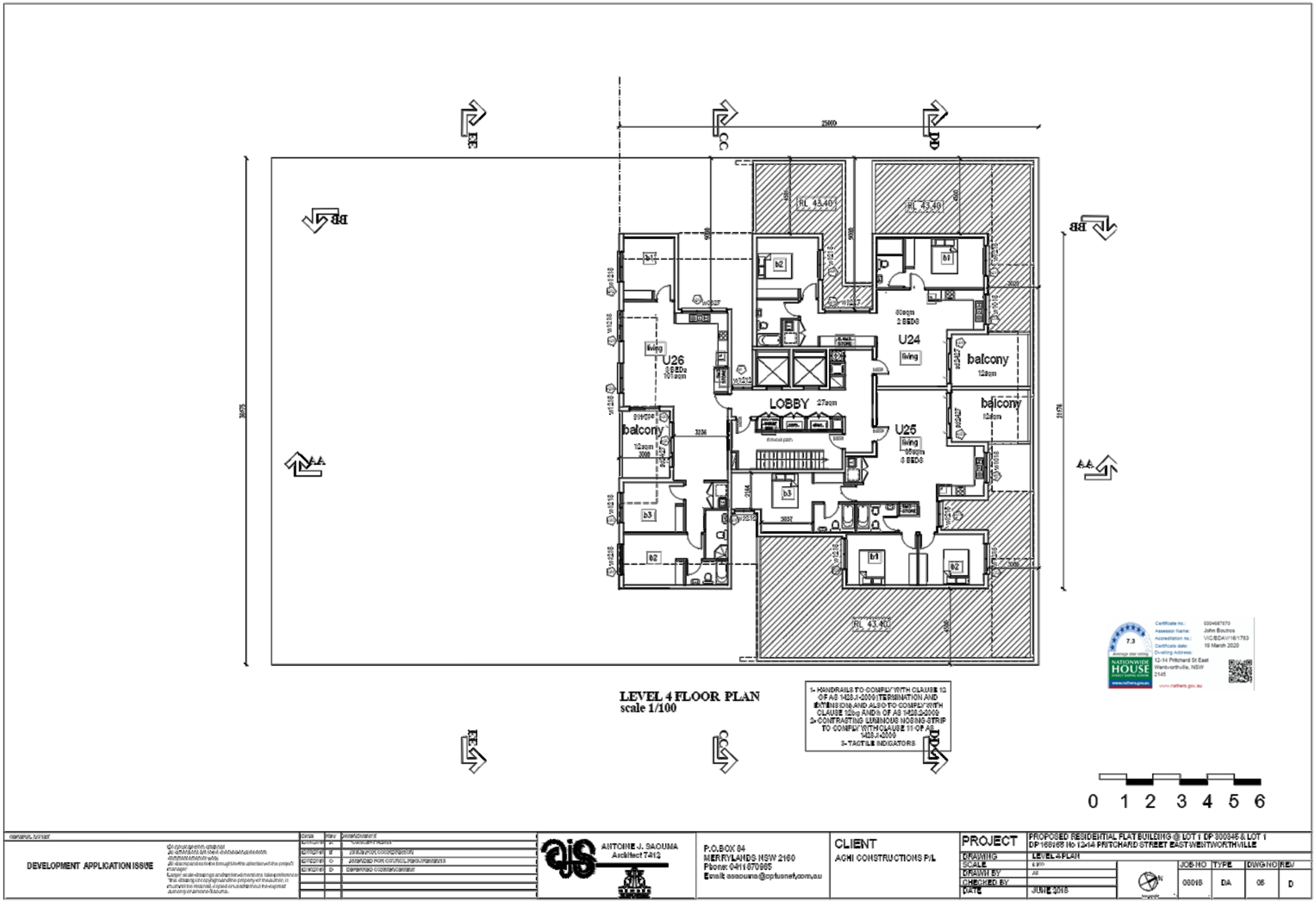
CLIENT
AOHI CONSTRUCTIONS PtL

PROJECT PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 380345 & LOT 1 DP 168395 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE

		JOB NO	TYPE	DWG NO	REV
DRAWING	LEVEL 3 PLAN				
SCALE	1:200	03018	DA	05	E
DRAWN BY	AS				
CHECKED BY					
DATE	JUNE 2018				


LEVEL 4 FLOOR PLAN
scale 1/100
1- HANDRAILS TO COMPLY WITH CLAUSE 12 OF AS 1428.1-2009 (TERMINATION AND EXTENSION) AND ALSO TO COMPLY WITH CLAUSE 12bg AND h OF AS 1428.2-2009
2- CONTRASTING LUMINOUS NOSING STRIP TO COMPLY WITH CLAUSE 11 OF AS 1428.1-2009
3- TACTILE INDICATORS
U26
U24
U25
LOBBY
balcony
living
RL 43.40
0 1 2 3 4 5 6
DEVELOPMENT APPLICATION ISSUE
ANTOINE J. SAOUMA
Architect 7412
P.O.BOX 84
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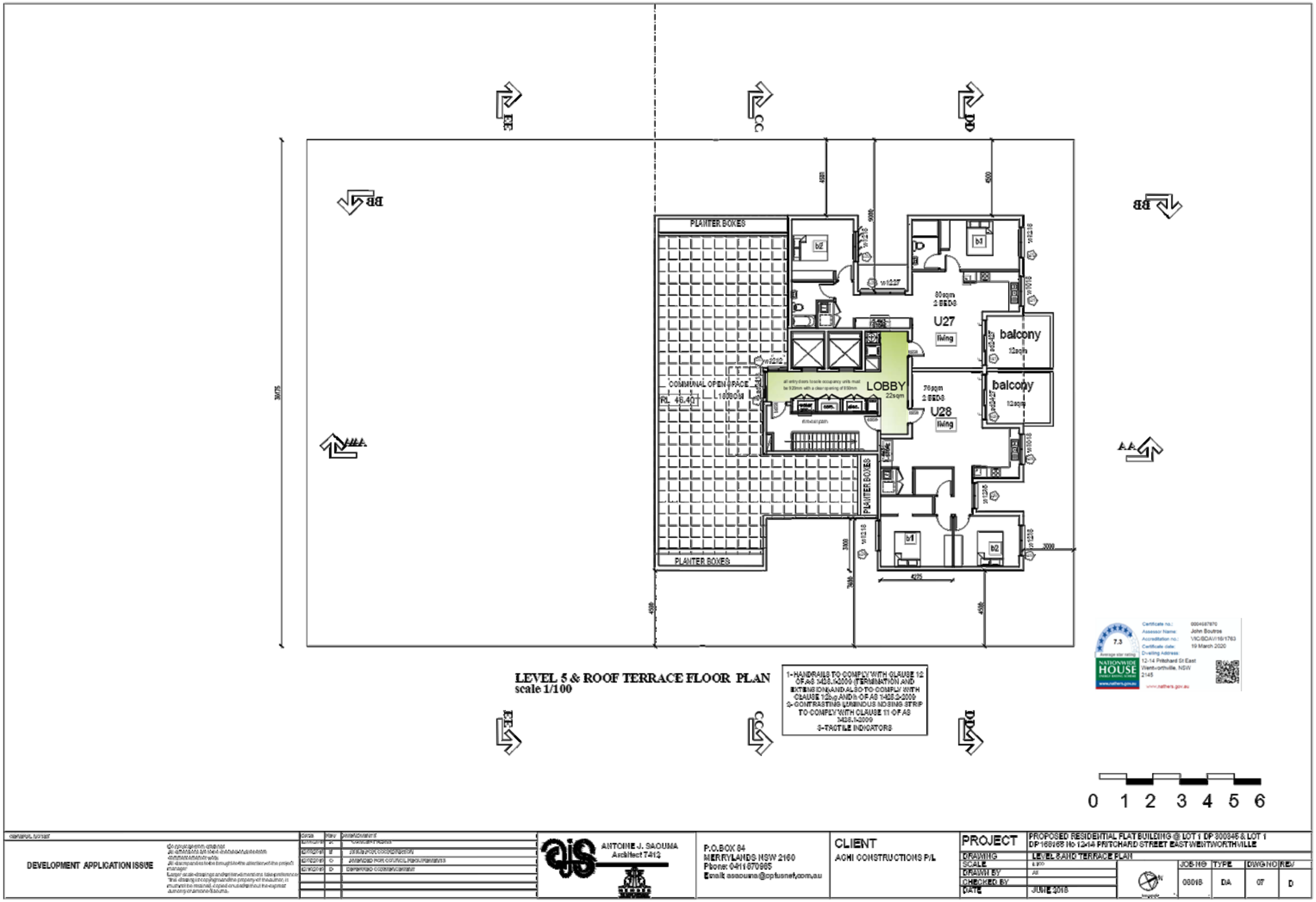
Phone: 0411 870965
Email: asaouma@optusnet.com.au
CLIENT
ACHI CONSTRUCTIONS P/L
PROJECT
PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300345 & LOT 1 DP 168168 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING
LEVEL 4 PLAN
SCALE
DRAWN BY
CHECKED BY
DATE
JUNE 2018
JOB NO
TYPE
DWG NO
REV
08018
DA
06
D


PLANTER BOXES
COMMUNAL OPEN SPACE
RL 46.40
LOBBY
22sqm
U27
U28
balcony
12sqm
PLANTER BOXES
LEVEL 5 & ROOF TERRACE FLOOR PLAN
scale 1/100
1- HANDRAILS TO COMPLY WITH CLAUSE 12 OF AS 1428.1-2009 (TERMINATION AND EXTENSION) AND ALSO TO COMPLY WITH CLAUSE 12b,g AND h OF AS 1428.2-2009
2- CONTRASTING LUMINOUS NOSING STRIP TO COMPLY WITH CLAUSE 11 OF AS 1428.1-2009
3- TACTILE INDICATORS
0 1 2 3 4 5 6
DEVELOPMENT APPLICATION ISSUE
ANTOINE J. SAOUMA
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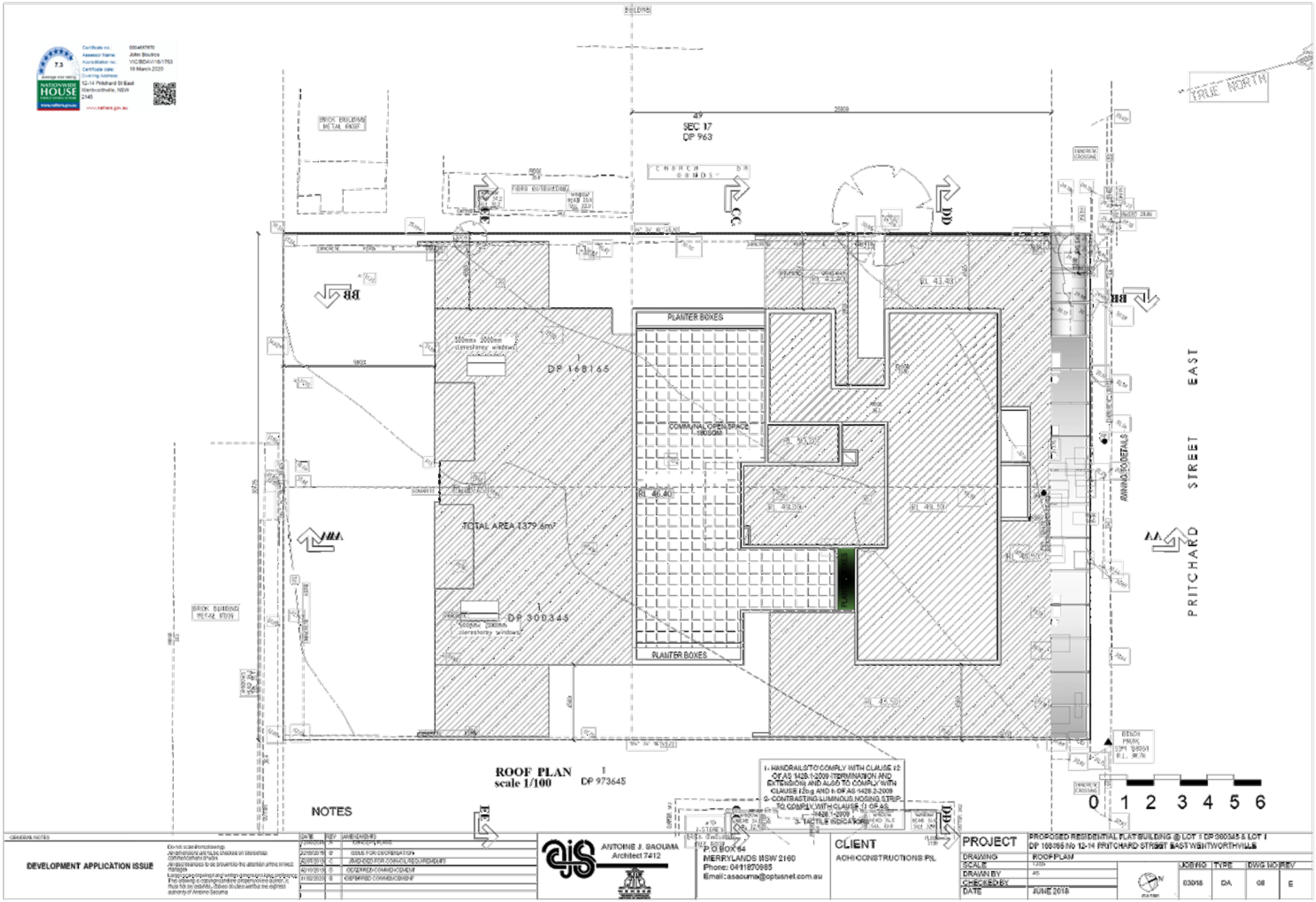
CLIENT
AGHI CONSTRUCTIONS P/L
PROJECT
PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300345 & LOT 1 DP 168168 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING
LEVEL 5 AND TERRACE PLAN
SCALE
DRAWN BY
CHECKED BY
DATE
JUNE 2018
JOB NO
TYPE
DWG NO
REV
08018
DA
07
D


ROOF PLAN
scale 1/100
NOTES
PLANTER BOXES
COMMUNAL OPEN SPACE
TOTAL AREA 1379.6m²
DP 168165
DP 300345
SEC 17
DP 963
PRITCHARD STREET EAST
TRUE NORTH
0 1 2 3 4 5 6
DEVELOPMENT APPLICATION ISSUE
ANTOINE J. SAOUMA
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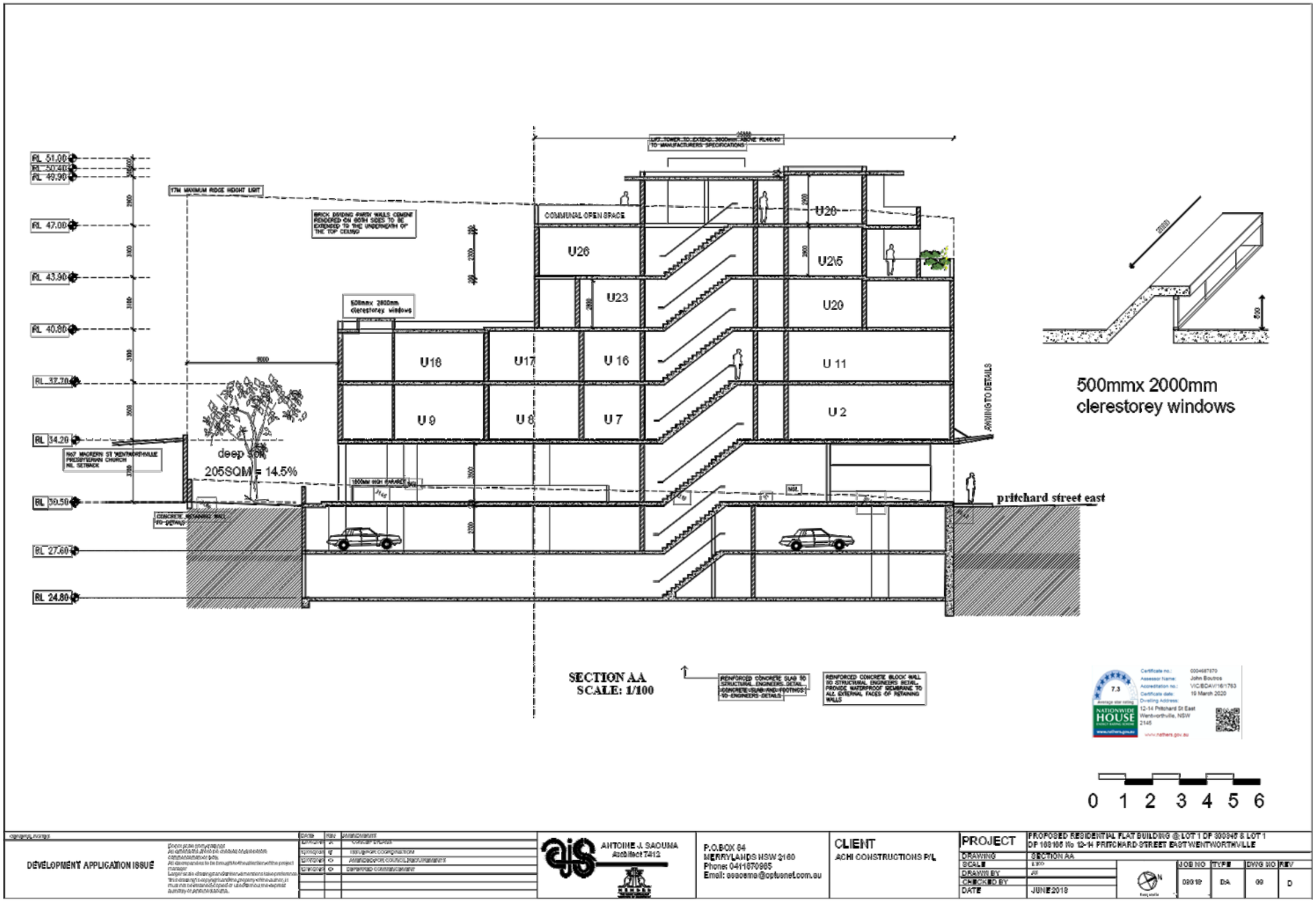
Phone: 0411870985
Email: asaouma@optusnet.com.au
CLIENT
ACHI CONSTRUCTIONS P/L
PROJECT
PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300345 & LOT 1 DP 168165 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING ROOF PLAN
SCALE 1:100
DRAWN BY AS
CHECKED BY
DATE JUNE 2018
JOB NO 03018
TYPE DA
DWG NO 08
REV E


RL 51.00
RL 50.40
RL 49.90
RL 47.00
RL 43.90
RL 40.80
RL 37.70
RL 34.20
RL 30.50
RL 27.60
RL 24.80
17M MAXIMUM RIDGE HEIGHT LIGHT
COMMUNAL OPEN SPACE
U26
U23
U20
U2\5
U18
U17
U 16
U 11
U 9
U 8
U 7
U 2
500mmx 2000mm clerestorey windows
deep soil
205SQM = 14.5%
pritchard street east
SECTION AA
SCALE: 1/100
500mmx 2000mm
clerestorey windows
0 1 2 3 4 5 6
DEVELOPMENT APPLICATION ISSUE
ANTOINE J. SAOUMA
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Phone: 0411870965
Email: asaouma@optusnet.com.au
CLIENT
ACHI CONSTRUCTIONS P/L
PROJECT
PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300345 & LOT 1 DP 108106 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING
SECTION AA
SCALE
DRAWN BY
CHECKED BY
DATE
JUNE 2018
JOB NO
TYPE
DWG NO
REV
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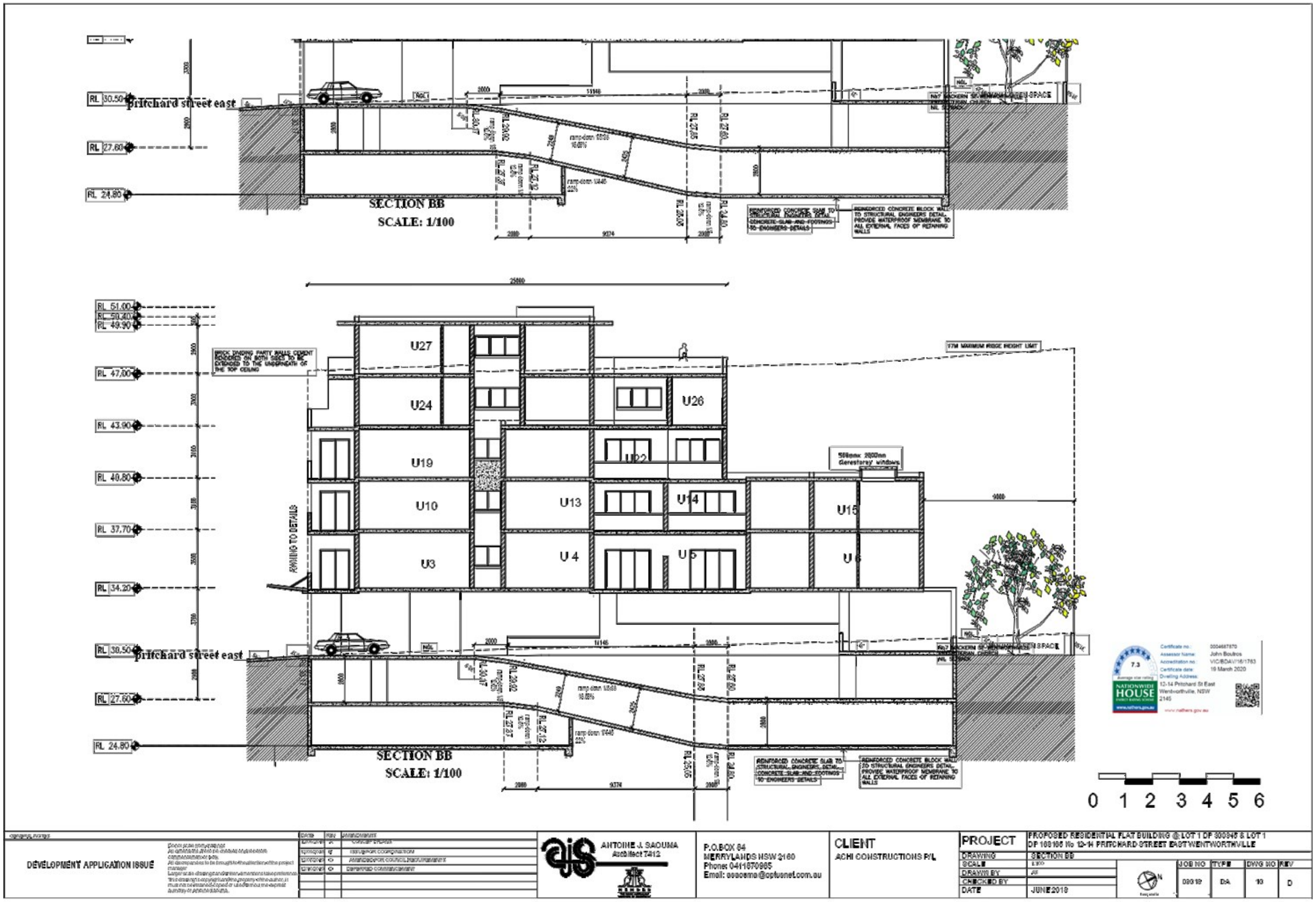
RL 30.50
RL 27.60
RL 24.80
pritchard street east
SECTION BB
SCALE: 1/100
RL 51.00
RL 50.40
RL 49.90
RL 47.00
RL 43.90
RL 40.80
RL 37.70
RL 34.20
RL 30.50
RL 27.60
RL 24.80
U27
U24
U26
U19
U22
U10
U13
U14
U15
U3
U4
U5
U6
AWNING TO DETAILS
17M MAXIMUM RIDGE HEIGHT LIMIT
pritchard street east
SECTION BB
SCALE: 1/100
0 1 2 3 4 5 6
DEVELOPMENT APPLICATION ISSUE
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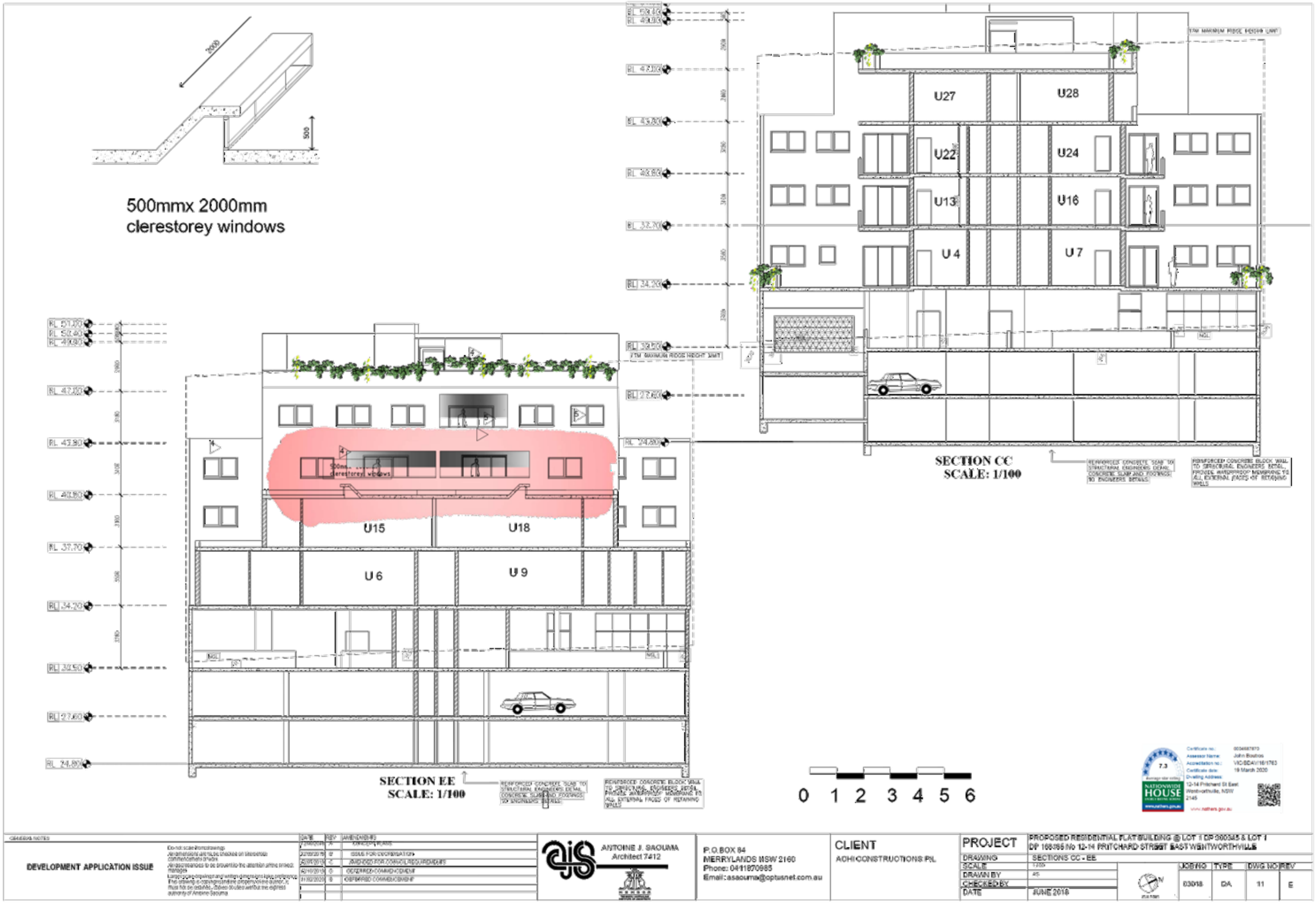
Phone 0411870985
Email: asaoema@optusnet.com.au
CLIENT
ACHI CONSTRUCTIONS P/L
PROJECT
PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300945 & LOT 1 DP 109166 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING
SECTION BB
SCALE
1:100
DRAWN BY
CHECKED BY
DATE
JUNE 2019
JOB NO
DWG NO
REV
D


500mmx 2000mm
clerestorey windows
U27
U28
U22
U24
U13
U16
U 4
U 7
U15
U18
U 6
U 9
SECTION CC
SCALE: 1/100
SECTION EE
SCALE: 1/100
0 1 2 3 4 5 6
DEVELOPMENT APPLICATION ISSUE
ANTOINE J. SAOUMA
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CLIENT
ACHI CONSTRUCTIONS PtL
PROJECT
PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300345 & LOT 1 DP 168385 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING
SECTIONS CC - EE
SCALE
DRAWN BY
CHECKED BY
DATE
JUNE 2018
JOB NO
TYPE
DWG NO
REV
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DA
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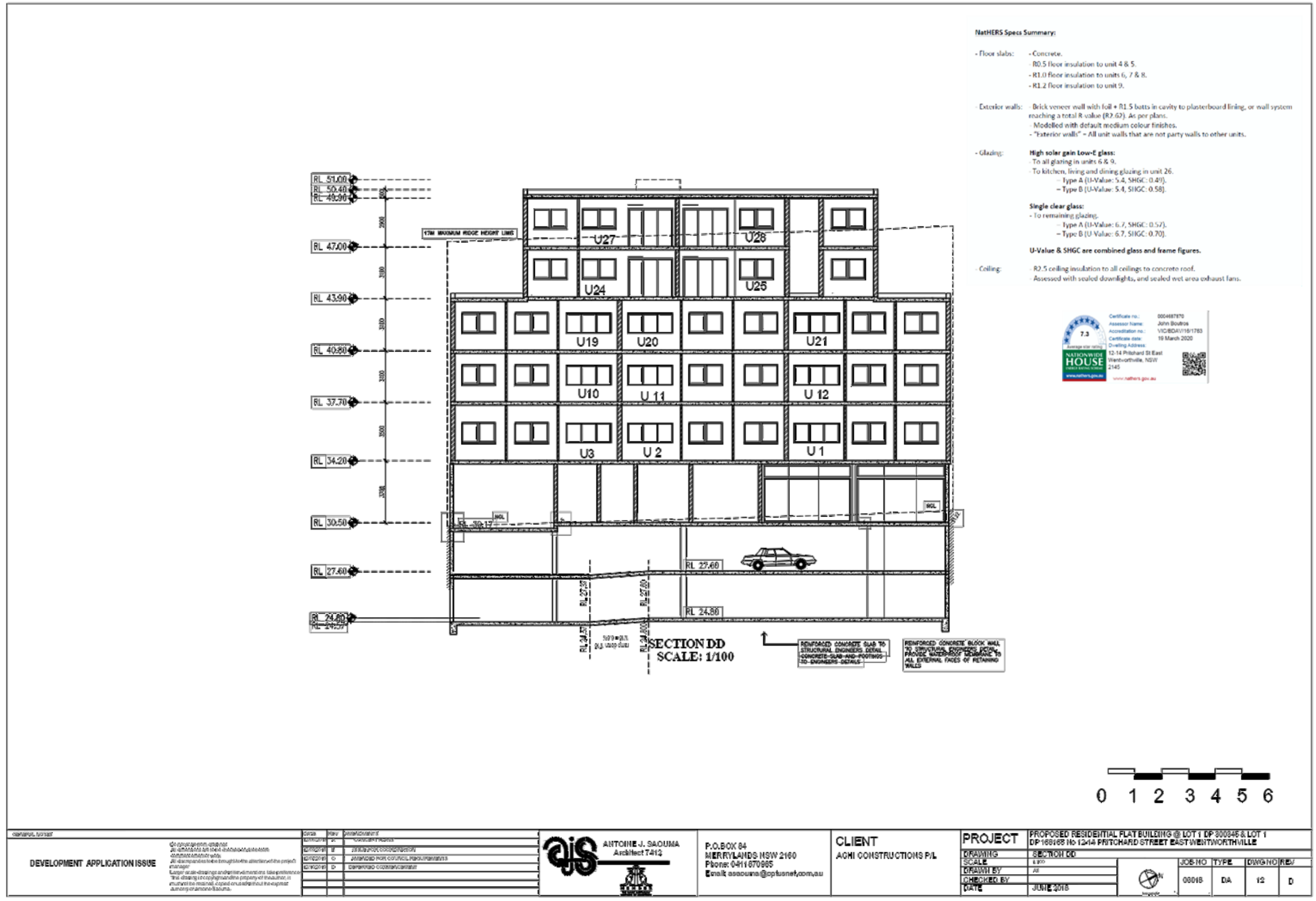


NatHERS Specs Summary:

- Floor slabs:
  - Concrete.
  - R0.5 floor insulation to unit 4 & 5.
  - R1.0 floor insulation to units 6, 7 & 8.
  - R1.2 floor insulation to unit 9.
- Exterior walls:
  - Brick veneer wall with foil + R1.5 batts in cavity to plasterboard lining, or wall system reaching a total R-value (R2.62). As per plans.
  - Modelled with default medium colour finishes.
  - "Exterior walls" = All unit walls that are not party walls to other units.
- Glazing:

  High solar gain Low-E glass:
  - To all glazing in units 6 & 9.
  - To kitchen, living and dining glazing in unit 26.
    - Type A (U-Value: 5.4, SHGC: 0.49).
    - Type B (U-Value: 5.4, SHGC: 0.58).

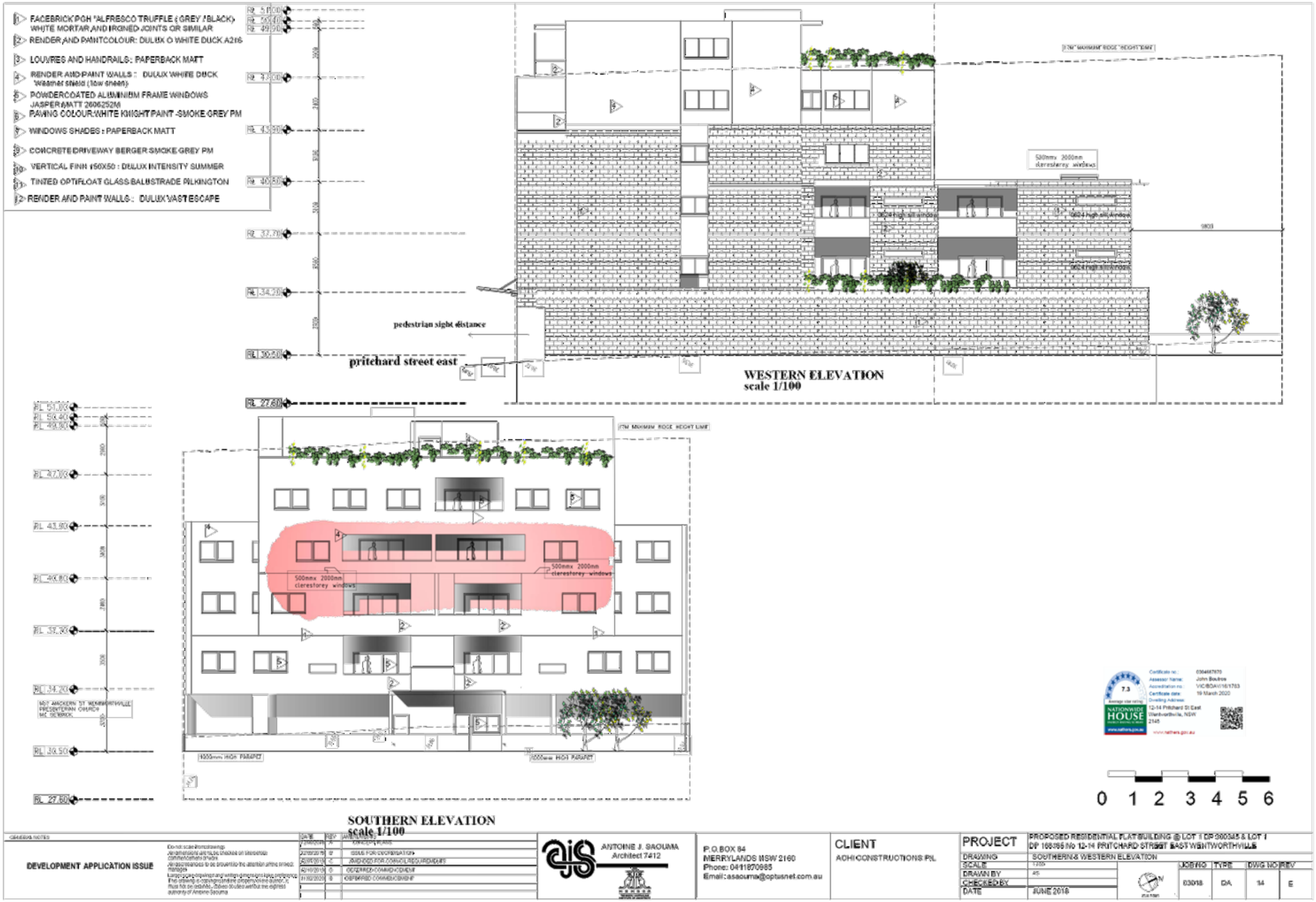
  Single clear glass:
  - To remaining glazing.
    - Type A (U-Value: 6.7, SHGC: 0.57).
    - Type B (U-Value: 6.7, SHGC: 0.70).

  U-Value & SHGC are combined glass and frame figures.
- Ceiling:
  - R2.5 ceiling insulation to all ceilings to concrete roof.
  - Assessed with sealed downlights, and sealed wet area exhaust fans.

7.3 Average star rating
NATIONWIDE HOUSE ENERGY RATING SCHEME
www.nathers.gov.au

Certificate no.: 0004687870
Assessor Name: John Boutros
Accreditation no.: VIC/BDAV/16/1783
Certificate date: 19 March 2020
Dwelling Address: 12-14 Pritchard St East Wentworthville, NSW 2145
www.nathers.gov.au


1 FACEBRICK PGH "ALFRESCO TRUFFLE (GREY / BLACK) WHITE MORTAR AND IRONED JOINTS OR SIMILAR
2 RENDER AND PAINTCOLOUR: DULUX O WHITE DUCK A216
3 LOUVRES AND HANDRAILS : PAPERBACK MATT
4 RENDER AND PAINT WALLS : DULUX WHITE DUCK Weather shield (low sheen)
5 POWDERCOATED ALUMINIUM FRAME WINDOWS JASPER MATT 2606252M
6 PAVING COLOUR:WHITE KNIGHT PAINT -SMOKE GREY PM
7 WINDOWS SHADES : PAPERBACK MATT
9 CONCRETE DRIVEWAY BERGER SMOKE GREY PM
10 VERTICAL FINN 150X50 : DULUX INTENSITY SUMMER
11 TINTED OPTIFLOAT GLASS BALUSTRADE PILKINGTON
12 RENDER AND PAINT WALLS : DULUX VAST ESCAPE
EASTERN ELEVATION
scale 1/100
NORTHERN ELEVATION - PRITCHARD EAST STREET
scale 1/100
MAX 01
0 1 2 3 4 5 6
DEVELOPMENT APPLICATION ISSUE
ANTOINE J. SAOUMA Architect 7412
P.O.BOX 84 MERRYLANDS NSW 2160 Phone: 0411870985 Email: asaouma@optusnet.com.au
CLIENT ACHI CONSTRUCTIONS PtL
PROJECT PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 200345 & LOT 1 DP 168786 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING NORTHERN & EASTERN ELEVATION
SCALE 1:100
DRAWN BY AS
CHECKED BY
DATE JUNE 2018
JOB NO 03018 TYPE DA DWG NO 13 REV E


1 FACEBRICK PGH "ALFRESCO TRUFFLE (GREY / BLACK) WHITE MORTAR AND IRONED JOINTS OR SIMILAR
2 RENDER AND PAINTCOLOUR: DULUX O WHITE DUCK A216
3 LOUVRES AND HANDRAILS: PAPERBACK MATT
4 RENDER AND PAINT WALLS : DULUX WHITE DUCK Weather shield (low sheen)
5 POWDERCOATED ALUMINIUM FRAME WINDOWS JASPER MATT 2606252M
6 PAVING COLOUR:WHITE KNIGHT PAINT -SMOKE GREY PM
7 WINDOWS SHADES : PAPERBACK MATT
9 CONCRETE DRIVEWAY BERGER SMOKE GREY PM
10 VERTICAL FINN 150X50 : DULUX INTENSITY SUMMER
11 TINTED OPTIFLOAT GLASS BALUSTRADE PILKINGTON
12 RENDER AND PAINT WALLS : DULUX VAST ESCAPE
pedestrian sight distance
pritchard street east
WESTERN ELEVATION
scale 1/100
500mmx 2000mm clerestorey windows
SOUTHERN ELEVATION
scale 1/100
0 1 2 3 4 5 6
DEVELOPMENT APPLICATION ISSUE
ANTOINE J. SAOUMA
Architect 7412
P.O.BOX 84
MERRYLANDS NSW 2160
Phone: 0411870985
Email: asaouma@optusnet.com.au
CLIENT
ACHI CONSTRUCTIONS PIL
PROJECT
PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300345 & LOT 1 DP 168365 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING SOUTHERN & WESTERN ELEVATION
SCALE 1:100
DRAWN BY AS
CHECKED BY
DATE JUNE 2018
JOB NO 03018
TYPE DA
DWG NO 14
REV E

DOCUMENTS ASSOCIATED WITH REPORT LPP040/20

Attachment 3

Previous Development Consents

CUMBERLAND COUNCIL

Our Reference: 2018/454
Contact: Ms N Aamir
Phone: 02 8757 9972

ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979
NOTICE OF DETERMINATION OF APPLICATION

DEFERRED COMMENCEMENT

12 December 2019

Mr A Saouma
PO Box 84
MERRYLANDS NSW 2160

Dear Sir/Madam

Pursuant to Section 4.16(3) of the Act, Council has granted "deferred commencement" consent to your development application described as follows:

PROPERTY:	**Lot 1, DP 300345 & Lot 1, DP 168165**
STREET ADDRESS:	**12 & 14 Pritchard Street, East Wentworthville**
DEVELOPMENT CONSENT NO:	**2018/454/1**
DECISION:	**Cumberland Local Planning Panel**
DATE FROM WHICH CONSENT OPERATES:	**TO BE ADVISED UPON SATISFACTORY COMPLETION OF SCHEDULE 'A'**
DATE OF EXPIRY OF CONSENT:	**TO BE ADVISED UPON SATISFACTORY COMPLETION OF SCHEDULE 'A'**
PROPOSED DEVELOPMENT:	**Demolition of existing structures and construction of part 3, part 5 and part 6 storey shop top housing development comprising a commercial tenancy at ground floor level; 28 residential units above 2 levels of basement carpark accommodating 55 car parking spaces and 1 car wash bay**

This Development Application is APPROVED in accordance with the Environmental Planning & Assessment Act 1979 and is subject to compliance with the requirements of Cumberland Council, the Building Code of Australia, the Local Government Act 1993, and the following conditions as set out hereunder and/or endorsed upon the attached plans.

THIS CONSENT DOES NOT OPERATE UNTIL COUNCIL IS SATISFIED THAT ALL SCHEDULE 'A' CONDITIONS HAVE BEEN SATISFIED.

English

Important
This letter contains important information. If you do not understand it please ask a relative or friend to translate it or come to Council and discuss this letter with Council's staff using the Telephone Interpreter Service.

Arabic

هام
تحتوي هذه الرسالة على معلومات هامة. اذا لم تكن تفهمها ترجى طلب ترجمتها من قريب او صديق او احضر إلى المجلس وناقش هذه الرسالة مع موظفي المجلس عن طريق الاستعانة بخدمة الترجمة الهاتفية.

Cantonese

重要資訊
本函包含重要的資訊。如果您無法理解相關內容，可請您的親屬或朋友翻譯成中文，或者前往市政府並通過電話傳譯服務與市政府的工作人員討論本函內容。

Dari

مهم
این نامه حاوی معلومات مهم است. اگر شما ان را نمی فهمید، از دوستان یا فامیل تان بخواهید که برایتان ترجمه کند و یا به شورا آمده و در مورد این نامه با کارمندان شورا با استفاده از خدمات ترجمه تلیفونی بحث کنید.

Greek

Σημαντικό
Αυτή η επιστολή περιέχει σημαντικές πληροφορίες. Εάν δεν την καταλαβαίνετε, ζητήστε από ένα συγγενή ή φίλο να σας την μεταφράσει, ή ελάτε στο Συμβούλιο και συζητήστε για την επιστολή με το προσωπικό του Συμβουλίου χρησιμοποιώντας την Τηλεφωνική Υπηρεσία Διερμηνέων.

Hindi

महत्वपूर्ण
इस पत्र में महत्वपूर्ण जानकारी दी गई है । यदि आप इसे नहीं समझ पाते हैं तो कृपया अपने रिश्तेदार या दोस्त से कहें कि वे इसे अनुवाद कर बताएँ या परिषद में आएँ और टेलीफोन दुभाषिया सेवा का इस्तेमाल करते हुए परिषद के स्टाफ के साथ इस पत्र पर चर्चा करें ।

Italian

IMPORTANTE
Questa lettera contiene informazioni importanti. Se non la comprende chieda ad un parente od amico di tradurgliela, o venga al Municipio a discuterla col personale del Comune con l'aiuto del Servizio Telefonico Interpreti.

Korean

중요
이 서신에는 중요한 정보가 포함되어 있습니다. 잘 이해되지 않으면, 친척이나 친구에게 번역을 부탁하거나 또는 위원회를 방문하여 전화 통역 서비스로 위원회 직원과 이 서신에 대해 논의하십시오.

Maltese

Importanti
Din l-ittra fiha tagħrif importanti. Jekk ma tifimhiex, jekk joħgbok staqsi lil qarib jew ħabib biex jittraduċihielek jew ejja sal-Kunsill u ddiskuti din l-ittra ma' l-istaff tal-Kunsill billi tuża s-Servizz Telefoniku tal-Interpreti.

Mandarin

重要信息
本函包含重要的信息。如果您无法理解相关内容，可请您的亲属或朋友翻译成中文，或者前往市政府并通过电话传译服务与市政府的工作人员讨论本函内容。

Tagalog

Mahalaga
Ang sulat na ito ay naglalaman ng mahalagang impormasyon. Kung hindi mo ito nauunawaan, mangyaring hilingin ang isang kamag-anak o kaibigan na isalin ito o lumapit sa isang Council at talakayin ang sulat na ito sa kawani ng Council gamit ang Serbisyo ng Interpreter sa Telepono.

Tamil

முக்கிய குறிப்பு:
இந்த கடிதத்தில் முக்கிய தகவல் அடங்கியுள்ளது. உங்களுக்கு இது புரியவில்லையென்றால், உங்கள் உறவினர் அல்லது நண்பரை மொழிபெயர்க்க சொல்லி கேட்கவும் அல்லது அமைச்சகத்திற்கு வருகை அளித்து, அமைச்சக ஊழியருடன் தொலைபேசி மொழிபெயர்ப்பு சேவை உதவியுடன் இந்த கடிதத்தைப் பற்றி விவாதிக்கவும்.

Turkish

Önemli
Bu mektup önemli bilgiler içermektedir. Bu bilgileri anlamıyorsanız lütfen bir akrabanızdan veya arkadaşınızdan onu çevirmesini isteyin ya da Konseye gelin ve Telefonla Sözlü Çeviri Hizmeti'ni kullanarak bu mektup hakkında Konsey personeli ile görüşün.

Vietnamese

TIN QUAN TRỌNG
Tin tức trong thư này rất quan trọng. Nếu quí vị không hiểu rõ, xin hỏi những người thân hoặc bạn bè phiên dịch cho quí vị hoặc đến hỏi nhân viên Tòa Hành Chánh, tại đây có phương tiện Thông Ngôn Qua Điện Thoại

SCHEDULE "A"

Consent to the demolition of existing structures and construction of part 3, part 5 and part 6 storey shop top housing development comprising a commercial tenancy at ground floor level; 28 residential units above 2 levels of basement carpark accommodating 55 car parking spaces and 1 car wash bay shall not operate until all of the following Schedule "A" conditions have been complied with to Council's satisfaction.

Proposed vehicular access and Telecom pit

1. The submitted site plan revealed the proposed vehicular crossing will be relocated less than 1.2m away from the existing phone pits. Telstra advised Council that a minimum of 1.2m clearance is required to double lid pits. In this regard, the applicant shall arrange this matter with Telstra for the relocation of the Telecom pit affected by the proposed vehicular crossing. Alternatively written acceptance with regard to the proposed location of the vehicular crossing and the existing pit, and/or any alternative arrangements, shall be provided to Council.

   Contact shall be made with Telstra Network Integrity on 1800 810 443.

Access and Parking

2. The proposed car wash bay shall be provided within residential/visitor parking area. In addition, the car wash bay shall be an independent space and shall not serve as a visitor parking space in accordance with Holroyd DCP 2013.

3. The proposed aisle width between lifts and parking space shall not be less than 5.8m in accordance with Australian Standard 2890.1-2004. In this regard, this matter shall be addressed.

4. The entering vehicle shall not encroach onto the other side of the travelling lane at entry point. In this regard, this matter shall be addressed and demonstrate that two vehicles can pass each other without encroaching onto other travel path. Details of the road including, kerbline, signs, traffic devices, power poles, other structures and neighbouring driveways shall be shown on the plans.

5. An amended swept path analysis shall be submitted indicating that two vehicles can pass each other within basement carpark area.

   Note: Traffic report prepared by Motion Traffic Engineers dated July 2019 indicated that a traffic signal system will be provided between lower and upper basement car park).

   Due to traffic generation, it is recommended two-way traffic flow shall be proposed throughout the proposed basements as traffic signal system is not recommended for this type of use. In this regard, amended swept path analysis shall be provided demonstrating that two vehicles can pass each other without encroachment particularly at intersection points.

6. Details of the control device for the boom gate shall be shown on the amended plans. The control device shall not reduce the width of the access driveway/ramp and shall not impact on the flow of traffic and road safety.

7. Adequate facilities shall be provided on-site for servicing of the proposed development (e.g. deliveries / garbage collection / removals etc.). Details (e.g. swept path analysis and

loading dock) shall be provided demonstrating that the design (largest) heavy/delivery vehicle is suitable for the proposed development and measures to ensure safety while heavy vehicles are entering, manoeuvring and exiting the site in a forward direction.

8. All plans including stormwater and landscape plans shall be amended to reflect consistency with the revised architectural plans (as required through the above conditions).

Amended plans/Additional Information

9. a) The southern wall above the third storey level shall be appropriately treated in terms of varying building materials or colours to minimise visual impact of the front façade and overall dominance of the building as viewed from the street.

b) Unit 18 and 15 as identified on the approved architectural plans listed in this consent, are to be amended to provide a minimum side boundary setback of 6m to ensure reasonable amenity to the private open space and living areas of units 13, 14, 16 and 17.

Plan of Management

10. A plan of management (POM) detailing how the commercial /residential pedestrian movement will be segregated on the ground floor shall be submitted to Council's Executive Manager – Development and Building.

In accordance with clause 95(3) of the Environmental Planning and Assessment Regulation 2000, you must produce evidence to the Council within a period of 2 years, sufficient enough for Council to be able to be satisfied of the above matters.

If evidence is produced within the specified period, in accordance with Clause 95(5) of the Regulation, Council will notify you whether or not it is satisfied as to the above matters and whether or not the consent will operate.

SCHEDULE "B"

This consent cannot operate until such time as Council is satisfied with the evidence produced in response to Schedule "A" and has notified the applicant in writing of the date from which the consent operates.

PRELIMINARY

1. This consent shall lapse if the above development is not physically commenced within 5 years of the date of operation.

2. Development shall take place in accordance with the attached endorsed plans:

Architectural Plans submitted to satisfy Schedule "A" and prepared generally in accordance with plans prepared by Antoine J Saouma (Job No. 03018)			
Dwg No.	**Revision**	**Title**	**Date**
01-1	D	Lower Basement Plan	12/10/2019
01	D	Upper Basement Floor Plan	12/10/2019
02	D	Ground Floor Plan	12/10/2019
03	D	Level 1 Plan	12/10/2019
04	D	Level 2 Plan	12/10/2019
05	D	Level 3 Plan	12/10/2019
06	D	Level 4 Plan	12/10/2019
07	D	Level 5 & Roof Terrace Floor Plan	12/10/2019
08	D	Roof Plan	12/10/2019
09	D	Section AA	12/10/2019
10	D	Section BB	12/10/2019
11	D	Sections CC - EE	12/10/2019
12	D	Sections DD	12/10/2019
13	D	Northern & Eastern Elevations	12/10/2019
14	D	Southern & Western Elevations	12/10/2019
19	B	Adaptable Units	10/07/2019
21	C	Demolition & Construction Management Plan	12/07/2019
22	C	Colour Schedule	20/10/2019

Stormwater Plans submitted to satisfy Schedule "A" and prepared generally in accordance with plans prepared by Heyten Engineering (Job No. 18H451) OSD Plan No. 2019-002			
Dwg No.	**Revision**	**Title**	**Date**
SW01-A	B	Basement Level Drainage Plan	26/11/2018
SW01-B	B	Basement Level 1 Drainage Plan	26/11/2018
SW02	B	Ground Floor Drainage Plan	26/11/2018
SW03	B	First Floor Drainage Plan	26/11/2018
SW04	B	Roof & Overland Flow Drainage Plan	26/11/2018
SW05	B	Stormwater Section Details	26/11/2018

Landscape Plans submitted to satisfy Schedule "A" and prepared generally in accordance with plans prepared by Vision Dynamics Pty Ltd			
Dwg No.	**Revision**	**Title**	**Date**
18229 DA	C	Landscape Concept Plan	22/07/19

1-2			
18229 DA 2-2	C	Landscape Concept Plan	22/07/19

- Acoustic Report prepared by Acoustic Vibration & Noise Pty Ltd, Report Number 2018-433, dated 12 November 2018;
- Geotechnical Desktop Study Investigation prepared by Morrow Geotechnics Pty Ltd, Reference No. P1559_01 rev1, dated 29 October 2018;
- Arboricultural Impact Assessment prepared by Redgum Horticultural, Reference No. 5546, dated 19 August 2019;
- Correspondence from Endeavour Energy dated 31 December 2018 and all recommendations contained therein;
- Correspondence from Cumberland Police Area Command, Reference No. D/2019/74278, dated 21 January 2019 and all conditions contained therein;
- Waste Management Plan, undated; and
- BASIX Certificate No. 975895M_04, dated 24 July 2019.

a) As amended in red by Council. All amendments are to be incorporated in the Construction Certificate plans.

3. All building work shall be carried out in accordance with the requirements of the Building Code of Australia and the relevant Australian Standards. Fully detailed plans including fire safety details shall be submitted with the Construction Certificate application. No work is to commence until such time as a Construction Certificate is obtained for the work/building permitted by this Consent.

Appointment of Council or a Private Certifier as the Principal Certifying Authority (PCA)

4. Either Council or a Private Certifier is to be appointed as the Principal Certifying Authority (PCA) for the development in accordance with Section 6.6 of the Act.

Accordingly, wherever reference is made to the Principal Certifying Authority in this Consent, it refers to Council or the Private Certifier as chosen by you.

Note: Once you have chosen either Council or a Private Certifier as the PCA, you cannot change from one to the other, or from one Private Certifier or another, without the approval of Department of Planning & Infrastructure.

5. The applicant shall consult with, as required:
(a) Sydney Water Corporation Limited
(b) Integral Energy
(c) Natural Gas Company
(d) A local telecommunications carrier
regarding their requirements for the provision of services to the development and the location of existing services that may be affected by proposed works, either on site or on the adjacent public road(s).

6. Building materials, builders sheds, waste bins, site fencing, gates or any material of any description shall not be left or placed on any footway, road or nature strip. Footways and nature strips shall be maintained, including the cutting of vegetation, so as not to become unsightly or a hazard for pedestrians. Offenders will be prosecuted.

Demolition

7. In the event that demolition is to occur prior to the issue/release of a Construction Certificate, all relevant fees and bonds such as the demolition inspection fee, kerb & gutter and tree protection bonds shall be paid in full to Council prior to demolition commencing (as per the relevant conditions elsewhere in this Development Consent). Furthermore, the applicant/developer is to ensure that all relevant conditions in this Development Consent relating to the protection of the site, adjoining lands and trees are adhered to in full prior to commencement of any demolition works.

8. Permission is granted for the nominated demolition works on the property, subject to strict compliance with the following:-

a) Demolition is to be carried out in accordance with the applicable provisions of Australian Standard AS2601-2001 - *Demolition of Structures.* **Note**: Developers are reminded that WorkCover requires that all plant and equipment used in demolition work must comply with the relevant Australian Standards and manufacturer specifications. a) The developer is to notify owners and occupiers of premises on either side, opposite and at the rear of the development site 5 working days prior to demolition. Such notification is to be a clearly written on A4 size paper giving the date demolition will commence and is to be placed in the letterbox of every premises (including every residential flat or unit, if any) either side, immediately at the rear of, and directly opposite the demolition site. The demolition must not commence prior to the date stated in the notification.

b) 5 working days (i.e., Monday to Friday with the exclusion of Public Holidays) notice in writing is to be given to Cumberland Council for inspection of the site prior to the commencement of works. Such written notice is to include the date when demolition will commence and details of the name, address, business hours, contact telephone number and licence number of the demolisher. Works are not to commence prior to Council's inspection and works must also not commence prior to the commencement date nominated in the written notice.

c) On the first day of demolition, work is not to commence until Cumberland Council has inspected the site. Should the building to be demolished be found to be wholly or partly clad with asbestos cement, approval to commence demolition will not be given until Council is satisfied that all measures are in place so as to comply with WorkCover's document "Your Guide to Working with Asbestos", a copy of which accompanies this Development Consent and demolition works must at all times comply with its requirements.

d) On demolition sites where buildings to be demolished contain asbestos cement, a standard commercially manufactured sign containing the words "DANGER ASBESTOS REMOVAL IN PROGRESS" measuring not less than 400mm x 300mm is to be erected in a prominent visible position on the site to the satisfaction of Council's officers. Advice on the availability of these signs can be obtained by telephoning Council's Customer Service Centre during business hours on 9840 9840. The sign is to be erected prior to demolition work commencing and is to remain in place until such time as all asbestos cement has been removed from the site to an approved waste facility. This condition is imposed for the purpose of

worker and public safety and to ensure compliance with Clause 259(2)(c) of the Occupational Health and Safety Regulation 2001.

e) Demolition shall not commence until all trees required to be retained/transplanted are protected in accordance with those conditions stipulated under "Prior to Works Commencing" in this Consent.

f) All previously connected services are to be appropriately disconnected as part of the demolition works. The applicant is obliged to consult with the various service authorities regarding their requirements for the disconnection of services.

g) Demolition works involving the removal and disposal of asbestos cement must only be undertaken by contractors who hold a current WorkCover "Demolition Licence" **and** a current WorkCover "Class 2 (Restricted) Asbestos Licence".

h) Demolition is to be completed within 5 days of commencement.

i) Demolition works are restricted to Monday to Friday between the hours of 7.00am to 6.00pm. No demolition works are to be undertaken on Saturdays, Sundays or Public Holidays.

j) Protective fencing is to be installed to prevent public access to the site.

k) All asbestos laden waste, including asbestos cement flat and corrugated sheets must be disposed of at a tipping facility licensed by the Office of Environment and Heritage (OEH).

l) Before demolition operations begin, the property shall be connected to the sewer of Sydney Water to which a pedestal pan shall be temporarily connected for the use as the employees' toilet service during demolition operations.

m) After completion, the applicant shall notify Cumberland Council within 7 days to assess the site and ensure compliance with AS2601-2001 – *Demolition of Structures*.

NOTE: The person responsible for disposing of the above asbestos waste is to telephone the OEH on (02) 9995 5000 or Council's Waste Officer on (02) 8757 9000 to determine the location of a tip licensed to receive asbestos. Within fourteen (14) days of the completion of demolition works, the applicant must lodge with Council, all original weighbridge receipts issued by the receiving tip as evidence of proper disposal.

n) Within 14 days of completion of demolition, the applicant shall submit to Council:

i) An asbestos clearance certificate carried out by a licensed asbestos assessor (normally a NATA accredited occupational hygienist), or a person who has the knowledge and skills to be a licensed assessor, regardless of whether or not they are licensed; and

ii) A signed statement verifying that demolition work and the recycling of materials was undertaken in accordance with the Waste Management Plan approved with this consent under DCP 2013 Part A, Section 11.0. **In reviewing such documentation Council will require the provision of original weighbridge receipts for the recycling/disposal of all materials;** and

Note: To find a list of NATA accredited facilities visit the NATA website at www.nata.asn.au and under 'Facilities and Labs' click on 'Facilities List by Field', then click on 'Chemical Testing', then click on 'Asbestos' and finally click on 'identification'. A list of laboratories will be produced which you can contact for the purpose of having a clearance certificate issued.

9. Payment of **$482.00** fee for inspection by Council of the demolition site prior to commencement of any demolition works.

BASIX (Building Sustainability Index)

10. Under Clause 136D of the Environmental Planning & Assessment Regulation 2000, it is a condition of this Development Consent that all the commitments listed as per Condition 2 in relation to BASIX are fulfilled.

Future Use

11. No approval is granted or implied for the use of ground floor commercial unit and the associated commercial outdoor area. Separate development consent shall be sought, prior to use.

Substations & Fire Hydrant Boosters

12. No approval is granted or implied for the installation of substations and fire hydrant booster pumps and construction of associated encasing structures such as blast walls or radiant heat shields. Separate Development Consent is required.

Cranes on Building Sites

13. No approval is granted or implied for the installation of any crane on the premises that has the potential to swing beyond the boundaries of the subject site. Separate necessary approvals, including but not limited to Section 138 of the Roads Act and/or Section 68 of the Local Government Act, must be obtained from Council prior to installation of any such cranes.

NOTE: FEES, BONDS & CONTRIBUTIONS INDICATED IN CONDITIONS OF THIS CONSENT MAY VARY IN ACCORDANCE WITH THOSE ADOPTED BY COUNCIL AT SUBSEQUENT ANNUAL REVIEWS OF ITS "FEES AND CHARGES" AND SUBSEQUENT CHANGES TO THE BUILDING PRICE INDEX. FEES CHARGED WILL BE THOSE CURRENT AT THE TIME OF PAYMENT.

PRIOR TO ISSUE/RELEASE OF CONSTRUCTION CERTIFICATE/PRELIMINARY CONDITIONS FOR DEMOLITION

The following conditions must be complied with prior to the issue of a Construction Certificate, or where relevant prior to demolition occurring. In many cases the conditions require certain details to be included with or incorporated in the detailed plans and specifications which accompany the Construction Certificate:-

Payment of Bonds, Fees and Long Service Levy

14. The Principal Certifying Authority is to ensure and obtain written proof that all bonds, fees and contributions as required by this consent have been paid to the applicable authority. This includes all Long Service Levy payments to be made to the Long Service Payments Corporation.

Section 7.11 Contribution

15. 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 Holroyd Section 94 Development Contributions Plan 2013, for four (4) x 1 b/r dwellings, twenty (20) x 2 b/r dwellings and four (4) x 3 b/r dwellings (minus credit for the 2 existing dwellings) and 220m^2 of non-residential development is to be paid to Council. At the time of this development consent, the current rate of the contribution is **$378,320.00.** The amount of the contribution will be determined at the time of payment in accordance with the relevant s94 Contributions Plan in force at that time. A copy of the Holroyd Section 94 Development Contributions Plan 2013 can be viewed on Council's website at www.cumberland.nsw.gov.au or inspected at Council's Civic Centre located at 16 Memorial Avenue, Merrylands between the hours of 8am and 4.30pm Monday to Friday.

Damage Deposit

16. A cash bond/bank guarantee of **$6,160** must be paid/lodged with Council to cover making good any damage caused to the property of Council, during the course of construction associated with the development. This will be held for 'six (6) months after the completion of works' or six (6) months after the issue of 'Final Occupation Certificate' (whichever occurs last) to remedy any defects that may arise within this time.

Note:- The applicant/owner shall be held responsible for and may be required to pay the full reinstatement costs for damage caused to Council's property unless the applicant/owner notifies Council in writing and provides photographic proof of any existing damage to Council's property. Such notification shall occur prior to works/demolition commencing. However, if in the opinion of Council, during the course of construction existing damage has worsened, Council may require full reinstatement. If damage does occur during the course of construction, prior to reinstating any damage to Council's property, the applicant/owner shall obtain design specifications of all proposed restoration works. Restoration/construction works within the road reserve shall be carried out by a licensed construction contractor at the applicant/owners expense and shall be inspected by Council prior to placement of concrete and/or asphalt.

Consistency with Endorsed Development Consent Plans

17. The Principal Certifying Authority must ensure that any certified plans forming part of the Construction Certificate, are in accordance with the Development Consent plans.

Landscape Inspection Fee

18. Payment of a **$477.50** fee for the inspection by Council of landscape works and/or trees to be retained at the key stages, where Council is the Principal Certifying Authority.

Engineering Fees and Bonds

19. Payment of a **$626** fee for the inspection by Council of the stormwater drainage and Onsite Stormwater Detention System at the key stages, where Council is the Principal Certifying Authority.

20. The applicant shall lodge with Council a **$3,100** 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.

21. The applicant shall lodge with Council a **$4,650** 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.

22. The applicant shall lodge with Council a **$6,290** 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.

Road Works

23. A Traffic Management Plan shall be lodged with Council for any road and drainage works to be carried out within public road reserves, or where construction activity impacts on traffic flow or pedestrian access, in strict compliance with the requirements of Australian Standard 1742.3 (Traffic Control Devices for Works on Roads). In this regard, the applicant shall pay Council a **$201 (initial fee)** for the assessment of the Traffic Management Plan by Council, prior to commencing works within the road reserves. A copy of the approved Traffic Management Plan shall be kept on site during the course of construction for reference and compliance.

Sight Distance

24. To maintain sight distance to pedestrians, all fencing and landscaping within 2m of a driveway shall have a maximum height of 1m 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 0.35m and a minimum spacing of 1.2m. Details shall be submitted to the Principal Certifying Authority, prior to the issue of a Construction Certificate.

On-Site Stormwater Detention

25. The development has been identified as requiring an on-site storm water detention (OSD) system which has formed part of the development consent. Therefore, in order to satisfy the drainage requirements for the building, any Construction Certificate for the building shall include the construction of the OSD system. In this regard, design and construction details of the OSD system demonstrating compliance with the development consent, OSD

plan number 2019-057 and Council's On-site Detention policy shall be submitted to the certifying authority prior to the issue of a construction certificate. The system shall generally be in accordance with the stamped approved drawings however the following shall also be addressed:

i) All proposed stormwater works (except the stormwater line connecting to Council's drainage system within road reserve) must be within the development site boundaries.

Construction and Traffic Management Plan

26. A Traffic Management Plan shall be lodged with Council for any road and drainage works to be carried out within public road reserves, or where construction activity impacts on traffic flow or pedestrian access, in strict compliance with the requirements of Australian Standard 1742.3 (Traffic Control Devices for Works on Roads). In this regard, the applicant shall pay Council a **$201.00** initial fee for the assessment of the Traffic Management Plan by Council, prior to commencing works within the road reserves. A copy of the approved Traffic Management Plan shall be kept on site during the course of construction for reference and compliance.

27. The applicant shall also provide a Construction and Traffic Management Plan, prepared by a suitably qualified consultant and submitted to Council for approval. A fee **$238.00** initial fee for the assessment of the plan shall also be lodged to Council. The following matters must be specifically addressed in the Plan:

(a) A plan view (min 1:100 scale) of the entire site and frontage roadways indicating:

- Dedicated construction site entrances and exits, controlled by a certified traffic controller, to safely manage pedestrians and construction related vehicles in the frontage roadways;
- Signage type and location to manage pedestrians in the vicinity;
- The locations of any proposed Work Zones in the frontage roadways – note: Work Zone fees apply in accordance with Council's Fees and Charges;
- Locations and type of any hoardings proposed along all street frontages;
- Area of site sheds and the like;
- Location of any proposed crane standing areas;
- A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries;
- Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected;
- The provision of an on-site parking area for employees, tradesperson and construction vehicles as far as possible; and

(b) A Traffic Control Plan for the site must be prepared for approval by Council incorporating the following: -

(i) Traffic control devices proposed in the road reserve must in accordance with the RMS publication "Traffic Control Worksite Manual" and designed by a person licensed to do so (minimum RMS 'red card' qualification). The main stages of the development requiring specific construction management measures are to be identified and specific traffic control measures identified for each.

(ii) A detailed description and route map of the proposed route for vehicles involved in spoil removal, material delivery and machine floatage must be provided detailing: -

a. Light traffic roads and those subject to a load or height limit must be avoided at all times; and
b. A copy of this route is to be made available to all contractors, and shall be clearly depicted at a location within the site.

(iii) Evidence of RMS concurrence where construction access is provided directly or within 20m of an Arterial Road.

(iv) A schedule of site inductions to be held on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations. These must specify that construction-related vehicles to comply with the approved requirements.

(v) For those construction personnel that drive to the site, the Applicant shall provide on-site parking so that their personnel's vehicles do not impact on the area.

(c) Council's adopted fee for certification of compliance with this condition shall be payable on lodgement, or in any event, prior to the issue of the relevant approval.

(d) Any use of Council property shall require appropriate approvals and demonstration of liability insurances prior to such work commencing.

(e) Failure to provide complete and detailed information may result in delays. It is recommended that your Construction and Traffic Management Plan be lodged with Council as early as possible.

(f) Dependent on the circumstances of the site, Council may request additional information to that detailed above.

(g) Subject to an application for the occupation of public roadway or footway (Section 138, Local Govt. Act 1993), and Covered by a $20M public liability insurance policy, with the policy noting Council as an interested party

Required Submissions to Certifying Authority

28. Retaining walls greater than 1.0m above 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.

29. 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 Principal Certifying Authority.

30. 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 Certifying Authority prior to the issue of a Construction Certificate or any works commencing, whichever occurs first.

31. The arrangements and costs associated with any adjustment to telecommunications infrastructure shall be borne in full by the applicant/developer.

32. Any required adjustment to utility services, trees, signs and other street furniture requires approval of the appropriate authority shall be undertaken by the applicant. All cost associated with the proposed works shall be borne from the applicant and at no cost to Council.

33. Any works requiring closure of any road or footway closure will require submission of a Council's Temporary Road Closure application form and payment of fees.

34. Signs and line marking plans for the car parking area (e.g. parking spaces, waiting bay, internal arrows, Give-way signs, pedestrian crossing etc.) shall be prepared prior to the issue of Construction Certificate and to be in accordance with AS 2890.1-2004, AS 2890.6-2009 and the endorsed plans.

35. Glass balustrades of all units' balconies shall be provided with obscure glazing.

36. Storage areas for each unit shall be provided at the following rates:

- 1 bedroom unit – $6m^3$
- 2 bedroom units – $8m^3$
- 3 bedroom units – $10m^3$

A minimum 50% of the storage shall be provided within the units.

37. The party wall between bedrooms of units 4, 7, 13, & 16 and associated adjoining units 5, 8, 14 & 17 be treated with acoustic seals such that the noise transmission into the bedrooms is minimised.

38. The building shall maintain safety clearances to the existing overhead power lines subject to approval from Endeavour Energy. Alternatively, all overhead power lines (Endeavour Energy's electricity infrastructure) shall be underground subject to approval from Endeavour Energy. Details shall be submitted to the Principal Certifying Authority prior to the issue of a Construction Certificate.

Light Fixtures

39. A plan showing the location of light fixtures throughout the development shall be submitted to the Principal Certifying Authority.

Sydney Water

40. A building plan approval must be obtained from Sydney Water Tap In™ to ensure the development will not affect any sewer, water or stormwater mains or easements.

A copy of the building plan approval receipt from Sydney Water must be submitted to the certifying authority, prior to the issue of a construction certificate.

Please go to sydneywater.com.au/tapin to apply.

Accessibility

41. Prior to the issue of a Construction Certificate, plans must be submitted to the Principal Certifying Authority, indicating that the new development has been designed to comply with the requirements of the Disability (Access to Premises – Building) Standards 2010.

The development shall achieve a benchmark of 20% of the total number of apartments incorporating the Liveable Housing Guideline's Silver Level universal design features.

Fire Safety Upgrading & Essential Services

42. The Construction Certificate is to include a schedule specifying all of the essential fire or other safety measures (both current and proposed) that are required for the building or premises to ensure the safety of persons in the building in the event of fire.

Car Wash Bay

43. A vehicle wash bay shall be provided for residents of the development. Collection, reuse and ultimate disposal of water used in the vehicle wash bay shall be in accordance with Sydney Water's requirements. The car wash bay shall be designed so that the following requirements are met:-

Have an adequate parking and washing floor space.
Provide a water supply.
Minimise water use with appropriate devices (e.g., such as a gun-type nozzle which closes when released and a timer operative valve, collection and use of rainwater).
Have a water supply cut out system/fail-safe mechanisms provided to ensure that mechanical failure; drainage blockage or lack of maintenance cannot result in wastewater surcharge into the stormwater system.
Be designed to ensure that over spray, drift of water or detergent does not cause a nuisance to persons, vehicles, residences, other buildings, neighbouring properties or the environment.
Be located so that washing can occur with minimal disturbance to other residents,

Details to be submitted to the Principal Certifying Authority

Basement Car Park Ventilation

44. The basement car park shall be naturally or mechanically ventilated. The ventilation system shall comply with the requirements of the Building Code of Australia and relevant standards including AS1668.1 – 1998 The Use of Ventilation and Air conditioning in Buildings Part 1: Fire and Smoke Control in Multi Compartment Buildings and/or AS 1668.2-2002; The Use of ventilation and Air conditioning in Buildings Part 2: Ventilation Design for Indoor Air Contaminant Control.

Air Conditioning

45. Details and specifications for the mechanical ventilation system complying with the Australian Standard are to be submitted and approved by Council.

Acoustic Measures

46. Prior to the issuing of the Construction Certificate the following is required to be submitted to Cumberland Council for assessment and comment:

An acoustic report is to be prepared by an appropriately qualified acoustic consultant having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/or grade membership of the Australian Acoustical Society (MAAS). The report should also consider noise emissions from the development including but not limited to proposed mechanical plant (air conditioners, automatic roller doors, ventilation plant for the underground car park) and demolition/construction noise & vibration intrusion. The report should be prepared in accordance with the NSW Environment Protection Authority *Noise Policy for Industry* and the NSW EPA *Interim Construction Noise Guidelines*.

Design Verification Statement

47. In accordance with Environmental Planning and Assessment Regulation 2000 and State Environmental Planning Policy (SEPP) 65 "Design Quality of Residential Flat Development", the subject development must be undertaken or directed by a "qualified designer" (i.e., a "registered architect" under the Architects Act). In this regard, a design verification statement shall be submitted to the Principal Certifying Authority (PCA). The PCA shall ensure that the statement prepared by the qualified designer provides the following:-

(i) A valid and current chartered architect's certificate number (as issued by the Board of Architects of NSW);
(ii) That the qualified designer has designed or directed the design of the subject development;
(iii) That the plans and specifications lodged with the Construction Certificate achieve or improve the design quality of the development for which the subject development consent was granted, having regard to the design principles set out in Part 2 SEPP 65.

N.B. The design verification statement must provide an explanation of the design in terms of the design quality principles set out in Part 2 of SEPP 65.

Residential Flat Development Residential Waste Storage Area

48. The waste storage area shall be roofed, screened from public view and provided with:-
- Openings, 5% of the floor area and recessed into the walls, positioned to provide cross floor ventilation OR mechanical ventilation to Council's satisfaction;
- An adequate water supply provided by a hose cock and hose (hot water for commercial premises)
- The floor shall be made of an impervious surface, drained to sewer in accordance with Sydney Water requirements and include a dry arrestor pit with a removable basket.

Plans and specifications for the storage room shall be submitted with the application for the Construction Certificate.

Salinity

49. The site has been identified as having a potential salinity hazard. To prevent moisture/salinity from entering the built structure, appropriate construction methods are to be incorporated for all buildings. Details of proposed methods of construction are to be detailed in the engineering plans and submitted to the PCA.

Note: Further information for building in a saline environment is available in the following documents:

- "Building in Saline Environment" prepared by DIPNR 2003.
- Water Sensitive Urban Design in the Sydney Regions "Practice Note 12: Urban Salinity"
- Wagga Wagga City Council's "Urban Salinity Action" October 1999
- "Guide to Residential Slabs and Footings in Saline Environments" prepared by Cement Concrete and Aggregates Australia, May 2005

External Walls and Cladding Flammability

50. The external walls of the building including attachments must comply with the relevant requirements of the National Construction Code (NCC). Prior to the issue of a Construction Certificate, the Certifying Authority and Principal Certifying Authority must:

(a) Be satisfied that suitable evidence is provided to demonstrate that the products and systems proposed for use or used in the construction of external walls including finishes and claddings such as synthetic or aluminium composite panels comply with the relevant requirements of the NCC; and

(b) Ensure that the documentation relied upon in the approval processes include an appropriate level of detail to demonstrate compliance with the NCC as proposed and as built.

Construction Management Plan

51. A Construction Management Plan (CMP) prepared by a suitable qualified consultant shall be prepared and submitted to the Principal Certifying Authority to address issues such as traffic control, noise, dust, etc., during construction. All measure/works/methods/procedures/control measures/recommendations made within the Construction Management Plan shall be implemented accordingly at all times.

PRIOR TO DEMOLITION /WORKS COMMENCING

The following conditions are to be complied with prior to demolition / any works commencing on the site:

Appointment of Principal Certifying Authority and Notification of Commencement of Work

52. The person having the benefit of the development consent, not the principal contractor (builder), must:

a) Appoint a Principal Certifying Authority in accordance with Section 6.6 of the Act.

b) Have the Principal Certifying Authority complete the 'Accredited Certifier Details' on the approved form provided by Council for this purpose, an original of which is attached to this Development Consent.

c) Notify Council of the appointment of the Principal Certifying Authority and of the intention to commence building work, such notification is to be given to Council at least two (2) working days prior to the proposed commencement date, and be on the approved form provided by Council for this purpose, an original of which is attached to this Development Consent.

If nominated, Council can provide this service for you and act as the Principal Certifying Authority.

N.B. The Principal Certifying Authority must also notify the person having the benefit of the Development Consent of any mandatory critical stage inspections and other inspections that are to be carried out in respect of the building work such notification must comply with Clause 103A of the Regulations.

Notification of Principal Contractor (Builder)/Owner-Builder

53. The person having the benefit of the Development Consent must:

(a) Notify the Principal Certifying Authority that the person will carry out the work as an owner-builder, if that is the case;

OR

(b) Appoint a Principal Contractor for the building work (who must be the holder of a contractor licence if any residential building work is involved), and notify the Principal Contractor of any mandatory critical stage inspections and other inspections that are to be carried out in respect of the building work.

(c) Notify the Principal Certifying Authority of any such appointment.
Where Council is the Principal Certifying Authority, such notification is to be on the approved form provided by Council for this purpose, an original of which is attached to this Development Consent.

Required Submissions to Council or the Principal Certifying Authority

54. To facilitate a complete assessment and enable the Certifying Authority to check compliance on site, truss validation and design, details certified by a qualified practicing structural engineer shall be submitted to Council or the Principal Certifying Authority for examination and approval. Details shall include:
a) job address and builder's name
b) design wind velocity
c) terrain category
d) truss spacing
e) roof pitch
f) material of roof
g) roof batten/purlin spacing
h) material of ceiling
i) job number

Photographic Record of Council Property – Damage Deposit

55. The applicant shall submit to Council, for the purposes of the damage deposit bond lodged to cover making good any damage caused to the property of Council, a full and satisfactory 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 is caused during the course of construction, the Council may require either part or full re-instatement.

Note: Failure to provide a full and satisfactory 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.

Notification to Relevant Public Authority

56. The applicant shall ensure that relevant public utility authorities are made aware of the salinity problems that have been identified within the subject site by the Department of Land and Water Conservation, such that their services are designed to take into consideration the effects the saline soils may have on their installations.

Fencing of Sites

57. Fencing of sites is required to prevent public access when the site is unoccupied and building works are not in progress. In this regard the MINIMUM acceptable standard of fencing to the site is properly constructed chain wire fencing 1.8m high, clad internally with Hessian or Geotextile fabric. All openings are to be provided with gates, such gates are not at any time to swing out from the site or obstruct the footpath or roadway.

Signs to be Erected on Sites

58. A sign must be erected in a prominent position on any site on which building work, subdivision work or demolition work is being carried out:

(a) Showing the name, address and telephone number of the Principal Certifying Authority for the work, and

(b) Showing the name of the principal contractor (if any) for any building work and a telephone number on which that person may be contacted **outside working hours and at any time for business purposes**, and

(c) Stating that unauthorised entry to the work site is prohibited.

The sign must be rigid and durable and be read easily by anyone in any public road or other public place adjacent to the site.

Any such sign is to be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

This clause does not apply in relation to building work, subdivision work or demolition work that is carried out inside an existing building that does not affect the external walls of the building.

Note: Principal Certifying Authorities and Principal Contractors must also ensure that signs required by this clause are erected and maintained (clause 227A of the Regulations currently imposes a maximum penalty of $1,100).

Prohibited Signage

59. Advertising, Real Estate Agents, Architects, Designers, site suppliers and any other signage not mentioned in the conditions, is not to be placed or displayed on the site, such that the signage is visible from any public place. Offenders may be prosecuted.

Protection of Public Places

60. A hoarding or fence must be erected between the work site and any public place, if the work involved in the erection or demolition of the building; is likely to cause pedestrian or vehicular traffic in a public place to be obstructed or rendered inconvenient, or involves the enclosure of a public place.

If necessary, an awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.

The work site must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.

Site Control Measures

61. Suitable erosion and sediment control measures shall be provided at all vehicular entry/exit points and all other measures required with and/or shown on plans accompanying the Construction Certificate, to control soil erosion and sedimentation, are to be in place prior to the commencement of construction works. Such controls are to be provided in accordance with Holroyd Council's "Erosion & Sediment Control Policy."

Note: On-the-spot fines may be issued by council where measures are absent or inadequate.

Tree Protection

62. The tree/s identified on the endorsed plans as being retained/transplanted shall be protected prior to and throughout the demolition/construction process in accordance with the Arboricultural Impact Assessment prepared by Redgum Horticultural, Reference No. 5546, dated 19 August 2019 and relevant conditions of this Consent. All trees not authorised to be removed by this Consent must be retained. Prior to any work commencing, certification of the installation and inspection of the required tree protection works is to be provided to the Principal Certifying Authority by a suitably qualified person or the Arborist (as appropriate) engaged to ensure the proper protection and management of the tree/s required to be retained/transplanted. A copy of the Certificate is to be issued to Council within seven (7) days of the inspection and prior to any works commencing. Additionally, trees identified for removal are to be retained until immediately prior to works commencing, to assist with soil management and erosion control.

Footpaving, Kerbing and Guttering

63. 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.

64. Finished street levels shall not be assumed. The owner or builder must make application to Council's Engineering Services Department for street levels.

Support for Neighbouring Buildings

65. If an excavation associated with the erection or demolition of a building extends below the level of the base of the footings of a building on an adjoining allotment of land (including a public road and any other public place), the person causing the excavation to be made:-
a) must preserve and protect the building from damage, and
b) if necessary, must underpin and support the building in an approved manner, and
c) must, at least seven (7) days before excavating below the level of the base of the footings of a building on an adjoining allotment of land, give notice of intention to do so to the owner of the adjoining allotment of land and furnish particulars to the owner of the building being erected or demolished.

The owner of the adjoining allotment of land is not liable for any part of the cost of work carried out for the purposes of this clause, whether carried out on the allotment of land being excavated or on the adjoining allotment of land. (In this clause, *allotment of land* includes a public road and any other public place).

66. A dilapidation report of adjoining properties/allotments and details of the proposed excavation works in excess of 2m or within the zone of influence of neighbouring building foundations and required underpinning and supportive measures shall be submitted to the Principal Certifying Authority. Any required underpinning and supportive measures shall be designed by a practising structural engineer and details shall be submitted to the Principal Certifying Authority for approval prior to construction works commencing.

Toilet Facilities

67. Toilet facilities are to be provided, at or in the vicinity of the work site on which work involved in the erection or demolition of a building is being carried out, at the rate of one toilet for every 20 persons or part of 20 persons employed at the site.
Each toilet provided:
a) Must be a standard flushing toilet, and

b) Must be connected:
   i) To a public sewer,
   ii) If connection to a public sewer is not practicable, to an accredited sewage management facility approved by the Council, or
   iii) If connection to a public sewer or an accredited sewage management facility is not practicable, to some other sewage management facility approved by the Council.
   iv) The position of the toilet on the site shall be determined by Council's Building Surveyor and/or Sydney Water.

Residential Building Work - Insurance

68. Residential building work within the meaning of the *Home Building Act 1989* must not be carried out unless the Principal Certifying Authority for the development to which the work relates (where not Cumberland Council) has given Cumberland Council written notice of the following information:-

(a) In the case of work for which a Principal Contractor is required to be appointed:

(i) The name and licence number of the Principal Contractor, and

(ii) The name of the insurer by which the work is insured under Part 6 of that Act,

(b) In the case of work to be done by an owner-builder:

(i) The name of the owner-builder, and

(ii) If the owner-builder is required to hold an owner-builder permit under that Act, the number of the owner-builder permit.

If arrangements for doing the residential building work are changed while the work is in progress so that the information notified under this condition becomes out of date, further work must not be carried out unless the Principal Certifying Authority for the development to which the work relates (where not Cumberland Council) has given Cumberland Council written notice of the updated information.

The notification is to be on the approved form provided by Council for this purpose, an original of which is attached to this Development Consent.

Roadworks

69. The applicant is to submit to Council an application for a road opening permit when the drainage connection into Council's system is within the road reserve. In this regard the applicant shall pay Council applicable fee and charges prior to the commencement of works. Additional road opening permits and fees may be necessary where there are connections to public utility services (e.g. telephone, electricity, sewer, water or gas) required within the road reserve.

70. The applicant to arrange with the relevant public utility 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.

71. The developer shall arrange with Endeavour Energy for the relocation of the Power Pole affected by the proposed vehicular crossing.

72. Any required adjustment to utility services, trees, signs and other street furniture requires approval of the appropriate authority and shall be undertaken by the applicant at no cost to Council.

73. Any works requiring closure of any road or footway closure will require submission of a Council's Temporary Road Closure application form and payment of fees.

Works Within Council's Reserve

74. 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.

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

76. 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. Council shall be named on the Certificate of Currency as an interested party.

Property/Street Number

77. Council is the authority responsible for the allocation of all official property addresses. For ease of identification of your new development it is important that the allocated property numbers are used and displayed prominently. It is requested that you contact Council as soon as possible before construction is commenced to discuss proposed addressing for your development.

Please email your site plan to council@cumberland.nsw.gov.au or contact Council's Rates Section by phone on 8757 9000.

DURING DEMOLITION / CONSTRUCTION

The following conditions are applicable during demolition / construction:-

Endorsed Plans & Specifications

78. A copy of the endorsed stamped plans and specifications, together with a copy of the Development Consent, Construction Certificate and approved Traffic Management Plan are to be retained on site at all times.

Hours of Work & Display of Council Supplied Sign

79. For the purpose of preserving the amenity of neighbouring occupations building work including the delivery of materials to and from the site is to be restricted to the hours of 7.00am to 6.00pm Mondays to Fridays and 8.00am to 4.00pm Saturdays. Work on the site on Sundays and Public Holidays is prohibited. **Note: Demolition work is not permitted on weekends or Public Holidays - refer to specific demolition condition for approved hours.**

The yellow "Hours of Building Work" sign (supplied by Council with the approval), is to be displayed in a prominent position at the front of the site for the duration of the work.

Site Control

80. All soil erosion measures required in accordance with the approved sediment and erosion control plan and any other relevant conditions of this Consent are to be put in place prior to commencement of construction works are to be maintained during the entire construction period until disturbed areas are restored by turfing, paving or revegetation. This includes the provision of turf laid on the nature strip adjacent to the kerb.

81. Builder's refuse disposal and storage facilities are to be provided on the development site for the duration of construction works and all rubbish shall be removed from the site upon completion of the project.

82. Stockpiles of sand, soil and other material shall be stored clear of any drainage line or easement, tree protection zone, water bodies, footpath, kerb or road surface and shall have erosion and sediment control measures in place to prevent the movement of such materials onto the aforementioned areas and adjoining land.

Asbestos Cement Sheeting

83. i) All asbestos cement sheeting must be removed by contractors with an appropriate licence issued by WorkCover and who are familiar with asbestos removal prior to the commencement of:-

(a) Recladding or brick veneering of any building where the existing walls to be covered are currently clad with asbestos cement;

OR

(b) Construction work where new work abuts existing asbestos cement sheeting and/or where parts of the existing building clad with asbestos cement sheeting are to be altered or demolished.

Removal must be carried out strictly in accordance with WorkCover's "Your Guide to Working with Asbestos" (copy attached).

ii) All asbestos laden waste, including asbestos cement flat and corrugated sheets must be disposed of at a tipping facility licensed by the Office of Environment and Heritage (OEH).

Note: The person responsible for disposing of the above asbestos waste is to telephone the OEH on (02) 9995 5000 or Council's Waste Officer on (02) 8757 9000 to determine the location of a tip licensed to received asbestos. **Upon completion of tipping operations the applicant shall lodge with the Council, all receipts issued by the receiving tip as evidence of proper disposal.**

iii) Within fourteen (14) days of completion of renovation or recladding or brick veneering works where asbestos cement sheeting was removed, the applicant shall submit to Council an asbestos clearance certificate prepared by a NATA accredited occupational hygienist.

Note: To find a list of NATA accredited facilities visit the NATA website at www.nata.asn.au and under 'Find a Facility or Lab' type in 'asbestos identification' in 'keywords' then click on 'chemical testing' in NSW then click on the search button. A list of laboratories will be produced which you can contact for the purpose of having a clearance certificate issued.

Waste Management Plan

84. The approved Waste Management Plan must be implemented and complied with during all stages of works on site.

85. Within seven (7) days of completion of construction/building works, the applicant shall submit a signed statement to Council or the Principal Certifying Authority verifying that demolition work and recycling of materials was undertaken in compliance with the Waste Management Plan. The Principal Certifying Authority shall submit a copy of the statement to Council.
In reviewing such documentation Council will require the provision of actual weighbridge receipts for the recycling/disposal of all materials.

Compliance with Critical Stage Inspections and other Inspections nominated by the Principal Certifying Authority

86. Section 6.5 of the Act requires certain specific inspections (prescribed by clause 162A of the Regulations) and known as 'Critical Stage Inspections' to be carried out for building work. Prior to permitting commencement of the work your Principal Certifying Authority is required to give notice of these inspections pursuant to clause 103A of the Regulations.

N.B. An Occupation Certificate cannot be issued and the building may not be able to be used or occupied where any mandatory critical stage inspections or other inspections required by the Principal Certifying Authority are not carried out.

Where Council is nominated as Principal Certifying Authority, notification of all inspections required is provided with the Construction Certificate approval.

Construction

87. The building and external walls are not to proceed past ground floor formwork/reinforcing steel level until such time as the Principal Certifying Authority has been supplied with a check survey report prepared by a registered surveyor certifying that the floor levels and external wall locations to be constructed, comply with the approved plans, finished floor levels (FFL)s and setbacks to boundary/ies. **The slab shall not be poured, nor works continue, until the Principal Certifying Authority has advised the builder/developer that the floor level and external wall setback details shown on the submitted survey are satisfactory.**

In the event that Council is not the Principal Certifying Authority, a copy of the survey shall be provided to Council within three (3) working days.

On placement of the concrete, works again shall not continue until the Principal Certifying Authority has issued a Certificate stating that the Condition of approval has been complied with and that the slab has been poured at the approved levels.

Salinity

88. The building and external walls are not to proceed past ground floor formwork/reinforcing steel level until such time as the Principal Certifying Authority has confirmed that all required construction measures addressing salinity, as required by this Consent and its accompanying Construction Certificate have been carried out.

Landscaping/Site Works

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

90. New 1.8m high lapped and capped timber paling or colorbond fences (colour to be sympathetic with the development) determined in consultation with adjoining property owner(s), shall be erected along and within all side and rear boundaries and between courtyards at full cost to the developer. In situations where the boundary fence is proposed on top of a retaining wall, the height of the fence shall not exceed a maximum of 2.4m as measured from the lower adjacent ground level. A Statutory Declaration or other documentary evidence of such consultation is to be submitted to the Principal Certifying Authority.

91. Fences are to taper from the front building line to be not more than 900mm high at the front boundary.

92. A single master T.V. antenna is to be installed to service each building and provision made for connection to each dwelling within that building.

Tree Protection

93. The tree/s identified on the endorsed plans as being retained/transplanted shall be protected against damage throughout the demolition/construction process in accordance with the Arboricultural Impact Assessment prepared by Redgum Horticultural, Reference No. 5546, dated 19 August 2019and relevant conditions of this Consent.

94. A report is to be prepared and submitted to Council by the Arborist engaged to ensure the proper protection and management of the tree/s required to be retained/transplanted that:

i) Sets out maintenance work carried out on tree/s; and
ii) Assesses the health and condition of the tree/s required to be retained/transplanted and protected.

The report should also provide documentary evidence that the tree protection conditions are being complied with in the form of site notes and photographs and be provided at three monthly intervals during construction works that are within 5m of any tree.

95. The applicant shall accept all responsibility for the accuracy of the information provided to Council for assessment. If any tree/s are not shown on the endorsed plan or are required to be retained/transplanted and protected but are threatened by demolition/construction work through unforeseen construction requirements or plan inaccuracy, all site and building works so affected are to cease until the matter is resolved to the satisfaction of Council. Council's Environmental and Planning Services Department is to be notified immediately upon such a problem being encountered.

96. Branches of trees to be retained/transplanted within 1m of the approved building, may be pruned by an Arborist qualified to at least Australian Qualification Framework (AQF) Certificate Level 3 in accordance with Australian Standard AS4373-1996 'Pruning of Amenity Trees' to enable demolition/construction works to occur.

Note: Any other pruning works not authorised by this Consent are subject to the approval of an application for General Tree Works activities.

97. No works are to occur within the fenced tree protection zone. All authorised works/activities within the fenced tree protection zone/s are to be undertaken by hand held equipment under the supervision of the consulting Arborist. No roots over 50mm in diameter are to be cut within the tree protection zone without prior consultation with Council officers or the consulting Arborist.

All roots over 50mm in diameter which are encountered outside the fenced tree protection zone/s are to be cleanly cut and not ripped.

Works within Council's Reserve

98. All works within the Council reserve shall be suitably fenced to prevent public access to the work site during construction of the stormwater drainage.

Inspection of On Site Detention Works

99. 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 Council.

Road Works and Footpaving

100. 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".

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

Underground Cabling

102. All communications cabling shall be installed underground as per relevant authority requirements (including broadband and Category 5).

Underground Power Connection

103. Power connection to the site is to be underground. No intermediate power pole is permitted even where electricity reticulation cannot be obtained directly from the street.

Alarms

104. The developer/builder shall not install any audible intruder alarms within the units. If the building is to be provided with a burglar alarm system, this shall incorporate back to base monitoring such that residents can connect thereto from each individual unit.

105. With regard to basement level pump out system, a warning system shall be provided to alert occupants of the building that a basement stormwater pump out failure has occurred, which could cause flooding. As a minimum, the system shall include:

- a flashing light with warning sign at each pedestrian and vehicular entrance into the basement from outside the building; and
- a warning system, such as an audible alarm with flashing light and warning sign installed within a common area or areas of the building, such as the ground floor lobby.

Note: Any audible alarms shall be installed within the building.

Basement Parking

106. A convex mirror is to be provided so that drivers can see up the driveway from within the basement.

107. 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.

Vehicle Cleansing

108. Concrete trucks and trucks used for the transportation of building materials shall not traffic soil, cement or similar materials onto the road. Hosing down of vehicle tyres shall be conducted in a suitable off-street area where wash water is prevented from entering the stormwater system or adjoining property.

Importation of Fill

109. All imported fill shall be validated in accordance with Council's Contaminated Land Policy to ensure that it is suitable for the proposed land use from a contamination perspective.

Additional Information during Construction

110. Any new information which comes to light during construction works which has the potential to alter previous conclusions about site contamination, shall be notified to Council immediately.

Driveways

111. All new driveways shall be located at least 1.0 metre away from the side boundaries with the area between the driveway and the boundary suitably landscaped.

General

112. The recommendations of the Acoustic Report prepared by Acoustic Vibration & Noise Pty Ltd, Report Number 2018-433, dated 12 November 2018; are required to be incorporated into the design/construction of the proposed use.

Noise & Vibration

113. The construction of the development and preparation of the site, including operation of vehicles, must be conducted so as to avoid unreasonable noise or vibration and cause no interference to adjoining or nearby occupations. Special precautions must be taken to avoid nuisance in neighbouring residential areas, particularly from machinery, vehicles, warning sirens, public address systems and the like.

114. In the event of a noise or vibration problem arising, the person in charge of the premises must, when instructed by Cumberland Council or the Accredited Certifier, cease work and carry out an acoustical survey and/or investigation by an appropriate acoustical engineer or consultant and submit the results to Council. The person in charge of the site must implement any or all of the recommendations of the consultant and any additional requirements of Council. Any requirements of Council in this regard must be complied with immediately.

PRIOR TO ISSUE OF A FINAL OCCUPATION CERTIFICATE

The following conditions are to be complied with prior to the issue of a final occupation certificate:

Certificates/Documentary Evidence

115. A final clearance is to be obtained from Integral Energy if such clearance has not previously been issued.

116. A Section 73 Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water Corporation and submitted to the PCA.

(Application must be made through an authorised Water Servicing Coordinator. Please refer to the "Your Business" section of the web site www.sydneywater.com.au then follow the "e-Developer" icon or telephone 13 20 92 for assistance.

Following application, a "Notice of Requirements" will advise of water and sewer extensions to be built and charges to be paid. Please make early contact with the Coordinator, since building of water/sewer extensions can be time consuming and may impact on other services and building, driveway or landscape design).

Submission a copy of Sydney Water's *Notice of requirements* to the Principal Certifying Authority.

117. A Structural Engineer's certificate from the supervising structural engineer responsible for the design shall be submitted to the Principal Certifying Authority and 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 SAA Codes.

Note: Any such certificate is to set forth the extent to which the engineer has relied on relevant specifications, rules, codes of practice or publications in respect of the construction.

118. An Accredited Certifier shall submit to the Principal Certifying Authority a signed checklist as per Appendix A of AS4299-1995 confirming that a minimum of 4 Units (5, 8, 14 and 17) have achieved the desired level of adaptability (i.e. "Adaptable House Class A or B").

Landscaping and Site Works

119. Certification is to be provided to the Principal Certifying Authority (PCA), from the designer of the landscape proposal, that all tree planting/landscape works have been carried out in accordance with the endorsed plan. If Council **is** the PCA, the certification is to be submitted to Council prior to or at the final landscape inspection. If Council **is not** the PCA, a copy of the certification is to be provided to Council with the Occupation Certificate.

120. Certification is to be provided to the Principal Certifying Authority (PCA) from a suitably qualified and licensed contractor that the specified planter boxes have been waterproofed and drained in accordance with the requirements of the current relevant Australian Standards, any relevant authority regulations and current best work practices. If Council is not the PCA a copy of the certification is to be provided to Council with the Occupation Certificate.

121. The Arborist engaged to ensure the proper protection and management of the trees required to be retained/transplanted is to provide a report to Council concerning the health and condition of the tree/s and if necessary any remedial works required. The report should also provide documentary evidence that the tree protection conditions were complied with throughout the demolition/construction phases, in the form of site notes and photographs. Should the trees require remedial works which are not exempt under Council's Tree Management Order, an application for General Tree Works will be required to be submitted and approved before the works are carried out and certified by the Arborist. Remedial works which are exempt under Council's Tree Management Order will also be required to be completed and certified.

    The Arborist is also to ensure that any required general maintenance works (that are exempt) to the retained trees, such as the removal of dead, dying and diseased branches including mistletoe is completed prior to the issue of the final Occupation Certificate. All tree works are to be performed by a minimum AQF Level 3 Arborist, as per AS4373-2007 "Pruning of Amenity Trees'.

122. Certification is to be provided to the Principal Certifying Authority from a suitably qualified and licensed contractor that the specified fully automated commercial grade irrigation system has been designed and installed to all common planted areas in accordance with the requirements of the current relevant Australian Standards, any relevant authority regulations and current best work practices. If Council is not the PCA, a copy of the certification is to be provided to Council with the Occupation Certificate.

123. Boundary and courtyard fences must be erected and finished in a professional manner.

Parking/Driveway

124. All dwellings/units and associated car parking spaces shall be numbered on site in accordance with numbering on the endorsed plans. These numbers shall also be consistent with any strata plan for the completed development.

125. The entry/exit driveway shall be indicated with appropriate signage and line-marking to avoid the conflict at the driveway.

126. The driveway shall be signposted indicating availability of visitor off-street parking. Spaces reserved for this purpose shall be marked as such.

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

128. All parking spaces, aisle, driveway and internal roadways dimensions shall be in accordance with Australian Standard 2890.1.2004 and 2890.6.2009.

129. Signs and line marking plans shall be in accordance with AS 2890.1-2004, AS 2890.6-2009 and the endorsed plans.

130. The entry point shall be provided with a suitable communication system to allow the security gate to be opened remotely by occupants of the building. The width of the access driveway/ramp adjacent to the control devices shall not restrict access for residents / visitors and shall be in accordance with Australian Standards.

131. The ramp down to the basement car park and the lobby entry doors shall have secured access and an intercom service to restrict access to the building.

132. A convex mirror shall be installed within the basement carpark at proposed ramps.

133. Wheel stops shall be provided at appropriate parking locations (i.e. lifts, stairways) in accordance with AS 2890.1:2004.

Fire Safety

134. Submission to Council of a Final Fire Safety Certificate pursuant to Clause 170 of the Environmental Planning and Assessment Regulation 2000 in respect of each essential fire or other safety measure listed on the Fire Safety Schedule attached to the Construction Certificate.

NOTE:

1. Such Certificate shall state, pursuant to Clause 80E in relation to each essential fire safety measure mentioned in the certificate:–
   - that the service has been assessed by a properly qualified person (chosen by the owner of the building); and
   - that the service was found to be, when assessed, capable of performing to at least the standard required by the current fire safety schedule for the building for which the certificate is issued.

2. The person who carries out the assessment must inspect and verify the performance of each fire safety measure being assessed, and must test the operation of each new item of equipment installed in the building premises that is included in the current fire safety schedules for the building.

3. The assessment must have been carried out within the three (3) months prior to the date on which the final fire safety certificate is issued.

External Walls and Cladding Flammability

135. The external walls of the building including attachments must comply with the relevant requirements of the National Construction Code (NCC). Prior to the issue of an Occupation Certificate, the Certifying Authority and Principal Certifying Authority must:

(a) Be satisfied that suitable evidence is provided to demonstrate that the products and systems proposed for use or used in the construction of external walls including finishes and claddings such as synthetic or aluminium composite panels comply with the relevant requirements of the NCC; and

(b) Ensure that the documentation relied upon in the approval processes include an appropriate level of detail to demonstrate compliance with the NCC as proposed and as built.

Onsite Stormwater Detention, Certifications and Covenants

136. A copy of the as approved stormwater drainage and On Site Detention 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.

137. A certificate of compliance in accordance with Council's standards and specifications for stormwater drainage and On Site Detention shall be issued to the Principal Certifying Authority by a suitably qualified Civil Engineer.

138. A certificate of compliance for the pump out drainage system of the basement level shall be issued to the Principal Certifying Authority by the pump installers stating that the pump out system has been installed to operate in accordance with the Council requirements and approved drawings.

139. Documents giving effect to the creation of a Positive Covenant and Restriction on Use over the as constructed On Site Detention shall be submitted to the authority benefited for approval prior to lodging with the Land and Property Information NSW. The wording of the terms of the Positive Covenant and Restriction On Use shall be 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.

140. 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.

141. An On-site Stormwater Detention plate shall be installed within the detention basin or tank. The plate shall be located in or near the Discharge Control Unit to alert future owners of their obligations to maintain the facility and its restrictions. The wording and plate shall be in accordance with Council's standard requirements.

142. OSD design summary calculation sheet/s using the WAE levels shall be submitted to Council.

143. The applicant shall provide a standard OSD sign within the aboveground basin area in accordance with Clause 7.1 (i) of Holroyd DCP 2013 OSD policy.

144. The applicant shall provide a standard confined space danger sign at all access points to the underground OSD storage tank in accordance with the Upper Parramatta River Catchment Trust OSD handbook.

Road Works

145. Any works requiring levels within the road reserve will require the submission of Council's Vehicle Crossing application form.

146. A full width **heavy** duty vehicular crossing shall be provided opposite each vehicular entrance to the site, with a maximum width of **6** metres and a minimum width of 5.5 metres 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.

147. The reconstruction of concrete footpath paving (2.5m wide) and associated works along all areas of the site fronting Pritchard Street East Wentworthville. These works shall be carried out by a licensed construction contractor at the applicant's expense and shall be in accordance with Council's standard drawing SD-8100 and issued level sheets.

148. Removal of all redundant vehicular crossings and laybacks along the full road frontage and replacement with kerb and gutter. These works shall be carried out by a licensed construction contractor at the applicant's expense and shall be in accordance with Council's standard drawing number SD-8100.

149. 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 Certifying Authority.

Lot Consolidation

150. Lot 1, DP 300345 and Lot 1, DP 168165 shall be consolidated into one lot on title and all works shall be completed in accordance with this Development Consent.

Basement Car Park Ventilation

151. The system shall be certified by a suitably qualified and experienced engineer at the completion of installation prior to the issue of an Occupation Certificate. A copy of the certificate shall be provided to the Principal Certifying Authority (PCA). A copy shall also be provided to Council if Council is not the Principal Certifying Authority.

House/Street Number

152. A house/street number must be displayed on all newly developed properties in accordance with Council's "Policy on the Display of House Numbers" available from the Customer Services Counter or Council's website, www.cumberland.nsw.gov.au.

Design Verification Statement

153. In accordance with Environmental Planning and Assessment Regulation 2000 and State Environmental Planning Policy (SEPP) 65 "Design Quality of Residential Flat Development", the subject development must be undertaken or directed by a "qualified designer" (i.e., a "registered architect" under the Architects Act). In this regard, a design verification statement shall be submitted to the Principal Certifying Authority (PCA) assessing the development, upon completion of all works subject of this consent and its accompanying construction certificate. The PCA shall ensure that the statement prepared by the qualified designer provides the following:-

(i) A valid and current chartered architect's certificate number (as issued by the Board of Architects of NSW);
(ii) That the completed development achieves the design quality of the development as shown in the plans and specifications submitted and approved with the Construction Certificate, having regard to the design quality principles set out in Part 2 SEPP 65.

Noise Compliance Report

154. A noise compliance report must be submitted to Council prior to the issuing of the Occupation Certificate. This report must verify that:

a) All recommendations contained in the DA approved Acoustic Report prepared by Acoustic Vibration & Noise Pty Ltd, Report Number 2018-433, dated 12 November 2018 have been implemented, and

b) The project specific noise criteria contained in the DA approved acoustic report and any other noise criteria specified in this consent are being complied with.

Lighting

155. Adequate lighting shall be provided within the development (i.e. pedestrian access ways, common areas and communal open space, car parking areas and all entries) and shall comply with AS 1680.0:2009.

Lift

156. The lift provided from the commercial basement level is to be installed with a security measure so as to restrict visiting persons of the commercial tenancies access to the residential levels 1 – 5 and the roof top terrace.

General

157. Documentary evidence and/or certificate of compliance must be submitted to Council to show that all works have been completed in accordance with this Development Consent and its accompanying Construction Certificate.

158. The glass balustrading associated with the balcony areas of the development, facing the public domain, shall be maintained to opaque glass.

CONDITIONS RELATING TO USE

The following conditions are applicable to the use of the development:-

Safety and Amenity

159. No signs or goods are to be displayed or trading of any description is to be carried out on the public road, public footpath, utility service land, customer and/or employee parking area, the driveways or pedestrian walkways outside or in the immediate vicinity of the premises.

160. The operation of the premises shall be conducted in such a manner as not to interfere with or materially affect the amenity of the neighbourhood by reason of noise, vibration, odour, fumes, vapour, steam, soot, ash, dust, particulate matter, waste water, waste products or other impurities which are a nuisance or injurious to health.

161. The operation of the premises shall be conducted in such a manner as not to interfere with or materially affect the amenity of the neighbourhood by reason of noise, vibration, odour, fumes, vapour, steam, soot, ash, dust, particulate matter, waste water, waste products or other impurities which are a nuisance or injurious to health.

162. Where an intruder alarm is installed on the premises it shall be fitted with a timing device in accordance with the requirements of the Protection of the Environment Operations Act 1997.

Mechanical Ventilation System – Car Park

163. Noise and vibration from the use of the (mechanical exhaust ventilation) system shall not exceed the background level by more than 5dB(A) and shall not be audible in any premises of a different occupancy between 10.00pm and 7.00am on weekdays and 10.00pm and 8.00am on weekends and public holidays.

Parking

164. The car parking spaces, driveways and manoeuvring areas are to be used for employees and visitors vehicles only and not for the storage of new or used materials, finished goods or commercial vehicles.

165. At least 20 car parking spaces are to be numbered and line marked in association with the retail use in accordance with the endorsed plan. At least 35 car spaces (including 6 visitor car spaces) are to be allocated to residential use. All car parking spaces are to be made available at all times for employee, resident and visitors' vehicles only in conjunction with the occupation of the building/premises.

166. All vehicles shall enter / exit the site in a forward direction.

167. The car parking spaces shall be numbered and linemarked in accordance with the endorsed plan, are to be made available at all times for residents and visitors' vehicles only in conjunction with the occupation of the building/premises.

168. The roller gate shall not restrict access for visitors of the residential carpark areas.

169. All residents shall be provided with remote control device to open the roller door.

Refuse & Trade Waste

170. Waste storage bins must be covered at all times to prevent entry of stormwater or dispersal by wind and must be sealed to prevent leakage.

Maintenance of Waste Storage Area – Residential

171. All waste and recycling containers shall be stored in the designated waste storage area. The body corporate shall be responsible for movement of the waste and recycling containers to the footpath for weekly collections, and the return of waste and recycling containers to the waste storage area. The Body Corporate shall clean the waste storage area, dry arrestor pit and waste collection containers.

172. Each unit shall be provided with a waste cupboard or other suitable storage area to facilitate the holding of a bin containing a single days-domestic waste.

Alarms

173. Where audible intruder alarms are installed in the units by residents, they shall be fitted with a timing device in accordance with the requirements of the Protection of the Environment Operations Act 1997.

Emergency Procedures

174. The owner of a building to which an essential fire safety measure is applicable must not fail to maintain each essential fire safety measure in the building premises to a standard not less than that specified in the Fire Safety Schedule.

Air Emissions

175. In the event of Council receiving complaints regarding excessive odour from the garbage bay area, the person(s) in control of the premises shall at their own cost arrange for an environmental investigation to be carried out (by a suitably qualified person) and submit a report to Council specifying the proposed methods for the control of odour emanating from the garbage bay area.

General Noise Condition

176. The operation of all plant and equipment shall not give rise to an equivalent continuous (LA_{eq}) sound pressure level at any point on any residential property greater than 5dB(A) above the existing background L_{A90} level (in the absence of the noise under consideration).

177. In the event of Council receiving complaints regarding excessive noise, the person(s) in control of the premises shall at their own cost arrange for an acoustic investigation to be carried out (by a suitably qualified person) and submit a report to Council specifying the proposed methods for the control of noise emanating from the premises.

178. Noise and vibration from the use of the air conditioning system (if any installed) shall not exceed the background level by more than 5dB(A) and shall not be audible in any premises of a different occupancy between 10:00pm and 7:00am on weekdays and 10:00pm and 8:00am on weekends and public holidays.

Car Wash- Residential

179. Washing of vehicles shall be conducted in a car washbay, which is roofed and bunded to exclude rainwater. The carwash bay shall be regularly cleaned and maintained. Alternative water management and disposal options may be appropriate where water is recycled, minimised or re-used on the site.

180. The car wash bay shall be managed and maintained so that the following requirements are met:
- The Body Corporate or owner should advise all users of the car wash facilities how to operate, maintain and use the equipment so that good housekeeping practices can be adopted at all times.
- Have clearly visible sign(s) indicating that no degreasing, engine washing or mechanical work is to be undertaken in the car wash bay, informs car wash bay users of how to use and maintain the system, and encourages users to minimise the use of detergents and water.

Lighting

181. Any lighting on the site shall be designed so as not to cause 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 *AS4282-1997 Control of the obtrusive effects of outdoor lighting.*

General

182. All privacy measures including privacy screens 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.

Future Use

183. No approval is granted or implied for the use of ground floor commercial unit. Separate development consent shall be sought prior to use.

184. Commercial outdoor area shall be used in conjunction with the commercial tenancy, be well maintained and not to be used for storage of materials etc.

185. The area identified as 'communal open space' at ground floor level must be retained as common property and not used for any commercial or business use.

ADVISORY NOTES

Other Necessary Approvals

A. The applicant's attention is drawn to the need to obtain Council's separate approval for any ancillary activity not approved by this consent, including:
   (a) Works, including the pruning or removal of any tree(s) not authorised in the preceding conditions or on the approved plans. Council's Tree Preservation Order protects trees by definition taller than 3.5m or having a trunk circumference exceeding 500mm measured one metre above ground level. If in doubt contact Council's Tree Management Officer.
   (b) Any fencing located forward of the proposed building and exceeding the limitations specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.
   (c) The erection of any advertising sign, not being exempt from the need to obtain approval.
   (d) The installation of any furnace, kilns, steam boiler, chemical plant, sand blast, spray painting booth or the like.

   NOTE: * If you carry out building work as an owner builder and sell your home within seven (7) years from the date of completion (date of final occupation certificate), then a Certificate of Insurance must be attached to your Contract of Sale.

B. Modifications to the approved plans will require the lodgement and consideration by Council of a modification application pursuant to Section 4.55 of the Environmental Planning and Assessment Act 1979.

C. Section 8.7 of the Act provides that an applicant who is dissatisfied with the Council's determination of the Development Application may appeal to the Land and Environment Court within 6 months of the date of determination, or as otherwise prescribed.

D. Section 8.3 of the Act provides that an applicant may request, within 6 months of the date of determination of the Development Application, that the Council review its determination (this does not apply to integrated or designated development). A fee is required for this review.

   It should also be noted that an application under Section 8.3 of the Act cannot be reviewed/determined after 6 months of the date of determination. Therefore, the submission of a Section 8.3 Application must allow sufficient time for Council to complete its review within the prescribed time frame, including the statutory requirement for public notification.

E. The applicant and Owner are advised that the Commonwealth Disability Discrimination Act 1992 may apply to this particular proposal. Approval of this application does not imply or confer compliance with this Act. Applicants and owners should satisfy themselves as to compliance and make their own enquiries to the Australian Human Rights Commission. Attention is also drawn to the provisions of Parts 2, 3 and 4 of Australian Standard 1428 - Design for Access and Mobility.

F. A Construction Certificate shall be obtained in accordance with Section 6.7 of the Act, prior to the commencement of any work on site. Council can provide this service for you.

G. An Occupation Certificate is to be issued by the Principal Certifying Authority prior to the occupation of the building.

H. DEMOLITION

(a) Demolition is to be carried out in such a way and with such control measures as are necessary to prevent the occurrence of any dust, noise, runoff or other nuisance.
(b) All sediment/soil is to be prevented from entering Council's stormwater drainage system.
(c) The public footpath and roadway is to be protected against damage as a result of demolition activities and is to be kept clean and free of all soil and other materials.
(d) On completion of demolition the site is to be left in a clean and tidy condition.
(e) Cumberland Council has a Tree Management Order which applies to the entire Cumberland Council. No ring-barking, cutting down, topping, lopping, removing, injuring or wilful destruction of any tree or trees exceeding 3.5m in height and 3m in branch spread shall take place without the prior written consent of Cumberland Council.
(f) There shall be no burning of any waste, as this is prohibited within the Cumberland Council.
(g) Demolition material can be recycled saving the environment and also tipping costs. For more information, contact the Environment Protection Authority's Recycling hotline on 9325 5555.
(h) Public roads shall be kept clean and free of any materials which may fall from vehicles or plant to ensure safety and amenity of the area.

I. BANK GUARANTEES

Bank guarantees will be accepted from list of banks which have at least an "A" rating from Standard and Poors and at least an "A2" or "Prime-1" standard from Moodys Investor Services.

To enable the bank guarantee to be enforceable during an entire project with consideration for delays, **the guarantee must not contain a facility expiry date.**

To get to Standard and Poors www.standardpoors.com then from Ratings Action choose Ratings Lists. Then click on Financial Institutions followed by clicking on Financial Institutions Counterparty Ratings List. Go to **"Banks"** and download to Australian Banks.

To get to Moodys www.moodys.com then look up Ratings and then Banking and then Bank Ratings list. It will take you to Bank Credit Research page. Look at the table of contents and choose Global Bank Ratings by Country. Look up Australian Banks.

J. SMOKE DETECTORS

A system of self contained smoke alarms complying with the requirements of *AS3786-1993, Smoke Alarms* or listed in the *Scientific Services Laboratory Register of Accredited Products* being installed in the dwelling, connected to the mains power supply and provided with a standby power supply. Alarms are to be positioned on the ceiling and setback a minimum distance of 300mm from any wall. Alarms are to be placed in the vicinity of each area containing bedrooms with a minimum of one (1) alarm required for each storey of the dwelling.

K. TERMITE PROTECTION

Structural members are to be protected from attacked by subterranean termites in accordance with the requirements of *AS3660.1-2000 Protection of building from subterranean termites* and a durable notice must be affixed within the metre box indicating the type of protection, its date of installation, life expectancy of any chemical barrier used, and system maintenance and inspection requirements. A certificate of compliance of the approved system must be submitted to Council or the Principal Certifying Authority on completion of the system installation. With respect to chemical protection, a pipe system shall be installed beneath the slabs plastic membrane to allow re-application of the chemical border.

L. WET AREAS

Wet areas in the dwelling are to be waterproofed in accordance with AS3740 *Waterproofing of wet areas within residential buildings.*

Where Council is the Principal Certifying Authority for the works, the submission of evidence of suitability for the waterproofing product used will be required at the wet area inspection stage. The evidence of suitability is to be in the form of:-

1. A current Certificate of Accreditation for the product.

AND

2. A certificate from the person responsible for the installation of the product advising that the product was applied in accordance with the relevant manufacturers specifications.

Note: Any copy of documentary evidence submitted, must be a complete copy of the original report or document.

M. LANDINGS

A landing having a minimum length of 750mm and a grade no steeper than 1.50, must be provided where the sill of a threshold of a doorway opens onto a stair that provides a change in floor level or floor to ground level greater than 3 risers or 570mm in accordance with Clause 3.9.1.3 (Stair Construction) of the Building Code of Australia.

N. SARKING

To reduce the risk of injury during works to the roof, sarking with fall arresting ability is to be provided to the underside of the roof. Manufacturers specifications for the sarking is to be submitted to Council prior to its installation.

O. CONSTRUCTION/OCCUPATION CERTIFICATE FEES

An administration fee per certificate in accordance with Council's Adopted Fees & Charges Schedule is payable to Council on lodgement of Construction and Occupation Certificates from Principal Certifying Authorities.

P. SOUND TRANSMISSION AND INSULATION

To ensure the amenity of occupants in multi-residential development (Class 2 and 3 buildings and Class 9c Aged Care buildings), separating walls must be constructed in accordance with Part F5 of the Building Code of Australia.

Q. GLAZING CERTIFICATION

A certificate shall be submitted to the Principal Certifying Authority stating that safety glazing has been used in the building in accordance with AS1288 - "Glass in Buildings - Selection and Installation".

R. FIRE SAFETY

Paths of travel a minimum of 1000mm wide in accordance with D1.6 of the Building Code of Australia are to be clearly defined and line marked on the floor prior to occupation.

S. 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 on 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.

T. TELECOMMUNICATIONS ACT 1997 (COMMONWEALTH)

Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's 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 1800810443.

U. DIVIDING FENCES

Please be advised that arrangements concerning existing or proposed fences between properties are a civil matter determined by the involved parties under the Dividing Fences Act. You are therefore required to consult with the owners of neighbouring properties if fences are to be removed or constructed.

The Dividing Fences Act is administered by the Department of Lands who can act as a mediator in disputes.

Yours faithfully



Sohail Faridy
COORDINATOR DEVELOPMENT ASSESSMENT

DOCUMENTS ASSOCIATED WITH REPORT LPP040/20

Attachment 4

Appendix A - Apartment Design Guide Compliance Table

ATTACHMENT 1 - APARTMENT DESIGN GUIDE COMPLIANCE TABLE

No.	Control	Comments	Compliance		
PART 3 – SETTING THE DEVELOPMENT					
3A	**Site Analysis**		**Yes**	**No**	**N/A**
3A-1	Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context.	The Site Analysis Plan is acceptable as it shows the site, its context and constraints for the proposed development.	☒	☐	☐
3B	**Orientation**		**Yes**	**No**	**N/A**
3B-1	Building types and layouts respond to the streetscape and site while optimising solar access within the development.	The building responds to the streetscape and ensures all dwellings take advantage of the orientation by providing eastern, northern and western facing units that will receive the minimum 2 hours direct sunlight.	☒	☐	☐
3B-2	Overshadowing of neighbouring properties is minimised during mid-winter.	Overshadowing is considered acceptable and would not restrict adjoining properties from receiving the minimum requirement under the DCP.	☒	☐	☐
3C	**Public Domain Interface**		**Yes**	**No**	**N/A**
3C-1	Transition between private and public domain is achieved without compromising safety and security.	The building is Part 3, 5 & 6 storeys in height and will allow for an appropriate transition to the south through increased setbacks, reduced building height and building separation.	☒	☐	☐
3C-2	Amenity of the public domain is retained and enhanced.	The development will retain and enhance the public domain with a zero lot line to the front setback and an awning providing the footpath with improved amenity.	☒	☐	☐
3D	**Communal and Public Open Space**		**Yes**	**No**	**N/A**
3D-1	An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping.		☒	☐	☐
	Design Criteria Communal open space has a minimum area equal to 25% of the site. **Required:** 25% x 1379.6m² = 344.9m²	Provided = 360.8m² (26.1%)	☒	☐	☐
	Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter).	At least 2 hours of direct sunlight will be achieved to at least 50% of the COS between 9:00am to 3:00pm on 21 June.	☒	☐	☐
3D-2	Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting.		☒	☐	☐
3D-3	Communal open space is designed to maximise safety.		☒	☐	☐
3D-4	Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood.		☐	☐	☒
3E	**Deep Soil Zones**		**Yes**	**No**	**N/A**

<table>
<tr><td>3E-1</td><td>Deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality.</td><td>Deep soil areas are provided to the rear (south) co-located with the COS area, which incorporates tree planting and landscaping.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td></td><td>Design Criteria
Deep soil zones are to meet the following minimum requirements:<table><tr><th>Site area</th><th>Minimum dimensions</th><th>Deep soil zone (% of site area)</th></tr><tr><td>less than 650m²</td><td>-</td><td rowspan="4">7%</td></tr><tr><td>650m² - 1,500m²</td><td>3m</td></tr><tr><td>greater than 1,500m²</td><td>6m</td></tr><tr><td>greater than 1,500m² with significant existing tree cover</td><td>6m</td></tr></table></td><td>Required: 7% x 1379.6m² m² = 96.5m²

Provided: 191.5m² (13.8%) with min. 6m dimension.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>3F</td><td>Visual Privacy</td><td></td><td>Yes</td><td>No</td><td>N/A</td></tr>
<tr><td>3F-1</td><td colspan="2">Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td></td><td>Design Criteria
Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:<table><tr><th>Building height</th><th>Habitable rooms and balconies</th><th>Non-habitable rooms</th></tr><tr><td>up to 12m (4 storeys)</td><td>6m</td><td>3m</td></tr><tr><td>up to 25m (5-8 storeys)</td><td>9m</td><td>4.5m</td></tr><tr><td>over 25m (9+ storeys)</td><td>12m</td><td>6m</td></tr></table>Note:
Separation distances between buildings on the same site should combine required building separations depending on the type of room.

Gallery access circulation should be treated as habitable space when measuring privacy separation distances between neighbouring properties.</td><td>The proposal generally complies with the building separation requirements. Refer to earlier discussion under the main body of the report.

<u>North</u>
The development fronts Pritchard Street to the north and building separation is achieved by the road width.

<u>East</u>
<u>Levels 1 – 3:</u>
6m is required
- Staggered setbacks of between zero lot line, 4m, 4.5m and 6m are proposed for levels 1 to 3. However, no setback required under HDCP.

<u>Levels 4 & 5:</u>
9m is required

4.5m provided for non-habitable rooms.

Roof top communal open space is also provided on Level 5.

4.5m to 7.6m provided for roof top communal area. Considered acceptable subject to recommended condition of consent and amendments in red on plans</td><td>☒

☒

☐</td><td>☐

☐

☒</td><td>☐

☐

☐</td></tr>
</table>

		for the provision of additional planter boxes to ensure privacy and amenity of the adjoining neighbours is maintained. **West** Levels 1 – 3: *6m is required* - Staggered setbacks of between zero lot line, 4m, 4.5m and 6m are proposed for levels 1 to 3. , no setback required under HDCP. Levels 4 & 5: *9m is required* 4.5m provided for non-habitable rooms. 4.5m provided for roof top communal area on Level 5. Considered acceptable subject to recommended condition of consent and amendments in red on plans for the provision of additional planter boxes to ensure privacy and amenity of the adjoining neighbours is maintained. **South** A minimum 9 metre setback is proposed to the rear boundary which satisfies the minimum 6 + 3 metre (for zone transitions) ADG requirement.	☒ ☐ ☒	☐ ☒ ☐	☐ ☐ ☐
3F-2	Site and building design elements increase privacy without compromising access to light and air and balance outlook and views from habitable rooms and private open space.		☒	☐	☐
3G	**Pedestrian Access and Entries**		**Yes**	**No**	**N/A**
3G-1	Building entries and pedestrian access connects to and addresses the public domain.	Pedestrian access points into the site and building are legible and well-defined. A single main lobby is proposed on the ground floor. The commercial tenancy is accessed via a separate entrance from the street and from the rear commercial outdoor area. A swipe card system shall be provided to ensure secure access to the upper level residential component and to ensure	☒	☐	☐

<table>
<tr><td></td><td></td><td>proper segregation of the commercial and residential uses. This has been conditioned.</td><td></td><td></td><td></td></tr>
<tr><td>3G-2</td><td>Access, entries and pathways are accessible and easy to identify.</td><td>All access, entries and pathways are accessible.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>3G-3</td><td>Large sites provide pedestrian links for access to streets and connection to destinations.</td><td>The site is not required to provide a through site link.</td><td>☐</td><td>☐</td><td>☒</td></tr>
<tr><td>3H</td><td colspan="2">Vehicle Access</td><td>Yes</td><td>No</td><td>N/A</td></tr>
<tr><td>3H-1</td><td colspan="2">Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>3J</td><td colspan="2">Bicycle and Car Parking</td><td>Yes</td><td>No</td><td>N/A</td></tr>
<tr><td>3J-1</td><td colspan="2">Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td></td><td>Design Criteria
For development in the following locations:

• on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or
• on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre,

The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.
The car parking needs for a development must be provided off street.

<table><tr><th>Control</th><th></th></tr><tr><td>1 bedroom spaces</td><td>0.6</td></tr><tr><td>2 bed</td><td>0.9 spaces</td></tr><tr><td>3 bed</td><td>1.4 spaces</td></tr><tr><td>4+ bed</td><td>1.4 spaces</td></tr><tr><td>Visitor</td><td>0.2 spaces per dwelling</td></tr></table></td><td>The site is located within 300 metres from Wentworthville Railway Station, therefore ADG parking rates apply as follows:

<table><tr><th>Control</th><th>Rate</th><th>Proposed</th></tr><tr><td>1 bed 0.6/unit</td><td>6x0.6 = 3.6</td><td rowspan="4">29</td></tr><tr><td>2 bed 0.9/unit</td><td>18x0.9 = 16.2</td></tr><tr><td>3 bed 1.4/unit</td><td>4 x 1.4 = 5.6</td></tr><tr><td></td><td>25.5</td></tr><tr><td>Visitor 0.2/unit</td><td>28 x 0.2 = 5.6</td><td>6</td></tr><tr><td>TOTAL</td><td>31.1</td><td>35</td></tr></table>
Noting that there are no proposed changes to the approved car parking spaces, the car parking complies. Refer to further discussion under Holroyd DCP 2013- Attachment 3</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>3J-2</td><td>Parking and facilities are provided for other modes of transport.</td><td>Bike and motorbike parking spaces are proposed within the basement level in accordance with DCP requirements.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>3J-3</td><td>Car park design and access is safe and secure</td><td>Basement access is secure via a security door. Lift lobbies have good passive surveillance.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>3J-4</td><td>Visual and environmental impacts of underground car parking are minimised.</td><td>Basement levels do not protrude by more than 1 metre above ground levels.</td><td>☒</td><td>☐</td><td>☐</td></tr>
</table>

3J-5	Visual and environmental impacts of on-grade car parking are minimised.	No on grade parking spaces are proposed.	☐	☐	☒
3J-6	Visual and environmental impacts of above ground enclosed car parking are minimised.	No on grade parking spaces are proposed.	☐	☐	☒
PART 4 – DESIGNING THE BUILDING					
4A	**Solar and Daylight Access**		**Yes**	**No**	**N/A**
4A-1	To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space.		☒	☐	☐
	Design Criteria Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas. **Required:** 70% x 38 units = 26.6 units minimum	20 out of 28 units (70%) achieve 2hours.	☒ ☒	☐ ☐	☐ ☐
	A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter. **Maximum:** 15% x 28 units = 4.2 (5) units maximum	<15% will not receive adequate sunlight mid-winter.	☒	☐	☐
4A-2	Daylight access is maximised where sunlight is limited.		☒	☐	☐
4A-3	Design incorporates shading and glare control, particularly for warmer months.		☒	☐	☐
4B	**Natural Ventilation**		**Yes**	**No**	**N/A**
4B-1	All habitable rooms are naturally ventilated.		☒	☐	☐
4B-2	The layout and design of single aspect apartments maximises natural ventilation.	Satisfactory	☒	☐	☐
4B-3	The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents.		☒	☐	☐
	Design Criteria At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed. **Required:** 60% x 28 = 16.8 units	20 units (70%) are naturally cross ventilated.	☒	☐	☐
	Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.	None proposed.	☒	☐	☐
4C	**Ceiling Heights**		**Yes**	**No**	**N/A**
4C-1	Ceiling height achieves sufficient natural ventilation and daylight access.		☒	☐	☐
	Design Criteria Measured from finished floor level to	G.F = 3.5m FF = 3.3	☒	☐	☐

<table>
<tr><td></td><td>finished ceiling level, minimum ceiling heights are:
<table><tr><th colspan="2">Minimum ceiling height
for apartment and mixed use buildings</th></tr><tr><td>Habitable rooms</td><td>2.7m</td></tr><tr><td>Non-habitable</td><td>2.4m</td></tr><tr><td>For 2 storey apartments</td><td>2.7m for main living area floor
2.4m for second floor, where its area does not exceed 50% of the apartment area</td></tr><tr><td>Attic spaces</td><td>1.8m at edge of room with a 30 degree minimum ceiling slope</td></tr><tr><td>If located in mixed used areas</td><td>3.3m for ground and first floor to promote future flexibility of use</td></tr></table>
These minimums do not preclude higher ceilings if desired.</td><td>Are upper levels habitable rooms = 2.7m</td><td></td><td></td><td></td></tr>
<tr><td>4C-2</td><td colspan="2">Ceiling height increases the sense of space in apartments and provides for well-proportioned rooms.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>4C-3</td><td colspan="2">Ceiling heights contribute to the flexibility of building use over the life of the building.</td><td>☐</td><td>☐</td><td>☒</td></tr>
<tr><td>4D</td><td colspan="2">Apartment Size and Layout</td><td>Yes</td><td>No</td><td>N/A</td></tr>
<tr><td>4D-1</td><td colspan="2">The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td></td><td>Design Criteria

Apartments are required to have the following minimum internal areas:
<table><tr><th>Apartment type</th><th>Minimum internal area</th></tr><tr><td>Studio</td><td>35m²</td></tr><tr><td>1 bedroom</td><td>50m²</td></tr><tr><td>2 bedroom</td><td>70m²</td></tr><tr><td>3 bedroom</td><td>90m²</td></tr></table>
The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by $5m^2$ each.

A fourth bedroom and further additional bedrooms increase the minimum internal area by $12m^2$ each.</td><td>All units generally comply with the minimum internal areas except for Units 2, 11 and 20. The departure is minor ($73.8m^2$) and is considered acceptable as the overall design is functional and provides a reasonable internal amenity for the residents. Refer to discussion under the main body of the report.</td><td>☐</td><td>☒</td><td>☐</td></tr>
<tr><td></td><td>Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.</td><td>All habitable rooms have adequate access to daylight and ventilation.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>4D-2</td><td colspan="2">Environmental performance of the apartment is maximised.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td></td><td>Design Criteria
Habitable room depths are limited to a maximum of 2.5 x the ceiling height.</td><td>All units comply.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td></td><td>In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.</td><td>All units comply</td><td>☒</td><td>☐</td><td>☐</td></tr>
</table>

4D-3	Apartment layouts are designed to accommodate a variety of household activities and needs.		☒	☐	☐
	Design Criteria Master bedrooms have a minimum area of $10m^2$ and other bedrooms $9m^2$ (excluding wardrobe space).	All units comply.	☒	☐	☐
	Bedrooms have a minimum dimension of 3m (excluding wardrobe space).	All units comply.	☒	☐	☐
	Living rooms or combined living/dining rooms have a minimum width of: • 3.6m for studio and 1 bedroom apartments • 4m for 2 and 3 bedroom apartments.	All units comply.	☒	☐	☐
	The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts.	All units comply.	☒	☐	☐
4E	**Private Open Space and Balconies**		**Yes**	**No**	**N/A**
4E-1	Apartments provide appropriately sized private open space and balconies to enhance residential amenity.		☒	☐	☐
	Design Criteria All apartments are required to have primary balconies as follows: Dwelling type / Minimum area / Minimum depth Studio apartments: $4m^2$ / - 1 bedroom apartments: $8m^2$ / 2m 2 bedroom apartments: $10m^2$ / 2m 3+ bedroom apartments: $12m^2$ / 2.4m The minimum balcony depth to be counted as contributing to the balcony area is 1m.	Each unit is provided with the compliant POS areas and dimensions.	☒	☐	☐
	For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of $15m^2$ and a minimum depth of 3m.		☐	☐	☒
4E-2	Primary private open space and balconies are appropriately located to enhance liveability for residents.		☒	☐	☐
4E-3	Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building.		☒	☐	☐
4E-4	Private open space and balcony design maximises safety.		☒	☐	☐
4F	**Common Circulation and Spaces**		**Yes**	**No**	**N/A**
4F-1	Common circulation spaces achieve good amenity and properly service the number of apartments.		☒	☐	☐
	Design Criteria The maximum number of apartments off a circulation core on a single level is eight.	1 lift core servicing max 9 units on levels 1 and 2. However, satisfactory as the common circulation spaces are functional and achieve good amenity.	☒	☐	☐
	For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40.	Not applicable.	☐	☐	☒
	Where design criteria 1 is not achieved, no more than 12 apartments should be provided off a circulation core on a singlelevel.	Satisfactory as max 9 units are serviced by 1 lift core on levels 1 and 2	☒	☐	☐
4F-2	Common circulation spaces promote safety and provide for social		☒	☐	☐

<table>
<tr><td></td><td colspan="2">interaction between residents.</td><td></td><td></td><td></td></tr>
<tr><td>4G</td><td colspan="2">Storage</td><td>Yes</td><td>No</td><td>N/A</td></tr>
<tr><td>4G-1</td><td colspan="2">Adequate, well designed storage is provided in each apartment.</td><td></td><td></td><td></td></tr>
<tr><td></td><td>Design Criteria
In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided:
<table><tr><th>Dwelling type</th><th>Storage size volume</th></tr><tr><td>Studio apartments</td><td>4m³</td></tr><tr><td>1 bedroom apartments</td><td>6m³</td></tr><tr><td>2 bedroom apartments</td><td>8m³</td></tr><tr><td>3+ bedroom apartments</td><td>10m³</td></tr></table>At least 50% of the required storage is to be located within the apartment.</td><td>Storage areas have been provided within the units and within the basement.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>4G-2</td><td colspan="2">Additional storage is conveniently located, accessible and nominated for individual apartments.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>4H</td><td colspan="2">Acoustic Privacy</td><td>Yes</td><td>No</td><td>N/A</td></tr>
<tr><td>4H-1</td><td colspan="2">Noise transfer is minimised through the sitting of buildings and building layout.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>4H-2</td><td>Noise impacts are mitigated within apartments through layout and acoustic treatments.
• Rooms with similar noise requirements are grouped together.
• Where physical separations not achieved, noise conflicts are resolved using design solutions.</td><td>Bedrooms of Units 4, 7, 13, & 16 adjoin the associated living areas of units 5, 8, 14 & 17. However, considered satisfactory subject to condition regarding provision of acoustic seals to minimise the noise transmission.
Further, an acoustic report was endorsed with the original DA2018/454/1 and deemed acceptable by Council's Environmental Health Unit. Given that the proposed modification proposes no changes to the aforementioned units, the acoustic considerations endorsed in the original DA is acceptable for the development.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>4J</td><td colspan="2">Noise and Pollution</td><td>Yes</td><td>No</td><td>N/A</td></tr>
<tr><td>4J-1</td><td colspan="2">In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful sitting and layout of buildings.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>4J-2</td><td colspan="2">Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>4K</td><td colspan="2">Apartment Mix</td><td>Yes</td><td>No</td><td>N/A</td></tr>
<tr><td>4K-1</td><td>A range of apartment types and sizes is provided to cater for different household types now and into the future.</td><td>• 6 x 1 bedroom units (21.4%);
• 18 x 2 bedroom units (64.2%); and
• 4 x 3 bedroom units (14.2%).</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>4K-2</td><td colspan="2">The apartment mix is distributed to suitable locations within the building.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>4L</td><td colspan="2">Ground Floor Apartments</td><td>Yes</td><td>No</td><td>N/A</td></tr>
</table>

4L-1	Street frontage activity is maximised where ground floor apartments are located.		☐	☐	☒
4L-2	Design of ground floor apartments delivers amenity and safety for residents.		☐	☐	☒
4M	**Façades**		**Yes**	**No**	**N/A**
4M-1	Building facades provide visual interest along the street while respecting the character of the local area.		☒	☐	☐
4M-2	Building functions are expressed by the façade.		☒	☐	☐
4N	**Roof Design**		**Yes**	**No**	**N/A**
4N-1	Roof treatments are integrated into the building design and positively respond to the street.		☒	☐	☐
4N-2	Opportunities to use roof space for residential accommodation and open space are maximised.		☒	☐	☐
4N-3	Roof design incorporates sustainability features.		☐	☐	☒
4O	**Landscape Design**		**Yes**	**No**	**N/A**
4O-1	Landscape design is viable and sustainable.		☒	☐	☐
40-2	Landscape design contributes to the streetscape and amenity.		☒	☐	☐
4P	**Planting on Structures**		**Yes**	**No**	**N/A**
4P-1	Appropriate soil profiles are provided.		☒	☐	☐
4P-2	Plant growth is optimised with appropriate selection and maintenance.		☒	☐	☐
4P-3	Planting on structures contributes to the quality and amenity of communal and public open spaces.		☒	☐	☐
4Q	**Universal Design**		**Yes**	**No**	**N/A**
4Q-1	Universal design features are included in apartment design to promote flexible housing for all community members.		☒	☐	☐
	Developments achieve a benchmark of 20% of the total apartments incorporating the Liveable Housing Guideline's silver level universal design features	Conditions imposed for 20% of total apartments to achieve the Liveable Housing Guideline's silver level universal design	☒	☐	☐
4Q-2	A variety of apartments with adaptable designs are provided.		☒	☐	☐
4Q-3	Apartment layouts are flexible and accommodate a range of lifestyle needs.		☒	☐	☐
4R	**Adaptive Reuse**		**Yes**	**No**	**N/A**
4R-1	New additions to existing buildings are contemporary and complementary and enhance an area's identity and sense of place.		☐	☐	☒
4R-2	Adapted buildings provide residential amenity while not precluding future adaptive reuse.		☐	☐	☒
4S	**Mixed Use**		**Yes**	**No**	**N/A**
4S-1	Mixed use developments are provided in appropriate locations and provide active street frontages that encourage pedestrian movement.	The development proposes a mixed use building in an appropriate location with an active street frontage. In addition, the associated commercial outdoor area is accessible and will provide a pleasant and functional space for the users.	☒	☐	☐
4S-2	Residential levels of the building are integrated within the development, and safety and amenity is maximised for residents.	The residential levels are integrated into the whole development and provide appropriate levels of safety and amenity for residents.	☒	☐	☐
4T	**Awnings and Signage**		**Yes**	**No**	**N/A**
4T-1	Awnings are well located and complement and integrate with the building design.	The proposed awning integrates into the front façade design.	☒	☐	☐

4T-2	Signage responds to the context and desired streetscape character.	No signage is proposed. Any signage will be a subject of new application. This has been conditioned.	☐	☐	☒
4U	**Energy Efficiency**		**Yes**	**No**	**N/A**
4U-1	Development incorporates passive environmental design.		☒	☐	☐
4U-2	Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer.		☒	☐	☐
4U-3	Adequate natural ventilation minimises the need for mechanical ventilation.		☒	☐	☐
4V	**Water Management and Conservation**		**Yes**	**No**	**N/A**
4V-1	Potable water use is minimised.		☒	☐	☐
4V-2	Urban stormwater is treated on site before being discharged to receiving waters.		☐	☐	☒
4V-3	Flood management systems are integrated into site design.		☐	☐	☒
4W	**Waste Management**		**Yes**	**No**	**N/A**
4W-1	Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents.		☒	☐	☐
4W-2	Domestic waste is minimised by providing safe and convenient source separation and recycling.		☒	☐	☐
4X	**Building Maintenance**		**Yes**	**No**	**N/A**
4X-1	Building design detail provides protection from weathering.		☒	☐	☐
4X-2	Systems and access enable ease of maintenance.		☒	☐	☐
4X-3	Material selection reduces ongoing maintenance costs.		☒	☐	☐

DOCUMENTS ASSOCIATED WITH REPORT LPP040/20

Attachment 5

Appendix B – Holroyd Local Environmental Plan 2013 Compliance Table

ATTACHMENT 2 – HOLROYD LOCAL ENVIRONMENTAL PLAN 2013 COMPLIANCE TABLE

Clause	Yes	No	N/A	Comment
Land use table				
Zone B2 Local Centre **1 Objectives of zone** • To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area. • To encourage employment opportunities in accessible locations. • To maximise public transport patronage and encourage walking and cycling. To permit residential development that is complementary to, and well-integrated with, commercial uses.	☒	☐	☐	The proposed development is defined as a *"shop top housing"* development which is permissible with consent. The proposal includes a ground floor commercial tenancy which will maintain the *"shop top housing"* definition as approved. The proposed development achieves the zone objectives by providing a range of retail and business uses on the ground floor that will serve the needs of people who live in, work in and visit the local area; encouraging employment opportunities in an accessible location; and proposing residential development that is complementary to, and well-integrated with the proposed and existing commercial uses.
2.7 Demolition requires consent.	☒	☐	☐	The original development consent DA2018/454/1 granted consent for demolition.
4.3 Height of buildings (1) The objectives of this clause are as follows: (a) to minimise the visual impact of development and ensure sufficient solar access and privacy for neighbouring properties, (b) to ensure development is consistent with the landform, (c) to provide appropriate scales and intensities of development through height controls. (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.	☐	☒	☐	In accordance with the Height of Buildings Map accompanying Holroyd LEP 2013, the subject site is within split building height requirements as follows: Maximum 17m (front) Maximum 10m (rear) The maximum height of the building 19.4m (maximum variation of 14%) approved for the the lift overrun under DA2018/454/1 is not subject to any changes as part of this modification application. Also, the maximum height of 18.8m approved to the parapet of upper floor habitable spaces (10.5% variation) under DA2018/454/1is not proposed to be changed. This modification does not alter the overall height of the building as the additional works are to be on units are located to the rear of Levels 2.

Clause	Yes	No	N/A	Comment
4.4 Floor space ratio (1) The objectives of this clause are as follows: (a) to support the viability of commercial centres and provide opportunities for economic development within those centres, (b) to facilitate the development of a variety of housing types, (c) to ensure that development is compatible with the existing and desired future built form and character of the locality, (d) to provide a high level of amenity for residential areas and ensure adequate provision for vehicle and pedestrian access, private open space and landscaping. (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.	☒	☐	☐	In accordance with the Floor Space Ratio map accompanying Holroyd LEP 2013, the maximum permitted Floor Space Ratio (FSR) is 2:1 which equates to a maximum gross floor area of 2759.2m^2 Site area = 1379.6m^2 Required FSR = 2759.2m^2 Approved FSR of 1.974:1 (GFA of 2724.25m^2) under DA2018/454/1 Proposed FSR in modification application is 1.96:1(GFA of (2,704m^2)
4.6 Exceptions to development standards (2) Development consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is expressly excluded from the operation of this clause.	☒	☐	☐	The proposal is for modifications to an existing consent. No variations to development standards are sought as part of the subject modification application.
5.10 Heritage Conservation	☒	☐	☐	The site is in proximity to a local heritage item - St Andrew's Presbyterian Church, Federation Carpenter Gothic Church (circa 1923). The item is located at 5A McKern Street which is to the south (rear) of the subject site.

Clause	Yes	No	N/A	Comment
				 The proposal will maintain minimal impact on the heritage item based on the following reasons: • The building height of the development approved under DA2018/454/1 maintains the split height standard and therefore is stepped down to 10 m to create a more sympathetic relationship with the low density residential developments to the south (rear). There are no changes to the building height in this regard. • The development will maintain the minimum rear setback of rear setback which facilitates a greater building separation and interface with the land to the south. • The development will mainatain an appropriate scale and consistent with the streetscape, along with the existing reasonable physical separation, the current proposal will have negligible impacts on this item. Further, a heritage Impact assessment was submitted with the original development application and reviewed and considered acceptable. Given the nature of the proposed modification it is unlikely to adversely impact the item.
6.2 Earthworks (3) Before granting development consent for earthworks, the consent authority must consider the following matters: (a) the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality of the development,	☒	☐	☐	There are no changes proposed for the approved earthworks under DA2018/454/1. Noting that the subject modification works are to be contained on level 2 of there are no expected adverse impacts. Further, it is satisfied that the earthworks approved under

Clause	Yes	No	N/A	Comment
(b) the effect of the development on the likely future use or redevelopment of the land, (c) the quality of the fill or the soil to be excavated, or both, (d) the effect of the development on the existing and likely amenity of adjoining properties, (e) the source of any fill material and the destination of any excavated material, (f) the likelihood of disturbing relics, (g) the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area, (h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.				DA2019/454/1 will not have a detrimental effect on existing drainage patterns or soil stability. The proposal will not affect the amenity of adjoining properties. The proposal is satisfactory subject to compliance with standard conditions under DA2018/454/1.
6.4 Flood planning (1) The objectives of this clause are as follows: (a) to minimise the flood risk to life and property associated with the use of land, (b) to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change, (c) to avoid significant adverse impacts on flood behaviour and the environment. (2) This clause applies to land at or below the flood planning level.	☐	☐	☒	The site is not identified as being flood prone land.
6.7 Stormwater management	☒	☐	☐	There are no additional impacts to the stormwater management for the approved development. Noting that Council's Development Engineer found the stormwater plans and calculations submitted with the original application to be satisfactory with conditions, there are no stormwater management concerns for the subject modification.
6.8 Salinity Consult the Salinity Map accompanying HLEP 2013	☒	☐	☐	The site is identified as having a moderate salinity potential. Appropriate conditions of consent have been were imposed under DA2018/454/1 approval to address this matter.

DOCUMENTS ASSOCIATED WITH REPORT LPP040/20

Attachment 6

Appendix C – Holroyd DCP 2013 Compliance Table

ATTACHMENT 3 – HOLROYD DCP 2013 COMPLAINCE TABLE

No.	Clause	Comment	Yes	No	N/A
PART A – GENERAL CONTROLS					
1	**Subdivision**				
	Not Applicable		☐	☐	☒
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 removed and a new VC proposed. No objection from Council's Development Engineer subject to conditions	☒	☐	☐
	Avoid services/facilities in road reserve, existing trees, pedestrian crossing, pram ramps etc.	The proposed driveway and vehicular crossing avoids existing services and street trees. Satisfactory subject to standard conditions.	☒	☐	☐
	Corner sites VC to be min. 6m from the tangent point.	N/A	☐	☐	☒
	Corner sites require 3m x 3m (residential) and 4m x 4m (commercial) splay corner to be dedicated.	N/A	☐	☐	☒
2.7	**Road Widening**				
	Not Applicable		☐	☐	☒
3	**Car Parking**				
3.1	**Minimum Parking Spaces**				
	Car Parking <u>Residential</u> Studio/1 b/r unit = 0.8 spaces 2 b/r unit = 1 space 3b/r unit = 1.2 space Visitor = 0.2 spaces per unit Required: 0.8 x 4 = 3.2 1 x 20 = 20 1.2 x 4 = 4.8 0.2 x 28 = 5.6 <u>Total = 33.6 (34)</u> Plus 1 car wash bay <u>Commercial</u> Ground Floor Leasable GFA - 1 per 20m² Required = 220/20 = 11 Outdoor commercial area = 180m² Total commercial area = 400/20 = <u>20 car spaces</u> Total spaces required : Total residential and commercial = 33 + 20 = 53 (non-tandem) spaces	RMS rates apply. Refer to Attachment 1- ADG compliance table. Total spaces provided = 20 **Total spaces provided = 55**	☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
	Bicycle Parking - Studio / 1 b/r unit = 0.5 - 2 b/r unit = 0.5 - 3+ b/r unit = 0.5 - Visitor = 0.1 per unit. Required Residential = 16.8 spaces Required Commercial = .73 + .08 = .81 spaces Total spaces required = 17.61 spaces	No changes proposed. 16 spaces provided. However, minor shortfall considered acceptable as endorsed under the original DA2018/454/1.	☐	☒	☐
3.5	**Access, Manoeuvring and Layout**				
	Driveways shall be setback a minimum of 1.5m from the side boundary.	No changes proposed. The proposed driveway and vehicular crossing is offset 1.2 from the north western side property boundary. Considered satisfactory by Council's Engineering section as endorsed under DA2018/454/1.	☐	☒	☐
3.6	**Parking for the Disabled**				
	2 spaces per 100 spaces up to 400, and 1 per 100 thereafter, or part thereof. **Required**: 1 4 adaptable units proposed, requiring 4 accessible spaces.	No changes proposed. 4 accessible spaces provided as endorsed under DA2018/454/1.	☒	☐	☐
	AS 4299 Control - 1 accessible space shall be provided per adaptable unit.	No changes proposed. 4 units required 4 units provided Adaptable car spaces = 4(residential) + 2 (commercial) As endorsed under DA2018/454/1	☒	☐	☐
4	**Tree and Landscape Works**				
	No changes proposed in subject modification application. Council's Landscaping and Tree Management Officer has reviewed the proposal and and advised the proposal is satisfactory subject to conditions. As endorsed under DA2018/454/1.		☒	☐	☐
5	**Biodiversity**				
	There is no evidence of any terrestrial biodiversity on the site.		☐	☐	☒
6	**Soil Management**				
6.1	**Retaining Walls**				
	Max. 1m (if >1m need engineering detail)	No changes proposed in subject modification application Retaining walls primarily provided along property's rear and section of side boundary associated with the OSD basin.	☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
		A condition of consent would be imposed should the application be approved requiring retaining walls >1 metre to be designed by a suitably qualified person. As endorsed under DA2018/454/1.			
6.3	**Erosion and Sediment Control Plan**				
	An erosion and sediment control plan was submitted with the original development application, DA208/4541 which was considered acceptable.		☒	☐	☐
7	**Stormwater Management**				
	Council's Development Engineer has found the stormwater plans and calculations submitted with the application to be acceptable subject to conditions as endorsed under Development Consent No. 2018/454/1		☒	☐	☐
8	**Flood Prone Land**				
	The site is not flood affected.		☐	☐	☒
9	**Managing External Road Noise**				
	An Acoustic report accompanied the original development application DA2018/454/1 which was reviewed and endorsed by Council Environmental Health Unit and considered satisfactory subject to conditions.		☒	☐	☐
10	**Safety and Security**				
	The ground floor lobby is provided with controlled access and safety and security is satisfactory subject to condition as stipulated under DA2018/454/1.		☒	☐	☐
11	**Waste Management**				
	The subject modification proposes no changes to waste management for the development. It is noted that the original development application was referred to Council's Waste Management Officer who advised that the proposal is satisfactory subject to conditions under DA2018/454/1.		☒	☐	☐
12	**Services**				
	The site is adequately serviced; Appropriate conditions have been imposed within the draft notice of determination requiring consultation with service providers.		☒	☐	☐
PART B – RESIDENTIAL CONTROLS					
1	**GENERAL RESIDENTIAL CONTROLS**				
1.1	**Building Materials**				
	The proposed building materials are considered acceptable.		☒	☐	☐
1.2	**Fences**				
	Max. 1.5m Front fences solid ≤1m and be ≥50% transparent to 1.5m	No front fencing proposed.	☐	☐	☒
1.3	**Views**				
	No significant views are blocked by the development.		☒	☐	☐
1.5	**Landscape Area**				
	Min. 30% for a residential flat building. **Required**: 1379.6m^2 x 30% = 413.8m²	As the proposed development is located within a commercial zoning, compliance with this control is not applicable in this instance. Refer to Part C, clause 1.5.	☐	☐	☒

No.	Clause	Comment	Yes	No	N/A
	Max. 50% of provided landscaped area shall be forward of the front building line.		☐	☐	☒
	Majority of landscaped area is to be at the rear of the building.		☒	☐	☐
1.9	**Cut and Fill**				
	Excavation for 2 levels of basement. Minor cut and fill proposed outside building envelope for the purpose of drainage and landscaping and endorsed under DA2018/454/1.		☒	☐	☐
	Not within easements.		☐	☐	☒
1.10	**Demolition**				
	Approval for demolition is required from Council.		☒	☐	☐
1.11	**Vehicular Access and Driveways**				
	VC min. 3m wide and max. 5m wide at boundary.	New VC proposed. Refer to comments provided by Council's Development Engineering Department.	☒	☐	☐
	Council favours the use of a central under-building access driveway.	Driveway access to the side.	☒	☐	☐
1.12	**Universal Housing and Accessibility**				
	15% of units shall be adaptable units Class B. **Required**: 15% x 28 units = 4.2 units.	4 units provided as adaptable as endorsed under DA2018/454/1.	☒	☐	☐
1.13	**Subdivision**				
	Strata subdivision of residential flat buildings is permitted.	Not proposed.	☐	☐	☒
PART C – COMMERCIAL DEVELOPMENT					
1.1	**Lot Size and Frontage**				
	The minimum lot frontage for development within Zone B2, B4, B5 and B6 shall be, unless otherwise stated as site specific controls in this DCP: • up to three storeys – 20 metres. • 4 - 8 storeys – 26 metres. • 9 storeys and greater – 32 metres.	The subject site has a combined frontage of 30.2m.	☒	☐	☐
	Commercial development is not permitted on battleaxe lots	Commercial development is not permitted on battleaxe lots	☐	☐	☒
	Council may require consolidation of more than 1 existing allotment to meet the DCP.	Part L does not recommend a specific consolidation pattern involving the site.	☐	☐	☒
	Proposals that cannot be amalgamated shall: • Provide two written independent valuations representing the affected sites value. • Provide evidence that a reasonable offer has been made to the affected owners. Demonstrate how future development on the isolated sites will achieve vehicle access, basement parking and appropriate built form.	N/A	☐	☐	☒
1.2	**Site Coverage, floor area and building use**				
	Bulky goods development: bulky goods shall occupy a minimum 60% of		☐	☐	☒

No.	Clause	Comment	Yes	No	N/A
	the total floor area.				
	Food and drink premises in Zone B6: Max. GFA 1000m².		☐	☐	☒
	Residential dwellings are not permitted at ground floor within Zone B2 Local Centre and Zone B4 Mixed Use.		☒	☐	☐
	Commercial development shall be located at least at street level, fronting the primary street and where possible the secondary street. Residential dwellings may be permitted at ground floor within Zone B1 Neighbourhood Centre and B6 Enterprise Corridor.	The commercial tenancy is proposed at street level and has frontage to the primary street.	☒	☐	☐
	Where residential dwellings are located at ground level and face the street, they shall be constructed as flexible floor plates to enable future commercial development.	N/A	☐	☐	☒
1.3	**Building Height**				
	The minimum floor to ceiling height for a floor in a commercial building, or the commercial component of a building shall be as follows: Ground Floor: 3.5m First Floor-regardless of use: 3.3m All other floors: 2.7m	The proposed ceiling heights are as follows: • Ground floor 3.5m • First floor 3.3m • Second floor 2.7m • Third floor 2.7m • Fourth floor 2.7m • Fifth floor 2.7m	☒	☐	☐
	Maximum building height in storeys shall be provided in accordance with the table below: **Permitted Height (storeys)** **Height** / **Storeys** 10m / 1 11m / 2 12.5m / 2 **14m** / **3** 17m / 4 20m / 5 23m / 6 26m / 7 29m / 8 32m / 9 38m / 11 41m / 12 50m / 15 53m / 16 65m / 20	The site is subject to Split height requirement under HELP 2013. Part 6, 5 & 3 storey proposed. See discussion under HLEP 2013 Compliance Table.	☒	☐	☐
1.4	**Setbacks, Separation and Depth**				
	Zone B2 and B4 are within site specific section of DCP.	Part L applies	☐	☐	☒
	Unless otherwise stated in site specific controls within this DCP, a street wall height of three storeys (11-14 metres) is required for all commercial development, and for mixed use development in a	No changes proposed. Level 3 (4th storey) = A varying setback from 0 to 3m provided. Level 4 (5th storey) and level 5 (6th storey) = A varying setback	☐	☒	☐

No.	Clause	Comment	Yes	No	N/A
	commercial zone.	from 3 to 5.2m provided. A 3 storey street wall has not been provided for level 3. However, this is considered satisfactory subject to imposition of condition with regard to provision of lightweight materials/finishes for level 3 and above to ensure satisfactory articulation and visual relief is presented to street. Levels 4 and 5 are provided with a 3m setback.			
	A 3 metre setback is required above the street wall height.	As above. Considered satisfactory subject to condition.	☐	☒	☐
	Unless otherwise stated in site specific controls within this DCP, where a site adjoins a business zone, there is no side setback requirement.	Refer to ADG.	☒	☐	☐
	Where a site adjoins any residential zone (and not separated by a road), the side setback shall be a minimum of 3 metres.	Refer to ADG.	☒	☐	☐
	Where adjoining a residential zone, the development must demonstrate that the proposed setbacks will enable the achievement of access to sunlight and privacy as required under this DCP to the adjoining residential property. Setbacks, transition of height, location of balconies and windows and screening may assist.	With regard to solar access, the proposal is considered to allow for a numerically compliant amount of solar access.	☒	☐	☐
	Unless otherwise stated in site specific controls within this DCP, development adjoining residential zones shall have a rear setback of 6 metres.	A minimum setback of 9m is provided. Refer to ADG.	☒	☐	☐
	Building separation between adjoining buildings, where containing residential dwellings shall be provided, dependent on the height (in storeys) of the development. Separation controls are within Part B of this DCP.	As above.	☐	☒	☐
1.5	**Landscaping and Open Space**				
	Landscaped area is not required in business zones, unless where site specific controls within this DCP requires otherwise.		☐	☐	☒
2.1	**Rear laneways and Private Accessways**				
	Where buildings have access to existing laneways, vehicular access must be provided from the laneway.		☐	☐	☒
	Laneways and private accessways shall be clear, direct and shall allow access for pedestrians at all times.		☐	☐	☒

No.	Clause	Comment	Yes	No	N/A
2.2	**Pedestrian Access**				
	Direct and unimpeded access from the car parking area to all residential units and commercial uses within a development shall be provided.	No changes proposed. Direct access is provided to the residential units via the basement and lobbies. Pedestrian access points into the site and building are legible and well-defined. A single main lobby is proposed on the ground floor. The commercial tenancy is accessed via a separate entrance from the street and from the rear commercial outdoor area. A swipe card system shall be provided to ensure secure access to the upper level residential component and to ensure proper segregation of the commercial and residential uses. This has been conditioned as under DA2018/454/1	☒	☐	☐
	Main building entry points should be clearly visible from primary street frontages, well lit, legible and enhanced through building design and treatment.	The main building entries are clearly visible from the public domain.	☒	☐	☐
	Access to public areas of buildings shall not have unnecessary barriers or obstructions including uneven and slippery surfaces, steep stairs and ramps, narrow doorways, paths and corridors etc.		☒	☐	☐
2.3	**Building Entries**				
	Equal accessibility is to be ensured for all, in both residential and commercial uses.		☒	☐	☐
	The main entrance of buildings must be accessible for all members of the community		☒	☐	☐
	Separate entries from the street are to be provided for cars, pedestrians, multiple uses (commercial and residential) and ground floor apartments.	No changes proposed. Refer to earlier discussion under ADG Section 3C-1.	☒	☐	☐
	Residential entries must be secure where access (e.g. lifts) is shared between commercial and residential uses.	No changes proposed. Common lobby area has been provided for both uses. Refer to above discussion under Clause 2.2. Satisfactory subject to condition imposed under DA2018/454/1.	☒	☐	☐
	Commercial development should include adequate areas for pedestrian movement, free from advertising or "overflow" retail structures.		☒	☐	☐
2.4	**Vehicle Access**		☒	☐	☐
	Driveways shall be provided from laneways (existing or proposed), private accessways and secondary streets where possible.	No changes proposed. Vehicular access is provided from primary frontage as there is no secondary street.	☒	☐	☐
	Loading and unloading facilities shall be provided from a rear lane, side street or right of way where possible.	The subject modification was not referred as there are no changes proposed to t loading and unloading areas. However,	☐	☒	☐

No.	Clause	Comment	Yes	No	N/A
		the development application, DA2018/454/1 was referred to Council's Traffic Engineer who raised no concerns subject to conditions.			
	The location of vehicular access shall consider existing services (power, drainage etc) and street trees.	No changes proposed. Notwithstanding this, the location of the vehicular crossing as proposed under DA2018/454/1 will not impede any existing services. Satisfactory subject to condition as imposed under DA2018/454/1.	☒	☐	☐
	No changes proposed Vehicular access is well integrated with the overall design of the building and shall consider site layout, streetscape character and façade design.		☒	☐	☐
	All vehicles must be able to enter and leave the site in a forward direction.		☒	☐	☐
	No changes proposed. The width of driveways is limited to a maximum of 6 metres or 8 metres for commercial loading docks and servicing.		☒	☐	☐
	No changes proposed. Pedestrian safety is to be maintained through design including ensuring clear site lines at pedestrian and vehicular crossings and clearly differentiating vehicular and pedestrian access.		☒	☐	☐
2.5	**Parking**				
	On-site parking is to be accommodated underground wherever possible, in zones where residential development is permitted.	No changes proposed 2 basement parking levels are provided.	☒	☐	☐
	Consolidate basement parking areas under building footprints to maximise the area available for landscaping.	No changes proposed. Parking is consolidated under building.	☒	☐	☐
	Parking areas shall be designed to ensure pedestrian amenity and safety.		☒	☐	☐
	Natural ventilation is to be facilitated to basement and sub-basement car parking areas wherever possible and with regard to any flooding issues.	No changes proposed. Mechanical ventilation is required for basements.	☒	☐	☐
	Safe and secure access is to be provided from on site parking for building users, including direct access from parking to lobbies.	The commercial and residential components provide casual surveillance to the street. The COS and Public Open Space are overlooked by units.	☒	☐	☐
	Visitor parking shall be clearly identified and may not be stacked parking.		☒	☐	☐
3.1	**Safety and Security**				
	Boundaries between private and public spaces should be defined and strengthened through building form and/or design elements.		☒	☐	☐
	Casual surveillance of spaces is to be achieved through active frontages, street address and creating casual views of common internal areas (i.e. lobbies and foyers, hallways, recreation areas and carparks).	No changes proposed to the active street frontage provided for the commercial component as endorsed under DA2018/454/1.	☒	☐	☐
	Visible, functional and safe building entries are to be provided using the following: street address, clear lines of sight, separate entries for commercial and residential uses, direct entries to ground floor dwellings,		☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
	direct and well lit routes from carparks and lift lobbies to all floors within the development.				
	Building entries should be placed in visually prominent locations and be easily identifiable with numbering.		☒	☐	☐
	Blind or dark alcoves near lifts and stairwells, at the entrance and within carparks along corridors and walkways are not permitted.		☒	☐	☐
	Adequate lighting shall be provided within a development, such as pedestrian routes and accessways, common areas and communal open space, car parking areas, all entries and under awnings. Timers and motion sensors may be implemented where appropriate to reduce energy consumption.	A lighting plan for the proposed development has not been provided, however considered satisfactory subject to appropriate condition of consent under DA2018/454/1.	☒	☐	☐
	Landscaping should avoid opportunities for concealment. Landscape treatment such as low plantings or trees with a clean trunk to 2m are encouraged.	No changes proposed to landscape concept approved under DA2018/454/1.	☒	☐	☐
3.2	**Façade design and Building materials**				
	Facade proportions and vertical and horizontal emphasis shall be appropriate to the scale of development and its interaction with the streetscape. Vertical emphasis shall be incorporated above awnings.		☒	☐	☐
	Blank walls and large expanses of one material shall be avoided.		☒	☐	☐
	Maximise the use of glazing to active frontages.		☒	☐	☐
	All walls to the street shall be articulated by either/or windows, verandahs, balconies or blade walls. Such 'articulation' elements may be forward of the required building line up to a maximum of 600mm.	No changes proposed. The facades of the development are adequately articulated through the provision of varying windows, awnings, parapet walls, projecting balconies and material finishes.	☒	☐	☐
	The design of plant rooms and lift overruns is to be integrated into the overall architecture of the building as approved under DA2018/454/1.		☒	☐	☐
3.3	**Laneway and Arcade Design**				
	Not applicable		☐	☐	☒
3.4	**Shopfronts**				
	Solid roller shutters, either internal or external, that block out or obscure windows or entrances, are not permitted.	Roller shutters are not proposed.	☒	☐	☐
	Security Bars are not permitted.	Security bars are not proposed.	☒	☐	☐
	The following security measures are acceptable: • Open grille (concertina) security devices- where they are unobtrusive, discreet in design and colour and open in nature. • Transparent grille shutter security devices- where located behind the shopfront.	Shutters on shop fronts are not proposed as part of this application.	☒	☐	☐
	All street frontage windows located at ground floor level are to be clear of	The windows proposed to the commercial unit are maintained	☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
	glazing.	as clear glazing.			
	Street numbers shall be located on shopfronts and awnings, and shall be clearly visible from the street.	Satisfactory.	☒	☐	☐
3.5	**Daylight Access**				
	Developments shall be designed to maximise northern aspects for dwellings and offices.	The proposed development maximises the west, north and eastern sunlight.	☒	☐	☐
	1 main living area of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm, 22 June.	Complies – dwellings to the south will continue to receive at least 3 hours of solar access between 9am and 4pm, 22 June.	☒	☐	☐
	Min. 50% of required POS of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm.	Complies – POS of dwellings to the south will continue to receive at least 3 hours of solar access between 9am and 4pm, 22 June.	☒	☐	☐
	Where south facing dwellings are unavoidable, window areas are to be maximised.		☒	☐	☐
	Single aspect dwellings that have a southerly aspect (SW-SE) shall be limited to a maximum of 30% of the total number of dwellings proposed within a development.		☒	☐	☐
3.6	**Visual and Acoustic Privacy**				
	New development shall be located and oriented to maximise visual privacy between buildings on site and adjacent buildings by: i) providing adequate building separation and setbacks in accordance with Section 4.5, ii) utilising the site layout to increase building separation by orienting buildings on narrow sites to the front and rear of the lot, thereby utilising the street width and rear garden depth to increase the separation distance.	Refer to ADG assessment, consider satisfactory subject to condition for the provision of privacy measures to roof top communal open space.	☐	☒	☐
	Detailed site and building design elements are to be used to increase privacy without compromising access to light and air. Design detailing may include: i) offsetting windows of apartments in new development and adjacent development windows, ii) recessing balconies and/or vertical fins between adjacent balconies, iii) using solid or semi-solid balustrades to balconies, iv) using louvres or screen panels to windows and/or balconies, v) providing appropriate fencing, vi) providing vegetation as a screen between spaces, vii) incorporating planter boxes into walls or balustrades to increase	Refer to ADG assessment	☐	☒	☐

No.	Clause	Comment	Yes	No	N/A
	the visual separation between areas, viii) utilising pergolas or shading devises to limit overlooking of lower apartments or private open space, ix) providing appropriate fencing.				
	Conflicts between noise, outlook and views are to be resolved by using design measures such as double glazing, operable screened balconies and continuous walls to ground level courtyards where they do not conflict with streetscape or other amenity requirements.		☒	☐	☐
	Developments shall be designed to locate driveways, carports or garages away from bedrooms.		☒	☐	☐
3.7	**Managing External Noise and Vibration**				
	Development proposals within 60m of a railway line and/or adjacent Classified Road must provide a report, to be submitted with the development application, demonstrating that the development will comply with the following criteria.	The subject site is located greater than 200m from a railway line. Pritchard Street is not a classified road under HDCP 2013. Notwithstanding, an acoustic report was provided in the original development application which was considered acceptable by Council Environmental Health Unit and endorsed under DA2018/454/1	☒	☐	☐
3.8	**Awnings**				
	Continuous awnings are required to be provided to all active street frontages (except laneways).	Proposed awning is considered satisfactory.	☒	☐	☐
	Permitted on laneways where active street frontages are required. Shall be retractable and only used in hours of operation.		☐	☐	☒
	Shall wrap around street corners.		☒	☐	☐
3.10	**Flexibility and Adaptability – Residential Mix**				
	15% of units shall be adaptable units. Required = 4	No changes proposed to 4 units approved as adaptable units under DA2018/454/1	☒	☐	☐
3.11	**Corner buildings**				
	Corner buildings shall articulate street corners and present each frontage as a main street frontage	N/A	☐	☐	☒
3.13	**Internal Circulation & Storage for residential uses**				
	As identified within the SEPP 65 component of this report, the building complies with the internal circulation requirements		☒	☐	☐
3.15	**Natural Ventilation**				
	Where possible, orient buildings and apartments to maximise prevailing breezes.	The design is considered satisfactory.	☒	☐	☐
	Ensure each dwelling can be naturally ventilated through the appropriate siting and layout of the rooms.	Satisfactory	☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
	Locate window and door openings to facilitate cross ventilation.	Satisfactory	☒	☐	☐
	Arrange windows, doorways and other openings to allow free internal air movements.	Satisfactory	☒	☐	☐
3.16	**Roof Design**				
	Roof forms and styles shall reflect and related to the scale and context of the building and character of the street. Pitched roofs (i.e. Roof forms copying elements of single family homes) are discouraged and will not be permitted in the following circumstances: i) Where a pitched roof design does not relate to the existing urban context, ii) Where a pitched roof increases the visual bulkiness of a proposed building.	The proposed roof design is considered satisfactory.	☒	☐	☐
	Incorporate roof top elements such as lift overruns, service plants and other visually intrusive service elements and infrastructure into the design of the roof.	Satisfactory.	☒	☐	☐
	Where flat roofs are proposed, lift overruns, rooftop plant and machinery should be obscured from view by parapets or be incorporated within rooftop activities/features.	Satisfactory.	☒	☐	☐
	Wherever possible provide landscaped and shaded areas on roofs (i.e. roof gardens).	Satisfactory.	☒	☐	☐
	Minimise the bulk and mass of roofs and the potential for overshadowing from roofs.	Satisfactory.	☒	☐	☐
	Roof design is to respond to the orientation of the site through using eaves and skillion roofs to respond to sun access.	Satisfactory.	☒	☐	☐
	Roofs may be articulated, or broken down its massing on large buildings, in order to minimise the apparent bulk or to relate to a context of smaller building forms.	Satisfactory.	☒	☐	☐
3.18	**Waste Management**				
	Garbage/recycling storage areas must be located so as to be easily serviced and not cause any negative impacts in terms of visual appearance, noise or smell, to residents, adjoining properties or to the street. Storage areas for bins are to be located away from the front of the development in a location with a practical distance from the final collection point.	The modification application proposes no changes to the waste management of the development. It is however noted Council's Waste Management Officer is supportive of the original development application, raising no objections.	☒	☐	☐
	A waste management plan must be submitted with any development	A Waste Management Plan accompanied the original	☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
	application and approved prior to development approval.	development application DA2018/45/1 and was considered acceptable by Council's Waste Officer.			
4.1	**Wind Mitigation**				
	Not Applicable		☐	☐	☒
5.1	**Public Art**				
	Not Applicable		☐	☐	☒
5.2	**Signage**				
	Not Applicable		☐	☐	☒
5.3	**Hours of Operation**				
	Not Applicable		☐	☐	☒
6.0	**Large Store/Mall Development**				
	Not Applicable		☐	☐	☒
7.0	**Residential Mix for business zoned land**				
	Mixed use developments and shop top housing shall provide a variety of residential units mix.	A mix of one, two and three bedroom units is proposed.	☒	☐	☐
	Studios and one bedroom units shall not be more than 20% of the total mix.	The proposed modification results in the provision of a larger proportion 1x bedroom units for the development. Accordingly, 6 x 1-bedroom units are provided representing 21.4% of the total unit mix. Noting that this represents a minor departure from the development control, it is considered that the overall development provides a diverse unit mix range to accommodate different family types. The sizes are appropriate and well-proportioned to afford future residents' reasonable amenities. Noting that the development is generally in accordance with design requirements in the ADG, it is considered acceptable.	☐	☒	☐
8.0	**Operation Management**				
	Not Applicable		☐	☐	☒
9.0	**Environmental Health**				
	Not Applicable		☐	☐	☒
10.0	**Amusement Machines and Centres**				
	Not Applicable		☐	☐	☒
11.0	**Business, Commercial and ancillary uses on Residential zoned land**				
	Not Applicable		☐	☐	☒
12.0	**Health consulting rooms**				
	Not Applicable		☐	☐	☒

PART L – TOWN CENTRE CONTROLS

2. Wentworthville Town Centre

2.1 Site Consolidation

Control	Provided	Complies (Yes/No)
The minimum lot frontage requirements for all development within a Business zone is located in Part C.	Refer to Part C	Yes
The minimum lot frontage requirements for all development within a Residential zone is located in Part B.	N/A	N/A
Notwithstanding the above, development within Business zones located on Dunmore Street , (between Cumberland Highway and Lane Street) and Station Street (between Pritchard Street East and te Kingsway) are to provide a fine grain retail shopfront character.	N/A	N/A

2.2 Rear laneways, land dedication, Access, Vehicular Entries and Pedestrian access

Control	Provided	Complies (Yes/No)
Where new development has access available off existing or proposed laneways, vehicular access must be provided from that laneway.	N/A	N/A
A minimum 4 metre wide pedestrian accessway must be maintained and dedicated for public access as part of any redevelopment of the site as shown in Figure 12.	N/A	N/A

2.3 Building Height

Control	Provided	Complies (Yes/No)
The maximum height for development within the Wentworthville Town Centre is detailed within Holroyd Local Environmental Plan 2013 as a written statement and associated maps.	Refer to LEP and DCP Tables.	Refer to Clause 4.6 Assessment

	The maximum building storey limits within the Wentworthville Town Centre is detailed in Figure 13.	Refer to earlier discussion under Part C of DCP Section.	No, however acceptable
	The minimum floor to ceiling height requirements are located in Part B and C.	Refer to Part B and C assessment in this report above.	Yes
	The prominence of street corners shall be reinforced by concentrating the tallest portion of the building on the corner in relation to the overall building height and predominant street wall height.	The site is not a corner site.	N/A

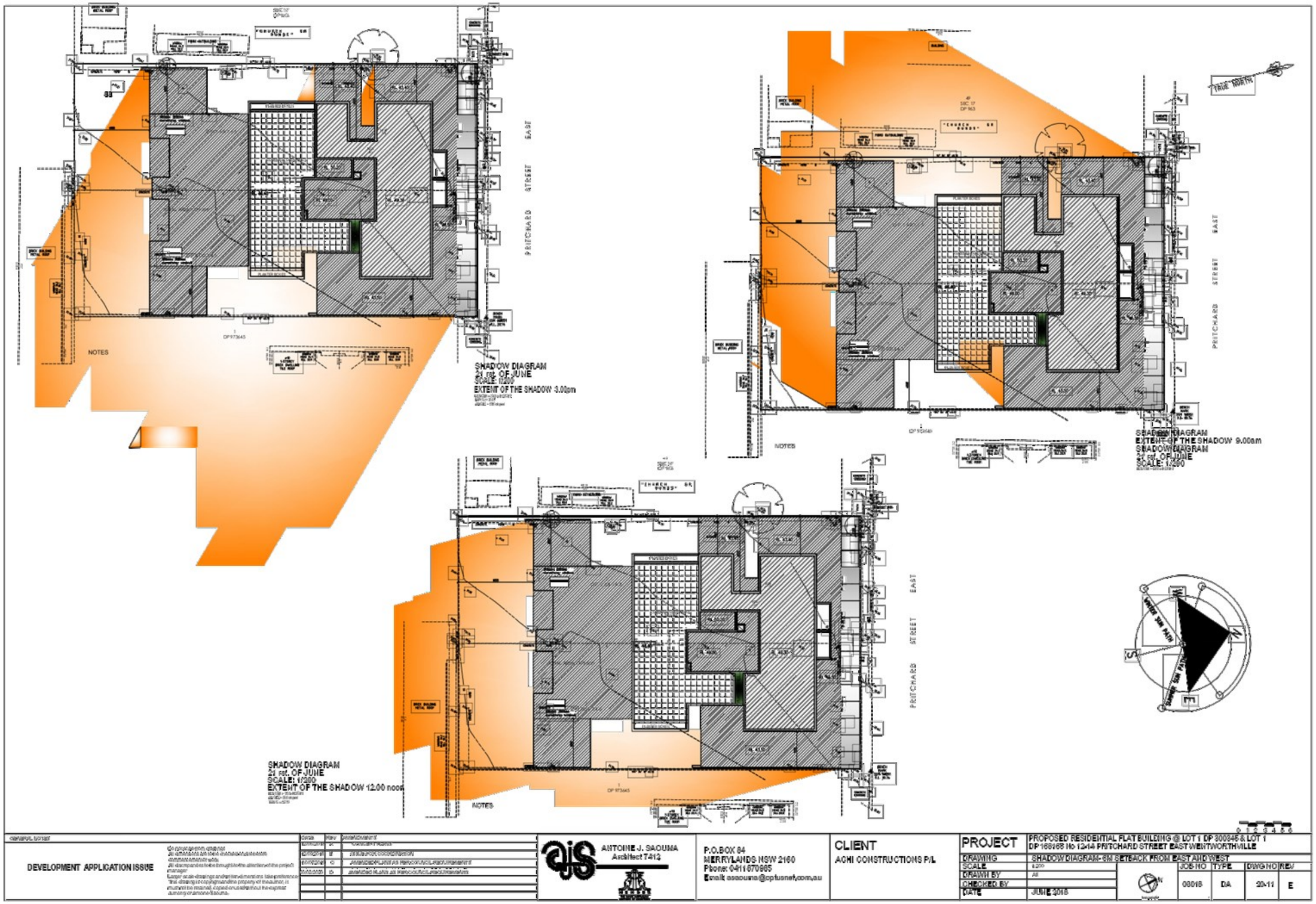
2.4 Building Setbacks, Separation and Street Presentation

Control	**Provided**	**Complies (Yes/No)**
All front setbacks shall be in accordance with Figure 14.	Figure 14 requires a nil street setback that has been proposed to the street.	Yes
Where a 0 metre setback is permitted, buildings shall form a continuous street edge.	The proposal includes a zero setback to form a continuous street edge.	Yes
Rear and side setbacks (unless indicated otherwise in Figure 14) are to be in accordance with setbacks indicated in Part B or Part C of this DCP.	Refer to ADG separation requirements.	Yes
A 8m rear setback is required for the properties 8-16 Pritchard Street East (as indicated in Fig 14).	Refer to ADG separation requirements.	Yes
Developments shall present and address the street.	The development presents and addresses the street.	Yes
Sites with corner lots shall present and articulate to both street frontages.	The site is not a corner lot.	N/A

DOCUMENTS ASSOCIATED WITH REPORT LPP040/20

Attachment 7

Shadow Diagram- 6M Setback from East and West


SHADOW DIAGRAM
21 rst. OF JUNE
SCALE: 1/200
EXTENT OF THE SHADOW 3.00pm
SHADOW DIAGRAM
EXTENT OF THE SHADOW 9.00am
SHADOW DIAGRAM
21 rst. OF JUNE
SCALE: 1/200
SHADOW DIAGRAM
21 rst. OF JUNE
SCALE: 1/200
EXTENT OF THE SHADOW 12.00 noon
PRITCHARD STREET EAST
NOTES
TRUE NORTH
DEVELOPMENT APPLICATION ISSUE
ANTOINE J. SAOUMA
Architect 7412
P.O.BOX 84
MERRYLANDS NSW 2160
Phone: 0411 870985
Email: asaouma@optusnet.com.au
CLIENT
ACHI CONSTRUCTIONS P/L
PROJECT
PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300345 & LOT 1 DP 168168 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING
SHADOW DIAGRAM- 6M SETBACK FROM EAST AND WEST
SCALE
DRAWN BY
CHECKED BY
DATE
JUNE 2018
JOB NO
TYPE
DWG NO
REV
08018
DA
20-11
E

DOCUMENTS ASSOCIATED WITH REPORT LPP040/20

Attachment 8

Shadow Diagram- 6M Setback from East and West


PRITCHARD STREET EAST
TRUE NORTH
NOTES
SHADOW DIAGRAM
21 st. OF JUNE
SCALE: 1:200
EXTENT OF THE SHADOW 10.00am
SHADOW DIAGRAM
21 st. OF JUNE
SCALE: 1:200
EXTENT OF THE SHADOW 11.00am
SHADOW DIAGRAM
21 st. OF JUNE
SCALE: 1:200
EXTENT OF THE SHADOW 1.00pm
SHADOW DIAGRAM
21 st. OF JUNE
SCALE: 1:200
EXTENT OF THE SHADOW 2.00pm
DP 973645
DEVELOPMENT APPLICATION ISSUE
ANTOINE J. SAOUMA
Architect 7412
P.O.BOX 84
MERRYLANDS NSW 2160
Phone: 0411 670985
Email: asaouma@optusnet.com.au
CLIENT
AGHI CONSTRUCTIONS P/L
PROJECT
PROPOSED RESIDENTIAL FLAT BUILDING @ LOT 1 DP 300845 & LOT 1 DP 168168 No 12-14 PRITCHARD STREET EAST WENTWORTHVILLE
DRAWING
SHADOW DIAGRAM- 9M SETBACK FROM EAST AND WEST
SCALE
1:200
DRAWN BY
AS
CHECKED BY
DATE
JUNE 2018
JOB NO
08018
TYPE
DA
DWG NO
20-12
REV
E

Item No: LPP041/20

ELECTRONIC DETERMINATION - MODIFICATION APPLICATION FOR 1 ROBILLIARD STREET, MAYS HILL

Responsible Division: Environment & Planning
Officer: Executive Manager Development and Building
File Number: MOD2020/0200

Application lodged	24 June 2020
Applicant	Mr E Moujalli, Eastern Pacific Pty Ltd
Owner	Great Western Highway Developments Pty Ltd
Application No.	MOD2020/0200
Description of Land	1 Robilliard Street MAYS HILL NSW 2145, Lot 100 in DP 1256634
Proposed Development	Section 4.55(1A) application to delete condition 194 relating to substation location and internal reconfiguration of car parking spaces
Site Area	3,687m^2
Zoning	B6 – Enterprise Corridor Zone
Disclosure of political donations and gifts	Nil disclosure
Heritage	Not listed as heritage item and not located in heritage conservation area
Principal Development Standards	FSR proposed – 2:1 Permissible: 2:1 Height of Building – as approved Permissible: 23m – fronting Great Western Highway (Building A) 17m – middle section (part Building B) 15m – facing Robilliard Street (part Building B)
Issues	Substation location

SUMMARY:

1. Modification Application No. MOD2020/0085 was received on 24 June 2020 for section 4.55(1A) application to delete condition 194 relating to the substation location, which is to be retained internally within commercial tenancy 4 as indicated on the original approval (DA2019/499/1) dated 13 September 2017. Condition 194 was imposed by Cumberland Local Planning Panel (CLPP) on 10 June 2020 under MOD2020/0085 approval. The applicant indicated that the substation has since been constructed and completed in June 2020 without consent on the location proposed under MOD2020/0085, which is located externally facing Robilliard Street. The relocation of substation results in the internal reconfiguration of car parking layout on the basement levels.

2. The application is being reported to the CLPP for determination as it exceeds Council delegation in relation to the modification of condition that was specifically required to be provided by the Cumberland Local Planning Panel

3. The application is recommended for approval subject to the conditions in the draft notice of determination held at Attachment 1.

REPORT:

Subject Site and Surrounding Area

The subject site forms Lot 100 in DP 1256634, which previously comprised of 5 separate allotments (Lot 109 in DP 13239, Lot B in DP 367709, Lot 12 in DP 1052755, Lot 10 in DP 1052755, and Lot 11 in DP 1052755). The site is a corner lot that is known as 1 Robilliard Street, Mays Hill. The site has an area of 3,687m2, a frontage to Robilliard Street of 50.67m to the west, and a frontage to Great Western Highway of approximately 53.1m to the north. The site is located within B6 Enterprise Corridor zone. The approved mixed use development on site is currently under construction. The existing developments adjoining the site include an existing petrol station to the west, and a mixture of single dwellings and residential flat buildings to the south and east.

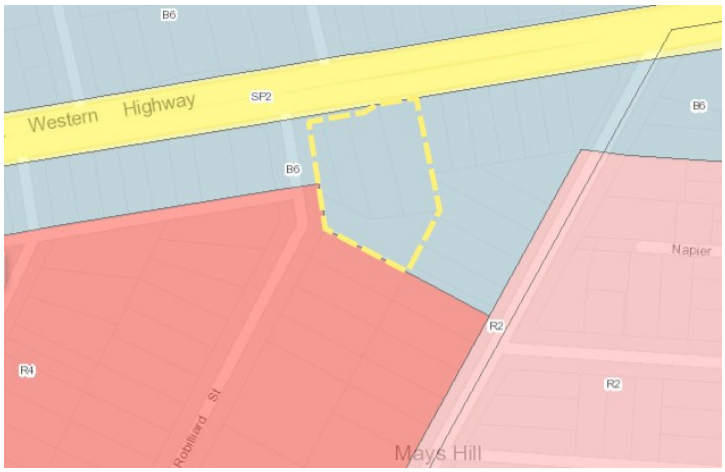


Figure 1 – Locality plan of subject site



Figure 2 – Aerial view of subject site



Figure 3 – Street view of substation as built

Description of the Proposed Development

Condition 194 was imposed by Cumberland Local Planning Panel (CLPP) on 10 June 2020 under MOD2020/0085 approval. The applicant has indicated that the substation has since been constructed and completed in June 2020 without consent on the location proposed under MOD2020/0085, which is situated externally facing Robilliard Street. The relocation of substation results in the internal reconfiguration of car parking layout on the basement levels.

Therefore, the proposed modification application involves the following works:

Basement levels

- Internal reconfiguration of car parking spaces;
- Relocation of substation;

Ground floor level

- Relocation of substation on Robilliard Street; and
- Internal changes to commercial tenancy 4 by increasing total gross leasable area by 9m².

History

Development consent DA2016/499/1 was issued by Council under delegated authority on 13 September 2017 for the demolition of existing structures; consolidation of 5 lots into 1 lot; construction of part 3 (Building B); part 7 storey (Building A) mixed use development comprising 84 residential units; ground floor commercial space above 2 levels of basement parking accommodating 125 carparking spaces at the subject site.

Construction Certificate for DA2016/499/1 was issued on 8 August 2019 by NW Building Certification (CC No. NW17/2389).

S4.55(1A) application (DA2016/499/3) was approved by Council on 4 November 2019 to modify floor to floor heights of the ground and first floor levels.

S4.55(1A) application (M2016/499/2) was approved by Council on 6 March 2020 to modify location of on-site detention tank and stormwater drainage.

S4.55(2) application (MOD2020/0085) was approved by CLPP on 10 June 2020 for various modifications to approved mixed use development including changes to external finishes and increase in height of lift overrun. The proposed substation relocation was not supported by CLPP and the car parking layout on the basement levels therefore did not require to be reconfigured.

Applicants Supporting Statement

The applicant has provided a Statement of Environmental Effects prepared by Think Planners Pty Ltd dated 12 March 2020 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 as previously referred to Council's Development Engineer for comment is considered satisfactory for the changes proposed to the basement layout, and therefore can be supported subject to recommended conditions of consent. The relocation of substation resulted in reconfiguration of car parking layout on 2 basement levels, however this will not change the numbers of car parking spaces approved on the site previously determined under MOD2020/0085. Conditions imposed to ensure that sufficient aisle width will be maintained.

Endeavour Energy

The applicant has submitted documentary evidence to demonstrate that the proposal has satisfied the requirements of the energy provider. The proposal therefore can be supported subject to recommended conditions of consent.

Planning Comments

Section 4.55(1A):

Requirement	Comments
Proposed modification is of minimal environmental impact	Proposed modification is of minimal environmental impact.
Council is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all), and	The development as proposed to be modified is substantially the same as the original consent, as it relates to the substation location and car parking layout on the basement levels, in which does not deviate from the approved mixed use development on the subject site.

Council has notified the application in accordance with: (i) the regulations, if the regulations so require, or (ii) a development control plan, if the consent authority is a council that has made a development control plan that requires the notification or advertising of applications for modification of a development consent, and	See discussion on "Public Notification" in this report.
Council has considered any submissions made concerning the proposed modification within any period prescribed by the regulations or provided by the development control plan, as the case may be.	See discussion on "Public Notification" in this report.

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?	☒ Yes ☐ No
i) Does the application involve re-development of the site or a change of land use?	☒ Yes ☐ No
In the development going to be used for a sensitive land use (e.g.: residential, educational, recreational, childcare or hospital)?	☒ 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	☐ Yes ☒ No
Is the site listed on Council's Contaminated Land database?	☐ Yes ☒ No
Is the site subject to EPA clean-up order or other EPA restrictions?	☐ Yes ☒ No

Matter for Consideration	Yes/No
Has the site been the subject of known pollution incidents or illegal dumping?	☐ Yes ☒ No
Does the site adjoin any contaminated land/previously contaminated land?	☐ Yes ☒ 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?	☒ Yes ☐ No
1. The requirements under the original application are unchanged by this modification application. Council is satisfied that the site is suitable to be used for residential purpose.	

(b) Statement Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development (SEPP 65)

SEPP 65 applies to the development as the building is 3 storeys or more, and contains more than 4 dwellings. A design statement addressing the design quality principles prescribed by SEPP 65 was prepared by the project architect. Integral to SEPP 65 is the Apartment Design Guide (ADG), which sets benchmarks for the appearance, acceptable impacts and residential amenity of the development. A revised design verification statement signed by registered architect Ziad Boumelhem (Registration No. 8008) was submitted with the s4.55(1A) application. Following a detailed assessment of the proposal against the provisions of SEPP 65 and the ADG, it is considered the proposal is generally compliant.

Condition 194 was imposed by Cumberland Local Planning Panel (CLPP) on 10 June 2020 under MOD2020/0085 approval. The applicant has indicated that the substation has since been constructed and completed in June 2020 without consent on the location proposed under MOD2020/0085, which is situated externally facing Robilliard Street (refer to Figure 3). The substation has been constructed to closely match the existing footpath level and will be treated with black coloured slat screening with lockable key accessible only by the energy provider (refer to Figure 4).

The proposed substation treatment is considered acceptable in this instance, as there are existing substations which have been approved and built within the front setbacks of residential flat buildings on Robilliard Street (refer to Figure 5). The location of substation will replace the approved planter boxes adjoining to the Robilliard Street residential entry, which was previously included in the calculation of communal open space (COS). The replacement of planter boxes will reduce the area previously approved as COS. However, under the subject modification application, the reduction of COS by 21m² will still result in a compliant area required by clause 3D-1 of the ADG. Where 25% of the site area is required for COS, the proposed modification will provide an area of 25.86%. The proposal will continue to satisfy ADG requirement for COS.



Figure 4 – Elevation plan of substation



Figure 5 – Existing substations on Robilliard Street streetscape

A comprehensive assessment against SEPP 65 and the ADG is contained in Appendix A.

(c) State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

The provisions of the ISEPP 2007 have been considered in the assessment of the development application.

Clause 45 - Development likely to affect an electricity transmission or distribution network

The original application was referred to Endeavour Energy and was considered satisfactory subject to the conditions imposed. The current modification for relocation of substation on the site has been also been approved by the electricity provider.

Clause 101 – Frontage to classified road

The application is subject to clause 101 of the ISEPP as the site has frontage to a classified road. The original application was assessed under the provision of this clause and was considered satisfactory subject to conditions imposed. The proposed modification does not alter the outcome of the original assessment.

Clause 102 – Impact of road noise or vibration on non-road development

The application is subject to clause 102 of the ISEPP as the annual average daily traffic volume is greater than 40,000 vehicles. The original application was assessed under the provision of this clause and was considered satisfactory subject to conditions imposed. The proposed modification does not alter the outcome of the original assessment.

Clause 104 – Traffic generation developments

The application is subject to clause 104 as the proposal triggers the requirements for traffic generating developments listed in Schedule 3 of the ISEPP. The original application was assessed under the provision of this clause and was considered satisfactory subject to conditions imposed. The proposed modification does not alter the outcome of the original assessment.

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

Tree removal on site has been approved in the original assessment. The proposal does not exceed the biodiversity offsets scheme threshold. Therefore, the proposed vegetation removal is considered acceptable.

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

N/A

Regional Environmental Plans

The proposed development is affected by the following Regional Environmental Plans:

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

Note: Will be superseded once Draft SEPP Environment comes into effect.

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

Holroyd Local Environmental Plan (HLEP) 2013

The provision of the Holroyd LEP 2013 is applicable to the development proposal. It is noted that the development achieves compliance with the key statutory requirements of the Holroyd LEP 2013 and the objectives of the B6 – Enterprise Corridor zone.

(a) Permissibility:-

The proposed development is defined as a 'shop top housing' and is permissible in the B6 – Enterprise Corridor zone with consent. The proposed modification will continue the use of the development as approved being a shop top housing.

The relevant matters to be considered under Holroyd LEP 2013 and the applicable clauses for the proposed development are summarised below. A comprehensive LEP assessment is contained in Appendix B.

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 draft SEPP relates to the protection and management of our natural environment with the aim of simplifying the planning rules for a number of water catchments, waterways, urban bushland, and Willandra Lakes World Heritage Property. The changes proposed include consolidating the following seven existing SEPPs:

- State Environmental Planning Policy No. 19 – Bushland in Urban Areas
- State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011
- State Environmental Planning Policy No. 50 – Canal Estate Development
- Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment
- Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (No.2-1997)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Willandra Lakes Regional Environmental Plan No. 1 – World Heritage Property.

The draft policy will repeal the above existing SEPPs and certain provisions will be transferred directly to the new SEPP, amended and transferred, or repealed due to overlaps with other areas of the NSW planning system.

Changes are also proposed to the Standard Instrument – Principal Local Environmental Plan. Some provisions of the existing policies will be transferred to new Section 117 Local Planning Directions where appropriate.

(b) Draft Cumberland Local Environmental Plan 2020 (Draft CLEP)

The Draft Cumberland Local Environmental Plan 2020 (Draft CLEP) has been prepared by Cumberland Council to provide a single planning framework for the future planning of Cumberland City. The changes proposed seek to harmonise and repeal the three existing LEPs currently applicable to the Cumberland local government area, those being:

- Holroyd Local Environmental Plan 2013,
- Parramatta Local Environmental Plan 2011, and
- Auburn Local Environmental Plan 2010.

The relevant planning controls for the subject site, as contained within the Holroyd Local Environment Plan, are not proposed to change under the Draft CLEP.

The provisions of any Development Control Plans (EP&A Act s4.15 (1)(a)(iii))

The Holroyd DCP 2013 provides guidance for the design and operation of development to achieve the aims and objectives of the DCP. A comprehensive assessment and compliance table is contained in Appendix C. The proposed development complies with the provisions of Holroyd DCP 2013 and is considered acceptable from an environmental planning view point.

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)(iiia))

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 the Holroyd DCP 2013, the proposal was not required to be publicly notified.

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

Additional monetary contribution for the additional commercial floor area has been imposed as a condition of consent under MOD2020/0085 approval.

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 as modified is appropriately located within the B6 – Enterprise Corridor zone under the relevant provisions of the Holroyd LEP 2013. Having regard to the assessment of the proposal from a merit perspective, Council is satisfied that the development has been responsibly designed and provides for acceptable levels of amenity for future residents. It is considered that the proposal minimises adverse impacts on the amenity of neighbouring properties. For these reasons, it is considered that the proposal is satisfactory having regard to the matters of consideration under Section 4.15 and 4.55 of the Environmental Planning and Assessment Act 1979, and the modified development may be approved subject to conditions.

REPORT RECOMMENDATION:

That Modification Application No. MOD2020/0200 for Section 4.55(1A) application to delete condition 194 relating to the substation location and internal reconfiguration of car parking spaces on land at 1 Robilliard Street, Mays Hill NSW 2145 be approved subject to attached conditions.

ATTACHMENTS

1. Draft Notice of Determination ⇩
2. Architectural Plans ⇩
3. Endeavour Energy Letter of Approval Substation ⇩
4. Previous Development Consents ⇩
5. Appendix A - State Environmental Planning Policy No. 65 –Design Quality of Residential Apartment Development ⇩
6. Appendix B - Holroyd LEP 2013 ⇩

7. Appendix C - Holroyd Development Control Plan 2013 ⇩

DOCUMENTS ASSOCIATED WITH REPORT LPP041/20

Attachment 1

Draft Notice of Determination

CUMBERLAND CITY COUNCIL

DEVELOPMENT APPLICATION NOTICE OF DETERMINATION

Under the *Environmental Planning and Assessment Act, 1979*
(Section 4.55(1A))

Development Application No:	MOD2020/0200
Applicant:	Mr Eddie Moujalli Eastern Pacific Pty Ltd 3.01, 14 Lexington Drive, Bella Vista NSW 2153
Property Description:	1 Robilliard Street, Mays Hill NSW 2145 Lot 100 in DP 1256634
Development:	Section 4.55(1A) application to delete condition 194 relating to substation location and internal reconfiguration of car parking spaces

Determination

Pursuant to Sections 4.55(1A) of the Act, Council advises that the development application has been determined by:

- **Granting of Consent** subject to the conditions attached on the following page(s)

Determination Date:	12 August 2020
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.

Michael Lawani

COORDINATOR MAJOR DEVELOPMENT ASSESSMENT

Date: 12 August 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.

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

CONDITIONS OF APPROVAL

Accordingly, Development Consent 2016/499/1 is amended as follows:-

Condition 2 is amended to read as follows:

2. Development shall take place in accordance with the attached endorsed plans:

- Architectural plans prepared by Urban Link, Project No. 16-089, Drawing No. DA102, Issue A, dated 2 November, 2016, Drawing No's. DA201 – DA204, all Revision E, all dated 2 August, 2017, Drawing No's. DA205 and DA206, both Revision B, both dated 28 March, 2017, Drawing No's. DA220 – DA223, all Revision E, all dated 2 August, 2017, Drawing No's. DA224, DA225 and DA301, Revision B, dated 28 March, 2017, Drawing No's. DA302 - DA304, all Issue E, all dated 2 August, 2017, Drawing No's. DA401 and DA402, both Revision E, both dated 2 August, 2017, Drawing No. DA506, Issue A, dated 2 November, 2016, Drawing No. DA510, Revision A and Drawing No. DA510, Revision B, both dated 28 March, 2017;

- Landscape plans prepared by Site Image Landscape Architects, Job No. SS16-3345, Drawing No's. 000, 102 and 103, all Issue B, all dated 28 March, 2017 and Drawing No. 501, Issue A, dated 25 October, 2016;

- Stormwater plans prepared by Xavier Knight Consulting Engineers Pty Ltd, Job No. 160907, Drawing No. C000, Revision 01, dated 21 October, 2016, Drawing No. C100, Revision 02, dated 28 March, 2017, Drawing No's. C101, C102 and C200, all Revision 01, dated 21 October, 2016, Drawing No. C201, Revision 02, dated 28 March, 2017, Drawing No. C202, Revision 01, dated 21 October, 2016 and Drawing No. C250, Revision 02, dated 28 March, 2017 (OSD 2016-337);

- Sediment and Erosion Control plans prepared by Xavier Knight Consulting Engineers Pty Ltd, Drawing No's. SE01 and SE02 (inclusive), both Revision 01, both dated 21 October, 2016;

- Waste Management Plan prepared by Urban Link Pty Ltd, dated 2 November, 2016;

- Acoustic Report prepared by Acoustic Logic, Project No. 20170304.1, Document Reference No. 20170304.1/1303A/R0/BW, Revision 0, dated 13 March, 2017;

- Acoustic Correspondence (Review of Mechanical Proposal) prepared by Acoustic Logic, Document Reference No. 20170304.1/1907A/R0/BW, dated 19 July, 2017;

- Statement of Design Intent for Installation prepared by CME Building Services Design Pty Ltd, dated 18 July, 2017;

- Email correspondence (in relation to noise impact) provided by Benjamin White, dated 14 June, 2017

- Arboricultural Impact Assessment Report prepared by Priority Tree Services, Reference No. 16/10/13/1RSMH, Revision 1, dated 13 October, 2016;

- Access Report prepared by PSE Access Consulting, dated 22 November, 2015;

- Traffic Impact Report prepared by Solution Traffic Engineers, Revision 1.5, dated July, 2017;

- Schedule of External Colours and Finishes prepared by Urban Link, Project No. 16-089, Drawing No. DA604, dated 2 November, 2016;

- BASIX Certificate No. 689230M_03, dated 1 November, 2016; and

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

- Roads and Maritime Services comments – Reference SYD16/00255/02, dated 11 January, 2017;

As amended by plans approved under DA 2016/499/3, dated 4 November 2019:

- Architectural plans prepared by Urban Link, Project No. 16-089, Drawing No.'s DA204, DA301, DA302, DA303 and DA401, all Revision F, all dated 1 October 2019.

As amended by plans approved under M2016/499/2, dated 6 March 2020:

- Architectural plans prepared by Urban Link, Project No. 16-089, Drawing No.'s DA202 and DA203, all Revision F, and Drawing No. DA302, Revision G, all dated 6 December 2019;
- Landscape plans prepared by Site Image Landscape Architects, Job No. SS16-3345, Drawing No's. 000 and 102, all Issue C, all dated 6 January 2020;
- Stormwater plans prepared by Xavier Knight Consulting Engineers Pty Ltd, Job No. 171004, Drawing No.'s C100, C101, C102, C104, C105, C106 and C106A, all Revision 3, all dated 27 February 2020 (OSD 2020-012);

a) As amended in red by Council. The above amendments are to be incorporated in the Construction Certificate plans.

As amended by the following plans approved by the subject s4.55(2) application MOD2020/0085, dated 10 June 2020:

- Architectural plans prepared by Urban Link, Project No. 16-089, Drawing No.'s DA201, DA203, DA204, DA205, DA206, DA301, DA302, DA303, and DA401, all Revision G, all dated 4 March 2020; Drawing No. DA402, Revision F, dated 4 March 2020; and Drawing No. DA202, Revision H, dated 11 May 2020;
- BASIX Certificate No. 689230M_05, dated 3 June 2020;

a) As amended in red by Council. The above amendments are to be incorporated in the Construction Certificate plans.

As amended by the following plans approved by the subject s4.55(1A) application MOD2020/0200, dated 12 August 2020:

- Architectural plans prepared by Urban Link, Project No. 16-089, Drawing No.'s DA201, DA203, all Revision G, all dated 4 March 2020; Drawing No. DA303, Revision H, dated 22 June 2020; and Drawing No. DA202, Revision H, dated 11 May 2020;
- Endeavour Energy Design Brief, Reference No. UML8465-2017/04634/001, dated 7 November 2017;

Condition 39 a) is amended to read as follows:

39. a) A building information certificate must be obtained from Council for the works that have been completed prior to the issue of the subject development consent.

Condition 39 b) ii) – v) are inserted as follows:

39. b) Amended plans/documents shall be submitted to the Principal Certifying Authority (PCA) prior to the issue of a Construction Certificate addressing the following matters:

ii. All aisle width shall comply with the relevant clause of Holroyd DCP 2013. Swept path diagram shall be prepared and submitted to the satisfaction of the PCA demonstrating

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

vehicular manoeuvring within the commercial parking aisles without any obstruction to traffic in opposite direction. The manoeuvring shall demonstrate how the vehicle can access the parking space at critical locations (such as the car space at the blind end of the aisle and the car space opposite to the lift within the commercial parking aisle) to and from the entrance gate located at the front of the aisle.

iii. Commercial accessible car space no. 1 shall be provided with a 2.4m wide shared zone. Alternatively, commercial car space no. 1 shall be converted into standard car space, and commercial car space nos. 9 and 10 shall be converted into accessible car space with a shared zone.

iv. The main entrance shutter door doorjamb at the base of the ramp to Basement 1 shall be deleted and the width of the shutter door opening at the entrance to the commercial parking aisle shall be widened to the full aisle width to improve manoeuvrability and to allow passing of vehicles travelling in opposite direction.

v. Accessible car space nos. 37 and 38 (4 spaces in total) opposite to the lift on Basement 2 shall be deleted to improve manoeuvrability between ramp and Basement 1. One (1) residential car space on Basement 1 shall be converted into an accessible car space with shared zone.

Condition 194 is deleted.

All other conditions of Development Consent 2016/499/1 and as amended remain unchanged.

Note: This determination notice is strictly for the changes sought under the subject modification application MOD2020/0200. No approval is granted or implied for any other works/changes proposed to the subject development.

DOCUMENTS ASSOCIATED WITH REPORT LPP041/20

Attachment 2

Architectural Plans

DEVELOPMENT APPLICATION

MIXED USE DEVELOPMENT

1 ROBILLIARD STREET & 141-147 GREAT WESTERN HIGHWAY, MAYS HILL



PROPOSAL COMPLIANCE

TOTAL SITE AREA 3687 m²

CONTROL	MAX ALLOWABLE		PROPOSED	COMPLIES
GROSS FLOOR AREA (GFA)	7374	—	7374	YES
FLOOR SPACE RATIO (FSR)	2 : 1	7374	2 : 1	YES
BUILDING HEIGHT	23m, 17m, 15m		23m	NO*

CONTROL	MIN. REQUIRED	PROPOSED	COMPLIES
SOLAR ACCESS	70%	75%	YES
CROSS VENTILATION	60%	61%	YES
ADAPTABLE UNITS	15%	15%	YES
DEEP SOIL	7% OR 258.09	11.5% OR 420m²	YES
COMMON OPEN SPACE	25% OR 921.75	1013m²	YES
SOLAR ACCESS TO C.O.S	50% OF 921.75 = 460.9	542m²	YES
SILVER UNITS	20%	22%	YES

CONTROL	REQUIRED	PROPOSED	COMPLIES
CARPARKING			
1 SPACE / 1 BED UNIT	10	8	
1 SPACE / 2 BED UNIT	68	68	
2 SPACES /3BED UNIT	6	8	
VISITOR = 1 SPACE / 4 UNITS	17	17	
RESID. ACCESSIBLE CAR PARKING		14	
COMMERCIAL	20	20	YES
COMM. ACCESSIBLE CAR PARKING		3	
		129	YES
ACCESSIBLE CAR PARKING	COMM + RESIDENTS CAR PARKS OR 10%)	17 PROVIDED	YES

UNIT MIX

LEVEL		COMM	1 BED	2 BED	3 BED	TOTAL
Ground	COMM + RES	4	2	5		10
1	RES	-	2	14	1	17
2	RES	-	2	14	1	17
3	RES	-	1	8	1	10
4	RES	-	1	8	1	10
5	RES	-	1	8	1	10
6	RES	-	1	8	1	10
TOTAL			10	68	6	84
PERCENTAGE			4.8%	36.1%	4.8%	100%

DRAWING INDEX

Drawing N.	Drawing Name	Revision
DA000	COVERSHEET	G (Current Issue)
DA101	SITE ANALYSIS	A (No Amendments)
DA102	SITE & ROOF PLAN	A (No Amendments)
DA103	HEIGHT OF BUILDING	A (No Amendments)
DA201	BASEMENT 2	G (Current Issue)
DA202	BASEMENT 1	G (Current Issue)
DA203	GROUND FLOOR PLAN	G (Current Issue)
DA204	LEVEL 1 & 2	G (Current Issue)
DA205	LEVEL 3	G (Current Issue)
DA206	LEVEL 4-6	G (Current Issue)
DA220	BASEMENT 2 - 1:200	E (No Amendments)
DA221	BASEMENT 1 - 1:200	E (No Amendments)
DA222	GROUND FLOOR PLAN - 1:200	E (No Amendments)
DA223	LEVEL 1 & 2 - 1:200	E (No Amendments)
DA224	LEVEL 3 - 1:200	B (No Amendments)
DA225	LEVEL 4-6 - 1:200	B (No Amendments)
DA301	NORTH ELEVATION	G (Current Issue)
DA302	SOUTH ELEVATIONS	G (Current Issue)
DA303	WEST / NORTH (R) ELEVATIONS	G (Current Issue)
DA304	STREET ELEVATION	E (No Amendments)
DA401	SECTION A-A	G (Current Issue)
DA402	SECTION B-B	E (No Amendments)
DA501	GFA DIAGRAMS	G (Current Issue)
DA502	CROSS FLOW DIAGRAMS	A (No Amendments)
DA503	SHADOW ANALYSIS	A (No Amendments)
DA504	SOLAR ANALYSIS - VIEWS FROM SUN	A (No Amendments)
DA505	SOLAR ANALYSIS-NULDING 9	A (No Amendments)
DA506	SOLAR ANALYSIS - NEIGHBOUR	A (No Amendments)
DA507	DEMOLITION PLAN	A (No Amendments)
DA508	SOLAR ANALYSIS - COMMUNAL OPEN ...	A (No Amendments)
DA510	BASEMENT 1 - ALTERNATIVE ACCESS	A (No Amendments)
DA510	WASTE MANAGMENT ARRANGMENT	B (No Amendments)
DA601	PERSPECTIVES	A (No Amendments)
DA602	PERSPECTIVES	A (No Amendments)
DA605	PERSPECTIVES	A (No Amendments)
DA604	FINISHES SCHEDULE	A (No Amendments)

LIST OF AMENDMENTS
- LOCATION OF SUB STATION
- BASEMENT 01 & 02 INTERNAL RE-CONFIGURATION
- GROUND- MINOR INTERNAL CHANGES TO RESIDENTIAL UNITS AND COMMERCIAL SUITES
- MINOR INTERNAL CONFIGURATION TO UNITS A109-A609
- EAST ELEVATION
  - GLASS BLOCKS REMOVED AS PER CONDITION 37
  - BLANK ELEVATION- PROPOSING CFC SHEETING
- LIFT OVER-RUN INCRESE FROM RL 62.09 TO RL 62.20

UNIT CALCULATIONS

LEVEL	UNIT NO	NO OF BEDS	FLOOR AREA m²	BALCONY P.O.S AREA m²	TOTAL AREA m²	PARKING SPACES	STORAGE UNIT	STORAGE BALCONY	WASTE GENERATION BINS	SOLAR ACCESS HOURS	CROSS FLOW	ADAPTABLE	SILVER
GROUND FLOOR	A001	2	75	60	135	1	4	4	0.5 - 120L	0	YES		
	A002	2	75	66	141	1	4	4	0.5 - 120L	0	YES		
	A003	2	75	68	143	1	4	4	0.5 - 120L	0.5	YES		
	B001	2	79	15	94	1	4	4	0.5 - 120L	2	YES		
	B002	2	83	24	106	1	4	4	0.5 - 120L	2	YES		
	B003	1	87	26	113	1	4	4	0.5 - 120L	0.5	YES		
	B004	2	50	15	65	1	4	4	0.5 - 120L	0.2	YES	ADAPTABLE	
	B005	1	50	15	65	1	4	4	0.5 - 120L	1	YES		
	B006	2	81	76	157	1	4	4	0.5 - 120L	2+	YES		
	B007	2	77	83	160	1	4	4	- 120L - 120L	0.5	YES		
LEVEL 1	A101 - A201	3	102	14	116	2	5	5	0.5 - 120L	2+	YES	ADAPTABLE	SILVER
	A102	2	75	21	96	1	4	4	0.5 - 120L	2+	YES		
	A103	2	76	11	87	1	4	4	0.5 - 120L	2+	YES		
	A104	2	79	27	106	1	4	4	0.5 - 120L	2+	YES		SILVER
	A105	2	77	12	89	1	4	4	0.5 - 120L	0	YES		SILVER
	A106	2	79	21	100	1	4	4	0.5 - 120L	2+	YES		
	A107	1	50	8	58	1	3	3	0.5 - 120L	2+	YES	ADAPTABLE	
	A108	2	79	13	92	1	4	4	0.5 - 120L	2+	YES		
	A109	2	74	11	85	1	4	4	0.5 - 120L	2+	YES		
	A110	2	85	28	113	1	4	4	0.5 - 120L	0.5	YES		
	B101	2	82	12	94	1	4	4	0.5 - 120L	2+	YES		
	B102	2	83	12	95	1	4	4	0.5 - 120L	2+	YES		
	B103	1	50	16	66	1	3	3	0.5 - 120L	0.5	YES		
	B104	2	78	12	90	1	4	4	0.5 - 120L	0	YES		
	B105	2	77	13	90	1	4	4	0.5 - 120L	2+	YES		
	B106	2	81	18	99	1	4	4	0.5 - 120L	2+	YES		
	B107	2	77	20	97	1	4	4	0.5 - 120L	0.5	YES		
LEVEL 2	A201	3	102	14	116	2	5	5	0.5 - 120L	2+	YES	ADAPTABLE	SILVER
	A202	2	75	21	96	1	4	4	0.5 - 120L	2+	YES		
	A203	2	76	11	87	1	4	4	0.5 - 120L	2+	YES		
	A204	2	79	27	106	1	4	4	0.5 - 120L	2+	YES		SILVER
	A205	2	77	12	89	1	4	4	0.5 - 120L	0	YES		SILVER
	A206	2	79	21	100	1	4	4	0.5 - 120L	2+	YES		
	A207	1	50	8	58	1	3	3	0.5 - 120L	2+	YES	ADAPTABLE	
	A208	2	79	13	92	1	4	4	0.5 - 120L	2+	YES		
	A209	2	74	11	85	1	4	4	0.5 - 120L	2+	YES		
	A210	2	85	28	113	1	4	4	0.5 - 120L	0.5	YES		
	B201	2	82	12	94	1	4	4	0.5 - 120L	2+ (skylight)	YES		
	B202	2	83	12	95	1	4	4	0.5 - 120L	2+ (skylight)	YES		
	B203	1	50	16	66	1	3	3	0.5 - 120L	0.5 (skylight)	YES		
	B204	2	78	12	90	1	4	4	0.5 - 120L	2+ (skylight)	YES		
	B205	2	77	13	90	1	4	4	0.5 - 120L	2+ (skylight)	YES		
	B206	2	81	18	99	1	4	4	0.5 - 120L	2+ (skylight)	YES		
	B207	2	77	20	97	1	4	4	0.5 - 120L	2+ (skylight)	YES		
LEVEL 3	A301	3	102	14	116	1	5	5	0.5 - 120L	2+	YES	ADAPTABLE	SILVER
	A302	2	75	21	96	1	4	4	0.5 - 120L	2+	YES		
	A303	2	76	11	87	1	4	5	0.5 - 120L	2+	YES		
	A304	2	79	27	106	1	4	4	0.5 - 120L	2+	YES		SILVER
	A305	2	77	12	89	1	4	4	0.5 - 120L	0	YES		SILVER
	A306	2	79	21	100	1	4	4	0.5 - 120L	2+	YES		
	A307	1	50	8	58	1	3	3	0.5 - 120L	2+	YES	ADAPTABLE	
	A308	2	79	13	92	1	4	4	0.5 - 120L	2+	YES		
	A309	2	74	11	85	1	4	4	0.5 - 120L	2+	YES		
	A310	2	85	28	113	1	4	4	0.5 - 120L	0.5	YES		
LEVEL 4	A401	3	102	14	116	1	5	5	0.5 - 120L	2+	YES	ADAPTABLE	SILVER
	A402	2	75	21	96	1	4	4	0.5 - 120L	2+	YES		
	A403	2	76	11	87	1	4	5	0.5 - 120L	2+	YES		
	A404	2	79	27	106	1	4	4	0.5 - 120L	2+	YES		SILVER
	A405	2	77	12	89	1	4	4	0.5 - 120L	0	YES		SILVER
	A406	2	79	21	100	1	4	4	0.5 - 120L	2+	YES		
	A407	1	50	8	58	1	3	3	0.5 - 120L	2+	YES	ADAPTABLE	
	A408	2	79	13	92	1	4	4	0.5 - 120L	2+	YES		
	A409	2	74	11	85	1	4	4	0.5 - 120L	2+	YES		
	A410	2	85	28	113	1	4	4	0.5 - 120L	0.5	YES		
LEVEL 5	A501	3	102	14	116	1	5	5	0.5 - 120L	2+	YES	ADAPTABLE	SILVER
	A502	2	75	21	96	1	4	4	0.5 - 120L	2+	YES		
	A503	2	76	11	87	1	4	5	0.5 - 120L	2+	YES		
	A504	2	79	27	106	1	4	4	0.5 - 120L	2+	YES		SILVER
	A505	2	77	12	89	1	4	4	0.5 - 120L	0	YES		SILVER
	A506	2	79	21	100	1	4	4	0.5 - 120L	2+	YES		
	A507	1	50	8	58	1	3	3	0.5 - 120L	2+	YES	ADAPTABLE	
	A508	2	79	13	92	1	4	4	0.5 - 120L	2+	YES		
	A509	2	74	11	85	1	4	4	0.5 - 120L	2+	YES		
	A510	2	85	28	113	1	4	4	0.5 - 120L	0.5	YES		
LEVEL 6	A601	3	102	14	116	1	5	5	0.5 - 120L	2+ (skylight)	YES	ADAPTABLE	SILVER
	A602	2	75	21	96	1	4	4	0.5 - 120L	2+ (skylight)	YES		
	A603	2	76	11	87	1	4	5	0.5 - 120L	2+ (skylight)	YES		
	A604	2	79	27	106	1	4	4	0.5 - 120L	2+ (skylight)	YES		SILVER
	A605	2	77	12	89	1	4	4	0.5 - 120L	2+ (skylight)	YES		SILVER
	A606	2	79	21	100	1	4	4	0.5 - 120L	2+ (skylight)	YES		
	A607	1	50	8	58	1	3	3	0.5 - 120L	2+ (skylight)	YES	ADAPTABLE	
	A608	2	79	13	92	1	4	4	0.5 - 120L	2+ (skylight)	YES		
	A609	2	74	11	85	1	4	4	0.5 - 120L	2+ (skylight)	YES		
	A610	2	85	28	113	1	4	4	0.5 - 120L	2+ (skylight)	YES		
										64/84 75%	61.0%	59 UNITS OR 15%	18 UNITS OR 22%

16-089 MIXED USE DEVELOPMENT 1 ROBILLIARD ST, MAYSHILL, NSW, AUSTRALIA
PRELIMINARY EVELOPMENT APPLICATION COVER PAGE DA000

URBAN LINK



1 PLAN - GF
SCALE 1:300



2 PLAN - LEVEL 01 - 02
SCALE 1:300



3 PLAN - LEVEL 03 - 06
SCALE 1:300

GFA/FSR CALCS

GFA TOTAL	COMMERCIAL AREA	RESIDENTIAL AREA	TOTAL
GROUND	383	801	1184
1		1413	1413
2		1413	1413
3		841	841
4		841	841
5		841	841
6		841	841
TOTAL	383	6991	7374
SITE AREA		3687	
MAX GFA ALLOWED		7374.0	

Issue	Amendment	Date
G	ISSUE FOR SECTION 04.56	04.10.2020
E	TRAFFIC/WASTE AMENDMENTS	02.08.2017
D	TRAFFIC/WASTE AMENDMENTS	20.02.2017
C	AS PER COUNCIL TRAFFIC/WASTE REQ	01.06.2017
B	AS PER COMMENTS	24.03.2017
A	PRELIMINARY	29.02.2016

Client
GREAT WESTERN HWAY DEVELOPMENTS

Project
MIXED USE DEVELOPMENT
2 ROBILLIARD ST. MAYSHILL, NSW, AUSTRALIA

URBAN LINK
LVL 10, 11-13 DEANE ST, BURWOOD NSW 2134
P.O BOX 388 ENFIELD NSW 2135
P 02 97450 2014 F 02-9745 0984
E info@urbanlink.com.au
Nominated Architect
Ziad Boumelhem Reg. 8908
Joseph El Khoueiry Reg. 8933

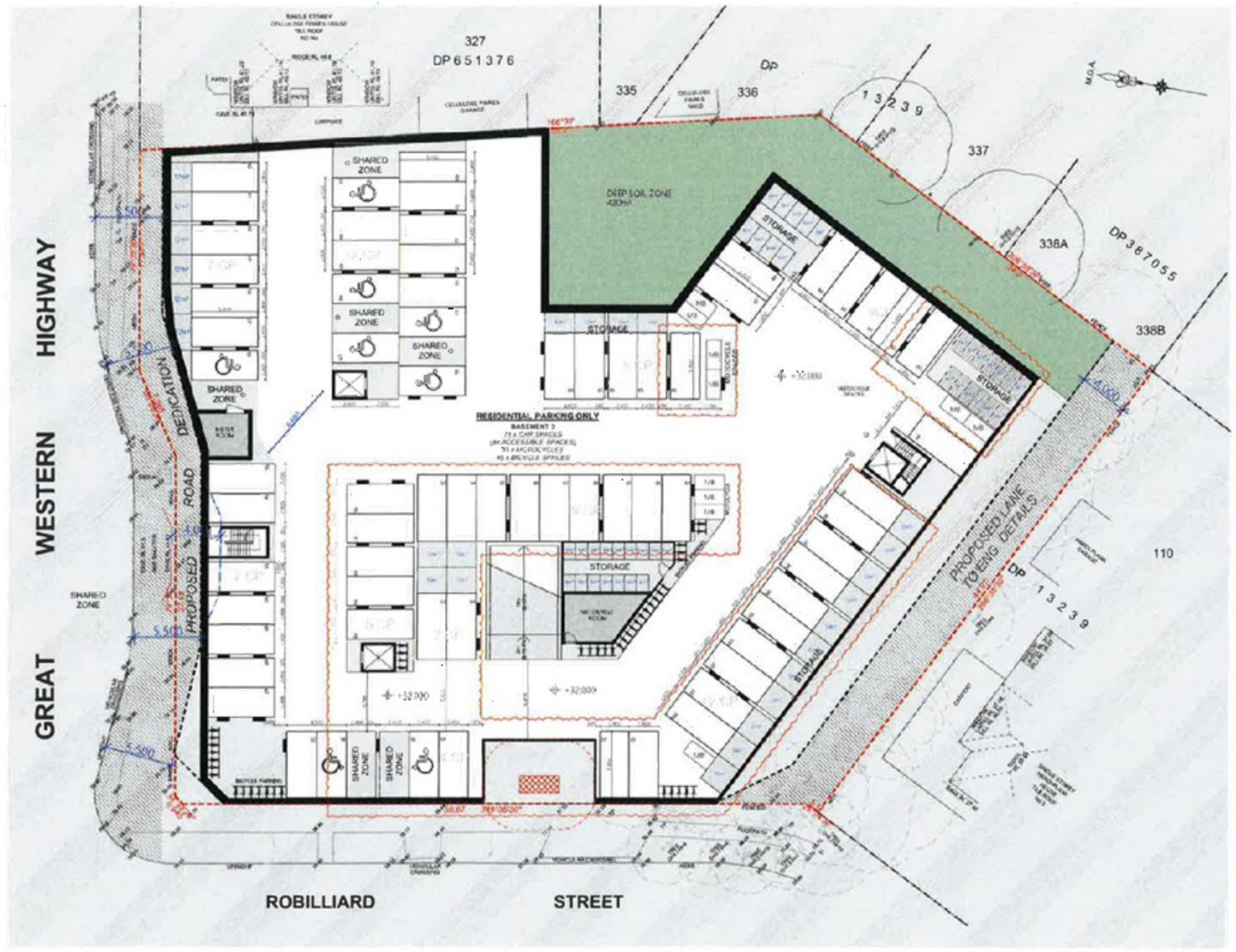
Drawing Title
COMPLIANCE
GFA DIAGRAMS

Date Generated 4/03/2020 | Drawn ER | Checked TJ
Scale 1:300 @ A1 sheet size
Project number 16-089 | Drawing number DA501 | Revision G

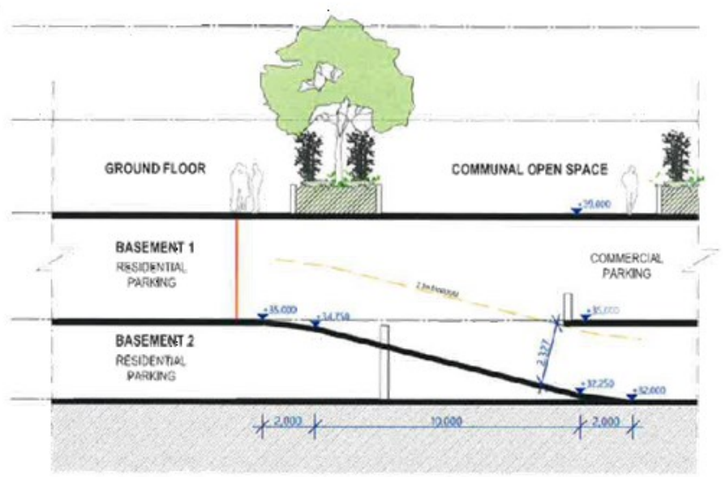
Status DEVELOPMENT APPLICATION


BURNETT STREET
GREAT WESTERN HIGHWAY
ROBILLIARD STREET
DP 1 3 2 3 9
327
DP 6 5 1 3 7 6
335
338A
338B
DEEP SOIL ZONE
SHARED ZONE
RESIDENTIAL PARKING ONLY
COMMERCIAL PARKING ONLY
LOADING BAY
PROPOSED ROAD DEDICATION
PROPOSED LANE TO ENG. DETAILS
FROM ROBILLIARD
DA001 PLAN - BASEMENT1
SCALE 1:200
GREAT WESTERN HWAY DEVELOPMENTS
MIXED USE DEVELOPMENT
1 ROBILLIARD ST. MAYSGILL, NSW, AUSTRALIA
URBAN LINK
FLOOR PLANS
BASEMENT 1
11/05/2020
ER
TJ
1:200
16-089
DA202
G
DEVELOPMENT APPLICATION

		CAR - PARKING DCP RATES			MINIMUM REQ.	PROPOSED
RESIDENTIAL		1 BED	2 BED	3 BED		
UNITS		10	68	6		
CAR-PARKS RATES		X 0.8	X1	X1.2		
CAR-PARKS REQUIRED		8	68	7.2	83.2	87
VISITOR PARKING	1/5UNITS				16.8	17
CAR WASH BAY					1	1
DISABLE PARKING	1/10UNITS				8.4	9
TOTAL RESIDENTIAL PARKING					101	101
COMMERCIAL						
PARKING RATES	SHOPS	(400/20)				
TOTAL RETAIL AREA		400			20	20
TOTAL COMMERCIAL PARKING						
LOADING SPACE					1	1
TOTAL COMMERCIAL PARKING					20+LOADING	21 + LOADING
MINIMUM REQUIRED						121
TOTAL PROPOSED						127



1 PLAN - BASEMENT 2
SCALE 1:200



3 BASEMENT RAMP SECTION 1:100

GREAT WESTERN HWAY DEVELOPMENTS

MIXED USE DEVELOPMENT
1 ROBILLIARD ST, MAYSHILL NSW, AUSTRALIA

URBAN LINK

FLOOR PLANS
BASEMENT 2

Date Released 4/03/2020 | Drawn ER | Checked TJ
Scale 1:200, 1:0.52, 1:100 @ A1 sheet size
Project number 16-089
Drawing number DA201 | Revision G
Status DEVELOPMENT APPLICATION





GREAT WESTERN HWAY DEVELOPMENTS

MIXED USE DEVELOPMENT

1 ROBILLIARD ST, MAYSHILL, NSW, AUSTRALIA

URBAN LINK

FLOOR PLANS
GROUND FLOOR PLAN

4/03/2020 | Drawn ER | Checked TJ

Scale 1:200 @ A1 sheet size

Project number 16-089 | Drawing number DA203 | Revision G

DEVELOPMENT APPLICATION



GREAT WESTERN HWAY DEVELOPMENTS

MIXED USE DEVELOPMENT

1 ROBILLIARD ST, MAYSHILL, NSW, AUSTRALIA

URBAN LINK

ELEVATIONS
WEST / NORTH (B) ELEVATIONS

Date Generated 22/06/2020 | Drawn ER | Checked TJ

Scale 1:100 @ A1 drawing

Project number 16-089

Drawing number DA303 | Revision H

DEVELOPMENT APPLICATION

DOCUMENTS ASSOCIATED WITH REPORT LPP041/20

Attachment 3

Endeavour Energy Letter of Approval Substation

Endeavour Energy

7 November 2017

Endeavour Energy Ref: UML8465 – 2017/04634/001
Customer Ref:

JDG CONSULTING
PO Box 8114
BAULKHAM HILLS BC NSW 2153

Attention: Stephen Allan

Dear Sir/Madam

UML8465 – LOT B,109,10-11, DP 367709,13239,1052755, Connection of Load Application: 1 Robilliard Street, MAYS HILL

Your Proposed Method of Supply has been assessed, and Endeavour Energy has determined the method of supply requirements as outlined in the enclosed Design Brief. Please use this Design Brief in preparation of the design package which you will submit for certification.

The design must comply with all the conditions specified in this document, the Terms and Conditions of Endeavour Energy's Model Standing Offer for a Standard Connection Service and all relevant Endeavour Energy standards and instructions.

This Design Brief is valid for three (3) months from the date of issue.

A final Determination of Funding and a Payment Advice for Ancillary Network Services Fees applicable to this phase of the project are attached.

Property tenure is required for this project.

The applicable bond for this project is:

Property Tenure Bond	*$20000.00*

A Payment Advice for the total bond required is attached. This Payment Advice along with the agreement to enter (Form FPJ 5013), signed by the owner, must be returned with the evidence of payment of the Property Tenure Bond.

Should you have any enquiries regarding your application please contact the undersigned.

Yours faithfully,

Romeo Cedino
Contestable Works Engineer
Ph: 9853 7845
Email: cwtech@endeavourenergy.com.au

7 November 2017

Endeavour Energy Ref: UML8465 – 2017/04634/001
Customer Ref:

Design Brief

Method Of Supply Requirement:
Development Details & Applicant's Assessed Load:
Application for connection of load for multi-dwellings with 84 units, 4 commercial shops (293.6 sqm) and 125 parking spaces located in 5 consolidated lots with Lot Nos. 10-11, 109 & B DP Nos. 1052755, 13239 & 367709, 1 Robilliard Street MAYS HILL. Applicant's proposed load is 700 Amps three phase.

Designers proposed method of supply:

HV

- Establish a new 1000kVA PM substation located onsite,
- Install two (2) feeder HV unit,
- Install a new HVUGOH at Pole 258214 and run a new 240mmsq 3C Al XLPE cable to the new PM substation,
- New PM substation is to be connected to Feeder B776 – Crimea St + Aux No 1 at Lenox Zone Sub.

LV

- New PM substation to have a 2500Amp circuit breaker to supply this new development.

Earthing

- Based on EDI100S03, Fairfield Zone Substation has CMEN established,
- Based on initial investigation we believe the new PM substation would have common earthing,
- Earthing for substation is to be confirmed during final design stage.

Endeavour Energy agrees with the proposal provided that the following conditions are met:

Capacity Planners' comment:

Agree with the establishment of a padmount substation at this location. As it is a redeveloped residential development in an urban area precinct plan, the supply method will be an underground solution for all existing overhead assets which are to

be removed. Refer (MDI0028 Am2) Asset Standards and Design Section 3.3

The Method of Supply is:

a) Install 3 feeder padmount substation to cater for the applicants load.

b) Break down HV cable from the UG/OH at pole 295923 and STJ a 240 sq mm Al XLPE 11kV cable from new padmount to it.

c) Lay a 240 sq mm Al XLPE 11kV cable from new the padmount and terminate on pole 258214 in Robilliard Street

d) Lay a 240 sq mm Al XLPE 11kV cable from the new padmount and terminate at pole 560174 in Great Western Highway.

e) Convert LV and SL mains to UG construction along frontages of Great Western Highway and Robilliard Street.

f) Remove all HV, LV and SL overhead conductors associated with this project.

g) Duct the frontages and road crossings with 4 x 125 mm ducts.

Note: A sketch of this arrangement (cables and ducts) has been prepared by the Capacity Planner and saved as pdf with file name '**CAMS UML8465 sketch**' and form part of this Design Brief.

PM Substation

The total load required is 700 Amps (485 kVA) three phase only. Therefore this development will only require:

- a 500 kVA PM substation, HV Swgr – RTRR and LV Swgr - 1250 Amp LV CB (provide street back-up if applicable - N/O fuse).

Street Lightings

- Street Lightings installation should be in accordance with Council requirement, AS/NZS 1158 and Endeavour Energy Requirement.

Earthing

- Earthing to meet the requirement of EDI 100.

Others

- Ducts requirements, HV and LV reticulation should be in accordance with MCI0006 and MDI0028.

The scope of works shall be undertaken in accordance with all Endeavour Energy relevant policies, regulations and network standards.

All service works shall comply with the NSW Service and Installation Rules.

Determination of Funding

Endeavour Energy Supplied Materials:

NIL

Endeavour Energy Funded and Constructed:

NIL

Endeavour Energy Funded and Customer (ASP L1) Constructed – Reimbursement Paid by Endeavour Energy:

Capital contribution:

- 1 x 500 kVA, 11 kV padmount substation including transformer, HV/LV switchgear, cubicle plinth and culvert.

Reimbursements to be paid to Endeavour Energy by Customer:

Reuse of any spare ducts previously funded by Endeavour Energy or other developer other than this developer.

Customer Funded Non-Contestable Works:

Network switching, substation commissioning, contract inspection and ancillary fees.

Customer Funded Contestable Works:

All other works required.

PAYMENT ADVICE/PRO FORMA INVOICE

ANCILLARY NETWORK SERVICES FEES

Endeavour Energy

ABN 11 247 365 823

Applicant: GWH Developments Group Pty Ltd
Address:
NSW

Project Address: 1 Robilliard Street
MAYS HILL NSW

(Your Ref:)

Fees and Charges quoted in this letter are valid for 3 months Endeavour Energy reserves the right to amend the fees and charges at any time subject to any regulatory approval.

The required AER Monopoly fees and charges consist of:-

Administration Fee	17-10-2017	$319.67
Design Certification Fee	17-10-2017	$3417.70
Design Information Fee	17-10-2017	$3417.70
Standard Connection Offer Fee	17-10-2017	$274.06
Total		$7429.13

Total Amount Due: $ 7429.13 GST inclusive

Please follow the payment instructions below to avoid unnecessary delay in processing your payment.

Endeavour Energy's preferred method of payment is EFT.
BSB: 012-003 Account Number: 8376 89858

Please quote our reference UML8465 in the EFT transaction reference field
Please email a copy of the remittance to remittances@endeavourenergy.com.au

Payment made by cheque will also be accepted.
Credit Cards will not be accepted
Cheque to be made payable to ENDEAVOUR ENERGY

Please attach the cheque with this form and post to:
PO Box 811, SEVEN HILLS NSW 1730

Your Tax Invoice will be forwarded to you upon the receipt of your payment.

PAYMENT ADVICE/PRO FORMA INVOICE

BOND

Endeavour Energy

ABN 11 247 365 823

Applicant (Name) JDG CONSULTING
Address: PO Box 8114
BAULKHAM HILLS BC NSW 2153

Project Reference: **UML8465**
Project Address: Lot B,109,10-11, DP 367709,13239,1052755, 1 Robilliard Street
MAYS HILL

PROPERTY TENURE BOND

This Payment Advice is valid for 3 months. Endeavour Energy reserves the right to amend the fees and charges at any time.

Payment Required:-

Property Tenure Bond	*$20000.00*

Total Amount Due: $20000.00 GST exempt

To avoid unnecessary delay in processing your payment, please attach the unconditional bank guarantee or cheque to this form and post to:
PO Box 811, Seven Hills NSW 1730

Please note: Endeavour Energy's preferred method of bond payment is by bank guarantee in favour of Endeavour Energy Network Operator Partnership ABN 11 247 365 823.

Payment may also be made by cheque payable to ENDEAVOUR ENERGY

EFT & Credit Cards will not be accepted for bond payments.

Your Tax Invoice/Receipt will be forwarded to you for cheque payments only.

DOCUMENTS ASSOCIATED WITH REPORT LPP041/20

Attachment 4

Previous Development Consents

CUMBERLAND
CITY COUNCIL

ModRef: MOD2020/0085

10 June 2020

Mr E Moujalli
3.01 14 Lexington Drive
BELLA VISTA NSW 2153

Dear Sir/ Madam,

Application No. MOD2020/0085

Property: 1 Robilliard Street MAYS HILL NSW 2145

Legal Description: Lot 100 DP 1256634

Council is pleased to advise that the above Modification Application has been approved subject to conditions (attached).

You are reminded that no work can commence until a Construction Certificate has been issued.

In order to obtain a Construction Certificate your attention is drawn to the need to comply with the conditions of Development Consent (as amended). Stamped Construction Certificate plans can only be obtained once all conditions are complied with.

Please Note: Any breaches of your development consent conditions may result in enforcement action being commenced by Council. This can include fines and/or legal proceedings. Please ensure conditions are fully complied with at all times.

Any further enquiries should be directed to Olivia Yana on 8757 9000 between 8.30am and 4.30pm, Monday to Friday.

Yours faithfully,

Jai Shankar
ACTING EXECUTIVE MANAGER DEVELOPMENT AND BUILDING

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

Welcome *Belong* Succeed

CUMBERLAND CITY COUNCIL

MODIFICATION APPLICATION NOTICE OF DETERMINATION

Under the *Environmental Planning and Assessment Act, 1979*
(Section (4.55(2))

Modification Application No:	MOD2020/0085
Applicant:	Mr E Moujalli 3.01 14 Lexington Drive BELLA VISTA NSW 2153
Property Description:	1 Robilliard Street MAYS HILL NSW 2145
Development:	Section 4.55(2) application for various modifications to approved mixed use development including addition of a substation, reconfiguration of basement car park, residential units and commercial suites, changes to external finishes and increase in height of lift overrun

Determination
Pursuant to Section 4.55 (2) of the Act, Council advises that the modification application has been determined by:

- **Granting of Consent** subject to the conditions attached on the following page(s)

Determination Date:	10 June 2020
By:	Cumberland Local Planning Panel

Right of Appeal
Section 8.9 and 8.10 of the Environmental Planning & Assessment Act 1979 allows an applicant dissatisfied with Council's determination of this application a right of appeal to the Land and Environment Court within 12 months of the date of determination.

Section 8.3 of the Act provides that an applicant may request, within 28 days of the date of this determination, that the Council review its determination (this does not apply to designated development). A fee is required for this review.

Jai Shankar
ACTING EXECUTIVE MANAGER DEVELOPMENT AND BUILDING

Date: 10 June 2020

CUMBERLAND CITY COUNCIL
Modification Application Notice of Determination
Under the Environmental Planning and Assessment Act 1979 (Section (4.55 (2))

CONDITIONS OF APPROVAL

Accordingly, Development Consent DA2016/499/1 is amended as follows:

Condition 2 is amended to read as follows:

2. Development shall take place in accordance with the attached endorsed plans:

- Architectural plans prepared by Urban Link, Project No. 16-089, Drawing No. DA102, Issue A, dated 2 November, 2016, Drawing No's. DA201 – DA204, all Revision E, all dated 2 August, 2017, Drawing No's. DA205 and DA206, both Revision B, both dated 28 March, 2017, Drawing No's. DA220 – DA223, all Revision E, all dated 2 August, 2017, Drawing No's. DA224, DA225 and DA301, Revision B, dated 28 March, 2017, Drawing No's. DA302 - DA304, all Issue E, all dated 2 August, 2017, Drawing No's. DA401 and DA402, both Revision E, both dated 2 August, 2017, Drawing No. DA506, Issue A, dated 2 November, 2016, Drawing No. DA510, Revision A and Drawing No. DA510, Revision B, both dated 28 March, 2017;

- Landscape plans prepared by Site Image Landscape Architects, Job No. SS16-3345, Drawing No's. 000, 102 and 103, all Issue B, all dated 28 March, 2017 and Drawing No. 501, Issue A, dated 25 October, 2016;

- Stormwater plans prepared by Xavier Knight Consulting Engineers Pty Ltd, Job No. 160907, Drawing No. C000, Revision 01, dated 21 October, 2016, Drawing No. C100, Revision 02, dated 28 March, 2017, Drawing No's. C101, C102 and C200, all Revision 01, dated 21 October, 2016, Drawing No. C201, Revision 02, dated 28 March, 2017, Drawing No. C202, Revision 01, dated 21 October, 2016 and Drawing No. C250, Revision 02, dated 28 March, 2017 (OSD 2016-337);

- Sediment and Erosion Control plans prepared by Xavier Knight Consulting Engineers Pty Ltd, Drawing No's. SE01 and SE02 (inclusive), both Revision 01, both dated 21 October, 2016;

- Waste Management Plan prepared by Urban Link Pty Ltd, dated 2 November, 2016;

- Acoustic Report prepared by Acoustic Logic, Project No. 20170304.1, Document Reference No. 20170304.1/1303A/R0/BW, Revision 0, dated 13 March, 2017;

- Acoustic Correspondence (Review of Mechanical Proposal) prepared by Acoustic Logic, Document Reference No. 20170304.1/1907A/R0/BW, dated 19 July, 2017;

- Statement of Design Intent for Installation prepared by CME Building Services Design Pty Ltd, dated 18 July, 2017;

- Email correspondence (in relation to noise impact) provided by Benjamin White, dated 14 June, 2017

- Arboricultural Impact Assessment Report prepared by Priority Tree Services, Reference No. 16/10/13/1RSMH, Revision 1, dated 13 October, 2016;

- Access Report prepared by PSE Access Consulting, dated 22 November, 2015;

- Traffic Impact Report prepared by Solution Traffic Engineers, Revision 1.5, dated July, 2017;

- Schedule of External Colours and Finishes prepared by Urban Link, Project No. 16-089, Drawing No. DA604, dated 2 November, 2016;

- BASIX Certificate No. 689230M_03, dated 1 November, 2016; and

CUMBERLAND COUNCIL
Development Application Notice of Determination
Under the Environmental Planning and Assessment Act 1979 (Section 4.55(2))

- Roads and Maritime Services comments – Reference SYD16/00255/02, dated 11 January, 2017;

As amended by plans approved under DA 2016/499/3, dated 4 November 2019:

- Architectural plans prepared by Urban Link, Project No. 16-089, Drawing No.'s DA204, DA301, DA302, DA303 and DA401, all Revision F, all dated 1 October 2019.

As amended by plans approved under M2016/499/2, dated 6 March 2020:

- Architectural plans prepared by Urban Link, Project No. 16-089, Drawing No.'s DA202 and DA203, all Revision F, and Drawing No. DA302, Revision G, all dated 6 December 2019;
- Landscape plans prepared by Site Image Landscape Architects, Job No. SS16-3345, Drawing No's. 000 and 102, all Issue C, all dated 6 January 2020;
- Stormwater plans prepared by Xavier Knight Consulting Engineers Pty Ltd, Job No. 171004, Drawing No.'s C100, C101, C102, C104, C105, C106 and C106A, all Revision 3, all dated 27 February 2020 (OSD 2020-012);

a) As amended in red by Council. The above amendments are to be incorporated in the Construction Certificate plans.

As amended by the following plans approved by the subject s4.55(2) application MOD2020/0085, dated 10 June 2020:

- Architectural plans prepared by Urban Link, Project No. 16-089, Drawing No.'s DA201, DA203, DA204, DA205, DA206, DA301, DA302, DA303, and DA401, all Revision G, all dated 4 March 2020; Drawing No. DA402, Revision F, dated 4 March 2020; and Drawing No. DA202, Revision H, dated 11 May 2020; and
- BASIX Certificate No. 689230M_05, dated 3 June 2020;

a) As amended in red by Council. The above amendments are to be incorporated in the Construction Certificate plans.

Conditions 16 a), 39 a) and 39 b) are inserted as follows:

16. a) Prior to the issue of a Construction Certificate, a monetary contribution imposed under section 94 of the *Environmental Planning and Assessment Act 1979* and Holroyd Section 94 Development Contributions Plan 2013 for additional 9m² of commercial gross floor area (GFA) is to be paid to Council. At the time of this development consent, the current rate of the contribution for the additional 9m² of the commercial gross floor area is $234.00. The amount of the contribution will be determined at the time of payment in accordance with the relevant s94 Contributions Plan in force at that time. A copy of the *Holroyd Section 94 Development Contributions Plan 2013* can be viewed on Council's website at www.cumberland.nsw.gov.au or inspected at Council's Civic Centre located at 16 Memorial Avenue, Merrylands between the hours of 8am and 4.30pm Monday to Friday.

Note: The contributions payable under this consent are in addition to the contributions that must be paid pursuant to condition 16.

39. a) A building information certificate must be obtained from Council for any unauthorised works sought under MOD2020/0085 that have been completed prior to the issue of the subject development consent.

39. b) Amended plans/documents shall be submitted to the Principal Certifying Authority (PCA) prior to the issue of a Construction Certificate addressing the following matters:

i. The emergency fire exit door located on the ground level be relocated inward for at least 1m.

CUMBERLAND COUNCIL
Development Application Notice of Determination
Under the Environmental Planning and Assessment Act 1979 (Section 4.55(2))

Condition 37 is deleted.

Condition 164 is amended to read as follows.

164. A maximum of 120 car parking spaces, numbered and line marked in accordance with the endorsed plan, are to be made available at all times for residents and visitors' vehicles only in conjunction with the occupation of the building/premises as follows.
- 19 commercial car spaces;
- 101 residential car spaces, including 84 resident's and 17 visitor's car spaces.
  Note: one (1) residential accessible car space shall be provided for each of the adaptable unit.

Conditions 194 and 195 are inserted as follows.

194. The substation is to be retained in the location indicated on the current approval dated 13 September 2017 with the level of the substation floor being lowered to footpath level and the area where the substation and its pad are shown in the amended plans is to be landscaped.

195. The maximum height of the proposed development shall be A.H.D. 62.20m. A survey report is to be provided to the Principal Certifier prior to the issue of any occupation certificate confirming the building does not exceed this height.

All other conditions of Development Consent 2016/499/1 and as amended remain unchanged.

Note: This determination notice is strictly for the changes sought under the subject modification application MOD2020/0085. No approval is granted or implied for any other works/changes proposed to the subject development.

DOCUMENTS ASSOCIATED WITH REPORT LPP041/20

Attachment 5

Appendix A - State Environmental Planning Policy No. 65 –Design Quality of Residential Apartment Development

APPENDIX A

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

The relevant objectives and provisions of State Environmental Planning Policy No. 65 –Design Quality of Residential Apartment Development have been considered in the following assessment table:

No.	Clause	Comment	Yes	No	N/A
Part 3 – Sitting the Development					
3A	**Site Analysis**				
3A-1	Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context.	A site analysis plan has been submitted in the original assessment. Satisfactory, as approved.	☒	☐	☐
3B	**Orientation**				
3B-1	Building types and layouts respond to the streetscape and site while optimising solar access within the development.	As approved.	☒	☐	☐
3B-2	Overshadowing of neighbouring properties is minimised during mid-winter.	Addressed in original assessment.	☒	☐	☐
3C	**Public Domain Interface**				
3C-1	Transition between private and public domain is achieved without compromising safety and security.	As approved.	☒	☐	☐
3D	**Communal and Public Open Space**				
3D-1	Communal open space has a minimum area equal to 25% of the site.	Required: 3687m² x 0.25 = 921.75m² Approved: 974.731m² Proposed: 21m² of area is deducted from COS for the new location of substation 953.731/3687 = 25.86% - complies	☒	☐	☐
	Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid-winter).	As approved.	☒	☐	☐
3D-2	Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting.		☒	☐	☐
3D-3	Communal open space is designed to maximise safety.	Fencing/balustrade provided.	☒	☐	☐
3D-4	Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood.		☐	☐	☒
3E	**Deep Soil Zones**				
3E-1	Deep soil zones are to meet the following minimum requirements:	260.8m² - as existing	☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
	7% (258.09m²)				
3F	**Visual Privacy**				
3F-1	Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.				
	Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows: **Building Height** = 12m / 4 storeys - Habitable Rm / Balc = 6m - Non-Habitable Rm = 3m **Building Height** = 25m / 5-8 storeys - Habitable Rm / Balc = 9m - Non-Habitable Rm = 4.5m Note: Separation distances between buildings on the same site should combine required building separations depending on the type of room. Gallery access circulation should be treated as habitable space when measuring privacy separation distances between neighbouring properties.	As approved in original assessment – no changes proposed	☒	☐	☐
3G	**Pedestrian Access and Entries**				
3G-1	Building entries and pedestrian access connects to and addresses the public domain.	Satisfactory, as approved.	☒	☐	☐
3G-2	Access, entries and pathways are accessible and easy to identify.	Satisfactory, as approved.	☒	☐	☐
3G-3	Large sites provide pedestrian links for access to streets and connection to destinations.		☐	☐	☒
3H	**Vehicle Access**				
3H-1	Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes.	Vehicle entry is separate from pedestrian entry.	☒	☐	☐
3J	**Bicycle and Car Parking**				
	For development in the following locations: • on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or • on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a	See assessment in HDCP 2013 table at Appendix C.	☐	☐	☒

No.	Clause	Comment	Yes	No	N/A
	nominated regional centre, The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less. The car parking needs for a development must be provided off street.				
3J-2	Parking and facilities are provided for other modes of transport.		☒	☐	☐
3J-3	Car park design and access is safe and secure.		☒	☐	☐
3J-4	Visual and environmental impacts of underground car parking are minimised.		☒	☐	☐
3J-5	Visual and environmental impacts of on-grade car parking are minimised.		☐	☐	☒
3J-6	Visual and environmental impacts of above ground enclosed car parking are minimised.		☐	☐	☒
Part 4 – Designing the Building					
4A	**Solar and Daylight Access**				
4A-1	To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space.		☒	☐	☐
	Design Criteria				
	Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas.	As approved – no changes.	☒	☐	☐
	A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid-winter.	As approved – no changes.	☒	☐	☐
4A-2	Daylight access is maximised where sunlight is limited.		☒	☐	☐
4A-3	Design incorporates shading and glare control, particularly for warmer months.		☒	☐	☐
4B	**Natural Ventilation**				
4B-1	All habitable rooms are naturally ventilated.		☒	☐	☐
4B-2	The layout and design of single aspect apartments maximises natural ventilation.		☒	☐	☐
4B-3	The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents.		☒	☐	☐
	Design Criteria				
	At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and	As approved – no changes.	☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
	cannot be fully enclosed.				
	Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line.	N/A	☐	☐	☒
4C	**Ceiling Heights**				
4C-1	Ceiling height achieves sufficient natural ventilation and daylight access.		☒	☐	☐
	Design Criteria				
	Measured from finished floor level to finished ceiling level, minimum ceiling heights are: **Min. Ceiling Height** - Habitable Rm = 2.7m - Non-Habitable Rm = 2.4m These minimums do not preclude higher ceilings if desired.	Min. 2.7m, as approved.	☒	☐	☐
4C-2	Ceiling height increases the sense of space in apartments and provides for well-proportioned rooms.		☒	☐	☐
4C-3	Ceiling heights contribute to the flexibility of building use over the life of the building.		☒	☐	☐
4D	**Apartment Size and Layout**				
4D-1	The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity.		☒	☐	☐
	Design Criteria				
	Apartments are required to have the following minimum internal areas: **Min. Internal Area** - Studio = 35m² - 1 b/r unit = 50m² - 2 b/r unit = 70m² - 3 b/r unit = 90m² The minimum internal areas include only one bathroom. Additional bathrooms increase the minimum internal area by 5m² each. A fourth bedroom and further additional bedrooms increase the minimum internal area by 12m² each.	All units meet the minimum ADG sizes, as approved.	☒	☐	☐
	Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.	Every habitable room has a window in an external wall with minimum glass area, as approved.	☒	☐	☐
4D-2	Environmental performance of the apartment is maximised.		☒	☐	☐
	Design Criteria				
	Habitable room depths are limited to a maximum of 2.5 x the ceiling height.	The proposed development complies with this requirement, as approved.	☒	☐	☐
	In open plan layouts (where the	No changes – as approved.	☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
	living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.				
4D-3	Apartment layouts are designed to accommodate a variety of household activities and needs.		☒	☐	☐
	Master bedrooms have a minimum area of 10m² and other bedrooms 9m² (excluding wardrobe space).	Satisfactory, as approved.	☒	☐	☐
	Bedrooms have a minimum dimension of 3m (excluding wardrobe space).	Satisfactory, as approved.	☒	☐	☐
	Living rooms or combined living/dining rooms have a minimum width of: • 3.6m for studio and 1 bedroom apartments. • 4m for 2 and 3 bedroom apartments.	Satisfactory, as approved.	☒	☐	☐
	The width of cross-over or cross-through apartments are at least 4m internally to avoid deep narrow apartment layouts.	N/A	☐	☐	☒
4E	**Private Open Space and Balconies**				
4E-1	Apartments provide appropriately sized private open space and balconies to enhance residential amenity.		☒	☐	☐
	Design Criteria				
	All apartments are required to have primary balconies as follows: **Min. Balcony Areas / Depths** - Studio = 4m³ / no min. depth - 1 b/r unit = 8m³ / 2m - 2 b/r unit = 10m³ / 2m - 3 b/r unit = 12m³ / 2.4m The minimum balcony depth to be counted as contributing to the balcony area is 1m.	Satisfactory, as approved.	☒	☐	☐
	For apartments at ground level or on a podium or similar structure, a private open space is provided instead of a balcony. It must have a minimum area of 15m² and a minimum depth of 3m.	Satisfactory, as approved.	☒	☐	☐
4E-2	Primary private open space and balconies are appropriately located to enhance liveability for residents.		☒	☐	☐
4E-3	Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building.		☒	☐	☐
4E-4	Private open space and balcony design maximises safety.		☒	☐	☐
4F	**Common Circulation and Spaces**				
4F-1	Common circulation spaces achieve good amenity and properly service the number of apartments.		☒	☐	☐
	Design Criteria				
	The maximum number of apartments off a circulation core on a single level is eight.	Satisfactory, as approved.	☒	☐	☐
	For buildings of 10 storeys and over, the maximum number of	N/A	☐	☐	☒

No.	Clause	Comment	Yes	No	N/A
	apartments sharing a single lift is 40.				
	Daylight & natural ventilation to be provided to CCS above ground level. Windows should be at ends of corridors or next to core.	N/A	☐	☐	☒
4F-2	Common circulation spaces promote safety and provide for social interaction between residents.		☒	☐	☐
4G	**Storage**				
4G-1	Adequate, well designed storage is provided in each apartment.		☒	☐	☐
	Design Criteria				
	In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided: **Min. Storage Areas** - Studio = 4m³ - 1 b/r unit = 6m³ - 2 b/r unit = 8m³ - 3 b/r unit = 10m³ At least 50% of the required storage is to be located within the apartment.	As approved.	☒	☐	☐
4G-2	Additional storage is conveniently located, accessible and nominated for individual apartments.		☒	☐	☐
4H	**Acoustic Privacy**				
4H-1	Noise transfer is minimised through the sitting of buildings and building layout.	As approved.	☒	☐	☐
4H-2	Noise impacts are mitigated within apartments through layout and acoustic treatments.		☒	☐	☐
4J	**Noise and Pollution**				
4J-1	In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful sitting and layout of buildings.		☒	☐	☐
4J-2	Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission.		☒	☐	☐
4K	**Apartment Mix**				
4K-1	A range of apartment types and sizes is provided to cater for different household types now and into the future.		☒	☐	☐
4K-2	The apartment mix is distributed to suitable locations within the building.		☒	☐	☐
4L	**Ground Floor Apartments**				
4L-1	Street frontage activity is maximised where ground floor apartments are located.		☒	☐	☐
4L-2	Design of ground floor apartments delivers amenity and safety for residents.		☒	☐	☐
4M	**Façades**				
4M-1	Building facades provide visual interest along the street while respecting the character of the local area.		☒	☐	☐
4M-2	Building functions are expressed by the façade		☒	☐	☐
4N	**Roof Design**				
4N-1	Roof treatments are integrated into the building design and positively respond to the street.		☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
4N-2	Opportunities to use roof space for residential accommodation and open space are maximised.		☐	☐	☒
4N-3	Roof design incorporates sustainability features.		☐	☐	☒
4O	**Landscape Design**				
4O-1	Landscape design is viable and sustainable.		☒	☐	☐
40-2	Landscape design contributes to the streetscape and amenity.		☒	☐	☐
4P	**Planting on Structures**				
4P-1	Appropriate soil profiles are provided.		☒	☐	☐
4P-2	Plant growth is optimised with appropriate selection and maintenance.		☒	☐	☐
4P-3	Planting on structures contributes to the quality and amenity of communal and public open spaces.		☒	☐	☐
4Q	**Universal Design**				
4Q-1	Universal design features are included in apartment design to promote flexible housing for all community members.		☒	☐	☐
4Q-2	A variety of apartments with adaptable designs are provided.		☒	☐	☐
4Q-3	Apartment layouts are flexible and accommodate a range of lifestyle needs.		☒	☐	☐
4R	**Adaptive Reuse**				
4R-1	New additions to existing buildings are contemporary and complementary and enhance an area's identity and sense of place.		☐	☐	☒
4R-2	Adapted buildings provide residential amenity while not precluding future adaptive reuse.		☐	☐	☒
4S	**Mixed Use**				
4S-1	Mixed use developments are provided in appropriate locations and provide active street frontages that encourage pedestrian movement.		☒	☐	☐
4S-2	Residential levels of the building are integrated within the development, and safety and amenity is maximised for residents.		☒	☐	☐
4T	**Awnings and Signage**				
4T-1	Awnings are well located and complement and integrate with the building design.		☒	☐	☐
4T-2	Signage responds to the context and desired streetscape character.		☐	☐	☒
4U	**Energy Efficiency**				
4U-1	Development incorporates passive environmental design.	The development is considered satisfactory with regard to solar access and cross-ventilation. Satisfactory, as approved.	☒	☐	☐
4U-2	Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer.		☒	☐	☐
4U-3	Adequate natural ventilation minimises the need for mechanical ventilation.		☒	☐	☐
4V	**Water Management and Conservation**				
4V-1	Potable water use is minimised.		☒	☐	☐
4V-2	Urban stormwater is treated on site before being discharged to receiving waters.		☒	☐	☐
4V-3	Flood management systems are integrated into site design.		☒	☐	☐
4W	**Waste Management**				
4W-1	Waste storage facilities are designed to minimise impacts on the streetscape, building entry and amenity of residents.		☒	☐	☐
4W-2	Domestic waste is minimised by providing safe and convenient source separation and recycling.		☒	☐	☐
4X	**Building Maintenance**				
4X-1	Building design detail provides protection from weathering.		☒	☐	☐
4X-2	Systems and access enable ease of maintenance.		☒	☐	☐
4X-3	Material selection reduces ongoing maintenance costs.		☒	☐	☐

DOCUMENTS ASSOCIATED WITH REPORT LPP041/20

Attachment 6

Appendix B - Holroyd LEP 2013

APPENDIX B

The proposal is defined as a '*shop top housing*'. An assessment against the relevant Holroyd LEP 2013 clauses is provided in the table below:

No.	Clause	Comment	Comply
	Zone B6 – Enterprise Corridor **1 Objectives of zone** • To promote businesses along main roads and to encourage a mix of compatible uses. • To provide a range of employment uses (including business, office, retail and light industrial uses). • To maintain the economic strength of centres by limiting retailing activity. • To provide for residential uses, but only as part of a mixed use development **2 Permitted without consent** Home occupations **3 Permitted with consent** Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Environmental protection works; Exhibition homes; Home businesses; Home industries; Hostels; Kiosks; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop top housing **4 Prohibited** Any development not specified in item 2 or 3	The proposal is for shop top housing which is a permissible land use within the zone with consent.	Yes
4.3	**Height of Buildings –** **23m – fronting Great Western Highway (Building A)** **17m – middle section (part Building B) 15m – facing Robilliard Street (part Building B)** (1) The objectives of this clause are as follows: (a) to minimise the visual impact of development and ensure sufficient solar access and privacy for	No modification proposed to the approved building heights.	N/A

No.	Clause	Comment	Comply
	neighbouring properties, (b) to ensure development is consistent with the landform, (c) to provide appropriate scales and intensities of development through height controls. (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.		
4.4	**Floor Space Ratio – 2:1** (1) The objectives of this clause are as follows: (a) to support the viability of commercial centres and provide opportunities for economic development within those centres, (b) to facilitate the development of a variety of housing types, (c) to ensure that development is compatible with the existing and desired future built form and character of the locality, (d) to provide a high level of amenity for residential areas and ensure adequate provision for vehicle and pedestrian access, private open space and landscaping. (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.	Proposed 2:1, 7374m²	Yes
4.6	**Exceptions to Development Standards**	Not applicable.	N/A
5.10	**Heritage conservation**	The site does not contain any heritage items and is not within a heritage conservation area. There are no heritage items located within the visual catchment of the subject site.	N/A
6.1	**Acid Sulfate Soils**	The site is not affected by Acid Sulfate Soils.	N/A
6.2	**Earthworks**	Appropriate conditions were imposed as part of the original consent.	Yes
6.3	**Essential Services**	The proposed relocation of substation is satisfactory.	Yes

No.	Clause	Comment	Comply
6.4	**Flood planning**	The site is not affected by flooding.	N/A
6.5	**Terrestrial Biodiversity**	There is no evidence of any terrestrial biodiversity on the site.	N/A
6.7	**Stormwater Management**	Appropriate conditions were imposed as part of the original consent.	Yes
6.8	**Salinity**	Appropriate conditions were imposed as part of the original consent.	Yes

DOCUMENTS ASSOCIATED WITH REPORT LPP041/20

Attachment 7

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					
1	**Subdivision**				
	Not Applicable		☐	☐	☒
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.	As approved.	☒	☐	☐
	Avoid services/facilities in road reserve, existing trees, pedestrian crossing, pram ramps etc.	As approved.	☒	☐	☐
	Corner sites VC to be min. 6m from the tangent point.	As approved.	☒	☐	☐
	Corner sites require 3m x 3m (residential) and 4m x 4m (commercial) splay corner to be dedicated.	As approved.	☒	☐	☐
2.7	**Road Widening**				
	Provided as approved.		☒	☐	☐
3	**Car Parking**				
3.1	**Minimum Parking Spaces**				
	Car Parking Studio / 1 bedroom 0.8 spaces 2 bedroom 1.0 space 3 bedroom 1.2 spaces 4+ bedroom 1.5 spaces Visitor / dwelling 0.2 spaces Commercial: 1/20m²	Required: Residential - 83.2~84 spaces Visitor – 16.8~17 spaces Commercial (380/2) – 19 spaces Total = 120 spaces Approved under MOD2020/0085 = 120 spaces, no changes Due to the relocation of substation, conditions are to be imposed to ensure the car parking arrangement will comply with the relevant Australian Standards.	☒	☐	☐
	Bicycle Parking - 0.5 per Studio / 1 b/r - 0.5 per 2 b/r - 0.5 per 3+ b/r - 0.1 per unit for visitors	Required – 43 spaces Provided – 55 spaces, as approved	☒	☐	☐
3.3	**Car Parking, Dimensions & Gradient**				
	Council's Traffic Engineer has assessed the submitted plans and documentation and advised the proposal satisfactory, subject to conditions as discussed above.		☒	☐	☐
3.5	**Access, Maneuvering and Layout**				
	Driveways shall be setback a minimum of 1.5m from the side boundary.	As approved.	☒	☐	☐
3.6	**Parking for the Disabled**				
	1 accessible space shall be provided per	Required: 13 residential	☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
	adaptable unit.	spaces and 3 commercial spaces, subject to conditions			
4	**Tree and Landscape Works**				
	Tree removals have been accompanied with arborist report and found to be satisfactory, as approved.		☒	☐	☐
5	**Biodiversity**				
	There is no evidence of any terrestrial biodiversity on the site.		☐	☐	☒
6	**Soil Management**				
6.1	**Retaining Walls**				
	Condition imposed as per original consent.		☒	☐	☐
6.2	**Site Contamination and Land Filling**				
	Satisfactory, as approved.		☒	☐	☐
6.3	**Erosion and Sediment Control Plan**				
	Subject to conditions.		☒	☐	☐
7	**Stormwater Management**				
	Satisfactory, subject to conditions.		☒	☐	☐
8	**Flood Prone Land**				
	Not flood affected.		☐	☐	☒
9	**Managing External Road Noise**				
	Satisfactory, as approved.		☒	☐	☐
10	**Safety and Security**				
	The design is considered to be satisfactory from a safety and security perspective, as approved.		☒	☐	☐
11	**Waste Management**				
11.3	**Residential Land Use Waste Management**				
	Satisfactory, as approved.		☒	☐	☐
12	**Services**				
	Relocation of substation is considered satisfactory.		☒	☐	☐
PART C – COMMERCIAL DEVELOPMENT					
1.1	**Lot Size and Frontage**				
	Min. lot frontage for Zone B2, B4, B5 and B6 is: • Up to 3 storeys – 20m • 4-8 storeys – 26m • ≥9 storeys – 32m No minimum lot frontage applicable in Zone B1.	Max 7 storey facing Great Western Highway with frontage of 53.11m, as approved.	☒	☐	☐
	Commercial development is not permitted on battleaxe lots.	Not a battle-axe lot.	☐	☐	☒
	Council may require consolidation of more than 1 existing allotment to meet the DCP.	N/A	☐	☐	☒
	Proposals that cannot be amalgamated shall: • Provide two written independent valuations representing the affected sites value. • Provide evidence that a reasonable offer has been made to the affected owners. Demonstrate how future development on the isolated sites will achieve vehicle access, basement parking and appropriate built form.	N/A	☐	☐	☒
1.2	**Floor Area**				
	Bulky good development: bulky goods	No bulky goods proposed.	☐	☐	☒

<table>
<tr><th>No.</th><th>Clause</th><th>Comment</th><th>Yes</th><th>No</th><th>N/A</th></tr>
<tr><td></td><td>shall occupy min. 60% TFA.</td><td></td><td></td><td></td><td></td></tr>
<tr><td></td><td>Food and drink premises in Zone B6: Max. GFA 1000m².</td><td>No food and drink premises proposed.</td><td>☐</td><td>☐</td><td>☒</td></tr>
<tr><td></td><td>Shops in Zone B1: Max. GFA 1000m².</td><td>The site is zoned B2.</td><td>☐</td><td>☐</td><td>☒</td></tr>
<tr><td></td><td colspan="5">Building Use</td></tr>
<tr><td></td><td>Commercial development shall be located at street level, fronting the primary street, and where possible the secondary street.</td><td>Commercial component located at ground level, as approved.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td></td><td>Residential development is permitted at ground floor in Zone B1 and B6.</td><td>No residential units are proposed on ground level in zone B6.</td><td>☐</td><td>☐</td><td>☒</td></tr>
<tr><td></td><td>Residential development is not permitted at ground floor in Zone B2 and B4.</td><td>N/A</td><td>☐</td><td>☐</td><td>☒</td></tr>
<tr><td></td><td>Where residential development is located at ground level and faces the street, they shall be constructed as flexible floor plates to enable future commercial development.</td><td>No residential units are proposed on ground level.</td><td>☐</td><td>☐</td><td>☒</td></tr>
<tr><td>1.3</td><td colspan="5">Building Height</td></tr>
<tr><td></td><td>Min. floor to ceiling height of commercial development / component:
<table><tr><th>Floor</th><th>Min. Floor to Ceiling</th></tr><tr><td>Ground Floor</td><td>3.5m</td></tr><tr><td>First Floor (regardless of use)</td><td>3.3m</td></tr><tr><td>All other floors</td><td>2.7m</td></tr></table></td><td>No changes, as approved.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td></td><td>Maximum building height in storeys shall be provided in accordance with the table below:
<table><tr><th colspan="2">Permitted Height (storeys)</th></tr><tr><th>Height</th><th>Storeys</th></tr><tr><td>10m</td><td>1</td></tr><tr><td>11m</td><td>2</td></tr><tr><td>12.5m</td><td>2</td></tr><tr><td>14m</td><td>3</td></tr><tr><td>17m</td><td>4</td></tr><tr><td>20m</td><td>5</td></tr><tr><td>23m</td><td>6</td></tr><tr><td>26m</td><td>7</td></tr><tr><td>29m</td><td>8</td></tr><tr><td>32m</td><td>9</td></tr><tr><td>38m</td><td>11</td></tr></table></td><td>No changes, as approved.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td>1.4</td><td colspan="5">Setbacks, Separation and Depth</td></tr>
<tr><td></td><td>Zone B1 shall observe established front setbacks.</td><td>No changes, as approved.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td></td><td>Zone B2 and B4 are within site specific section of DCP.</td><td>No changes, as approved.</td><td>☒</td><td>☐</td><td>☐</td></tr>
<tr><td></td><td>Zone B5:
• Greystanes and Smithfield – 10m.
• Holroyd/Granville – 6m.
• Church St Granville – 0m.
• All other areas not stated in other sections of DCP – 4m.</td><td>N/A</td><td>☐</td><td>☐</td><td>☒</td></tr>
<tr><td></td><td>Zone B6:
• South Wentworthville – 6m.
• All others areas not stated in other</td><td>No changes, as approved.</td><td>☒</td><td>☐</td><td>☐</td></tr>
</table>

No.	Clause	Comment	Yes	No	N/A
	sections of DCP – 4m.				
	Upper storey setback				
	Street wall height of 3 storeys (11-14m) is required for all commercial development and mixed use development, unless otherwise stated in site specific controls.	No changes, as approved.	☒	☐	☐
	Street wall height of 4 storeys (14-17m) is required: • Zone B6 on GWH at Mays Hill and Finlayson Transit Precincts. • Zone B5 – Church St.	No changes, as approved.	☒	☐	☐
	3m setback required above street wall height.	No changes, as approved.	☒	☐	☐
	Side setback				
	Where site adjoins a business zone, no side setback requirement, unless otherwise stated in site specific controls.	No changes, as approved.	☒	☐	☐
	Where site adjoins a residential zone (not separated by road), side setback shall be 3m and shall demonstrate solar access and privacy to adjoining residential development.	N/A	☐	☐	☒
	Development adjoining residential shall have a rear setback of 6m.	N/A	☐	☐	☒
	In Zone B6, 0m setback where access to rear laneway provided.	N/A	☐	☐	☒
	Sunlight and privacy shall be maintained to adjoining residential developments.	No changes, as approved.	☒	☐	☐
1.5	**Landscaping and Open Space**				
	Landscaped areas not required in business zones, unless stated in site specific controls.	No changes, as approved.	☒	☐	☐
2.0	**Movement**				
2.1	**Rear Laneways and Private Access ways**				
	Vehicular access must be provided where access to existing laneways is possible.	No changes, as approved.	☒	☐	☐
	Laneways shall be min. 8m in width.	No changes, as approved.	☒	☐	☐
2.2	**Pedestrian Access**				
	Direct access shall be provided from the car park to all residential and commercial units.	Lift access to all floors provided. No changes, as approved.	☒	☐	☐
	Main building entry points shall be clearly visible.	The main building entry is clearly visible from the public domain. No changes, as approved.	☒	☐	☐
2.3	**Building Entries**				
	Separate entries from the street shall be provided for cars, pedestrians, multiple uses and ground floor apartments.	Separate entries have been provided for cars, and pedestrians. No changes, as approved.	☒	☐	☐
	Residential entries must be secure where access is shared between residential and commercial uses.	Separate entries provided, no changes as approved.	☒	☐	☐
	Multiple cores which access above ground uses shall be provided where the site frontage ≥30m.	No changes, as approved.	☒	☐	☐
2.4	**Vehicle Access**				

No.	Clause	Comment	Yes	No	N/A
	Driveways shall be provided from laneways, private access ways and secondary streets where possible.	No changes, as approved.	☒	☐	☐
	Loading and unloading facilities shall be provided from a rear lane, side street or right of way where possible.	No changes, as approved.	☒	☐	☐
	One two-way driveway is permitted per development site up to 10,000m².	No changes, as approved.	☒	☐	☐
	Driveways are limited to a maximum of 6m or 8m for commercial loading docks and servicing.	No changes, as approved.	☒	☐	☐
	Pedestrian safety shall be maintained	Satisfactory.	☒	☐	☐
2.5	**Parking**				
	Onsite parking is to be provided underground where possible.	All parking is provided within the basement.	☒	☐	☐
	Basement parking shall be consolidated to maximise landscaping.	Parking is consolidated under building.	☒	☐	☐
	Parking shall not be visible from main street frontages.	Parking not visible from main frontage.	☒	☐	☐
	Natural ventilation or ventilation grills shall be provided to basement parking.	No changes, as approved.	☒	☐	☐
	Visitor parking is not to be stacked parking.	No tandem parking proposed.	☒	☐	☐
3.0	**Design and Building Amenity**				
3.1	**Safety and Security**				
	Casual surveillance is to be achieved through active street frontages and creating views of common internal areas.	Satisfactory. No changes, as approved.	☒	☐	☐
	Building entries are to be provided with clear lines of site, should be provided in visually prominent locations and separate residential and commercial entries shall be observed.	Building entry is visible from the street. No changes, as approved.	☒	☐	☐
	Adequate lighting shall be provided within the development i.e. pedestrian access ways, common areas and communal open space, car parking areas and all entries.	No changes, as approved.	☒	☐	☐
	Landscaping shall avoid opportunities for concealment.	No changes, as approved.	☒	☐	☐
3.2	**Façade Design and Building Materials**				
	All walls are to be articulated via windows, verandahs, balconies or blade walls. Articulation elements forward of the building line max. 600mm.	The proposed facades of the development are adequately articulated. No changes, as approved.	☒	☐	☐
3.4	**Shop Fronts**				
	Solid roller shutters and security bars are not permitted.	None proposed.	☐	☐	☒
	Open grill (concertina) and transparent grill shutter security devices are permitted.	None proposed.	☐	☐	☒
	All windows on the ground floor to the street frontage are to be clear glazing.	Clear glazing proposed to all street facing ground floor windows.	☒	☐	☐
3.5	**Daylight Access**				
	Design and orientate dwelling to maximise northerly aspect.	The proposed development maximises the northerly aspect. No changes, as approved.	☒	☐	☐
	1 main living area of existing adjacent	No changes, as approved.	☒	☐	☐

No.	Clause	Comment	Yes	No	N/A
	dwellings to receive 3 hours direct sunlight between 9am and 4pm, 22 June.				
	Min. 50% of required POS of existing adjacent dwellings to receive 3 hours direct sunlight between 9am and 4pm.		☒	☐	☐
3.6	**Visual + Acoustic Privacy**				
	Developments shall be designed to minimise the impact of noise associated for uses whose hours may extend outside of normal business hours, including restaurants and cafes.	N/A	☐	☐	☒
3.7	**Managing External Noise**				
	Development adjacent toa classified road to be supported by an acoustic report.	No changes, as approved.	☒	☐	☐
3.8	**Awnings**				
	Awnings: • Should be flat. • Must be 3m deep. • Setback from the kerb a min. 600mm. • Min. soffit height of 3.2m-3.3m. • To be located over all building entries.	No changes, as approved.	☒	☐	☐
	Permitted on laneways where active street frontages are required. Shall be retractable and only used in hours of operation.	No changes, as approved.	☒	☐	☐
	Shall wrap around street corners.	No changes, as approved.	☒	☐	☐
3.10	**Flexibility and Adaptability**				
	15% of units shall be adaptable units. Required = 13	No changes, as approved.	☒	☐	☐
3.11	**Corner Buildings**				
	Corner buildings shall articulate street corners and present each frontage as a main frontage	No changes, as approved.	☒	☐	☐
3.18	**Waste Management**				
	Garbage/recycling storage areas should be located to be easily accessible	No changes, as approved.	☒	☐	☐
4.0	**Environmental**				
	Wind Mitigation				
	A winds effect report shall be submitted where buildings ≥ 41 m in height.	Not applicable	☐	☐	☒
	Balconies shall be designed to minimise wind impacts through recessed balconies, openable screens, pergolas and shutters.	Not applicable	☐	☐	☒
PART N – TRANSITWAY STATION PRECINCT					
The site is located within the Mays Hill Station Precinct					
1.1	**Site Consolidation and Frontage**				
	Amalgamation of lots in accordance with Fig. 4(a) and 4(b)	No changes, as approved.	☒	☐	☐
	Land locking of adjoining sites is not permitted.	N/A	☐	☐	☒
	Proposals that cannot be amalgamated shall: • Provide two written independent valuations representing the affected sites value.	N/A	☐	☐	☒

No.	Clause	Comment	Yes	No	N/A
	• Provide evidence that a reasonable offer has been made to the affected owners. • Demonstrate how future development on the isolated sites will achieve vehicle access, basement parking and appropriate built form.				
	Min. lot frontage of 45m for lots fronting GWH.	No changes, as approved.	☒	☐	☐
1.2	**Private Accessway, Land Dedication, Access and Vehicular Entries**				
	Where building front GWH, within B6 zone, on Burnett Street or Robilliard, vehicular access must be provided via rear or side, via laneways or secondary roads.	The application provides for vehicular access to the commercial parking from the proposed laneway. No changes, as approved.	☒	☐	☐
	Vehicular access from the Great Western Highway is not permitted from properties identified on Figure 5 and access must be provided from the rear or side via laneways or secondary roads	Access is not provided from the Great western Highway	☒	☐	☐
	8m wide connecting laneway (refer to Fig. 6).	The application has provided for its 4m portion of the necessary laneway. The remaining portion has been provided by DA 2015/491. No changes, as approved.	☐	☐	☒
1.3	**Building Height**				
	Refer to Fig. 8 and 9 for max. number of storeys. **5 Storeys / 4 Storeys**	No changes, as approved.	☒	☐	☐
1.4	**Building Setbacks**				
	Refer to Fig. 10 and 11 for building setbacks. **0m setback to GWH (account for 5.5m road widening)**	No changes, as approved.	☒	☐	☐
1.5	**Site Design and Appearance**				
	Developments shall be oriented to front boundaries. Vertical articulation in the façade req. >4 storeys for buildings exceeding 25m.	No changes, as approved.	☒	☐	☐
1.6	**Road Widening**				
	Road widening resulting in a footpath width of 5.5m from kerb to boundary (refer to Fig. 12). Properties behind transitway stops shall have a 4m separation between the rear of the bus shelter and the building line.	No changes, as approved.	☒	☐	☐

Item No: LPP042/20

DEVELOPMENT APPLICATION FOR 1 OSTEND STREET, LIDCOMBE

Responsible Division: Environment & Planning
Officer: Executive Manager Development and Building
File Number: DA2019/0504

Application lodged	19 December 2019
Applicant	Baini Design.
Owner	E & M Family Investments Pty Ltd.
Application No.	DA2019/0504.
Description of Land	1 Ostend Street being Lot 161 in DP 8683.
Proposed Development	Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms and at-grade car parking.
Site Area	613.18 Square metres.
Zoning	Zone R2 Low Density Residential.
Disclosure of political donations and gifts	Nil disclosure.
Heritage	Site is not listed as a heritage item with the Auburn Local Environmental Plan 2010.
Principal Development Standards	Floor Space Ratio Permissible: - No floor space ratio specified. Proposed: - 0.595:1. Height of Building Permissible: - 9 Metres. Proposed: - 8.2 Metres.
Issues	Submissions

SUMMARY:

1. Development Application No. DA2019/0504 was received on the 19 December 2019 for the demolition of existing structures and construction of a two storey boarding house comprising of 12 rooms and at-grade car parking.

2. The development application was notified between Tuesday 10 March and Tuesday 7 April 2020. In response, there were 44 submissions to the development including two petitions containing 18 and 78 signatures respectively.

3. The variations to the development are:-

Part	Control	Proposed	Variation
Part 2.2 Detached Dwellings and Dual Occupancy Chapter (ADCP 2010)	**Site Coverage** **D1** Site coverage. For lots 450m^2 or above, the maximum site coverage shall be 65%.	466 sq m or 76%.	11.1% being 68.6 square metres.
Part 3.2 Detached Dwellings and Dual Occupancy Chapter (ADCP 2010)	Landscape setting and deep soil zone. **D1** Minimum of 30% of the site area to be a deep soil zone. **D2** Deep soil zone to be a consolidated area at the rear and extend across at least 50% of the rear boundary.	Deep soil area = 145.6 square metres. Percentage of site = 23.7%. No deep soil zone at rear due to car parking area.	38.3 square metres or 26%.

4. The development application is recommended for conditional approval subject to the conditions as provided in the attached schedule.

5. The development application is referred to the Panel for determination as the development is considered to be contentious.

REPORT:

Subject Site and Surrounding Area

The site is legally described as Lot 161 in DP 8683 and is known as 1 Ostend Street Lidcombe. The site has two street frontages with Nicholas Street to the south and Ostend Street to the east. The area of the site is calculated at approximately 613.18 square metres.

The levels of the land are:

- North east corner - 17.06 metres AHD.
- North west corner - 16.2 metres AHD.
- South east corner - 16.21 metres AHD.
- South west corner - 15.11 metres AHD.

This provides a fall to the rear of between 860 mm and 1,100 mm with the lowest level being at the rear south west corner.

A single storey dwelling house with an attached awning and an outbuilding is situated on the site. There is a large liquid amber tree situated at the rear of the site which will require removal to facilitate the development.

The site is not affected by flooding or overland flow and there are no heritage listed items situated close to the site.

The site is within a residential area of Lidcombe with single storey and two storey dwelling houses predominating.

A public park and playing fields is situated on land on the southern side of Nicholas Street which is land zoned as RE1 (Public Recreation). The land is known as Phillips Park which is managed by Council.

The location of the site is shown below.



Photos of the site are provided below.








Description of the Proposed Development

Development Application Number 2019/0504 is proposing the demolition of the existing dwelling house and construction of a two storey boarding house comprising of twelve rooms with at grade car parking for six (6) vehicles, on site landscaping and storm water engineering works. The development has the following components.

Demolition work

The existing dwelling house, awning and outbuilding will be demolished. In addition, a large liquid amber tree within the rear yard of the property will also be removed to facilitate the development.

Ground Floor

The ground floor of the building is provided with the following features:-

- Five (5) boarding rooms, a common room and a corridor.
- A car park for six (6) vehicles with vehicle access from Nicholas Street.

First floor

The first floor comprises of seven (7) boarding rooms including an internal corridor.

Total number of rooms

There are twelve (12) rooms in total with six (6) of the rooms being provided for single people and six (6) of the rooms being provided for couples. As such, this would provide short term accommodation for eighteen (18) boarders.

History

Following a pre lodgement meeting on November 7 2019 and the issue of pre lodgement notes on November 14 2019, the applicant lodged the development application for the demolition of existing structures and construction of a two storey boarding house comprising of 12 rooms and at-grade car parking on December 19 2019 for determination.

The development application was notified for a period of twenty eight (28) days between Tuesday 10 March and Tuesday 7 April 2020. In response, there were 44 submissions to the development including two petitions containing 18 and 78 signatures respectively.

Applicants Supporting Statement

The applicant has provided a Statement of Environmental Effects prepared by Think Planners and dated 16 December 2019.

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 proposal is generally satisfactory subject to conditions. Matters raised concerning the vehicle manoeuvring area for car space Number 6, stormwater drainage and driveway access shall be satisfied to subject to submission of amended plans to the Principal Certifying Authority.

Environment and Health

The development application was referred to Council's Environmental Health Officer for comment who has advised that the development proposal is satisfactory subject to conditions.

Landscape

Council's Tree Management Officer gave initial advice at the pre lodgement stage raising no objection to the removal of the tree being a Liquid Amber species. As such, no formal referral was required as part of the development application assessment process.

External Referrals

Auburn Area Police Command

The development application was referred to the Crime Prevention Officer for assessment. As per the comments of Thursday 25 June 2020, there are no objections to the development subject to conditions. Comments and conditions relevant to the development include the following:

- Lighting.
- Use of closed circuit television cameras on site.
- Signage.
- Landscaping.
- Fire and safety measures.
- House rules.
- Site management.

Appropriate conditions addressing the relevant matters are to be incorporated into any consent that may be issued.

Energy Australia and Endeavour Energy

The development application was referred to both Energy Australia and Endeavour Energy because there will be works within proximity to an overhead power line. Council

officers did not receive any response from either energy provider since the referral was made on 18 February 2020. Given that more than 21 days have lapsed since the referral was made as per the requirements of Clause 45(1)(b)(iii) of State Environmental Planning Policy "Infrastructure" 2007, it is concluded that there are no objections to the development that is sought.

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

The requirement at clause 7 of SEPP No. 55 for Council to be satisfied that the site is suitable or can be made suitable to accommodate the proposed development has been considered in the following table:

Matter for Consideration	**Yes/No**
Does the application involve re-development of the site or a change of land use?	☒ Yes ☐ No
Is the development going to be used for a sensitive land use (eg: **residential**, educational, recreational, childcare or hospital)?	☒ 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	☐ Yes ☒ No
Is the site listed on Council's Contaminated Land database?	☐ Yes ☒ No
Is the site subject to EPA clean-up order or other EPA restrictions?	☐ Yes ☒ No
Has the site been the subject of known pollution incidents or illegal dumping?	☐ Yes ☒ No
Does the site adjoin any contaminated land/previously contaminated land?	☐ Yes ☒ No
Details of contamination investigations carried out at the site:	

Matter for Consideration	Yes/No
A preliminary site investigation report prepared by GCA Australia and dated 12 December 2019 (Reference E19106-1) has identified that the potential for significant contamination is not high. The site is suitable for the proposed development. Council's Environmental officers have advised that a hazardous materials survey report should be undertaken by a suitably qualified person and submitted to the satisfaction of the certifier with a copy provided to Council. The report is required to 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. An appropriate condition is provided addressing environment and health matters.	
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?	☒ Yes ☐ No

(b) State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

As specified above, the development application was referred to the relevant energy provider because there will be works within proximity to an overhead power line and as such, Clause 45(1)(b)(iii) of the State Policy will apply. Council officers did not receive any response from either energy provider since the referral was made on February 18 2020. Given that more than 21 days have lapsed since the referral was made as per the requirements of the clause, it is considered that there are no objections to the development that is sought.

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

The proposal does not exceed the biodiversity offsets scheme threshold. Therefore, the proposed vegetation removal is considered acceptable.

The development application includes the removal of a liquid amber tree within the rear yard of the property. The removal of the tree is acceptable as it is not a native species and not a tree worthy of retention.

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

The BASIX Certificate shows that the development achieves a score of 40 and 50 for water and energy which is a pass mark for both components. Generally, the BASIX Certificate is satisfactory for approval. The assessment of the certificate is at Appendix (A) attached to the report.

(e) State Environmental Planning Policy "Affordable Rental Housing" 2009

The relevant objectives and provisions of the ARHSEPP 2009 has been considered in the assessment of the development application and the proposal is considered to be generally consistent with the boarding house provisions under

Division 3 of the plan. It is identified that the development site is not within an accessible area as defined by the State Environmental Policy. In this regard, the site is located 1.05 km from the Lidcombe Railway Station (Direct) or 1.36 km by road taking the shortest distance and the site is within zone R2 Low Density Residential.

Under Clause 27 of the State Policy, Clause 29, 30 and 30A do not apply to developments on land within Zone R2 Low Density Residential or within a land use zone that is equivalent to that zone in the Sydney region unless the land is within an accessible area. As such, Council's local planning controls will apply. A comprehensive assessment has been undertaken and is provided in the compliance table below.

Requirement	Yes	No	N/A	Comment
Division 3 Boarding houses **25 Definition** In this Division: ***communal living room*** means a room within a boarding house or on site that is available to all lodgers for recreational purposes, such as a lounge room, dining room, recreation room or games room.	☒	☐	☐	A communal room is provided on the ground level adjacent to Room Number 02 and 03.
26 Land to which Division applies This Division applies to land within any of the following land use zones or within a land use zone that is equivalent to any of those zones: (a) Zone R1 General Residential, (b) Zone R2 Low Density Residential, (c) Zone R3 Medium Density Residential, (d) Zone R4 High Density Residential, (e) Zone B1 Neighbourhood Centre, (f) Zone B2 Local Centre, (g) Zone B4 Mixed Use.	☒	☐	☐	The site is within zone R2 Low Density Residential which permits boarding houses.
27 Development to which Division applies (1) This Division applies to development, on land to which this Division applies, for the purposes of boarding houses. **(2) Despite subclause (1), clauses 29, 30 and 30A do not apply to development on land within Zone R2 Low Density Residential or within a land use zone that is equivalent to that zone in the Sydney region unless the land is within an accessible area.**	☒ ☒ ☐	☐ ☐ ☐	☐ ☐ ☒	The development is proposed on land zoned R2 Low Density Residential. It is identified that the site is not located within an accessible area. As such, the Division cannot apply to the development and Council's local planning controls will need to apply. In this regard, the site is located 1.05 km from the Lidcombe Railway Station (Direct) or 1.36

Requirement	Yes	No	N/A	Comment
(3) Despite subclause (1), clauses 29, 30 and 30A do not apply to development on land within Zone R2 Low Density Residential or within a land use zone that is equivalent to that zone that is not in the Sydney region unless all or part of the development is within 400 metres walking distance of land within Zone B2 Local Centre or Zone B4 Mixed Use or within a land use zone that is equivalent to any of those zones..				km by road taking the shortest distance).
28 Development may be carried out with consent Development to which this Division applies may be carried out with consent.	☒	☐	☐	Development consent is sought for the boarding house.
29 Standards that cannot be used to refuse consent (1) A consent authority must not refuse consent to development to which this Division applies on the grounds of density or scale if the density and scale of the buildings when expressed as a floor space ratio are not more than:	☐	☐	☒	Note: The site is not within an accessible area and as such, Clause 29 does not apply to the development. A detailed assessment under Clause 29 is not required although it can be used to guide the development. The applicant has used the Clause to prepare the plans.
(a) the existing maximum floor space ratio for any form of residential accommodation permitted on the land, or (b) if the development is on land within a zone in which no residential accommodation is permitted—the existing maximum floor space ratio for any form of development permitted on the land, or (c) if the development is on land within a zone in which residential flat buildings are permitted and the land does not contain a heritage item that is identified in an environmental planning instrument or an interim heritage order or on the State Heritage Register—the existing maximum floor space ratio for any form of residential	☐	☐	☒	There is no floor space ratio requirement for the site. The floor space ratio of the development is calculated at 365.2 square metres or 0.595:1 which is acceptable.

Requirement	Yes	No	N/A	Comment
accommodation permitted on the land, plus: (i) 0.5:1, if the existing maximum floor space ratio is 2.5:1 or less, or (ii) 20% of the existing maximum floor space ratio, if the existing maximum floor space ratio is greater than 2.5:1.				
(2) A consent authority must not refuse consent to development to which this Division applies on any of the following grounds: (a) **building height** if the building height of all proposed buildings is not more than the maximum building height permitted under another environmental planning instrument for any building on the land,	☐	☐	☒	The building has a height of 8.2 metres which is satisfactory.
(b) **landscaped area** if the landscape treatment of the front setback area is compatible with the streetscape in which the building is located,	☐	☐	☒	Landscaping at the front is compatible with the streetscape.
(c) **solar access** where the development provides for one or more communal living rooms, if at least one of those rooms receives a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter,	☐	☐	☐	The common room is placed within the rear south west portion of the building and is provided with a rear glazed door to allow sunlight penetration into the floor area. Additionally, the allotment of land is angled at a north west / south east angle and as a result, sunlight penetration would occur for much of the year from the window. The common room is oriented towards the common open space area and given the outlook offered, the room would be receiving adequate light and sunlight penetration.
	☐	☐	☒	

Requirement	Yes	No	N/A	Comment
(d) **private open space** if at least the following private open space areas are provided **(other than the front setback area):** (i) one area of at least 20 square metres with a minimum dimension of 3 metres is provided for the use of the lodgers, (ii) if accommodation is provided on site for a boarding house manager—one area of at least 8 square metres with a minimum dimension of 2.5 metres is provided adjacent to that accommodation,	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	A private open space area occupying 21.5 square metres is located along the Nicholas Street frontage which will require fencing to a height of 1.8 metres. This is addressed as a condition for the Panel consideration. A boarding house manager is not required as the total number of occupants is not expected to exceed eighteen (18).
(e) **parking** if: (i) in the case of development carried out by or on behalf of a social housing provider in an accessible area—at least 0.2 parking spaces are provided for each boarding room, and (ii) in the case of development carried out by or on behalf of a social housing provider not in an accessible area, at least 0.4 parking spaces are provided for each boarding room, and **(iia) in the case of development not carried out by or on behalf of a social housing provider—at least 0.5 parking spaces are provided for each boarding room, and** (iii) in the case of any development—not more than 1 parking space is provided for each person employed in connection with the development and who is resident on site,	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	<u>Car parking.</u> The development is not within an accessible area. The number of parking spaces required for the proposed development is 12 x 0.5 spaces. A boarding house manager is not required as the number of occupants is less than 20. As such, the total number of car parking spaces required is six (6). The plans show 6 car parking spaces being provided.
(f) **accommodation size**				The gross floor area for each boarding room (excluding any area used for the purposes of private kitchen or bathroom facilities) exceed 16 square metres for the double rooms and 12 metres for the single rooms. Generally, the rooms have satisfactory sizes.

Requirement	Yes	No	N/A	Comment
if each boarding room has a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of at least: (i) 12 square metres in the case of a boarding room intended to be used by a single lodger, or (ii) 16 square metres in any other case.				
(3) A boarding house may have private kitchen or bathroom facilities in each boarding room but is not required to have those facilities in any boarding room. (4) A consent authority may consent to development to which this Division applies whether or not the development complies with the standards set out in subclause (1) or (2).	☐ ☐	☐ ☐	☒ ☒	All boarding rooms are proposed to contain open plan kitchenette arrangement and private bathroom facilities. The proposed development complies with the standards.
30 Standards for boarding houses (1) A consent authority must not consent to development to which this Division applies unless it is satisfied of each of the following: (a) if a boarding house has 5 or more boarding rooms, at least one communal living room will be provided, (b) no boarding room will have a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of more than 25 square metres, (c) no boarding room will be occupied by more than 2 adult lodgers, (d) adequate bathroom and kitchen facilities will be available within the	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒ ☒	Note: The site is not within an accessible area and as such, Clause 30 cannot apply to the development. A detailed assessment under Clause 30 is not required although can be used to guide the development. The applicant has used the Clause to prepare the plans. The following is provided. There are 12 boarding rooms proposed. Accordingly, a minimum of one communal room is provided. All the rooms have areas of less than 25 square metres. No more than 2 lodgers per boarding room is proposed. Each boarding room contains a kitchenette and bathroom.

Requirement	Yes	No	N/A	Comment
boarding house for the use of each lodger, (e) if the boarding house has capacity to accommodate 20 or more lodgers, a boarding room or on site dwelling will be provided for a boarding house manager, (f) (Repealed) (g) if the boarding house is on land zoned primarily for commercial purposes, no part of the ground floor of the boarding house that fronts a street will be used for residential purposes unless another environmental planning instrument permits such a use, (h) at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms. (2) Subclause (1) does not apply to development for the purposes of minor alterations or additions to an existing boarding house.	☐ ☐	☐ ☐	☒ ☒	The boarding house has the capacity to accommodate a maximum of 18 lodgers. Accordingly, a boarding room for a boarding house manager is not required. The number of parking spaces required for a bicycle = 3 and number of parking spaces required for a motorcycle = 3. The plans show 3 motor bike spaces and 3 spaces suitable for bikes.
30AA Boarding Houses in zone R2 Low Density Residential A consent authority must not grant development consent to a boarding house on land within Zone R2 Low Density Residential or within a land use zone that is equivalent to that zone unless it is satisfied that the boarding house has no more than 12 boarding rooms.	☒	☐	☐	The Boarding house has a maximum of twelve (12) rooms.
30A Character of local area A consent authority must not consent to development to which this Division applies unless it has taken into consideration whether the design of the development is compatible with the character of the local area.	☐	☐	☒	The site is not within an accessible area and as such, Clause 30A cannot apply to the development. Notwithstanding this, the applicant has considered Clause 30A which is addressed below.

Requirement	Yes	No	N/A	Comment
				Applicants comments (Existing character) The built form character within the immediate locality comprises of older style single storey dwellings interspersed with larger more modern two storey dwellings of mixed ages and architectural style. There are larger two storey modern dwelling houses along Ostend Street such as 13 Ostend Street and 16 Ostend Street. The boarding house is designed to appear as a large two storey dwelling house in order to be compatible with the existing built character and pattern of the locality. The development adopts the same built form, scale and appearance as surrounding developments. The development complies with the height provisions and complies with the setback control for dwelling houses. There is minimal over shadowing to adjoining properties with most shadows falling onto the roadway. The adjoining properties retain adequate solar access at midwinter. Privacy is satisfactory and noise impacts are reduced by siting the internal common area and external open space away from neighbouring properties. The development achieves adequate separation between other developments and the

Requirement	Yes	No	N/A	Comment
				landscaping softens the built form of the development. The development does not constrain adjoining allotments of land. The development is compliant with the setback controls for dwelling houses under the Auburn Development Control Plan 2010. <u>Planners Comments</u> The development:- • Has a height that is no greater than 8.2 metres being consistent with a two storey dwelling house. The height is consistent with the Auburn Development Control Plan 2010 "Detached Dwellings and Dual Occupancy" chapter. • The development takes the form of a dwelling house and thus will fit the streetscape. In this regard, an entrance feature, hipped roof form and position of front windows is consistent with that found on a dwelling house. • The street and side setbacks are consistent with the Auburn Development Control Plan 2010 "Detached Dwellings and Dual Occupancy" chapter. • There are no shadowing issues that requires further review.

Requirement	Yes	No	N/A	Comment
				• Privacy is satisfactory and there are no first storey balconies within the development. • The size of the building with a floor space ratio of (0.595:1) is consistent with the size of a large dwelling house. • The character of the development fits the current and expected future built form of the locality. Overall, it is considered that the development is compliant with Clause 30A notwithstanding the fact that Clause 30A does not apply.
Part 4 Miscellaneous **52 No subdivision of boarding houses** A consent authority must not grant consent to the strata subdivision or community title subdivision of a boarding house.	☒	☐	☐	No subdivision is proposed as part of this application. This will be reinforced as a condition on any consent issued.

Regional Environmental Plans

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

The site is located within the area within the Sydney Harbour Catchment and SREP (Sydney Harbour Catchment) 2005 is applicable to the development application. The development application raises no issues as to consistency with the requirements and objectives of the policy or the associated Development Control Plan.

Local Environmental Plans

The Auburn Local Environmental Plan 2010 is applicable to the development site. It is identified that the development achieves compliance with the key statutory requirements of the Auburn Local Environmental Plan 2010 and the objectives of the R2 Low Density Residential zone.

(a) Permissibility:-

The proposed development is defined as a boarding house which is permitted with consent within the R2 Low Density Residential zone.

The relevant matters to be considered under the Auburn Local Environmental Plan 2010 are summarised below. A comprehensive assessment is attached at Appendix C.

DEVELOPMENT STANDARD	COMPLIANCE	DISCUSSION
4.3 Height of Buildings 9 metres.	Yes	The boarding house has a height that does not exceed 8.2 metres.
4.4 Floor Space Ratio Not specified for the site.	N/A	The floor space ratio of the development is calculated at 365.2 square metres or 0.595:1.

(b) Clause 4.6 Variation to a development standard

A Clause 4.6 variation is not required for the development that is proposed.

The provisions of any proposed instrument that is or has been the subject (EP&A Act s4.15 (1)(a)(ii))

(a) Draft Cumberland Local Environmental Plan 2020

The Draft Cumberland Local Environmental Plan 2020 (Draft CLEP) has been prepared by Cumberland City Council to provide a single planning framework for the future planning of Cumberland City. The changes proposed seek to harmonise and repeal the three existing LEPs currently applicable to the Cumberland local government area, those being:

- Holroyd Local Environmental Plan 2013;
- Parramatta Local Environmental Plan 2011; and
- Auburn Local Environmental Plan 2010.

The current planning controls for the subject site, as contained within the ALEP 2010, are not proposed to change under the Draft CLEP.

The provisions of any Development Control Plans (EP&A Act s4.15 (1)(a)(iii))

Auburn Development Control Plan 2010

The Auburn Development Control Plan 2010 (Detached Dwellings and Dual Occupancy Chapter) is relevant to the development application. However, there are no specific provisions addressing boarding houses. The relevant provisions can be used to guide the assessment of the development but generally, a merit assessment will need to be made where appropriate. A comprehensive assessment is provided at Appendix C attached to the report.

The following table highlights the variations identified which relates primarily to site coverage and deep soil zones.

Part	Control	Proposed	Complies
Part 2.2	Site Coverage		

	D1 Site coverage • For lots 450m^2 or above, the maximum site coverage shall be 65%. **D2** The non-built upon area shall be landscaped and used for open space.	Site Coverage = 466 square metres or 76%. There is a variation of 11.1 percentage points being 68.6 square metres.	No
Part 3.2	Landscape setting and deep soil zone **D1** A minimum of 30% of the site area shall be a deep soil zone. **D2** The majority of the deep soil zone shall be provided as a consolidated area at the rear of the building and shall extend across at least 50% of the rear boundary.	Deep soil area = 145.6 square metres. Percentage of site = 23.7%. There is a variation of 6.4 percentage points being 38.3 square metres or 26%. There is no deep soil zone at the rear due to the presence of a car park.	No No

As indicated in the compliance table above, the proposed development departs from Part 2.2 (Subpart D1) and Part 3.2 (Subpart D1 and D2) relating to site coverage and deep soil zone. The three are connected and the cause of the variations are related to the need to provide a car park on site to service a boarding house.

Should there be no car park, the applicant would be able to comply with all three provisions. In terms of the variations, the following is relevant to the application:-

- An onsite car park is required to support the development which forms part of the servicing of the site. This essential requirement along with manoeuvring areas will consume crucial land area. As such, it is not feasible to meet the 65% site coverage requirement or the provisions under Part 3.2.

- The development takes the form of a two storey dwelling house with the building being consistent with the streetscape setting.

- The front setback and much of the southern site setback comprises landscaping and deep soil zone which is consistent with the streetscape.

- A basement car park could be constructed on site however vehicle access to such a structure would be limited to the rear western portion of the property. This would isolate a portion of the site and would not be an efficient use of the land. As such, this has not been pursued.

Notwithstanding the above, it is identified that it is possible to reduce two of the variations to more acceptable levels. In this regard, a small area 1.4 metres wide along the northern side of the property between the building and fence line is identified as being unused space. It would be possible to provide a pebble type finish along this area which would reduce site coverage by 23.5 square metres and result in the following:-

- Reducing the site coverage variation under Part 2.2 (Subpart D1) to 442 square metres or 72% (Down from 466 square metres or 76%).

- Increasing the amount of deep soil zone on site (Must be 900 mm wide) under Part 3.2 (Subpart D1) from 23.7% to 27.5% being an increase to 169 square metres.

An appropriate condition is included in the condition set for amended plans to be provided to Principal Certifying Authority for final approval.

Parking and Loading

It is identified by Council's Development Engineers that a change to car space Number 6 will be required to improve the manoeuvring area for that space. Council's Development Engineers are of the opinion that this is capable of being addressed by amending the gradient of the driveway so that the gradient of the driveway is consistent with the gradient of the car space.

Council Development Engineers have provided appropriate conditions addressing the car park layout and manoeuvring areas.

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)(iiia))

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 other than what has been discussed within 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 the Auburn Development Control Plan 2010, the development application was notified for a continuous period of twenty eight (28) days between Tuesday 10 March and Tuesday 7 April 2020. In response, there were 44 unique submissions to the development including two petitions containing 18 and 78 signatures respectively. The submissions and objections are addressed below.

A - Permissibility and relationship to the locality

Issues	**Planners comment**
1. A boarding house is a commercial development which is prohibited within the low density residential area (The R2 zone).	A boarding house is not a commercial development. Such a development is permitted with consent under the Auburn Local Environmental Plan 2010. Additionally, such developments are permitted by virtue of Clause 26 of State Environmental Planning Policy "Affordable Rental Housing" 2009.
2. The development does not comply with State Environmental Planning Policy Affordable Rental Housing 2009 and the development is not within an accessible area. The boarding house must be refused	The comments are noted and while the site is not within an accessible area, the development is still permitted with consent. The development has been assessed using the relevant planning controls that apply to the site and determined as being satisfactory.
3. The developer is justifying the development because the Auburn Development Control Plan does not contain specific provisions for boarding houses. This is an abuse of process. A boarding house must be assessed under the Auburn Development Control Plan as a "dwelling" and must comply with the stated provisions.	The development is assessed as a boarding house which is defined by the Auburn Local Environmental Plan 2010. The relevant provisions of State Environmental Planning Policy "Affordable Rental Housing" 2009 has been used and the Auburn Development Control Plan "Detached Dwellings and Dual Occupancy" provisions have been used where possible. It is not possible to apply all the provisions because a dwelling house is not proposed.
4. The development is not appropriate and is incompatible with the local character of the area. All houses in	It is considered that the development is compatible with the locality. The development takes the form of a two

	the street are single storey thus building a 12 room boarding house is inappropriate.	storey dwelling house which is consistent with other two storey dwelling houses within the locality.
5.	The proposal is designed as a high density development which is not permitted. Furthermore, this is an overdevelopment of the site and Lidcombe has become one of the densest areas in Sydney to live. Any boarding house with double digit occupants is not considered small. The average family has 2.6 people. The boarding house is the equivalent of 6.9 families living within one building. This leads to the assumption that this is a large boarding house which will result in overcrowding.	A boarding house with a maximum of twelve (12) rooms is a permitted form of development on site. The development is compliant with Clause 30AA of State Environmental Planning Policy Affordable Rental Housing specific to size. The development is considered to fit the streetscape, density controls and site conditions.
6.	There are too many bedrooms for the proposed building house and there is no house in the street with so many bedrooms. The maximum number of bedrooms permitted is four within the R2 zone. Additionally, the development is twice the size of an average of any two free standing dwellings or duplexes existing within the street.	The development has a maximum of twelve (12) rooms which is permitted under Clause 30AA of State Environmental Planning Policy Affordable Rental Housing. Generally, the proposed intensity of use subject to conditions is determined as being acceptable for the site.
7.	There have been a number of boarding houses approved within the local area and we have had our fair share of such developments. There is no need for such a development because there are no universities or colleges within the area. Residents are furious because the local streets are being thrown into jeopardy due to greed.	Boarding houses are a permissible development in various land use zones within the local government area. The number and separation distances between boarding houses is not a matter for consideration under S79c of the Environmental Planning and Assessment Act 1979. An assessment of the development application identifies that the development may be supported subject to submission and approval of amended plans to the Principal Certifying Authority.

B - Traffic and Parking issues

Issues	Planners Comment
1. There have been multiple accidents on corner of Ostend Street and Nicholas Street including one where a pedestrian was hit by a vehicle.	There is no evidence available to suggest that the development will contribute to an increase in vehicle accidents at the street corner.
2. The streets are congested with vehicles and there is nowhere to park a car. Further, the site is too close to Parramatta Road, the M4 Motorway which intensifies traffic congestion. There will be too many cars coming in and out of the development making it dangerous for residents. The street will become congested and there is inadequate car parking provided for the development.	The site provides for the required number of car parking spaces to service the development. Further, the site is situated at least 600 metres from Parramatta Road and the M4 Motorway and thus traffic congestion and or noise from Parramatta Road or the M4 is not an issue for this development.
3. The motorcycle parking area is too close to the fence that will cause noise pollution. Further, the three bike parking bays within the front yard are not suitably located. The bikes could be stolen.	There are two motorcycle parking bays at the south west corner of the site adjacent to the vehicle entry point. The dwelling house at 2 Mons Street is provided with a freestanding garage adjacent to its eastern boundary which will buffer any noise being generated from a motor bike to the dwelling house on that site. Further, there is a third space situated along the northern boundary of the site. The location of the space is considered to be satisfactory. Given the location of the motorcycle parking bays, noise pollution from any occasional use of a motorcycle within the site would not be an issue and would be no different from that used from a typical residential dwelling house. The bikes bays are considered to be satisfactory. There is no evidence to suggest that theft will be an issue for the site.

4. Cars will need to reverse out of the site onto the road which would be dangerous and the car space closest to the southern fence is difficult to get into. The car park does not comply with the Australian Standards including, any disability car space and the position of car space Number 1.	Councils Development Engineer has reviewed the car park layout plans and has determined that vehicles can be turned around on and within the site and then leave in forward motion. Notwithstanding this, Car space Number 6 (closest to the fence) is required to be modified to address a manoeuvring issue. It is determined that the car space is capable of being modified without significant changes to the site configuration. There is a requirement to address the levels of the driveway to ensure the levels are consistent with the car space. Generally, car parking is satisfactory for the site. As the outcome is known, this may be achieved as condition of consent. The remaining car parking spaces have been assessed by Council Development Engineers as being satisfactory. Council Development Engineers have provided appropriate advice and conditions concerning the car park layout and the changes that are required.
5. The irregular bus service is not suitable for the lodgers of the boarding house. The site does not meet the day to day needs as required by the State Government for affordable rental housing for public transport services.	The location of the site relative to the Lidcombe Railway Station and town centre is noted. As stated earlier within the report, Clause 29, 30 and 30A of State Environmental Planning Policy Affordable Rental Housing will not apply to the development due to how Clause 27 of the same State Policy is written. As such, Council controls will apply to the development. As assessment of the development application using the relevant controls identifies that the development is suitable for the site and an adequate provision of services is provided or capable of being provided for the site.

6. Police have been called out to the area on multiple occasions due to people drag racing cars	This is not related to the development and not a reason to refuse the development application.

C - Social issues

Issues	**Planners Comment**
1. The number of people staying within the boarding house will increase and there will be increases in anti-social behaviour such as noise issues. This will disrupt the residents.	A plan of management is incorporated into the development application that addresses anti-social behaviour. The Plan of Management has been reviewed by Auburn Police Area Command. As per the comments of Thursday 25 June 2020, no objections are raised. A number of conditions are recommended where relevant addressing crime and safety matters. Additionally, the plan of management would need to be incorporated into any consent issued.
2. The development will cause hygiene and disease issues because people will be preparing food together. It will be difficult to stop diseases. Additionally, the threat of COVID 19 spreading must not be overlooked. It is unwise to construct a boarding house because the Government has instilled self-isolation rules. Residents will add to bio hazards and spread the virus.	This is not relevant to the assessment of the development application and there is no evidence available to suggest that the boarding house will contribute to diseases.
3. The nearby park must be protected from boarding house developments. There must be no boarding houses close to Phillips Park.	The development is permitted within consent within the R2 low density residential zone. It is identified that the development is consistent with the locality and may be supported subject to conditions.
4. It is not safe for the living room to be at the rear of the development. The common room should be at the front for surveillance to the street.	The development is considered to be acceptable with respect to crime and safety. There are four rooms facing Ostend Street and the development is presented towards Ostend Street. There are no safety issues arising from the location of the common room.
5. There is no boarding house manager to resolve disputes and to manage the building at night. As	Given the size of the development, a boarding house manager is not required.

	such, there are no checks on the development including cleanliness, numbers in each room, rubbish and noise. There will be fights and I will not be able to sleep at night due to the fights. Occupants may threaten local residents. Boarding house resident's act irrationally and many use drugs and illegal substances. Further, the development will house those released from jail.	A plan of management will be in place to ensure disputes are addressed and daily matters of cleanliness, numbers, rubbish control and noise are controlled. The plan of management will include afterhour's contacts and procedures for addressing any urgent issues. There is no evidence available to suggest that fights will occur between residents and occupants. There is no evidence to show the type of people being referred to will be living within the boarding house. Furthermore, a management plan is to be in place that will address any anti-social behaviour.
6.	The development will result in 48 boarders in both boarding houses at any given time which will be disruptive to the residents.	There is no evidence to show that the development will be housing 48 boarders. The development will have eighteen (18) boarders with the development at 3 Ostend Street having a maximum of eighteen (18) boarders for a total of thirty six (36) boarders.
7.	The development will reduce property values within the street.	This is not a relevant matter to consider as part of the assessment process and there is no evidence to support the claim.
8.	The kitchenette and bathrooms do not have windows to allow for natural light and ventilation. This will create issues of depression, lack of appetite and claustrophobia.	The applicant will be required to comply with the National Construction Codes 2019 (Building Code of Australia) in relation to light and ventilation of the bathrooms and kitchens. This may be addressed as a condition attached to any consent issued.
9.	There will be significant impacts onto the demographics of the area because the lodgers are transitional people who do not assimilate easily. The residents do not have families with children and will not integrate into society. The development will have a significant impact to the population density and stability of the street. The development is inappropriate	It is considered that the development will not adversely impact onto the stability of the local street. The development is permissible within the area and while certain alterations are required to the plans, it is considered that the development is capable of coexisting within the street without significant adverse impact.

within area where families reside and where neighbours know and care for one another. People have a sense of belonging to the area having been born within the area.	
10. The outdoor clothes drying area is in shadow.	As the property has a north west to south east axis, the clothesline will be receiving sunlight during the afternoons for most of the year. Due to its position and the angle of the allotment, the clothes line is not in complete shadow year round.
11. A boarding house would be counterproductive to the cultural heritage of the Lidcombe area.	There are no impediments to the approval of a boarding house within the Lidcombe area based on existing local cultural heritage provisions. There are no local heritage issues to address. Furthermore, the local planning instruments that apply to the site do not identify any cultural heritage feature within the locality to address.
12. The threat of illegal dumping will be too great for the area including Nicholas Street and Phillips Park.	Each room will be furnished implying that illegal dumping will not be occurring.
13. Fire safety, health regulations have not been addressed and there is no mention of a community kitchen, laundry.	The applicant has submitted documents addressing the National Construction Codes 2019 (Building Code of Australia) requirements, fire safety and a Boarding House Management Plan. Furthermore: • Each room has its own kitchenette and toilet facility. • A laundry is provided at the rear of the building facing the car park.
14. Long term residents have an expectation of the streets to be low density and oriented to families. Migrants have settled into this area during the 1950s, who have enjoyed a peaceful existence. A boarding house in this area is not conducive to this family oriented area	This is noted but not a means for refusal of the development application. The development is assessed as being satisfactory for the locality.

D - Landscaping Issues

Issues	Planners Comment
1. There is significant use of concrete and hard surfaces and very little landscaping left.	Council does not have any specific controls addressing boarding houses. Notwithstanding this, it is identified that when applying certain controls of the Detached Dwellings and Dual Occupancy Development Control Plan such as site coverage and deep soil zones being Parts 2.2 and 3.2, variations are identified. As specified within the assessment report two of the variations are capable of being reduced. The reduction may be addressed as a by condition of consent.
2. The outdoor open space is too small for a dwelling house. The private open space should have a minimum area of 50 square metres.	Clause 29(2)(d)(i) of State Environmental Planning Policy "Affordable Rental Housing" 2009 requires the private open space area to be at least 20 square metres in size. While the clause cannot be applied, it is identified that if the provision was used to assess the private open space area, it would comply with the stated provision. In this regard, the private open space has an area of 21.5 square metres and considered to be adequate in terms of dimensions and useability.
3. The tree in the rear yard should be retained to comply with the Auburn Development Control Plan Detached Dwellings and Dual Occupancy provisions - 3.0 and 3.5 (Protection of Existing Trees).	This is a Liquid Amber tree which is a deciduous species. It is not a native species to the area and while mature, Councils Tree Management Officer has previously advised as part of the pre lodgement application that the tree may be removed given its age. There are no objections to the removal of the tree.

E – Privacy

Issues	Planners Comment
1. Removing the 70 year old tree at the rear of 1 Ostend Street would have an impact on privacy for 2 Mons Street.	There are no significant privacy issues to address as suggested within the submission. There is one first storey window and room facing west that is

The windows on the top floor are looking into the neighbour's property including the dwelling house at 2 Mons Street.	setback 12 metres from the western boundary fence. There are two windows facing north with both windows incorporating screening devices. The number of windows is no different to that of a two storey dwelling house and the development takes the form of a two storey dwelling house to be consistent with the streetscape. The applicant is proposing a boarding house to the north at 3 Ostend Street. While there are windows of that development facing south, it is identified that opposing windows are setback 4.8 metres from one another and windows are to be fitted with screening devices. It is considered that a privacy issue as identified within the submission is not supported.
2. I need to use the spa bath in my rear yard. The removal of the tree will impact on my privacy to use my spa bath.	A boarding house at 1 Ostend Street will have no impact onto nearby residents in terms of overlooking. The degree of privacy between residents is assessed as being satisfactory.

F - Stormwater Drainage

Issue	**Planners Comment**
The development will create plumbing issues including blocked drains.	Council's Development Engineer has assessed the stormwater drainage plan as being satisfactory subject to conditions.

G - Standard of application

Issue	**Planners comment**
Council must undertake an independent survey of the site in terms of traffic and crime as many of the applicant's result are disputed. Council must request the RMS be sought to undertake a traffic survey and Police records must be sought on crime in the area.	The quality of the information provided in the development application is satisfactory and appropriate for suitable assessment. There is no requirement to refer the matter to Roads and Maritime Services and the application has been referred to

	Police for comment and no objections are raised.

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 notwithstanding the submissions that are made.

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

The development requires the payment of contributions in accordance with Council's Section 7.11 Contributions Plans. A figure of $31,231.70 is calculated for the twelve boarding rooms to be constructed. The 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 and the following planning instruments:-

- State Environmental Planning Policy 55 "Remediation of Land".
- State Environmental Planning Policy "Infrastructure" 2007.
- State Environmental Planning Policy "Building Sustainability Index BASIX" 2004.
- State Environmental Planning Policy "Affordable Rental Housing" 2009.
- Auburn Local Environmental Plan 2010.
- Auburn Development Control Plan 2010 "Detached Dwellings and Dual Occupancy" 2010.

The proposed development is appropriately located within the R2 Low Density Residential zone under the provisions of the Auburn Local Environmental Plan 2010. The proposal is generally consistent with all the statutory controls and most of the non statutory controls applying to the land. 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.

REPORT RECOMMENDATION:

1. **That Development Application Number 2019/0504 for the demolition of existing structures and construction of a two storey boarding house comprising 12 rooms and at-grade car parking on land at 1 Ostend Street Lidcombe be approved subject to attached conditions.**

2. **Persons who have lodged a submission in respect to the application be notified of the determination of the application.**

ATTACHMENTS

1. Draft Notice of Determination ⇩
2. Appendix A (BASIX Assessment) ⇩
3. Appendix B (Auburn Local Environment Plan 2010) ⇩
4. Appendix C (Detached Dwellings and Dual Occupancy) ⇩
5. Architectural Plans and Shadow Diagrams ⇩
6. Stormwater Plans ⇩
7. Landscape Plan ⇩
8. Submissions Received ⇩
9. Petitions Received ⇩
10. Plan of Management ⇩

DOCUMENTS ASSOCIATED WITH REPORT LPP042/20

Attachment 1

Draft Notice of Determination

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

CUMBERLAND CITY COUNCIL

DEVELOPMENT APPLICATION NOTICE OF DETERMINATION

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

Development Application No: DA2019/0504

Applicant: Baini Design
PO Box 2402
NORTH PARRAMATTA NSW 2124

Property Description: 1 Ostend Street, LIDCOMBE NSW 2141
Lot 161, DP 8683

Development: Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms and at-grade car parking.

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

- **Granting of Consent** subject to the conditions attached on the following page(s)

Determination Date: 12 August 2020

Date from which Consent Operates: 12 August 2020

Date Consent Lapses: 12 August 2025

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.

Michael Lawani
Coordinator Major Development Assessment

Date: 12 August 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.

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

CONDITIONS OF CONSENT

General Conditions

1. **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. **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	Title/Description	Prepared By	Date/s
Drawing Number 00 (Revision A)	Cover Page and Compliance Table	Baini Design	16/12/2019
Drawing Number 01 (Revision A)	Site Plan, Site Analysis and Demolition Plan	Baini Design	16/12/2019
Drawing Number 02 (Revision A)	Floor Plans	Baini Design	16/12/2019
Drawing Number 03 (Revision A)	Elevations	Baini Design	16/12/2019
Drawing Number 04 (Revision A)	Evacuation Plan	Baini Design	16/12/2019
Drawing Number 05 (Revision A)	Internal Unit Area Plan	Baini Design	16/12/2019
Drawing Number 01 (Revision A)	Landscape Design	Greenscene	16/12/2019
Drawing Number 07	Schedule of finishes	Baini Design	12/1/22019
Certificate Number 1065621S-02	BASIX Certificate	BCA Energy Pty Ltd	Friday 29 May 2020
E19106-1	Preliminary Site Investigation	GCA Geotechnical Consultants Australia	12 December 2019
	Waste Management Plan	Baini Design	11/12/2019
	Access Compliance Report	PSE Access Consulting	9 December 2019
Certificate Number 0004447660	Nationwide House Energy Rating Scheme Certificate	Partners Energy Management	11 December 2019
	BASIX Statement	BCA Energy	11/12/2019
	Plan of Management	Think Planners	16/12/2019
Report Number 190581R1 Revision 0	Noise Assessment	Rodney Stevens Acoustics	

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

3. **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)

4. **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.

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

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)

5. **Australia Post Guidelines**

Letter boxes are to be provided for each occupancy within the development in accordance with the relevant Australia Post Guidelines.

(Reason: To ensure compliance with mail delivery regulations)

6. **Accommodation room sizes**

Accommodation size of each boarding room (excluding any areas used for the purposes of private kitchen or bathroom facilities) shall be a minimum of 12 square metres where it is intended to be used by a single lodger and a minimum of 16 square metres in any other case. The maximum boarding room size for each room must not exceed 25 square metres.

(Reason:- to ensure minimum and maximum room sizes are achieved.)

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

7. **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)

8. **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

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

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;

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

- 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)

9. 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 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)

10. 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:

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

- 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 400m 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)

11. 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)

12. 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)

13. 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) 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.
(b) 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.
(c) 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. Amended drainage plans

Amended stormwater drainage plans addressing the following shall be submitted to and approved by Principal Certifying Authority.

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

a) Proposed stormwater tank surface levels and other details shall be modified to comply with changes to the architectural plans made to comply with the Australian Standard AS2890.1

b) Grated Drain shall be provided across the driveway.

c) Stormwater runoff from the bypassing area shall be collected and discharged by a pipe system.

Reason:- to ensure stormwater disposal complies with Council's DCP.

15. Amended architectural plans

Amended architectural plans addressing the following shall be submitted to and approved by Principal Certifying Authority.

a) Driveway grade shall be limited to 1 in 8 (12.5%).

b) Circulation aisle width next to car parking space shall be a minimum of 6.3 metres.

c) Vehicles should enter and leave the site perpendicular to the site boundary. In this regard, the proposed car parking space 6 shall be redesigned to comply with the requirement and the circulation aisle grade for the car space shall be modified to comply with the Australian Standard AS2890.1

d) A 2.5 metre x 2.5 metre splay shall be provided at the Nicholas Street and Ostend Street corner.

Reason:- to ensure the car park layout complies with Council's development control plan, the Australian Standard 2890.1 and to minimise the impact on street traffic.

16. Amended landscaping plan

An amended landscape plan shall be submitted to the Principal Certifying Authority for approval showing the following landscaping changes to the development:-

- An increase in landscaping and deep soil zone along the northern side of the site (Being that area that is 1.4 metres in width situated between the northern fence line and the boarding house building).

In this regard, the landscaping may consist of pebbles or similar material.

Reason:- to increase the landscaping and deep soil zone on site.

17. 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)

18. 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)

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

19. 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)

20. 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)

21. 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)

22. 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 Cumberland Local Infrastructure Contributions Plan 2020. An amount of $31,231.70 is to be paid to the Council. The amount of the contribution will be determined at the time of payment in accordance with the relevant Contributions Plan in force at that time. A copy of the Cumberland Local Infrastructure Contributions Plan 2020 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)

23. 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.

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

(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)

24. 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)

25. 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 to 1 Ostend 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)

26. 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.

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

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)

27. **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)

28. **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)

29. **Off Street Car Parking - General**

A minimum of six (6) off-street car parking spaces 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.

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

(Reason: Parking and access)

30. 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".

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)

31. 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)

32. Construction or Redirection of a Stormwater Drainage System

No line of natural drainage or any stormwater drainage channel, pipeline, pit or any other drainage infrastructure shall be filled in, relocated, diverted or otherwise interfered with, except by the construction of an overland flow path, pit, pipe line of a specific size, material and location, approved by Council.

Where consent is granted for the changes to a drainage line or system, Engineering Plans in accordance with Council's "On-site Stormwater Detention Policy" shall be submitted to the Accredited Certifier prior to the issue of the Construction Certificate.

(Reason: Protection of existing drainage infrastructure)

33. 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 Reference number 190581R1 (Revision 0) and dated 16 December 2019.

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)

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

34. Waste Storage Area

A designated waste and recyclable storage room must be provided on the premises and may be situated at the south west corner of the site adjacent to the motor cycle parking bays in accordance with the following requirements:

a) The area must be fully enclosed, suitably sized to contain all waste and recyclable material generated by the premises, adequately ventilated and constructed with a concrete floor and concrete or cement rendered walls;
b) The floor must be graded and drain to sewer in accordance with Sydney Water requirements;
c) A hot and cold hose cock shall be provided within the room.
d) The shall have adequate room to store 3 x 240 litre bins for general waste and 2 x 240 litre bins for recycled waste.

A detailed plan showing the design and location of the waste storage room must be submitted to the Principal Certifier prior to the issue of the Construction Certificate.

(Reason: To protect the environment and ensure waste is adequately contained)

35. Front and side Fence Height and appearance

The new front fence facing Ostend Street shall have a maximum height not exceeding 1.2 metres. Where the height exceeds 1.2 metres above the footpath level, the fence shall be stepped to comply with the height requirements.

Additionally, the front fence facing Ostend Street shall be 50% transparent and shall not be constructed of steel colourbond material.

The side fence facing Nicholas Street, shall not exceed 1.2 metres in height in front of the front building line (The first 5.5 metres from the street corner to the front building line). The side fence may be 1.8 metres in height thereafter for the remainder of the side boundary along Nicholas Street.

No solid steel pre coated fence materials shall be used for fencing the side boundary.

(Reason: To protect the streetscape but to ensure an appropriate level of privacy is achieved for the outdoor common area as appropriate.)

36. Parking layout

The car park layout shall comply with the Australian Standard AS2890.1 and AS2890.6. In this regard, detailed plans showing all the necessary dimensions shall be submitted to and be approved by the Principal Certifying Authority prior to the issue of a construction certificate.

(Reason: to ensure the parking layouts comply with the Australian Standard AS2890.1:2004)

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

37. 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

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

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)

38. 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 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)

39. 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)

40. 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;

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

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)

41. 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 call1300 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)

42. 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)

43. 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

44. 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)

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

45. 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.
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)

46. 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)

47. 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)

48. 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

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

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.)

49. 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)

50. 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)

51. 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.

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

(Reason: Protection of infrastructure, safety & information)

52. 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)

53. 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 inform 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)

54. Service relocation

The applicant shall locate any utility services affected by the proposal and shall be responsible for any damage to or relocation of services required by the proposed development including adjustment to the levels of pit lids. All works are to be carried out to the satisfaction of the relevant authority or Council. All costs shall be borne by the applicant.

(Reason: to protect utility services)

55. Stormwater disposal

Stormwater runoff generated from the development shall be directed to the onsite detention system prior to being discharged by gravity as per the approved plans. In this regard:-

a) The proposed stormwater system shall be generally in accordance with the stormwater concept plan approved as part of the deferred commencement condition.
b) Benefitted persons consent is required for the proposed connection to the stormwater pipe within the easement.
c) The development has been identified as requiring an onsite stormwater detention (OSD) system which has formed part of the development consent. In order to satisfy the drainage requirements for the building, any construction certificate for the building shall include the construction of the OSD system. In this regard, design and construction details of the OSD system demonstrating compliance with the development consent, approved OSD plan and Council's on site detention policy shall be submitted to the certifying authority prior to the issue of a construction certificate. The following shall be addressed:-
    - High early discharge control shall be provided as per the Councils DCP requirement.
    - Dry platform and weep hole details shall be clearly shown on the plan.
    - Stormwater runoff from access ways shall undergo some form of industrial standard primary treatment / separation prior to disposal into the existing stormwater system. In this regard, a stormwater treatment device capable of

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

removing litter, oil, grease and sediment shall be provided prior to discharge to the stormwater system.

- Maximum spacing between the access grates over the OSD tank shall not exceed 6 metres.
- All the OSD access openings shall be 900 mm x 900 mm I size with double (2/900 x 450) hinged access gates.
- Finished surface levels shall be indicated within all courtyards, driveways and detention storage areas.
- Areas of the site that will bypass the detention system shall be clearly delineated on the drawing and the OSD design summary calculation shall correspond.
- All walls, kerbs or crests proposed on the site are indicated along with their respective levels (eg top of wall level).

Reason:- to prevent localized flooding.

56. Compliance with recommendations of Preliminary Site Investigation report

The Recommendations contained at Page 11 (Part 12) of the preliminary site investigation report prepared by GCA (Geotechnical Consultants Australia) report number E19106-1 and dated 12 December 2019 shall be complied with in their entirety during the development works.

(Reason:- to ensure the recommendations of the report are carried out.)

57. Compliance with recommendations of acoustic report

The recommendations made within the Acoustic Report (Report Number 190581R1 Revision 0) prepared by Rodney Stevens Acoustics and dated 16 December 2019 shall be complied with in their entirety. The necessary works that are required to be undertaken shall be shown within the construction certificate plans for approval by Council or the Accredited Certifier.

(Reason: To ensure the recommendations of the acoustic report are complied with)

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

58. 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)

59. 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.

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

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

60. 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)

61. 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.
b) Approved verses installed drainage design (OSD) Calculation Sheet.
c) Work as executed drawings of the engineering works prepared by a registered surveyor.
d) Street drainage system and the drainage system within the easement shall be incorporated into the works as executed plan.
e) Overland flow path and piped overland flow system details shall be shown on the plan.
f) Checklists A3, A4 and A5 shall be completed and certified by a practising hydraulic engineer and registered surveyor. The check lists can be found at Cumberland City Council's web page.

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.

The above requirement shall be submitted to an approved by Council prior to Council endorsing the positive covenant documents.

(Reason: Asset management)

62. Provision of Street Numbers

A street number is to be displayed in a prominent position at the entrance to the premises. Numbers are to be of a colour contrasting with the wall to which they are affixed.

(Reason: To clearly identify the street number of the property)

63. 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:

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

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)

64. Construction of Concrete Footpath

A concrete footpath of width 1,200 mm shall be constructed to replace the footpath adjacent to the front 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.

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

65. Boarding House Accommodation - Registration and Caretaker

Prior to the issuing of any Occupation Certificate, Council must be advised in writing of the business name, address, owner or company name, 24 hour contact details for the site manager, and the number of occupants approved for the premises. A caretaker/manager must be contactable 24 hours a day.

(Reason: Amenity and public safety)

66. 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)

67. 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 related to the OSD system.

Easement Registration

Where any drainage line or service conduit is to traverse any property other than that which it serves, an appropriate easement will be required. In this case, the applicant shall register an easement of

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

minimum width 1.25m (or as specified by Council), over the proposed stormwater drainage line or service concurrently with any subdivision registration. Typical wording can be obtained from Council.

(Reason: Compliance and adequate maintenance of drainage system)

68. 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)

69. Structural Engineers certificate

The applicant shall submit a structural engineers certificate of adequacy verifying that the works as detailed on the approved plans for the storage tank have been completed under his / her supervision and that the design is adequate to support the anticipated design loads. The certificate shall be submitted to Council with the works as executed plan.

(Reason: to ensure the construction is structurally adequate)

70. Maintenance Schedule

Prior to the issue of the Occupation Certificate, a maintenance schedule of the proposed on site detention facility shall be submitted to Council for approval with the storm water work as executed plan. The maintenance schedule shall be registered as part of the positive covenant.

(Reason: to ensure the onsite detention facility is in good working order)

Conditions which must be satisfied during the ongoing use of the development

71. 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)

72. Removal of Litter and Graffiti

In addition to Council's street sweeping and cleansing operations, the owner/manager of the building shall ensure that the footpath, gutter, building entry and surrounds are kept clean and clear of litter at all times.

The owner of the building shall also be responsible for the prompt removal of any graffiti from the building.

(Reason: To maintain a satisfactory level of amenity in the locality)

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

73. Plan of Management

The use must always be operated and managed in accordance with the Plan of Management, prepared by Think Planners and dated 16 December 2019 that has been approved by the Panel.
Additionally, as required by the Plan of Management, a CCTV recording system including associated warning signage shall be installed within the common area, entries, car park and internal common room. The system shall be regularly reviewed as per the recommendations of the management plan. The complete system shall be shown in the construction certificate plans for approval by Council or the accredited certifier.

The Plan of Management shall be reviewed on a regular basis. Any changes to the Plan of Management are to be submitted to and approved by Council's Executive Manager Development and Building.

In the event of any inconsistency, the conditions of this consent will prevail over the Plan of Management.

(Reason: To protect residential amenity)

74. Boarding House - Use & Operation

The construction and operation of the boarding house shall comply with all applicable legislation/regulation and standards, including (but not limited to):

a) Local Government (General) Regulation 2005 under the Local Government Act 1993
b) Public Health Act 2010
c) Boarding Houses Act 2012
d) Boarding Houses Regulation 2013

(Reason: Statutory compliance)

75. Maximum number of Boarding Rooms and Lodgers

The maximum number of occupants shall not exceed eighteen (18) at any time. Additionally, the maximum number of boarding rooms shall not exceed twelve (12) being 6x2 double occupant rooms and 6x1 single occupant rooms as per the final approved plans.

(Reason: To clarify the terms of the approval and to control the maximum number of lodgers living in the premises at any one time)

76. Registration of Boarding House (Boarding House Act 2012)

The approved Boarding House must be registered with NSW Fair Training within twenty-eight (28) days of commencing operations. Details about the Boarding Houses Register and the registration process are available on the NSW Fair Trading website. Boarding House owners/operators are also required to lodge an Annual Return within 28 days of the 12 month anniversary of the date of the initial registration. Should the premises cease operating as a Boarding House, NSW Fair Trading must be notified of such within 28 days of the cessation of the use.

(Reason: Registration and notification to relevant authorities)

77. 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:

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

a) Forwarded to the Commissioner of the New South Wales Fire Brigade; and
b) Prominently displayed in the building

(Reason: Fire safety)

78. Noise - Residential buildings

The air conditioners 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)

79. Waste Management Plan

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)

80. 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)

81. Vehicle Access

All vehicles are to enter and exit the site in a forward direction.

(Reason: Traffic and pedestrian safety)

82. Annual maintenance inspection of OSD

An annual maintenance inspection summary of the onsite detention with associated certificates shall be sent to Council within the first month of every year. In this regard:-

- All critical inspections shall be carried out by a qualified person.
- A maintenance log book shall be maintained as per the approved maintenance schedule on site and be readily available for inspection by a Council officer.
- All associated costs shall be borne by the owner.

(Reason:- To ensure the on site detention system is in working order)

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

Advisory Notes

1 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.

2 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>.

3 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

4 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.

5 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.

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

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

6 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.

7 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.

8 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.

9 Work Health and Safety

For information regarding, codes of practice and guidelines regarding demolition and construction work, visit the Safe Work NSW website at safework.nsw.gov.au/your-industry/construction, or phone 13 10 50.

10 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)

11 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

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

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)

12 Inspections for Building Work - Critical Stages (Classes 2, 3 or 4)

a) Where applicable inspections of the development site may be required to be undertaken at the following stages:
b) Prior to covering of waterproofing in any wet areas, for a minimum of 10 % of rooms with wet areas within a building;
c) Prior to covering any stormwater drainage connections;
d) After the building work has been completed and prior to any occupation certificate being issued in relation to the building; and
e) Final.

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 (d), 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 (d) 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)

DOCUMENTS ASSOCIATED WITH REPORT LPP042/20

Attachment 2

Appendix A (BASIX Assessment)

APPENDIX A
BASIX CERTIFICATE

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

BASIX Requirement	Yes	No	N/A	Comment
PROJECT DETAILS **Street address, postcode & LGA** shown on BASIX Certificate match rest of DA package.	☒	☐	☐	All details are correctly identified.
Dwelling type is correctly identified based on BASIX definitions.	☒	☐	☐	This is being treated as a dwelling house with 12 separate rooms.
Number of bedrooms shown on BASIX Certificate is consistent with plans.	☒	☐	☐	The certificate correlates with the plans.
Site area shown on BASIX Certificate matches rest of DA package.	☒	☐	☐	The site area is stated as being 613 square metres which is accurate.
Roof area shown on BASIX Certificate matches rest of DA package.	☒	☐	☐	The certificate identifies a roof area of 285 square metres. The roof area capable of being connected to the rainwater tank is calculated at 271 square metres. This is determined as being satisfactory given that the variation is 14 square metres.
Conditioned & Unconditioned floor areas are in accordance with the BASIX Definitions. (These are for BASIX compliance only; they do not replace any other definitions of floor area).	☒	☐	☐	The conditioned floor area is quoted at 394 square metres. The floor area conditioned as such as calculated at 375 square metres because the stairs are included
Total area of garden & lawn indicated on submitted plans is consistent with BASIX Certificate.	☒	☐	☐	146 square metres which correct.
WATER **Landscape plan** indicates areas and species to be planted (where indigenous or low-water use plant species are nominated).	☒	☐	☐	
Rainwater tank) shown on plans, tank size stated and tank drawn to scale. If underground tank proposed, then this is clearly stated. Plans show and state roof area draining to rain tank, and match the BASIX Certificate.	☒	☐	☐	
Rainwater tank meet all other consent authority requirements e.g. height limits at boundary, pump noise standards, insect screens.	☒	☐	☐	A 5,000 litre rainwater tank is proposed. The certificate requires the minimum size to be 2,500 litres. Compliance is achieved.
Size of swimming pool on plan consistent with volume indicated in BASIX Certificate.	☐	☐	☒	A swimming pool is not proposed.

BASIX Requirement	Yes	No	N/A	Comment
THERMAL COMFORT - RAPID Floor construction, eaves, insulation and glazed areas are marked on plans.	☒	☐	☐	The applicant has prepared a BASIX Obligation certificate to be attached to the plans which provides the necessary BASIX obligations. This would need to be stamped as part of the approval should the development application be supported.
THERMAL COMFORT – DO-IT-YOURSELF Floor/wall/ceiling/roof insulation commitments and roof colour are marked on plans.	☒	☐	☐	
Wall, floor, ceiling and roof construction types are marked on plans.	☒	☐	☐	
Glazing is indicated on plans in accordance with BASIX Certificate and if performance glazing is nominated check that it is clearly labelled.	☒	☐	☐	This is satisfactory.
All **shading devices and overshadowing objects** are clearly marked on the plans in accordance with the BASIX Certificate.	☒	☐	☐	
If **floor concession** is claimed, check that 'site slope' or 'flood prone' claim is valid.	☐	☐	☒	
THERMAL COMFORT - SIMULATION **Assessor Certificate** and ABSA-stamped plans are provided. ABSA Specification block is physically attached to plan. Assessor and Certificate numbers in DA package match those on BASIX Certificate.	☒	☐	☐	An Assessor Certificate has been provided for the development application with a score of 5.2 being achieved The energy rating of the development is 63.8.
Floor/wall/ceiling/roof insulation commitments and roof colour in BASIX Certificate are marked on plans.	☒	☐	☐	
If **suspended floor concession** is claimed on BASIX Certificate, check this has been approved by Assessor on Assessor Certificate.	☐	☐	☒	
ENERGY Star rating of any proposed gas hot water system is marked on plans.	☒	☐	☐	The hot water system is rated 6 Stars but not shown on the plans.
If solar **hot water** (SHW), check that system is drawn to scale (typical two panel SHW system is 4m2) and that panels are located with a northerly aspect. Ensure SHW panels will not be significantly overshadowed by neighbouring buildings/trees.	☐	☐	☒	
Any external air conditioning unit is marked on plans and is located such that it does not impact onsite or neighbour's amenity (avoid noise source near bedrooms) and complies with any other consent authority requirements.	☒	☐	☐	An air conditioner is to be installed within each room which is rated HVAC 1 Phase 3.5 Stars.
Any BASIX **energy efficient lighting** commitment is annotated on plans.	☒	☐	☐	
Any **pool or spa heating system and timer control** is annotated on plans.	☐	☐	☒	No pool or spa is proposed.
Photovoltaic panels are not going to be significantly overshadowed.	☐	☐	☒	
Panel area is approximately drawn to scale: surface area of a 1kWh photovoltaic system is approximately 8 m2.	☐	☐	☒	

DOCUMENTS ASSOCIATED WITH REPORT LPP042/20

Attachment 3

Appendix B (Auburn Local Environment Plan 2010)

APPENDIX B
Auburn Local Environmental Plan 2010

Clause	Yes	No	N/A	Comment
Part 1 Preliminary				
1.1 Name of Plan This Plan is Auburn Local Environmental Plan 2010.	☒	☐	☐	
1.1 AA Commencement This Plan commences on the day on which it is published on the NSW legislation website.	☒	☐	☐	The plan was gazetted on 29 October 2010.
1.6 Consent authority The consent authority for the purposes of this Plan is (subject to the Act) the Council.	☒	☐	☐	The cost of works is quoted as being $1,054,394 which is under $5 million in value. As such, Council would normally be the consent authority for the development application. However, in this case, Council officers have received more than ten (10) unique objections and submissions. As such, the Cumberland Local Planning Panel is the consent authority for the development application.
1.9 Application of SEPPs and REPs (1) This Plan is subject to the provisions of any State environmental planning policy and any regional environmental plan that prevail over this Plan as provided by section 36 of the Act. (2) The following State environmental planning policies (or provisions) do not apply to the land to which this Plan applies: State Environmental Planning Policy No 1—Development Standards. Sydney Regional Environmental Plan No 24—Homebush Bay Area	☒ ☐	☐ ☐	☐ ☒	There are a number of State Environmental Planning Policies that will apply to the development application. These are addressed within the main body of the report. The state policy and regional environmental plan stated will not be relevant to this application.
Part 2 Permitted or prohibited development				
2.1 Land use zones The land use zones under this Plan are as follows: **Residential Zones** **R2 Low Density Residential** R3 Medium Density Residential R4 High Density Residential	☒	☐	☐	The land is zone R2 Low Density Residential which permits a boarding house with consent.
2.3 Zone objectives and land use table (1) The Table at the end of this Part specifies for each zone: (a) the objectives for development, and (b) development that may be carried out without consent, and (c) development that may be carried out only with consent, and (d) development that is prohibited. (2) The consent authority must have regard to the objectives for development in a zone when determining a development	☒ ☒	☐ ☐	☐ ☐	The objectives of the zone have been considered during the assessment of the development application which are:- • **To provide for the housing needs of the community within a low density residential environment.** • **To enable other land uses that provide facilities or services to**

Clause	Yes	No	N/A	Comment
application in respect of land within the zone. (3) In the Table at the end of this Part: (a) a reference to a type of building or other thing is a reference to development for the purposes of that type of building or other thing, and (b) a reference to a type of building or other thing does not include (despite any definition in this Plan) a reference to a type of building or other thing referred to separately in the Table in relation to the same zone. (4) This clause is subject to the other provisions of this Plan. **Notes.** 1. Schedule 1 set out additional permitted uses for particular land. 2. Schedule 2 sets out exempt development (which is generally exempt from both Parts 4 and 5 of the Act). Development in the land use table that may be carried out without consent is nevertheless subject to the environmental assessment and approval requirements of Part 5 of the Act or, if applicable, Part 3A of the Act. 3. Schedule 3 sets out complying development (for which a complying development certificate may be issued as an alternative to obtaining development consent). 4. Clause 2.6 requires consent for subdivision of land. 5. Part 5 contains other provisions which require consent for particular development. 6. Part 6 contains local provisions which require consent for particular development.	☒	☐	☐	**meet the day to day needs of residents**. The first objective is most applicable to the development application. In this regard, housing needs for vulnerable people is being established within a residential zone. The type of housing being provided is consistent with the planning controls for the site.
2.5 Additional permitted uses for particular land (1) Development on particular land that is described or referred to in Schedule 1 may be carried out: (a) with consent, or (b) if the Schedule so provides—without consent, in accordance with the conditions (if any) specified in that Schedule in relation to that development. (2) This clause has effect despite anything to the contrary in the Land Use Table or other provision of this Plan.	☐ ☐	☐ ☐	☒ ☒	
2.6 Subdivision—consent requirements (1) Land to which this Plan applies may be subdivided, but only with consent. **Notes.** 1 *If a subdivision is specified as exempt development in an applicable environmental planning instrument, such as this Plan or State Environmental Planning Policy (Exempt and*	☐	☐	☒	A land subdivision is not proposed. As a result, the clause will not apply to the development application. The development application does not include any form of Strata Title

Clause	Yes	No	N/A	Comment
Complying Development Codes) 2008, the Act enables it to be carried out without development consent. *2 Part 6 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 provides that the strata subdivision of a building in certain circumstances is complying development.* (2) Development consent must not be granted for the subdivision of land on which a secondary dwelling is situated if the subdivision would result in the principal dwelling and the secondary dwelling being situated on separate lots, unless the resulting lots are not less than the minimum size shown on the Lot Size Map in relation to that land.				subdivision. Strata Title Subdivision of a boarding house is not permitted.
2.7 Demolition requires consent The demolition of a building or work may be carried out only with consent. **Note.** If the demolition of a building or work is identified in an applicable environmental planning instrument, such as this plan or *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* as exempt development, the Act enables it to be carried out without development consent.	☒	☐	☐	Demolition work is sought to the existing dwelling house and site improvements. Demolition work forms part of the development application and works sought.
Land Use Table **Note.** A type of development referred to in the Land Use Table is a reference to that type of development only to the extent it is not regulated by an applicable State environmental planning policy. The following State environmental planning policies in particular may be relevant to development on land to which this Plan applies: ***State Environmental Planning Policy (Affordable Rental Housing) 2009* (including provision for secondary dwellings).** *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.* *State Environmental Planning Policy (Infrastructure) 2007* (relating to public facilities such as those for air transport, correction, education, electricity generation, health services, ports, railways, roads, waste management and water supply systems). *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007.* *State Environmental Planning Policy No 33—Hazardous and Offensive Development.* *State Environmental Planning Policy No 50—Canal Estate Development.* *State Environmental Planning Policy No 64—Advertising and Signage.*				
Zone R2 Low Density Residential **Objectives of zone** • To provide for the housing needs of the community within a low density residential environment. • To enable other land uses that provide facilities or services to meet the day to day needs of residents. **2 Permitted without consent** Home occupations **3 Permitted with consent** Bed and breakfast accommodation; **Boarding houses**; Building identification signs; Business identification signs; Centre-based child care	☒ ☒ ☐ ☒	☐ ☐ ☐ ☐	☐ ☐ ☒ ☐	The relevant objective being the first objective is complied with. The land is within zone R2 Low Density Residential which permits the development being a boarding house. The

Clause	Yes	No	N/A	Comment
facilities; Dual occupancies; Dwelling houses; Group homes; Neighbourhood shops; Oyster aquaculture; Pond-based aquaculture; Respite day care centres; Roads; Semi-detached dwellings; Tank-based aquaculture; Any other development not specified in item 2 or 4. **4 Prohibited** 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 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	☐	☐	☒	definition of a "boarding house" in the Auburn Local Environmental Plan 2010 is:- "*A building that:* *Is wholly or partly let in lodgings, and* *Provides lodgers with a principal place of residence for 3 months or more and* *May have shared facilities such as a communal living room, bathroom, kitchen or laundry, and* *Has rooms, some or all of which may have private kitchen and bathroom facilities that accommodate one or more lodgers.* *But does not include back packers accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment*".
Part 4 Principal development standards				
4.1 Minimum subdivision lot size (1) The objectives of this clause are as follows: (a) to ensure that lot sizes are able to accommodate development consistent with relevant development controls, and (b) to ensure that subdivision of land is capable of supporting a range of development types.	☐	☐	☒	A minimum allotment size of 450 square metres is designated for the site. A land subdivision is not proposed. As such, the development is satisfactory under Clause 4.1.
(2) This clause applies to a subdivision of any land shown on the Lot Size Map that requires development consent and that is carried out after the commencement of this Plan.	☐	☐	☒	
(3) The size of any lot resulting from a subdivision of land to which this clause applies is not to be less than the minimum	☐	☐	☒	

Clause	Yes	No	N/A	Comment
size shown on the Lot Size Map in relation to that land. (3A) Despite subclause (3), the minimum lot size for dwelling houses is 450 square metres. (3B) Despite subclause (3), if a lot is a battle-axe lot or other lot with an access handle and is on land in Zone R2 Low Density Residential, Zone R3 Medium Density Residential, Zone B6 Enterprise Corridor, Zone B7 Business Park, Zone IN1 General Industrial and Zone IN2 Light Industrial, the minimum lot size excludes the area of the access handle. (3C) Despite subclauses (3)–(3B), the minimum lot size for development on land within the Former Lidcombe Hospital Site, as shown edged blue on the Lot Size Map, is as follows in relation to development for the purpose of: (a) dwelling houses: (i) 350 square metres, or (ii) if a garage will be accessed from the rear of the property - 290 square metres, or (iii) if the dwelling house will be on a zero lot line - 270 square metres, (b) semi-detached dwellings - 270 square metres, (c) multi dwelling housing - 170 square metres for each dwelling, (d) attached dwellings - 170 square metres. (4) This clause does not apply in relation to the subdivision of individual lots in a strata plan or community title scheme.	☐ ☐	☐ ☐	☒ ☒	
4.3 Height of buildings (1) The objectives of this clause are as follows: (a) to establish a maximum building height to enable appropriate development density to be achieved, and (b) to ensure that the height of buildings is compatible with the character of the locality (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. (2A) Despite subclause (2), the maximum height of office premises and hotel or motel accommodation is: (a) if it is within the Parramatta Road Precinct, as shown edged orange on the Height of Buildings Map—27 metres, (b) if it is on land within Zone B6 Enterprise Corridor within the Silverwater Road Precinct, as shown edged light purple on the Height of Buildings Map—14 metres.	☒ ☒ ☐	☐ ☐ ☐	☐ ☐ ☒	The maximum building height for the site permitted under the Auburn Local Environmental Plan 2010 is 9 metres. The boarding house has a height that does not exceed 8.2 metres.

Clause	Yes	No	N/A	Comment
4.4 Floor space ratio (1) The objectives of this clause are as follows: To establish a maximum floor space ratio to enable appropriate development density to be achieved, and To ensure that development intensity reflects its locality.	☒	☐	☐	The maximum permitted floor space ratio is not specified. The floor space ratio of the development is calculated at 365.2 square metres or 0.595:1. The development is satisfactory.
(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.	☐	☐	☒	
(2A) Despite subclause (2), the maximum floor space ratio for development for the purpose of multi dwelling housing on land other than land within the Former Lidcombe Hospital Site, as shown edged black on the Floor Space Ratio Map, is as follows: (a) for sites less than 1,300 square metres—0.75:1, (b) for sites that are 1,300 square metres or greater but less than 1,800 square metres—0.80:1, (c) for sites that are 1,800 square metres or greater—0.85:1.	☐	☐	☒	
(2B) Despite subclause (2), the maximum floor space ratio for the following development on land in Zone B6 Enterprise Corridor within the Parramatta Road Precinct, as shown edged orange on the Floor Space Ratio Map, is as follows: (a) 1.5:1 for bulky goods premises, entertainment facilities, function centres and registered clubs, and (b) 3:1 for office premises and hotel or motel accommodation.	☐	☐	☒	
(2C) Despite subclause (2), the maximum floor space ratio for the following development on land in Zone B6 Enterprise Corridor within the Silverwater Road Precinct, as shown edged light purple on the Floor Space Ratio Map, is as follows: (a) 1.5:1 for bulky goods premises, entertainment facilities, function centres and registered clubs, and (b) 2:1 for office premises and hotel or motel accommodation.	☐	☐	☒	
(2D) Despite subclause (2), the maximum floor space ratio for retail premises on land in Zone B6 Enterprise Corridor within the Commercial Precinct, as shown edged green on the Floor Space Ratio Map is 1.5:1.	☐	☐	☒	

Clause	Yes	No	N/A	Comment
4.5 Calculation of floor space ratio and site area **(1) Objectives** The objectives of this clause are as follows: (a) to define ***floor space ratio***, (b) to set out rules for the calculation of the site area of development for the purpose of applying permitted floor space ratios, including rules to: (i) prevent the inclusion in the site area of an area that has no significant development being carried out on it, and (ii) prevent the inclusion in the site area of an area that has already been included as part of a site area to maximise floor space area in another building, and (iii) requires community land and public places to be dealt with separately.	☒	☐	☐	
(2) Definition of "floor space ratio" The ***floor space ratio*** of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.	☒	☐	☐	
(3) Site area In determining the site area of proposed development for the purpose of applying a floor space ratio, the ***site area*** is taken to be: (a) if the proposed development is to be carried out on only one lot, the area of that lot, or	☐	☐	☒	
(b) if the proposed development is to be carried out on 2 or more lots, the area of any lot on which the development is proposed to be carried out that has at least one common boundary with another lot on which the development is being carried out. In addition, subclauses (4)–(7) apply to the calculation of site area for the purposes of applying a floor space ratio to proposed development.	☐	☐	☒	
(4) Exclusions from site area The following land must be excluded from the site area: (a) land on which the proposed development is prohibited, whether under this Plan or any other law, (b) community land or a public place (except as provided by subclause (7)).	☒	☐	☐	
(5) Strata subdivisions The area of a lot that is wholly or partly on top of another or others in a strata subdivision is to be included in the calculation of the site area only to the extent that it does not overlap with another lot already included in the site area calculation.	☐	☐	☒	Strata subdivision of the development is not proposed and is not permitted for such a development.
(6) Only significant development to be included The site area for proposed development must not include a lot additional to a lot or lots on which the development is being carried out	☒	☐	☐	Only the lots affected by the development are included in the floor space ratio calculation.

Clause	Yes	No	N/A	Comment
unless the proposed development includes significant development on that additional lot. **(7) Certain public land to be separately considered** For the purpose of applying a floor space ratio to any proposed development on, above or below community land or a public place, the site area must only include an area that is on, above or below that community land or public place, and is occupied or physically affected by the proposed development, and may not include any other area on which the proposed development is to be carried out. **(8) Existing buildings** The gross floor area of any existing or proposed buildings within the vertical projection (above or below ground) of the boundaries of a site is to be included in the calculation of the total floor space for the purposes of applying a floor space ratio, whether or not the proposed development relates to all of the buildings. **(9) Covenants to prevent "double dipping"** When consent is granted to development on a site comprised of 2 or more lots, a condition of the consent may require a covenant to be registered that prevents the creation of floor area on a lot (the restricted lot) if the consent authority is satisfied that an equivalent quantity of floor area will be created on another lot only because the site included the restricted lot. **(10) Covenants affect consolidated sites** If: (a) a covenant of the kind referred to in subclause (9) applies to any land (***affected land***), and (b) proposed development relates to the affected land and other land that together comprise the site of the proposed development, the maximum amount of floor area allowed on the other land by the floor space ratio fixed for the site by this Plan is reduced by the quantity of floor space area the covenant prevents being created on the affected land. **(11) Definition** In this clause, ***public place*** has the same meaning as it has in the *Local Government Act 1993*.	☐	☐	☒	
4.6 Exceptions to development standards (1) The objectives of this clause are: (a) to provide an appropriate degree of flexibility in applying certain development standards to particular development, and (b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances. (2) Consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is	☐ ☐	☐ ☐	☒ ☒	There are no issues to address under the heading.

Clause	Yes	No	N/A	Comment
expressly excluded from the operation of this clause. (3) Consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating: (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and (b) that there are sufficient environmental planning grounds to justify contravening the development standard.	☐	☐	☒	
(4) Consent must not be granted for development that contravenes a development standard unless: (a) the consent authority is satisfied that: (i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and (b) the concurrence of the Director-General has been obtained.	☐	☐	☒	
(5) In deciding whether to grant concurrence, the Director-General must consider: (a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and (b) the public benefit of maintaining the development standard, and (c) any other matters required to be taken into consideration by the Director-General before granting concurrence.	☐	☐	☒	
(6) Development consent must not be granted under this clause for a subdivision of land in Zone RUI Primary Production, Zone RU2 Rural Landscape, Zone RU3 Forestry, Zone RU4 Primary Production Small Lots, Zone RU6 Transition, Zone R5 Large Lot Residential, Zone E2 Environmental Conservation, Zone E3 Environmental Management or Zone E4 Environmental Living if: (a) The subdivision will result will result in 2 or more lots of less than the minimum area specified for such lots by a development standard, or (b) The subdivision will result in at least one lot that is less than 90% of the	☐	☐	☒	

Clause	Yes	No	N/A	Comment
minimum area specified for such a lot by a development standard. (7) After determining a development application made pursuant to this clause, the consent authority must keep a record of its assessment of the factors required to be addressed in the applicant's written request referred to in subclause (3). (8) This clause does not allow consent to be granted for development that would contravene any of the following: (a) a development standard for complying development, (b) a development standard that arises, under the regulations under the Act, in connection with a commitment set out in a BASIX certificate for a building to which *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* applies or for the land on which such a building is situated, (c) clause 5.4. (ca) clause 6.8	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	
Part 5 Miscellaneous provisions				
5.3 Development near zone boundaries (1) The objective of this clause is to provide flexibility where the investigation of a site and its surroundings reveals that a use allowed on the other side of a zone boundary would enable a more logical and appropriate development of the site and be compatible with the planning objectives and land uses for the adjoining zone. (2) This clause applies to so much of any land that is within the relevant distance of a boundary between any 2 zones. The relevant distance is 20 metres. (3) This clause does not apply to: (a) land in Zone RE1 Public Recreation, Zone E1 National Parks and Nature Reserves, Zone E2 Environmental Conservation, Zone E3 Environmental Management or Zone W1 Natural Waterways, or (b) land within the coastal zone, or (c) land proposed to be developed for the purpose of sex services or restricted premises. (4) Despite the provisions of this Plan relating to the purposes for which development may be carried out, development consent may be granted to development of land to which this clause applies for any purpose that may be carried out in the adjoining zone, but only if the consent authority is satisfied that: (a) the development is not inconsistent with the objectives for development in both zones, and (b) the carrying out of the development is desirable due to compatible land use planning, infrastructure capacity and other planning principles relating to the efficient and timely development of land.	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒	Clause 5.3 will not apply to the development application.

Clause	Yes	No	N/A	Comment
(5) This clause does not prescribe a development standard that may be varied under this Plan.				
5.6 Architectural roof features (1) The objectives of this clause are: (a) To ensure that any decorative roof element does not detract from the architectural design of the building, and (b) To ensure that prominent architectural roof features are contained within the height limit. (2) Development that includes an architectural roof feature that exceeds, or causes a building to exceed, the height limits set by clause 4.3 may be carried out, but only with consent. (3) Development consent must not be granted to any such development unless the consent authority is satisfied that: (a) the architectural roof feature: (i) comprises a decorative element on the uppermost portion of a building, and (ii) is not an advertising structure, and (iii) does not include floor space area and is not reasonably capable of modification to include floor space area, and (iv) will cause minimal overshadowing, and (b) any building identification signage or equipment for servicing the building (such as plant, lift motor rooms, fire stairs and the like) contained in or supported by the roof feature is fully integrated into the design of the roof feature.	☐	☐	☒	An architectural roof feature is not proposed in this development.
5.10 Heritage conservation **Note.** Heritage items, if any are listed and described in Schedule 5. Heritage conservation areas (if any) are shown on the Heritage Map as well as being described in Schedule 5. (1) **Objectives** The objectives of this clause are as follows: (a) to conserve the environmental heritage of Auburn, (b) to conserve the heritage significance of heritage items and heritage conservation areas including associated fabric, settings and views, (c) to conserve archaeological sites, (d) to conserve Aboriginal objects and Aboriginal places of heritage significance. (2) **Requirement for consent**	☐	☐	☒	The site is not listed in the Auburn Local Environmental Plan 2010 as containing items of heritage. Furthermore, there are no heritage listed items close by to the site. As such, Clause 5.10 does not need to be reviewed any further.

Clause	Yes	No	N/A	Comment
Development consent is required for any of the following: (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance): (i) a heritage item, (ii) an Aboriginal object, (iii) a building, work, relic or tree within a heritage conservation area, (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item, (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed, (d) disturbing or excavating an Aboriginal place of heritage significance, (e) erecting a building on land: (i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance, (f) subdividing land: (i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance. (3) **When consent not required** However, development consent under this clause is not required if: (a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development: (i) is of a minor nature, or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site, or a building, work, relic, tree or place within the heritage conservation area, and	☐	☐	☒	

Clause	Yes	No	N/A	Comment
(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or (b) the development is in a cemetery or burial ground and the proposed development: (i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and (ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or (c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or (d) the development is exempt development. (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.	☐	☐	☒	
(6) **Heritage conservation management plans** The consent authority may require, after considering the heritage significance of a heritage item and the extent of change	☐	☐	☒	

Clause	Yes	No	N/A	Comment
proposed to it, the submission of a heritage conservation management plan before granting consent under this clause. (7) **Archaeological sites** The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies): (a) notify the Heritage Council of its intention to grant consent, and (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.	☐	☐	☒	
(8) **Aboriginal places of heritage significance** The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance: 2010 No 616 Auburn Local Environmental Plan 2010 Clause 5.11 Miscellaneous provisions Part 5 Page 47 (a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and (b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate about the application and take into consideration any response received within 28 days after the notice is sent.	☐	☐	☒	
(9) **Demolition of nominated State heritage items** The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item: (a) notify the Heritage Council about the application, and (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.	☐	☐	☒	
(10) **Conservation incentives** The consent authority may grant consent to development for any purpose of a building that is a heritage item, or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would				

Clause	Yes	No	N/A	Comment
otherwise not be allowed by this Plan, if the consent authority is satisfied that: (a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and (b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and (c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and (d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and (e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.				
Part 6 Additional local provisions				
6.1 Acid sulfate soils (1) The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage. (2) Development consent is required for the carrying out of works described in the Table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works. **Class** / **Works of Land** 1 – Any works. 2 – Works below the natural ground surface. Works by which the water table is likely to be lowered. 3 – Works more than 1 metre below the natural ground surface. Works by which the watertable is likely to be lowered more than 1 metre below the natural ground surface. 4 – Works more than 2 metres below the natural ground surface. Works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface. **5 – Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.** (3) Development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for	☒ ☒	☐ ☐	☐ ☐	The land is given a Class 5 rating and situated more than 500 metres from land given another rating. There is no deep excavation work proposed. It is considered that acid
	☐	☐	☒	

Clause	Yes	No	N/A	Comment
the proposed works in accordance with the Acid Sulfate Soils Manual and has been provided to the consent authority. (4) Despite subclause (2) Development consent is not required under this clause for the carrying out of works if: (a) a preliminary assessment of the proposed works prepared in accordance with the Acid Sulfate Soils Manual indicates that an acid sulfate soils management plan is not required for the works, and (b) the preliminary assessment has been provided to the consent authority and the consent authority has confirmed the assessment by notice in writing to the person proposing to carry out the works. (5) Despite subclause (2), development consent is not required under this clause for the carrying out of any of the following works by a public authority (including ancillary work such as excavation, construction of access ways or the supply of power): (a) emergency work, being the repair or replacement of the works of the public authority required to be carried out urgently because the works have been damaged, have ceased to function or pose a risk to the environment or to public health and safety, (b) routine management work, being the periodic inspection, cleaning, repair or replacement of the works of the public authority (other than work that involves the disturbance of more than 1 tonne of soil), (c) minor work, being work that costs less than $20,000 (other than drainage work). (6) Despite subclause (2), development consent is not required under this clause to carry out any works if: (a) the works involve the disturbance of more than 1 tonne of soil, such as occurs in carrying out agriculture, the construction or maintenance of drains, extractive industries, dredging, the construction of artificial water bodies (including canals, dams and detention basins) or foundations, or flood mitigation works, or (b) the works are likely to lower the watertable.	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	sulphate soils is not expected to be an issue for the site.
6.2 Earthworks (1) The objectives of this clause are as follows: (a) to ensure that earthworks for which a development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses or heritage items and features of the surrounding land, (b) to allow earthworks of a minor nature without separate development consent. (2) Development consent is required for earthworks, unless:	☒ ☒	☐ ☐	☐ ☐	No significant earthworks are proposed on site. The development is occurring at grade. Local surface based excavation work is required for the foundations and service connections but deep excavation work is avoided.

Clause	Yes	No	N/A	Comment
(a) the work does not alter the ground level (existing) by more than 600 millimetres, or (b) the work is exempt development under this Plan or another applicable environmental planning instrument, or (c) the work is ancillary to other development for which development consent has been given. (3) Before granting development consent for earthworks, the consent authority must consider the following matters: (a) the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality, (b) the effect of the proposed development on the likely future use or redevelopment of the land, (c) the quality of the fill or of the soil to be excavated, or both, (d) the effect of the proposed development on the existing and likely amenity of adjoining properties, (e) the source of any fill material and the destination of any excavated material, (f) the likelihood of disturbing relics, (g) the proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area. **Note.** The *National Parks and Wildlife Act 1974*, particularly section 86, deals with disturbing or excavating land and Aboriginal objects.	☐	☐	☒	
6.3 Flood planning (1) The objectives of this clause are: (a) to minimise the flood risk to life and property associated with the use of land, (b) to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change, (c) to avoid significant adverse impacts on flood behaviour and the environment. (2) This clause applies to: • land that is shown as "Flood planning area" on the Flood Planning Map, and • other land at or below the flood planning level. (3) Development consent must not be granted for development on land to which this clause applies unless the consent authority is satisfied that the development: (a) is compatible with the flood hazard of the land, and (b) is not likely to significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and (c) incorporates appropriate measures to manage risk to life from flood, and	☒ ☐ ☐	☐ ☐ ☐	☐ ☒ ☒	The site is not affected by flooding or overland flow. As such, Clause 6.3 does not need to be reviewed further.

Clause	Yes	No	N/A	Comment
(d) is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and (e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding. (4) A word or expression used in this clause has the same meaning as it has in the NSW Government's Floodplain Development Manual published in 2005, unless it is otherwise defined in this clause. (5) In this clause: ***flood planning level*** means the level of a 1:100 ARI (average recurrent interval) flood event plus 0.5 metre freeboard. ***Flood Planning Map*** means the Auburn Local Environmental Plan 2010 Flood Planning Map.	☐	☐	☒	
6.5 Essential Services **(a)** Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required: (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage. (d) stormwater drainage or on-site conservation, (e) suitable road access. **(b)** This clause does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing any essential service referred to in this clause.	☒ ☐	☐ ☐	☐ ☒	Services are available to the site.
Schedule 1 Additional permitted uses "Nil"				

DOCUMENTS ASSOCIATED WITH REPORT LPP042/20

Attachment 4

Appendix C (Detached Dwellings and Dual Occupancy)

CUMBERLAND CITY COUNCIL

CUMBERLAND LOCAL PLANNING PANEL

APPENDIX C
Auburn Development Control Plan 2010 (Detached Dwellings and Dual Occupancy Chapter)

The objectives, performance criteria and development standards of the Auburn Development Control Plan 2010 - *Detached Dwellings and Dual Occupancy* chapter have been considered in the assessment of the development application. Relevant consideration has been given to DCP requirements relating *Built Form*, *Open Space and Landscaping*, *Access and Car parking*, *Privacy and Security*, *Solar Amenity & Stormwater Reuse*, *Ancillary Facilities, Subdivision, Outbuildings* and *Secondary Dwellings*.

Generally, the provisions do not apply to boarding house developments but may be used to guide the development. The following table includes an assessment of the relevant development standards applicable to the application.

Requirement	Yes	No	N/A	Comments
1.1 Introduction This Part applies to dwelling house, secondary dwelling, semi-detached dwelling and dual occupancy development in the R2 Low Density Residential zone and R3 Medium Residential Density zone under the *Auburn LEP 2010*. The site is not located within the Former Lidcombe Hospital site, Newington and Former RAAF Stores Depot. The proposed development is considered to be consistent with the purpose of this Part of the DCP.				
2.1 Site area **D1** A minimum site area of 450m2 and a minimum site width of 15m shall be required for two attached dwellings on one allotment.	☐	☐	☒	
D2 A minimum site area of 600m2 and a minimum site width of 15m shall be required for two detached dwellings on one allotment. **Notes:** • The minimum site area requirement does not include the area of access handles (for battle axe sites). • There is no minimum site area requirement for the construction of a single detached house.	☐	☐	☒	Site Area = 613.18 Square metres. Average Width = 15.24 metres. Existing allotment of land.
2.2 Site coverage **D1 Site coverage:** • For lots 350m² or less, the maximum site coverage shall be 70%;	☐	☐	☒	
• For lots between 351m² to 449m², the maximum site coverage shall be 67.5%; and	☐	☐	☒	
• **For lots 450m² or above, the maximum site coverage shall be 65%.**	☐	☒	☐	Lot Size = 613.18 Square metres. **<u>Site Coverage</u> = 466 square metres or 76%. There is a large variation of 11.1 percentage points being 68.6 square metres. The variation is significant mainly due to a car park being paced on site to support the boarding house. If a car park was not required, compliance would be achieved. In terms of the variation, the following is provided:-**
D2 The non-built upon area shall be landscaped and used for open space.	☒	☐	☐	

				• **An onsite car park is required to support the development which forms part of the servicing of the site. This essential requirement along with manoeuvring areas will consume land area. As such, it is not feasible to meet the 65% requirement.** • **The development takes the form of a two storey dwelling house with the building being consistent with the streetscape.** • **The front setback and much of the southern site setback comprises landscaping and deep soil zone which is consistent with the streetscape.** **Notwithstanding this, it is possible to improve this. A small area 1.4 metres wide along the northern side of the property between the building and fence line appears to be unused space. It would be possible to provide a pebble type finish along this area. This would reduce site coverage by 23.5 square metres. If supported, this could be made a condition of any consent issued.** **This would reduce the variation to 45 square metres providing for a site coverage of 442.5 square metres or 72%.** **Further note** A basement could be constructed on site however vehicle access to such a structure would be limited to the rear western portion of the property. This would isolate a portion of the site which would not be an efficient use of the site and as such, has not been pursued.
2.3 Setbacks **2.3.1 Front setbacks**				
D1 New buildings within residential areas shall adhere to a front building line, which is 5.5-6m to the street frontage.	☒	☐	☐	The front setback is 5.5 metres.
D2 Where a new building is located on a corner, the main frontage shall be determined on the basis of existing subdivision and streetscape patterns. If the main frontage is more than 12m, the setback to the secondary frontage shall be at least 3m. If the main frontage is less than 12m, the setback to the 'secondary' frontage shall be at least 2m.	☒	☐	☐	The secondary street frontage is 3 metres.
D3 Dwellings shall align with the street. Corner dwellings shall address both streets through appropriate design.	☒	☐	☐	Both street corners are addressed.
D4 Garages and carports shall be setback a minimum of 1m behind the primary building line.	☐	☐	☒	A garage is not proposed.
D5 Balconies, porticos, entrances shall not intrude more than 600mm into any setback and ground floor terraces and entrances structures	☐	☐	☒	There are no balconies proposed within the development.

	shall not protrude more than 1.2m into the setback.				
2.3.2 Side setback					
D1	The external walls of all dwellings shall be a minimum of 900 mm from a side boundary.	☒	☐	☐	Side Setbacks = 1.4 metres.
2.3.2 Rear setback					
D1	For a detached dwelling or an attached dual occupancy the rear setback shall be a minimum of 10m.	☒	☐	☐	The rear setback is 13.8 metres.
D2	For a detached dual occupancy, the distance between each of the dwellings shall be a minimum of 7m.	☐	☐	☒	
D3	For a detached dwelling or dual occupancy on a corner site the Council shall assess the rear setback on a merit basis giving consideration to the performance criteria in this Part.	☒	☐	☐	The side and rear setbacks are consistent with what would be expected for a dwelling house. As such, there are no setback issues to address.
2.3.4 Haslam's creek setback					
D1	A minimum 10m setback from the top of the creek bank of Haslam's Creek and its tributaries shall be required. Refer to the Stormwater Drainage Part of this DCP for additional controls.	☐	☐	☒	The site is not located close to Haslams Creek.
2.4	**Number of storeys**				
D1	Detached dwellings and dual occupancies shall be a maximum of two (2) storeys in height above the ground level (existing).	☒	☐	☐	Height in storeys = 2 storeys (Boarding house).
D2	The maximum height between finished ground floor level and ground level (natural) immediately below shall not exceed 1.5m.	☒	☐	☐	The boarding house is no more than 200 mm above the natural ground level raising no issues with finished floor levels.
D3	Attics within roof spaces of a two (2) storey dwelling may be used for storage purposes only and may not include any windows.	☐	☐	☒	An attic is not proposed.
D4	A detached dual occupancy located to the rear of the site in a battle axe arrangement or a detached dwelling located to the rear lot in a battleaxe arrangement shall be no more than one (1) storey above the ground level (natural).	☐	☐	☒	
D5	Development on steeply sloping sites shall be stepped to minimise cut and fill.	☐	☐	☒	The site is not steeply sloping.

2.5 Floor to ceiling heights **2.5.1 Floor to ceiling heights**				
D1 The minimum floor to ceiling height shall be 2.7m and maximum floor to ceiling height shall be 3m.	☒	☐	☐	Floor to ceiling heights of 3 metres (ground floor) and 2.7 metres (first floor) is provided for the building.
2.5.2 Head height of windows				
D1 The head height of windows and the proportion of windows shall relate to the floor to ceiling heights of the dwelling.	☒	☐	☐	
D2 For storeys with a floor to ceiling height of 2.7m, the minimum head height of windows shall be 2.4m.	☒	☐	☐	
D3 For storeys with a floor to ceiling height of 3m, the minimum head height of windows shall be 2.7m.	☐	☐	☒	Head heights of windows are 2.4 metres for both storeys which is acceptable.
2.5.3 Double heights (living areas)				
D1 Double heights in or for living areas may be permitted provided that the building complies with development controls in section 2.4 above.	☐	☐	☒	
2.6 Heritage **D1** All developments adjacent to and/or adjoining a heritage items shall be:				
• responsive in terms of the curtilage and design;	☐	☐	☒	There are no heritage matters that requires further attention.
• accompanied by a Heritage Impact Statement; and	☐	☐	☒	
• respectful of the building's heritage significance in terms of the form, massing, roof shapes, pitch, height and setbacks.	☐	☐	☒	
2.7 Building design The proposal has been assessed against the performance criteria and development standards of Building Design/Articulation part of the Detached Dwellings and Dual Occupancy DCP and is considered acceptable.				
2.8 Dwelling size **2.8.1 Dwelling size** **D1** Maximum number of bedrooms/Minimum dwelling size.				
1 bedroom 65m²	☐	☐	☒	Part 2.8 would not be relevant to the proposed development.
2 bedrooms 85m²	☐	☐	☒	
3 bedrooms 115m²	☐	☐	☒	
4 bedrooms 130m²	☐	☐	☒	
D2 At least one living area shall be spacious and connect to private outdoor areas.	☐	☐	☒	
2.8.2 Bedroom size				
D1 New dwellings shall contain a minimum of one (1) master/double bedroom. The minimum size for	☐	☐	☒	

master/double bedroom shall be 12m2 excluding built-in wardrobes. **D2** The minimum size for a single bedroom shall be 10m2 excluding built-in wardrobes. **Note:** Rooms capable of being used as a bedroom shall be counted as such for the purposes of determining dwelling size, Development Contributions (Section 94) and car parking requirements.	☐	☐	☒	
3.0 Open Space and Landscaping				
3.2 Landscape setting and deep soil zone **D1 A minimum of 30% of the site area shall be a deep soil zone.** **D2 The majority of the deep soil zone shall be provided as a consolidated area at the rear of the building and shall extend across at least 50% of the rear boundary.** **D3** Deep soil zones shall have a minimum width of 900mm. **D4** Front setbacks shall be dominated by pervious landscape areas including an appropriate mix of plantings.	☐ ☐ ☒ ☒	☒ ☒ ☐ ☐	☐ ☐ ☐ ☐	**An inadequate area of deep soil zone is provided across the site.** **Site Area = 613.18 square metres.** **Deep soil area = 145.6 square metres.** **Percentage of site = 23.7%.** **There is a large variation of 6.4 percentage points being 38.3 square metres or 26%. Similar to the site coverage issue above, the variation to Subpart D1 and D2 is significant mainly due to a requirement to have a car park situated within the site to service the development. In terms of the two variations, the following is provided:-** • **An onsite car park is required to support the development which forms part of the servicing of the site.** • **The front setback and much of the southern site setback comprises landscaping and deep soil zone which is consistent with the streetscape.** **It is possible to improve the situation under Subpart D1. A small area 1.4 metres wide along the northern side of the property between the building and fence line appears to be unused space. It would be possible to provide a pebble type finish along this area thus increasing the deep soil zone by 23.5 square metres to 169 square metres or 27.5%.** **If supported, this could be made a condition of any consent issued. This would reduce the variation under Subpart D1 to 14.9 square metres or 8.1%.** **The variation to Subpart D2 cannot be addressed and the Panel would need to support the variation as shown in the plans.**
3.3 Private open space **D1** Private open space shall be located at ground level at the rear and/or side of the dwelling and shall have: • a minimum area of 50m² per dwelling; • a minimum dimension of 5m in any direction; and • direct access from a living area of the dwelling.	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	The provisions of Part 3.3 (Subpart D1) are not relevant to the development application.

D2	Private open space shall be bounded by buildings, fencing or other screening devices and also incorporate dense landscaping that restricts views to a height of 1.8m.	☒	☐	☐	Appropriate fencing is provided.
D3	Additional private open space may be located above ground in the form of a balcony subject to site conditions and privacy considerations.	☐	☐	☒	There are no balconies within the development.
D4	For dual occupancy developments, open space around dwellings shall be allocated to individual dwellings.	☐	☐	☒	
3.4 Biodiversity					
The proposal has been assessed against the performance criteria and development standards of Biodiversity part of the Detached Dwellings and Dual Occupancy DCP and is considered acceptable.					
3.5 Protection of existing trees					
D1	Building structures or disturbance to existing ground levels shall not be within the drip line of existing significant trees to be retained. This applies whether the tree is on the development site or an adjacent site.	☒	☐	☐	There is one liquid amber tree on site that will require removal. The tree appears to be significant given its stature and size however as per the pre lodgement notes dated 14 November 2019, the tree is not a design constraint and may be removed. An Arborist report was not requested which is stated within the notes provided. In this regard, the tree may be removed.
3.6 Street trees					
D1	Driveways and services shall be located to preserve significant street trees.	☒	☐	☐	The street trees are retained.
D2	Additional street trees shall be planted at an average spacing of 1 per 10 lineal metres of street frontage.	☐	☐	☒	
D3	Where a site has more than one street frontage, street tree planting shall be applied to all street frontages, excluding frontage to laneways.	☐	☐	☒	The street trees are not affected by the works and are retained.
4.0 Access and Car Parking					
4.1 Number of parking spaces					
D1	Sites with a principal street frontage of less than 15m shall be limited to a single car parking space presenting to that principal street frontage.	☐	☐	☒	The specified provisions of Part 4.1 are not relevant to the development application as car parking is addressed under the relevant provisions of State Environmental Planning Policy "Affordable Rental Housing" 2009.
D2	No more than two single garages or one double garage shall be placed on the front facade.	☐	☐	☒	
D3	For dual occupancy developments, each dwelling may have one single width garage located at the front of the site, provided that the garages are joined to each other. Other parking arrangements such as separate and/or double garages shall be encouraged provided these structures are located at the rear of dwellings where all other development controls such as deep	☐	☐	☒	

	soil zone, open space, site coverage and setbacks are met.	☒	☐	☐	
D4	For single dwellings, only one driveway crossover shall be permitted per allotment.				
4.2 Design of parking spaces					
D1	Garages and car parking structures shall be constructed using materials, colours and roof pitch that are similar and complementary to the main dwelling.	☐	☐	☒	Most of the provisions specified at this Part will not apply. Subpart D5 has been applied. The plans are showing a car park at the rear with vehicle access from Nicholas Street. Most of the car park is satisfactory although a change to Car space number 6 will be required. The change to Car Space Number 6 may be addressed as a deferred commencement condition.
D2	Basement garages and driveways shall be permitted in accordance with the relevant Australian Standards and comply with requirements of this Part.	☐	☐	☒	
D3	Garages and carports shall be located a minimum of 1m behind the primary building line.	☐	☐	☒	
D4	Garage doors shall not be wider than 6m or 50% of the dwelling facade (whichever is the lesser).	☐	☐	☒	
D5	Where rear access is available, car parking shall be located at the rear of the site.	☒	☐	☐	
5.0 Privacy and Security					
5.1	**Privacy**				
D1	Site layout and building design shall ensure that windows do not provide direct and close views into windows, balconies or private open spaces of adjoining dwellings.	☒	☐	☐	The degree of privacy from the main part of the building is satisfactory. The applicant has used louvre screens to offset any privacy concerns from windows.
D2	The windows of living rooms that are within a distance of 9m of the windows of living rooms (other than bedrooms) of adjacent dwellings shall be offset by a distance sufficient to limit views between windows. In case of windows overlooking neighbouring private open space areas, windows shall be fixed obscure glazed or highlight window type with a minimum sill height of 1.5m above finished floor level.	☒	☐	☐	
D3	Windows to living rooms and main bedrooms shall be located to face the front and rear of the site.	☒	☐	☐	
D4	Bay windows and corner elements with windows at an angle to the main walls shall only be located on the front facade or on the ground floor at the rear of dwellings. These windows and corner elements shall not provide direct views onto adjoining private open space.	☐	☐	☒	
D5	Direct views onto adjoining private open space shall be obscured by:				

	• existing dense vegetation or new planting; or • In case of balconies/verandas or similar elevated outdoor areas, screening is to be provided that has a maximum area of 25% openings, is permanently fixed and made of durable materials.	☐ ☐	☐ ☐	☒ ☒	There are no balconies proposed for the development.
D6	Balconies at the rear shall be semi recessed and/or screened so that the view lines are to the rear of that property and not to the adjacent properties. Balconies shall not be located on the corner of dwellings. Screening shall be provided by durable fixed privacy screens, minimum 1.8m in height as measured above finished floor level and a minimum of 75% obscure.	☐	☐	☒	
D7	Balconies shall not be located on side walls. Exceptions may be granted where side elevation faces street or public open spaces.	☐	☐	☒	
D8	First floor rear balconies shall only be accessible via bedrooms and have a maximum depth of 2.5m.	☐	☐	☒	
5.2	**Noise** **Note:** The issue of noise is addressed earlier under *State Environmental Planning Policy (Infrastructure) 2007* and the NSW Department of Planning's Development Near Rail Corridors and Busy Roads - Interim Guidelines, 2008.				
5.3	**Security**				
D1	Buildings adjacent to streets or public spaces shall be designed to allow casual surveillance over the public area. There shall be at least one living room window facing that area.	☒	☐	☐	Compliance is achieved.
D2	The entry to a dwelling shall be visible from the street, except on battle-axe shaped lots.	☒	☐	☐	
5.4	**Fences**				
D1	The front and side dividing fences where located within the front yard area shall not exceed a height of 1.2m as measured above existing ground level and shall be a minimum of 50% transparent. Front and side dividing fences where located within the front yard area shall not be constructed of solid pre-coated metal type materials such as ColorbondTM or similar.	☒	☐	☐	The matter concerning front and side fences may be conditioned.
D2	Front fences may exceed 1.2m height if fences are required to satisfy acoustic abatement criteria. An acoustic report must be submitted to demonstrate the fencing is required in these circumstances. This report shall be provided with a landscaped area that is at least 600mm wide on the street side of the fence.	☐	☐	☒	

D3	Side fences shall not exceed a height of 1.2m in front of the building line.	☒	☐	☐	
D4	Fences located on side or rear boundaries of the premises, behind the main building line, shall not exceed a maximum height of 1.8 metres.	☒	☐	☐	
D5	On corner sites, fences shall not exceed a maximum height of 1.2m from the front boundary to the rear of the dwelling and shall be a minimum of 50% transparent.	☒	☐	☐	
D6	No solid pre-coated metal fences are to be located forward of the front building line, or along the secondary frontage of a corner site.	☒	☐	☐	
6.0 Solar Amenity and Stormwater Use					
6.1	**Roof design**				
	Development controls				
D1	All dwellings shall have eaves that extend a minimum of 450mm from the wall of the dwelling.	☒	☐	☐	The eaves are 450 mm wide where provided.
6.2	**Solar amenity**				
D1	Solar collectors proposed as part of a new development shall have unimpeded solar access between 9:00am to 3:00pm on June 21.	☐	☐	☒	
	Solar collectors existing on the adjoining properties shall not have their solar access impeded between 9:00am to 3:00pm on June 21.	☒	☐	☐	There are no solar collectors proposed for the development.
	Where adjoining properties do not have any solar collectors, a minimum of 3m² of north facing roof space of the adjoining dwelling shall retain unimpeded solar access between 9:00am to 3:00pm on June 21.	☒	☐	☐	This is achieved for the adjoining dwellings.
	Note: Where the proposed development is located on an adjacent northern boundary this may not be possible.	☒	☐	☐	
D2	Buildings shall be designed to ensure sunlight to at least 50% of the principal area of ground level private open space of adjoining properties for at least 3 hours between 9:00am to 3:00pm on June 21.	☒	☐	☐	Shadows The shadows created by the development will fall onto the roadway and have minimal impact onto adjoining properties. There are no shadow issues that requires further attention.
D3	If the principal area of ground level private open space of adjoining properties does not currently receive at least this amount of sunlight, then the new building shall not further reduce solar amenity.	☒	☐	☐	
D4	The upper level of new two storey dwellings shall be setback 3m from the southern boundary where the development has overshadowing	☒	☐	☐	

	impacts on the north-facing roof of the adjoining property.				
D5	Living room windows shall be located so as to face an outdoor space.	☒	☐	☐	
D6	North-facing windows to living areas of neighbouring dwellings shall not have sunlight reduced to less than 3 hours between 9:00am to 3:00pm on June 21 over a portion of their surface.	☒	☐	☐	
D7	Where the proposed development is located on an adjacent northern boundary or located within an area undergoing transition, compliance with D1, D2, D3 and D5 may not be possible.	☐	☐	☒	
D8	At least one internal living area and a minimum of 50% of the principal area of ground level private open space shall have access to a minimum of 3 hours of direct sunlight between the hours of 9:00am to 3:00pm on June 21.	☒	☐	☐	
6.3	**Ventilation**				
The proposal has been assessed against the performance criteria and development standards of Ventilation part of the Detached Dwellings and Dual Occupancy DCP and is considered acceptable. A BASIX Certificate submitted with the development application is found to be satisfactory.					
6.4	**Rainwater tanks**				
D1	Above ground rainwater tanks shall not be located within the front setback of a dwelling.	☒	☐	☐	The development is provided with a rainwater tank with a capacity of 5,000 litres.
D2	Rainwater tanks that are visible from the street shall be suitably screened unless Council is satisfied that the tank will not have an adverse impact on the streetscape.	☐	☐	☒	
D3	Underground garages with rainwater tanks shall be permissible in accordance with the specified Engineering Standards and Australian Safety Standards and drain freely to the street without the aid of mechanical means, e.g. pumps.	☐	☐	☒	
7.0 Ancillary Site Facilities					
7.1 Clothes drying areas					
D1	Each dwelling shall be provided with an open air clothes drying area that has solar access; well ventilated; convenient; and is adequately screened from streets and other public places.	☒	☐	☐	A laundry area is provided at the rear adjacent to the car park. Mechanical drying facilities are to be provided.
7.2	**Other site facilities**				
D1	A single TV antenna for each building shall be provided.	☒	☐	☐	Services are capable of being addressed as conditions attached to any consent that may be issued.
D2	A mail box structure that meets the relevant Australia Postal Service	☒	☐	☐	

	requirements shall be provided located centrally and close to the major street entry to the dwelling. The letterboxes shall be lockable.				
D3	Where an air conditioning unit is to be installed the motor unit, shall be located at the rear or side of the dwelling and shall be appropriately noise attenuated.	☒	☐	☐	An air conditioner is proposed for every boarding room within the development.
8.1 Subdivision					
D1	All proposed residential allotments shall have a minimum site area of 450m². The site area does not include the area of access handles (for battle axe sites).	☐	☐	☒	Subdivision is not proposed.
D2	The Torrens title, community title or strata title subdivision of dual occupancy developments shall be in accordance with the approved development application plans, particularly in regard to the allocation of private and communal open space and car parking spaces.	☐	☐	☒	
D3	Proposed allotments, which contain existing buildings and development, shall comply with the site coverage and other controls contained within this Part.	☐	☐	☒	
9.0 Outbuildings					
P1	Outbuildings are minor constructions which have minimal impact on the ground and adjoining properties.	☐	☐	☒	An outbuilding is not proposed.
P2	Outbuildings do not restrict the flow and drainage of ground water and generate excessive overshadowing onto adjoining properties.	☐	☐	☒	
P3	Outbuildings are positioned to preserve existing mature tree vegetation.	☐	☐	☒	
Development controls					
D1	Outbuildings shall be positioned to optimise backyard space. Where adjoining properties contain an outbuilding on the property line, it may be appropriate for an outbuilding to be built along the shared party wall.	☐	☐	☒	
D2	The floor space of outbuildings shall not exceed:				
	Outbuildings 10m² Double garages 50m²	☐ ☐	☐ ☐	☒ ☒	
D3	The total combined amount of enclosed floor space (with roof and walls) for outbuildings shall not exceed 50m².	☐	☐	☒	

D4 Where appropriate, such as where there is an existing building located on the property boundary or to preserve significant vegetation, outbuildings may be located on the property boundary or within 900mm of the property boundary.	☐	☐	☒	
D5 The height of outbuildings shall not exceed the following:				
Sheds (floor to ceiling) 2.4m	☐	☐	☒	
Gazebos (floor to ceiling) 2.7m	☐	☐	☒	
Cabanas (floor to ceiling) 2.7m	☐	☐	☒	
Garages (floor to ceiling) 2.7m	☐	☐	☒	
D6 The external wall of outbuildings cannot extend across more than 50% of the rear property boundary.	☐	☐	☐	
10.0 Secondary Dwellings A Secondary Dwelling is not proposed. This part of the DCP is not relevant to the proposal.				

DOCUMENTS ASSOCIATED WITH REPORT LPP042/20

Attachment 5

Architectural Plans and Shadow Diagrams

CONSTRUCTION OF A DOUBLE STOREY BOARDING HOUSE

19120

1 OSTEND STREET, LIDCOMBE
LOT 141 | DP 8683 | CUMBERLAND COUNCIL

COMPLIANCE TABLE

	ITEM		PROPOSED	STANDARD	COMPLIANCE
A	NUMBER OF UNITS				
		MANAGER ROOM	-	-	-
		BOARDING ROOMS	12 ROOMS	-	-
		TOTAL NUMBER OF ROOMS	12 ROOMS	-	-
B	SITE AREA		612.20 m²	-	-
C	SETBACK				
		FRONT	5.3 m	5.3 m	YES
		REAR	10.5 m	8.0 m	YES
		SIDE	0.9 m	0.9 m	YES
D		GROSS FLOOR AREA			
		GROUND FLOOR	184.40 m²		
		FIRST FLOOR	209.60 m²		
		TOTAL GROSS FLOOR AREA	394.00 m²		
E	FSR		0.64 : 1	-	YES
F	HEIGHT		7.3 m	9 m	YES
G	LANDSCAPE AREA		35 % (220 m²)	30 % (183.95 m²)	YES
H	COMMON AREA		30 m²	20 m²	YES
I	CAR PARKING				
		BOARDING ROOM	12 SPACES	0.5 SPACE PER ROOM	YES
		TOTAL CAR SPACES	06 SPACES	06 SPACES	YES
J	WASTE MANAGEMENT				YES
		WASTE BINS	-	-	YES
		RECYCLE BINS	-	-	YES
		TOTAL BINS	8 BINS	8 BINS	YES

NUMBER OF OCCUPANCIES				
	ROOM N.	LEVEL	SINGLE OCCUPANCY	DOUBLE OCCUPANCY
BOARDING HOUSE	01	GF		■
	02	GF	■	
	03	GF	■	
	04	GF		■
	05	GF		■
	06	L1		■
	07	L1	■	
	08	L1	■	
	09	L1	■	
	10	L1		■
	11	L1	■	
	12	L1		■
TOTAL			06	06

CONTENT LIST	
PAGE NUMBER	DRAWING DESCRIPTION
00	COMPLIANCE TABLE
01	SITE PLAN, SITE ANALYSIS & DEMOLITION PLAN
02	FLOOR PLANS
03	ELEVATIONS
04	EVACUATION PLAN
05	INTERNAL UNIT AREA PLAN
06	SHADOW ANALYSIS & STREETSCAPE
07	MATERIALS SCHEDULE
08	NOTIFICATION



CONSULTANTS

SPECIALITY	COMPANY	NAME	PHONE	EMAIL
HYDRAULICS STORMWATER	CAPITAL ENGINEERING CONSULTANTS	PAUL EL BAYEH	(02) 8630 0121	paul@capitalengineering.com.au
TOWN PLANNER	THINK PLANNERS	JONATHON WOOD	(02) 9687 8899	jonathon@thinkplanners.com.au
LANDSCAPE ARCHITECT	JALA DESIGNS	LLYOD JONES	0423 654 478	lloyd@jaladesigns.com.au
ACOUSTIC	RODNEY STEVENS ACOUSTICS	RODNEY STEVENS	(02) 8943 5057	rodney@rodneystevensacoustics.com.au
ACCESS	VISTA ACCESS ARCHITECTS	FARAH MADON	0412 651 676	admin@accessarchitects.com.au
QS	QPC4C	RAY BECHARRA	(02) 9638 5522	ray@capitalqpc.com.au
BASIX	TAYLOR SMITH CONSULTANTS	RAY SLEIMAN	(02) 9890 8002	rsleiman@taylorsmith.com.au
TRAFFIC	STANBURY TRAFFIC	MORGAN STANBURY	(02) 8971 8314	morgan@stanburytraffic.com.au

REV	DESCRIPTION	DATE	BY
A	SUBMITTED TO CUMBERLAND COUNCIL	16/12/19	LP

5.2 NATIONWIDE HOUSE ENERGY RATING SCHEME 63.8 MJ/m² www.nathers.gov.au
4004447660
David Howard
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11 Dec 2019
1 Ostend Street
Lidcombe, NSW
2141

ABSA

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PROJECT
CONSTRUCTION OF A DOUBLE STOREY BOARDING HOU
1 OSTEND STREET, LIDCOMBE
DRAWING TITLE
COMPLIANCE TABLE

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19120	00	16/12/19	A
	SCALE @ A1	DRAWN BY	CHECKED BY
		GA	CB

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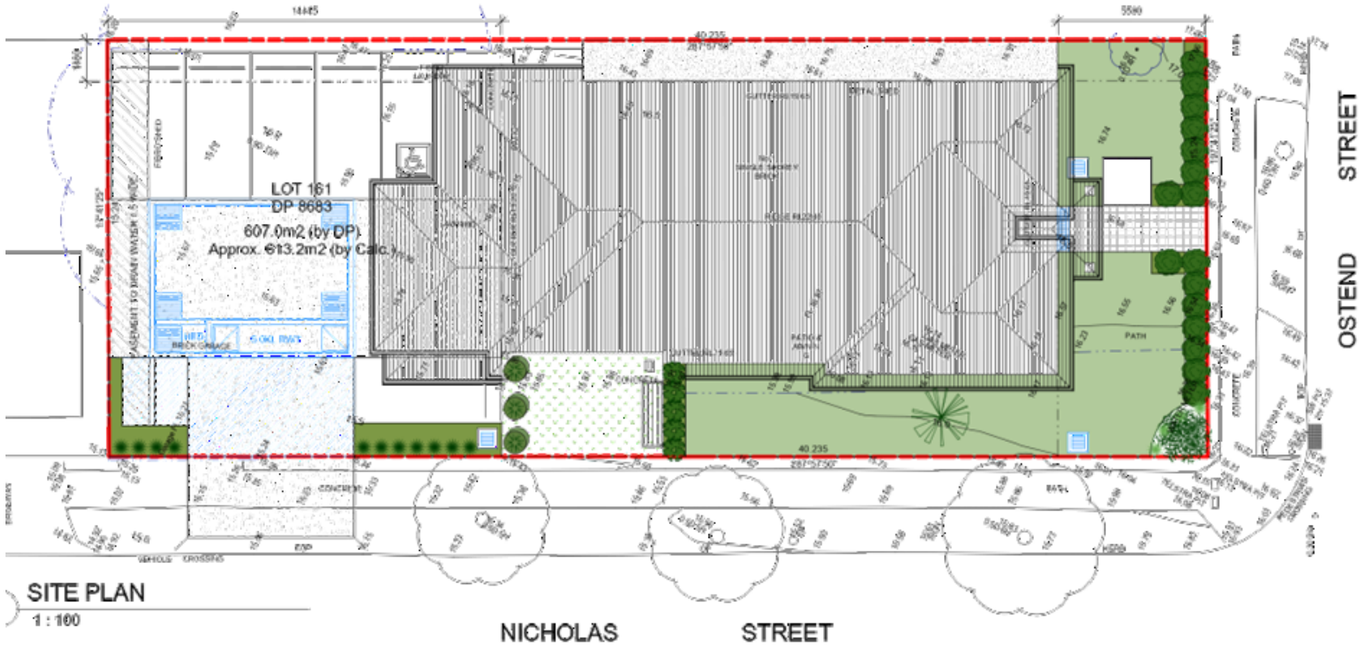
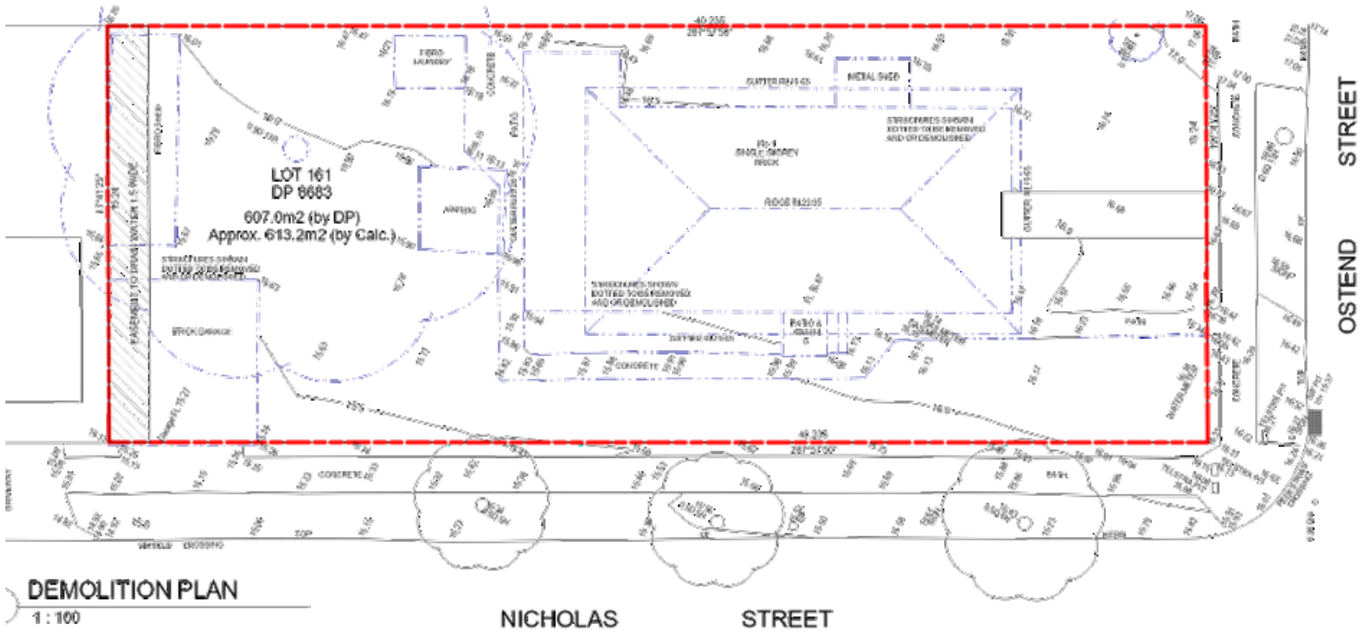


SITE PLAN
1 : 100



DEMOLITION PLAN
1 : 100



2 SITE ANALYSIS
1 : 500

REV	DESCRIPTION	DATE	BY
A	SUBMITTED TO CUMBERLAND COUNCIL	14/12/19	LF



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PROJECT TITLE
CONSTRUCTION OF A DOUBLE STOREY BOARDING HOU
1 OSTEND STREET, LIDCOMBE

DRAWING TITLE
SITE PLAN, SITE ANALYSIS & DEMOLITION PLAN

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19120	01	16/12/19	A
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	SCALE 1:2000 A3	GA	CB

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1 GROUND FLOOR
1 : 100



2 LEVEL 1
1 : 100



3 ROOF PLAN
1 : 200

REV	DESCRIPTION	DATE	BY
A	SUBMITTED TO CUMBERLAND COUNCIL	16/12/19	BT

5.2 NATIONWIDE HOUSE ENERGY RATING SCHEME 63.8 www.nathers.gov.au
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PROJECT TITLE
CONSTRUCTION OF A DOUBLE STOREY BOARDING HOU
1 OSTEND STREET, LIDCOMBE
DRAWING TITLE
FLOOR PLANS

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19120	02	16/12/19	A
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	SCALE 1:200@A3	GA	CB

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EAST ELEVATION
1 : 100



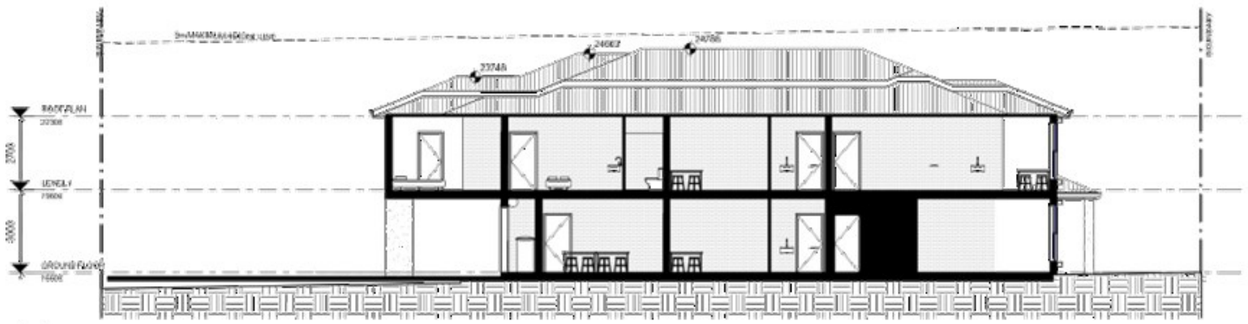
3 NORTH ELEVATION
1 : 100



WEST ELEVATION
1 : 100



4 SOUTH ELEVATION
1 : 100



A-A
1 : 100

REV	DESCRIPTION	DATE	BY
A	SUBMITTED TO CUMBERLAND COUNCIL	[illegible]	[illegible]



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PROJECT TITLE
CONSTRUCTION OF A DOUBLE STOREY BOARDING HOU
1 OSTEND STREET, LIDCOMBE

DRAWING TITLE
ELEVATIONS

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19120	DB	16/12/19	A
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	SCALE 1:200@A2	GA	CB

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GF EVACUATION PLAN
1 : 100



L1 EVACUATION PLAN
1 : 100

ASSEMBLY LOCATION MAP AREA



FIRE OPERATION

- Check Pressure Gauge
- Stay back from fire 2-3 metres
- Ensure door or 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

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 Service

IN CASE OF EMERGENCY
FIRE / AMBULANCE / POLICE
DIAL 000

REV	DESCRIPTION	DATE	BY
A	SUBMITTED TO CUMBERLAND COUNCIL	[illegible]	[illegible]

5.2 NATIONWIDE HOUSE ENERGY RATING SCHEME 63.8
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ABN 51 069 732 272
PROJECT TITLE
CONSTRUCTION OF A DOUBLE STOREY BOARDING HOU
1 OSTEND STREET, LIDCOMBE
DRAWING TITLE
EVACUATION PLAN
PROJECT NUMBER 19120
DRAWING NUMBER 04
DATE 16/12/19
REVISION A
SCALE 1:1000 A4
DRAWN BY GA
CHECKED BY CB



1 GF UNIT AREA
1 : 100



2 L1 UNIT AREA
1 : 100

KEY

SINGLE ROOM - AREA CALCULATED 12m² - 15m²

DOUBLE ROOM - AREA CALCULATED 16m² - 25m²

REV	DESCRIPTION	DATE	BY
A	SUBMITTED TO CUMBERLAND COUNCIL	[illegible]	[illegible]

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PROJECT TITLE
CONSTRUCTION OF A DOUBLE STOREY BOARDING HOU
1 OSTEND STREET, LIDCOMBE

DRAWING TITLE
INTERNAL UNIT AREA PLAN

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19120	05	16/12/19	A
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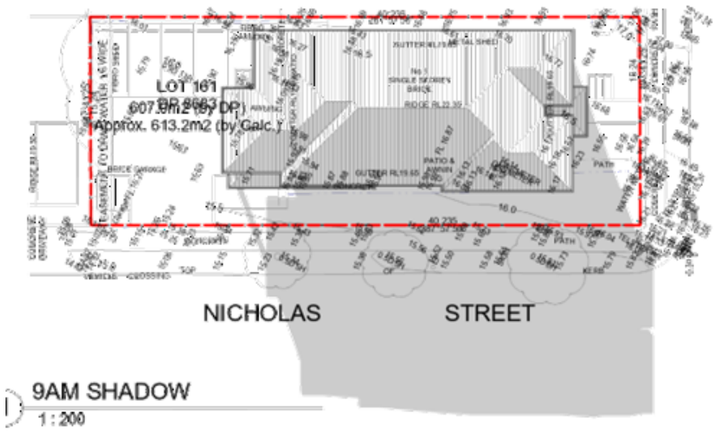

1 9AM SHADOW
1 : 200



2 12PM SHADOW
1 : 200



3 15PM SHADOW
1 : 200



4 OSTEND STREETSCAPE
1 : 100



5 NICHOLAS STREETSCAPE
1 : 100



REV	DESCRIPTION	DATE	BY
A	SUBMITTED TO CUMBERLAND COUNCIL	[illegible]	[illegible]

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PROJECT TITLE
CONSTRUCTION OF A DOUBLE STOREY BOARDING HOU
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DRAWING TITLE
SHADOW ANALYSIS & STREETSCAPE

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19120	06	16/12/19	A
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DOCUMENTS ASSOCIATED WITH REPORT LPP042/20

Attachment 6

Stormwater Plans

PROPOSED BOARDING HOUSES AT 1 OSTEND STREET, LIDCOMBE NSW
CONCEPT STORMWATER DRAINAGE PLAN

LEGEND

DP ●	DOWNPIPE
>>>	STORMWATER LINE
>>>	STORMWATER LINE DRAINING TO PIT
OF	OVER FLOW PIPE
SSD	SUBSOIL LINE
SWM	STORMWATER RISING MAIN
	EXISTING STORMWATER LINE
SW SW	AUTHORITY STORMWATER LINE
HL HL	HIGH LEVEL STORMWATER LINE
S	AUTHORITY SEWER LINE
W	AUTHORITY WATER LINE
G G	AUTHORITY GAS LINE
E E	AUTHORITY ELECTRICITY LINE
TC TC TC	AUTHORITY WIRE OPTIC LINE
TC	AUTHORITY COMMS LINE
	FENCE LINE
	GRATED SURFACE INLET PIT
	GRATED SURFACE INLET PIT WITH ENVIROPOD INSERT
	JUNCTION PIT
	KERB INLET PIT
	EXISTING GRATED SURFACE INLET PIT
	GRATED TRENCH DRAIN
	EXISTING JUNCTION PIT
	EXISTING KERB INLET PIT
eTEL	EXISTING TELSTRA PIT
eHYD	EXISTING HYDRANT
eSV	EXISTING STOP VALVE
eGAS	EXISTING GAS VALVE
ePR	EXISTING POWER POLE
eBT	EXISTING BOUNDARY TRAP

LEGEND

FF ●	FIRST FLUSH
exSWH	EXISTING SEWER MANHOLE
OFP	OVERLAND FLOW PATH
RWO ●	RAINWATER OUTLET
PS ●	PIPE STAND
CO ●	CLEAR OUT POINT
DDO ●	DISH DRAIN OUTLET
PD ●	PLANTER DRAIN
	CAPPING
0.00	PIT TAG/NUMBER
RH ⊡	RAINHEAD
	DOWNPIPE DROP
	NON_RETURN_VALVE
	WALL PENETRATION
DP	DOWNPIPE SPREADER
	WARNING LIGHT
0.00 ●	SPOT LEVELS
▲	BENCHMARK

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DIAL 1100 BEFORE YOU DIG

DIAL BEFORE YOU DIG SHOULD BE CONTACTED PRIOR TO ANY EXCAVATION ON SITE

DBYD TRADE MARK OF THE ASSOCIATION OF DIAL BEFORE YOU DIG SERVICES LTD. USED UNDER LICENSE.

SERVICES SHOWN ON PLAN ARE INDICATIVE, EXACT DEPTH AND LOCATION TO BE CONFIRMED ONSITE. CONTRACTOR TO CARRY OUT DIAL BEFORE YOU DIG APPLICATION AND ENGAGE A REGISTERED SURVEYOR TO PEG OUT ALL EXISTING SERVICES PRIOR TO ANY WORK COMMENCING ONSITE.

DRAWING REGISTER

NUMBER	NAME	REVISION
SWDP01	COVER SHEET	A
SWDP02	EROSION & SEDIMENT CONTROL PLAN	A
SWDP03	SITE STORMWATER PLAN & DETAILS	A
SWDP04	DETAILS SHEET	A

DRAINAGE NOTES:

ALL PIPES TO BE LAID ON 75mm SAND BED WITH THE BARRELS FULLY SUPPORTED

100mm AND 150mm DIAMETER PIPES TO BE LAID ON MINIMUM 1% GRADE

MINIMUM DEPTH OF COVER FOR PIPES NOT SUBJECT TO VEHICULAR LOADING TO BE 300mm

ALL DRAINAGE PIPES LAID UNDER PAVEMENT SHALL BE REINFORCED CONCRETE WITH RUBBER RING JOINTS

BACKFILL TRENCHES WITH COMPACTED SAND OR APPROVED AGGREGATE MATERIAL

ALL PITS TO HAVE 600x600mm INTERNAL DIMENSIONS (U.N.O.)

SILT ARRESTORS TO HAVE 900x900mm INTERNAL DIMENSIONS

HEAVY DUTY GRATES AND COVERS ARE TO BE PROVIDED IN TRAFFICABLE AREAS

PIT GRATE TO BE TYPE GRIDLOK OR APPROVED EQUIVALENT

ALL PITS SHALL BE PROVIDED WITH A LOCKING CUP

ALL PITS SHALL BE MAINTAINED REGULARLY

TOP OF BENCHING SHALL BE TO THE HALF OF THE OUTLET PIPE DIAMETER

MAXIMUM FRONT ENTRY PIPE:-
STRAIGHT ENTRY = ø375D
SKEW ENTRY 45° = ø525

ANY SUBSOIL DRAINAGE PIPE 3000mm LONG WRAPPED IN FABRIC SOCK TO BE PROVIDED ADJACENT TO INLET PITS

COMPRESSIVE STRENGTH f'_c FOR CAST IN SITU CONCRETE TO BE A MINIMUM OF 20MPa AT 28 DAYS

PROVIDE CLEANING EYES TO ALL DOWNPIPES NOT DIRECTLY CONNECTED TO PITS

ISOLATED JOINTS TO BE PROVIDED TO ISOLATE CONCRETE PAVEMENTS FROM PITS

ALL TRENCH GRATES PROVIDED SHALL HAVE A MINIMUM CLEAR WIDTH OF 200mm

STORMWATER DRAINAGE CONNECTIONS TO THE MAIN SYSTEM SHALL BE TO THE REQUIREMENTS AND THE SATISFACTION OF LOCAL COUNCIL

ABBREVIATIONS:

ø or DIA	DIAMETER
CBR	CALIFORNIA BEARING RATIO
CH	CHAINAGE
CL	CENTER LINE
CO	CLEAR OUT
DD	DISH DRAIN
DDO	DISH DRAIN OUTLET
DEJ	DOWELLED EXPANSION JOINT
DGB	DENSE GRADED BASECOURSE
DGS	DENSE GRADED SUB-BASE
DP	DOWNPIPE
e	EXISTING
FTL	FINISHED FINDER LEVEL
GTD	GRATED TRENCH DRAIN
GSIP	GRATED SURFACE INLET PIT
HYD	HYDRANT
IJ	ISOLATING JOINT
IK	INTEGRAL KERB
IL	INVERT LEVEL
IP	INTERSECTION POINT
KIP	KERB INLET PIT
KO	KERB ONLY
K&G	KERB & GUTTER
KR	KERB RETURN
LS	LONGITUDINAL SECTION
NGL	NATURAL GROUND LEVEL
OFP	OVERLAND FLOW PATH
OSD	ON-SITE DETENTION
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RK	ROLL KERB & GUTTER
RL	REDUCED LEVEL
RW	RETAINING WALL
RWT	RAINWATER TANK
SJ	SAWN CONTROL JOINT
SMH	SEWER MAIN HOLE
SW	STORMWATER
SWP	STORMWATER PIT
SWRM	STORMWATER RISING MAIN
SWS	STORMWATER SUMP
SV	STOP VALVE
TOK	TOP OF KERB
TOW	TOP OF WALL
TWL	TOP WATER LEVEL
TP	TANGENT POINT
UPVC	UNPLASTICISED POLYVINYL CHLORIDE
UNO	UNLESS NOTED OTHERWISE
WPJ	WEAKENED PLANE JOINT
FF	FIRST FLUSH DEVICE
TYP	TYPICAL
BM	BENCH MARK

STORMWATER PIPE BEDDING/PAVING NOTES:

WHERE TRENCH BASE IS ROCK A MINIMUM OF 75mm BEDDING TO BE PROVIDED UNDER PIPE COLLARS.

STORMWATER PIPE BEDDING DETAIL TO BE IN ACCORDANCE WITH LOCAL COUNCIL REQUIREMENTS. BEDDING DETAILS TO BE CONFIRMED UPON EXCAVATION & PRIOR TO INSTALLATION OF PIPEWORK.

FOOTPATH REINSTATEMENT NOTES:

REMOVE ALL SAND FILL WITHIN THE FOOTPATH AREA TO THE EXISTING SUBGRADE.

SUPPORT ALL AUTHORITY SERVICES TO STRUCTURAL ENGINEERS DETAILS DURING EXCAVATION.

REINSTATE FOOTPATH SUBGRADE.

THE CONTRACTOR SHALL PROVIDE CERTIFICATION OF COMPACTION FROM A NATA REGISTERED TESTING AUTHORITY. MINIMUM THREE TESTS PER LAYER AS FOLLOWS:

SELECT FILL	95% MODIFIED
SELECT FILL (LESS THAN 300mm BELOW BASE COURSE)	98% MODIFIED
BASE COURSE	100% MODIFIED

EROSION & SEDIMENT CONTROL NOTES:

PROVIDE SILT FENCE/HAY BAIL BARRIERS TO THE LOW SIDE OF ALL EXPOSED EARTH EXCAVATIONS (TYPICAL).

ISOLATE EXISTING STORMWATER PITS WITH HAY BALES TO FILTER ALL INCOMING FLOWS.

DO NOT STOCK PILE EXCAVATED MATERIAL ON THE ROAD WAY.

SURVEY

THE EXISTING SITE CONDITIONS SHOWN ON THE FOLLOWING DRAWINGS HAVE BEEN INVESTIGATED BY NEW SOUTH SURVEYORS P/L, BEING REGISTERED SURVEYORS. THE INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN. CAPITAL ENGINEERING CONSULTANTS DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THE SURVEY BASE OR ITS SUITABILITY AS A BASIS FOR CONSTRUCTION DRAWINGS.

SHOULD DISCREPANCIES BE ENCOUNTERED DURING CONSTRUCTION BETWEEN THE SURVEY DATA AND ACTUAL FIELD DATA, CONTACT CAPITAL ENGINEERING CONSULTANTS.

ADOPT DATUM SSM 118515 RL=13.842 (AHD) AS PER NEW SOUTH SURVEYORS P/L.

IT IS THE BUILDERS RESPONSIBILITY TO MAKE SURE ALL SURVEY MARKS TO BE PRESERVED AT ALL COST.

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DEVELOPMENT APPLICATION (DA)

FOR APPROVAL

Rev.	Description	By	Chk.	App.	Date
A	FOR APPROVAL	J.D.	R.F.	P.E.	15/12/2019

cec capital engineering consultants
Shop 4 / 459-463 Church Street, Parramatta
Ph: (02) 9659 2424
Fax: (02) 9630 9362
info@capitalengineering.com.au
www.capitalengineering.com.au

Client: BAINI DESIGN

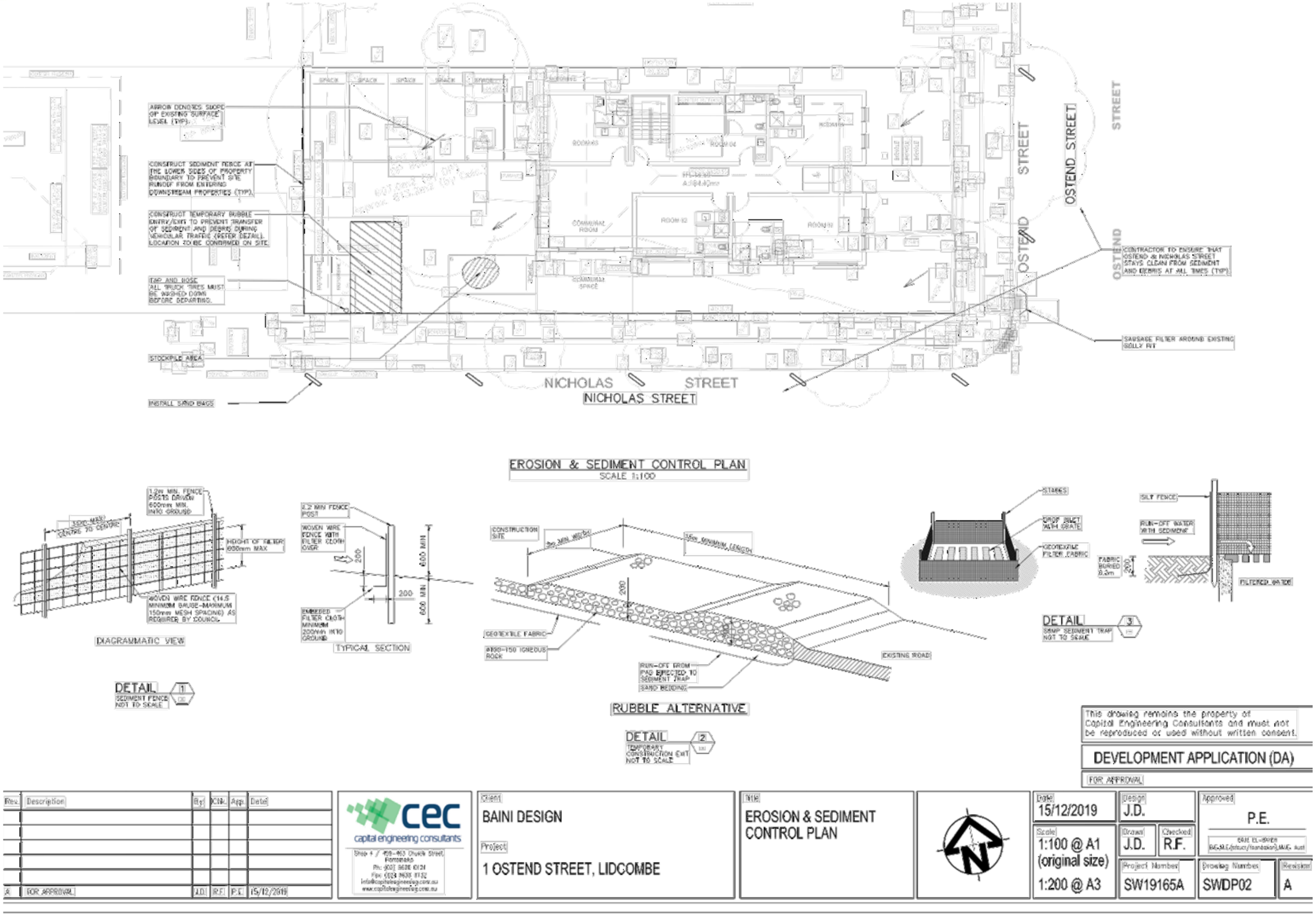
Project: 1 OSTEND STREET, LIDCOMBE

Title: COVER SHEET

Date: 15/12/2019 | Design: J.D. | Approved: P.E.

Scale: 1:100 @ A1 (original size) 1:200 @ A3 | Drawn: J.D. | Checked: R.F.

Project Number: SW19165A | Drawing Number: SWDP01 | Revision: A


ARROW DENOTES SLOPE OF EXISTING SURFACE LEVEL (TYP).
CONSTRUCT SEDIMENT FENCE AT THE LOWER SIDES OF PROPERTY BOUNDARY TO PREVENT SITE RUNOFF FROM ENTERING DOWNSTREAM PROPERTIES (TYP).
CONSTRUCT TEMPORARY RUBBLE ENTRY/EXIT TO PREVENT TRANSFER OF SEDIMENT AND DEBRIS DURING VEHICULAR TRAFFIC (REFER DETAIL). LOCATION TO BE CONFIRMED ON SITE.
TAP AND HOSE ALL TRUCK TIRES MUST BE WASHED DOWN BEFORE DEPARTING.
STOCKPILE AREA
INSTALL SAND BAGS
NICHOLAS STREET
OSTEND STREET
CONTRACTOR TO ENSURE THAT OSTEND & NICHOLAS STREET STAYS CLEAN FROM SEDIMENT AND DEBRIS AT ALL TIMES (TYP).
SAUSAGE FILTER AROUND EXISTING SOLLY PIT
EROSION & SEDIMENT CONTROL PLAN
SCALE 1:100
DIAGRAMMATIC VIEW
TYPICAL SECTION
DETAIL 1
SEDIMENT FENCE NOT TO SCALE
RUBBLE ALTERNATIVE
DETAIL 2
TEMPORARY CONSTRUCTION EXIT NOT TO SCALE
DETAIL 3
SEMP SEDIMENT TRAP NOT TO SCALE
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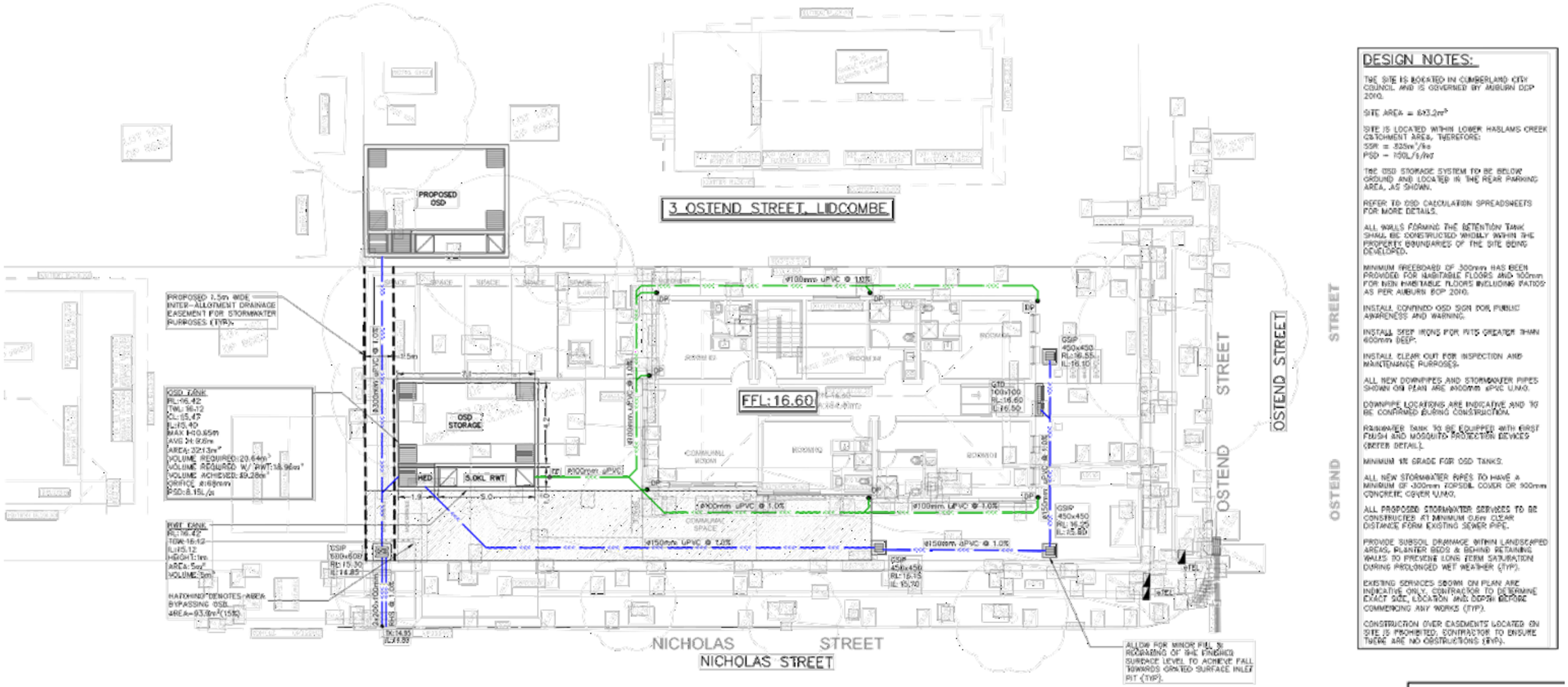
DEVELOPMENT APPLICATION (DA)
FOR APPROVAL
Rev. Description By Chk. App. Date
A FOR APPROVAL J.D. R.F. P.E. 15/12/2019
cec capital engineering consultants
Client
BAINI DESIGN
Project
1 OSTEND STREET, LIDCOMBE
Title
EROSION & SEDIMENT CONTROL PLAN
Date 15/12/2019
Scale 1:100 @ A1 (original size) 1:200 @ A3
Design J.D.
Drawn J.D.
Checked R.F.
Approved P.E.
Project Number SW19165A
Drawing Number SWDP02
Revision A



GROUND FLOOR PLAN
SCALE 1:100

DESIGN NOTES:

THE SITE IS LOCATED IN CUMBERLAND CITY COUNCIL AND IS GOVERNED BY AUBURN DCP 2010.

SITE AREA = 693.2m²

SITE IS LOCATED WITHIN LOWER HASLAMS CREEK CATCHMENT AREA, THEREFORE:
SSR = .525m³/ha
PSD = 150L/s/Ha

THE OSD STORAGE SYSTEM TO BE BELOW GROUND AND LOCATED IN THE REAR PARKING AREA, AS SHOWN.

REFER TO OSD CALCULATION SPREADSHEETS FOR MORE DETAILS.

ALL WALLS FORMING THE DETENTION TANK SHALL BE CONSTRUCTED WHOLLY WITHIN THE PROPERTY BOUNDARIES OF THE SITE BEING DEVELOPED.

MINIMUM FREEBOARD OF 300mm HAS BEEN PROVIDED FOR HABITABLE FLOORS AND 100mm FOR NON HABITABLE FLOORS INCLUDING PATIOS AS PER AUBURN DCP 2010.

INSTALL CONFINED OSD SIGN FOR PUBLIC AWARENESS AND WARNING.

INSTALL STEP IRONS FOR PITS GREATER THAN 600mm DEEP.

INSTALL CLEAR OUT FOR INSPECTION AND MAINTENANCE PURPOSES.

ALL NEW DOWNPIPES AND STORMWATER PIPES SHOWN ON PLAN ARE Ø100mm uPVC U.N.O.

DOWNPIPE LOCATIONS ARE INDICATIVE AND TO BE CONFIRMED DURING CONSTRUCTION.

RAINWATER TANK TO BE EQUIPPED WITH FIRST FLUSH AND MOSQUITO PROTECTION DEVICES (REFER DETAIL).

MINIMUM 1% GRADE FOR OSD TANKS.

ALL NEW STORMWATER PIPES TO HAVE A MINIMUM OF 300mm TOPSOIL COVER OR 100mm CONCRETE COVER U.N.O.

ALL PROPOSED STORMWATER SERVICES TO BE CONSTRUCTED AT MINIMUM 0.6m CLEAR DISTANCE FORM EXISTING SEWER PIPE.

PROVIDE SUBSOIL DRAINAGE WITHIN LANDSCAPED AREAS, PLANTER BEDS & BEHIND RETAINING WALLS TO PREVENT LONG TERM SATURATION DURING PROLONGED WET WEATHER (TYP).

EXISTING SERVICES SHOWN ON PLAN ARE INDICATIVE ONLY. CONTRACTOR TO DETERMINE EXACT SIZE, LOCATION AND DEPTH BEFORE COMMENCING ANY WORKS (TYP).

CONSTRUCTION OVER EASEMENTS LOCATED ON SITE IS PROHIBITED. CONTRACTOR TO ENSURE THERE ARE NO OBSTRUCTIONS (TYP).

www.dialbeforeyoudig.com.au
DIAL 1100 BEFORE YOU DIG

DIAL BEFORE YOU DIG SHOULD BE CONTACTED PRIOR TO ANY EXCAVATION ON SITE

TM "TRADE MARK OF THE ASSOCIATION OF DIAL BEFORE YOU DIG SERVICES LTD. USED UNDER LICENSE.

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DEVELOPMENT APPLICATION (DA)

FOR APPROVAL

Rev.	Description	By.	Chk.	App.	Date
A	FOR APPROVAL	J.D.	R.F.	P.E.	15/12/2019

cec capital engineering consultants
Shop 4 / 403-405 Church Street, Parramatta
Ph: 9633 8858 (EXT)
Fax: 9633 9932
info@capitalengineering.com.au
www.capitalengineering.com.au

Client: BAINI DESIGN

Project: 1 OSTEND STREET, LIDCOMBE

Title: SITE STORMWATER PLAN & DETAILS

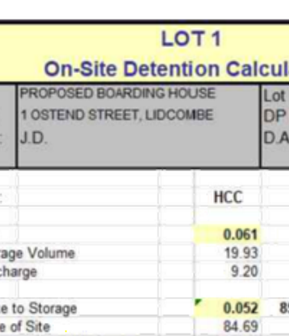
Date: 15/12/2019
Design: J.D.
Approved: P.E.
Scale: 1:100 @ A1 (original size) 1:200 @ A3
Drawn: J.D.
Checked: R.F.
Project Number: SW19165A
Drawing Number: SWDP03
Revision: A

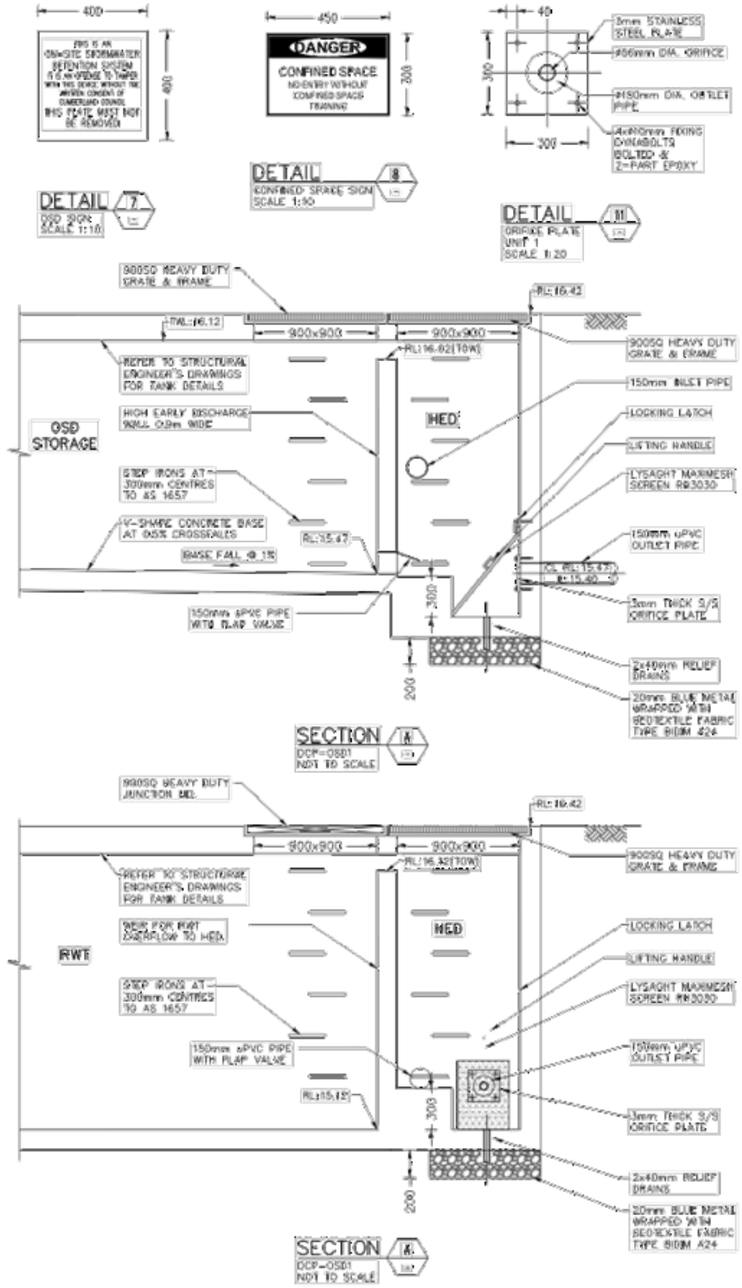
LOT 1
On-Site Detention Calculation

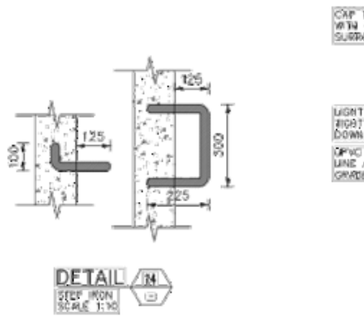
Project:	PROPOSED BOARDING HOUSE	Lot No.	161	
Location:	1 OSTEND STREET, LIDCOMBE	DP No.	8683	
Designer:	J.D.	D.A. No.		
Phone:				

OSD Area:	HCC		HCC Drowned	
Site Area	0.061		0.061	
Basic Storage Volume	19.93		19.93	
Basic Discharge	9.20		9.20	
Area of Site to Storage	0.052	85%	0.052	85%
Percentage of Site	84.69		84.69	
Storage per ha of contributing area	383.77		383.77	
Volume/PSD Adjustment	105.85		105.85	
PSD for site	5.55		5.49	
Maximum Head to Orifice Centre	0.650			
Calculated Orifice Diameter	0.056			
Maximum discharge	5.492		0.000	
Head for high early discharge	0.550			
High Early Discharge	5.052	92%	#DIV/0!	#DIV/0!
Mean Discharge	5.272		#DIV/0!	
Average Discharge per Hectare	101.523		#DIV/0!	
Final Site Storage Ratio	397		#DIV/0!	
Site Storage Volume	20.64		#DIV/0!	
Rainwater Tank Offset Volume	1.67			
Final Storage Volume Required	18.97		#DIV/0!	
Volume Provided	19.28	102%		#DIV/0!

Date Checked:	15-Dec-19







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DEVELOPMENT APPLICATION (DA)

FOR APPROVAL

Rev.	Description	By	Chk.	App.	Date
A	FOR APPROVAL	J.D.	R.F.	P.E.	15/12/2019

cec capital engineering consultants
Shop 4 / 458-463 Chuvle Street, Fernando
Ph: (02) 8606 0124
Fax: (02) 8605 8132
info@capitalengineering.com.au
www.capitalengineering.com.au

Client	BAINI DESIGN
Project	1 OSTEND STREET, LIDCOMBE
Title	DETAILS SHEET
Date	15/12/2019
Design	J.D.
Approved	P.E.
Scale	1:100 @ A1 (original size) 1:200 @ A3
Drawn	J.D.
Checked	R.F.
Project Number	SW19165A
Drawing Number	SWDP04
Revision	A

DOCUMENTS ASSOCIATED WITH REPORT LPP042/20

Attachment 7

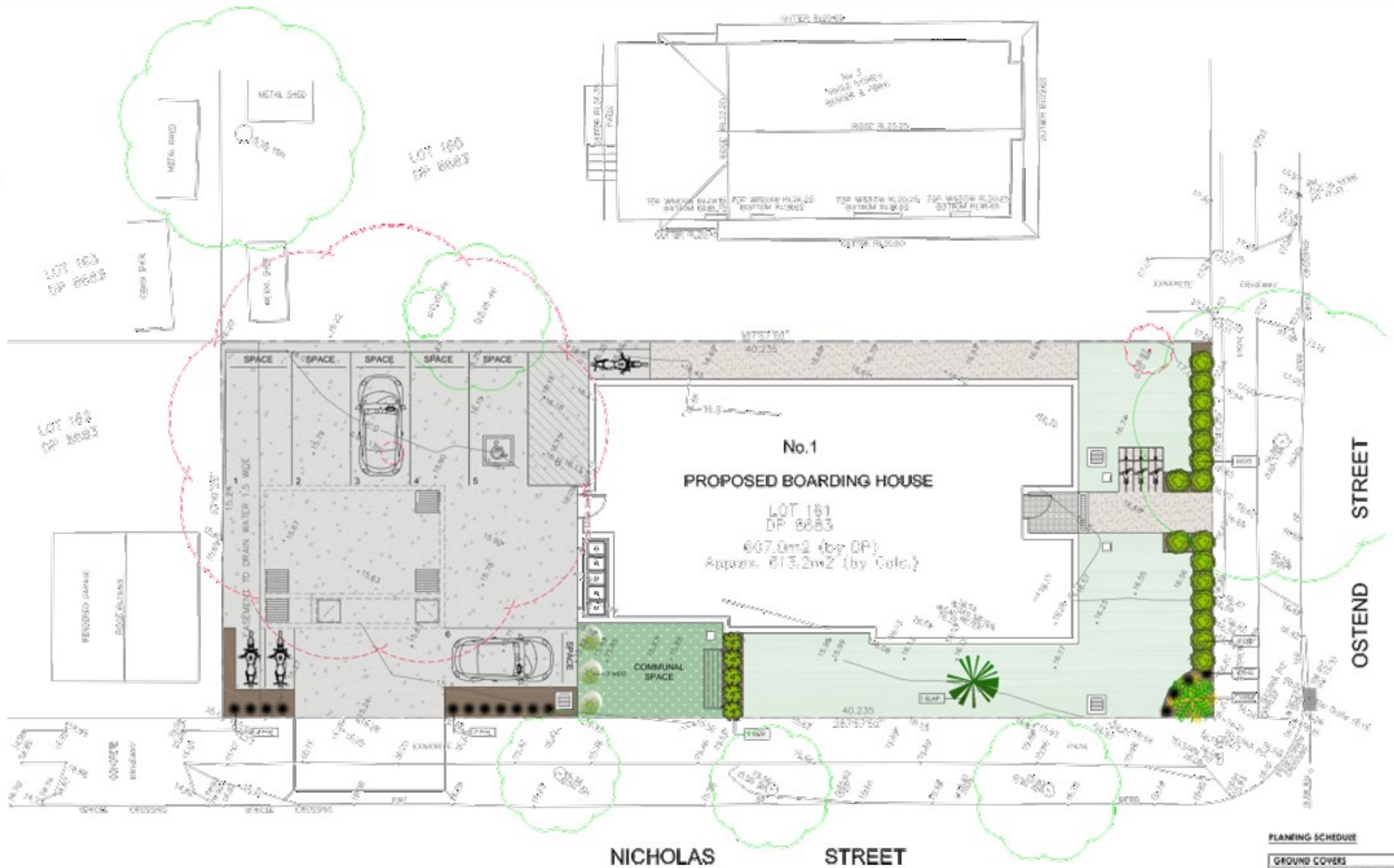
Landscape Plan

LANDSCAPE DESIGN @ 1 Ostend Street, Lidcombe, 2141

JOB No. 20015

LEGEND

- Existing trees to be retained
- Existing trees to be removed
- Proposed Turfed Area
- Patio Pavement (non slip)
- Stepping Paver Stones
- Concrete Path
- Gravel Mulch
- Concrete Driveway
- Clothes Line
- Planting Area





GENERAL NOTES

DRAWING

All finished levels are to be verified onsite by contractor

All Landscape works to be conducted in strict accordance with Councils landscape code and guidelines.

These drawings must be read in conjunction with the drawing package from the consultant, including all engineering and architecture drawings.

Refer to architects and engineering drawings for pavement, walls, fence, steps, levels and drainage.

SERVICES

Verify the as built location of all existing services before excavation works are started, services shown are indicative only.

FALLS

All pavement, planting & turf areas to be graded evenly. Ponding is unacceptable

TURFING AREA

Remove existing grass. Cultivate subgrade depth of 150mm and place site topsoil to areas to be turfed to a depth of a 100mm. Soil blends to comply with AS 4419

PLANTING AREAS

Approved topsoil, both site won and imported, shall be spread evenly in the approved formation to give a finished depth of 150mm for planted areas. All planting topsoil to be placed 388mm min depth and 100mm of mulch as specified. Soil blends to comply with AS 4419.

OSD Basins - Mulch type 2 (20mm river gravel) (refer materials schedule)

Finished levels of topsoil in planted areas to be 200mm above adjoining paving.

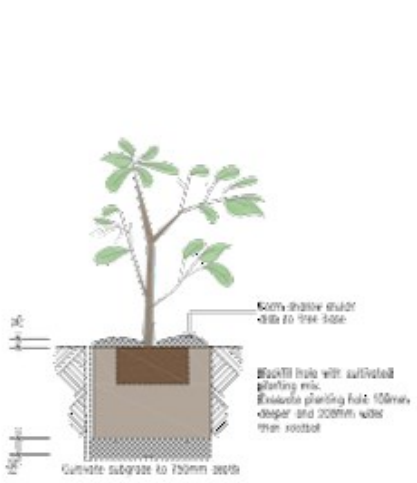
Ensure that soil media is amelioriated to increase its waterholding abilities.

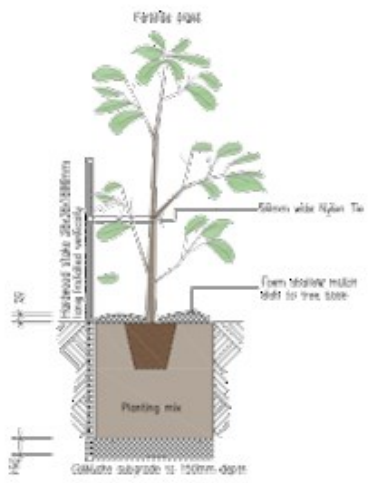
IRRIGATION

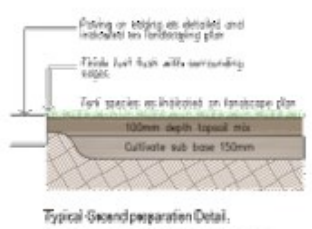
All irrigation installation to landscape areas are to satisfy the local Council water code and AS3500.

MAINTANCE

All landscape works are to be maintained for a period of 3 months from the date of completion. Unit is including all watering, weeding, spraying and re mulching necessary to achieve growth. Any plants and turf defects which arise in this period should be rectified immediately.







PLANTING SCHEDULE

GROUND COVERS

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
AUSTR	Austrostipa ramosissima	Sturdy Spear Grass	140mm	
DIANA	Dianella caerulea 'Breeze'	Breeze Flax Lily	140mm	
DIANR	Dianella revoluta 'Baby Bell'	Baby Bell Flax Lily	140mm	
GOODO	Goodenia ovata	Hop Goodenia	140mm	
LOMAL	Lomandra longifolia 'Tanika'	Tanika Mat Rush	140mm	
LOMAS	Lomandra 'Seascape'	Seascape Mat Rush	140mm	
MYOPP	Myoporum parvifolium 'Putah Creek'	Creeping Boobialla	140mm	

SHRUBS

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
ACMAU	Acmena smithii 'Allyn River'	Lilly Pilly	200mm	
CALLA	Callistemon 'Kings Park Special'	Weeping Bottlebrush	200mm	
CALLV	Callistemon viminalis 'Endeavour'	Dwarf Bottlebrush	200mm	
DIETG	Dietes grandiflora	Wild Iris	200mm	
GREVO	Grevillea 'Robyn Gordon'	Robyn Gordon	200mm	
LAGST	Lagerstroemia indica 'Sioux'	Crepe Myrtle	200mm	
LIRIM	Liriope muscari 'Evergreen Giant'	Evergreen Giant	200mm	
PITTT	Pittosporum tobira 'Variegata'	Variegated Mock Orange	200mm	
RAPHI	Raphiolepis indica 'Ballerina'	Ballerina Indian Hawthorn	200mm	

TREES

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
ACMAU	Acmena smithii 'Allyn River'	Dwarf Lilly Pilly	75L	
CUPAN	Cupaniopsis anacardioides	Tuckeroo	75L	
LAGIN	Lagerstroemia indica 'Sioux'	Crepe Myrtle	75L	
MAGGR	Magnolia grandiflora 'Little Gem'	Little Gem Magnolia	75L	
PYRUS	Pyrus calleryana 'Capital'	Ornamental Pear	75L	
TRISL	Tristaniopsis laurina 'Luscious'	Water Gum	75L	

REV	DESCRIPTION	DATE	BY

greenscene designs

LANDSCAPE DESIGN
1 Ostend Street, Lidcombe, 2141

PO BOX 2402 NORTHPARRAMATTA, NSW, 1750
greenscenedesigns@gmail.com
ABN 36 614 179 041
0416 026 574

20015

SCALE @ A3 1:100 | DRAWN BY: JB | CHECKED BY: NL

The plans and designs incorporated herein are the property of Greenscene Designs Landscape Architecture and Environmental Consultancy and are not to be used in any form or manner whatsoever without the written permission of the author.

DOCUMENTS ASSOCIATED WITH REPORT LPP042/20

Attachment 8

Submissions Received

30th March 2020

Email: **Not Available**

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I was born in No. and I have lived and grew up in the house. I strongly object to the development application for the following reasons:-

- Both my parent have medical conditions that require the use of a spa bath which is installed in my backyard. The windows on the top floor are overlooking our private open private space and removing the tree in the rear of 1 Ostend street would have impact on the privacy in and there's no replacement tree in the plan.
- The public transport service is not appropriate for residents of the boarding house, I have experienced the irregular bus services for the area over many years and I am concerned for the boarding house residents. There are not enough car parks for 19 people in the boarding house.
- The boarding house is large house compare to the existing and has too many bedrooms with too many people living in it. There will be two boarding houses next to my parent's house, I am very worry and have safety concern with the number of people and number of rooms in these places.
- With so many people staying in the boarding house it will be very noisy and there will be increasing chances of arguments and fights. I am very worry that my elderly parents will not be able to sleep at night. There's no site manager to stop fights.

elderly parents will not be able to sleep at night. Who do I call if these fights happen, who will be there to stop fights?

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

[redacted]

25 March 2020

Assessment Officer
Development Assessment Team
Cumberland Council
16 Memorial Avenue
MERRYLANDS NSW 2160

Attention: Harley Pearman

Dear Sir/Madam

Application No. DA2019/0504
Property: 1 Ostend Street
Proposal: Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with car parking

I am a resident at No . I have lived in the area for 31 years and I know the property well. As a long time, local resident of Lidcombe I strongly object to the development application for the following reasons:

1. There are a lot of concrete and hard surface and very little deep soil zone. I had to comply with this when I renovated my property, so should they.
2. Removing the 70+ years old tree in the rear of 3 Ostend Street would have impact on privacy of There's no replacement tree.
3. Windows on the top floor are overlooking the neighbors' open private spaces.
4. The motorcycle parking area is too close to the fence causing noise issues for the house next door.
5. Cars will need to reverse across the driveway getting out. This is a safety issue.
6. Car park number 1 position is too close to the fence to reverse in and out.
7. The bicycle parking spots are in the front yard making bicycles a theft issue.
8. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behavior as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the park.
9. The irregular bus service of the closest bus stop is not suitable for the lodgers in the boarding and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the state government affordable rental housing scheme.
10. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.
11. The proposal **does not** provide for the housing needs of the community within a low-density residential environment. The proposal is designed/meant for very high density living.

12. There will be significant impact to the demographic of the area because the tenants that a boarding house will provide for will be drastically different from the mainly families with children and seniors who currently live in standalone dwellings in the area. Many of these residents have lived in the same home for many years and some were even born in it.
13. The proposed site has failed to meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12 bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However, this is wrong as in accordance to the case of McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn development control plan 2010 as a dwelling and must comply with R2 low density dwelling requirements such as a maximum of 4 bedrooms.
14. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
15. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
16. The Auburn LEP 2010 do not define "what is a boarding house?" only what a boarding house means. The built form of the proposed boarding house is a dwelling and it must be assessed as a dwelling for compliance in accordance to dwelling size to the Auburn DCP.
17. This is not a small-scale boarding house. I am told a small boarding house have 5-12 lodgers not 18 lodgers. Where did the developers get the definitions for the small scale boarding house?
18. The proposed construction will impose a significant population impact on the area and neighbourhood due to the large number of bedrooms and people who will be living there.
19. A boarding house is an inappropriate development for the area, looking at the demographics of Lidcombe, filled with growing families and senior retirees that want a tight knit community environment where you can get to know your neighbours and seeing children playing especially at Phillips Park.
20. The development is not appropriate and incompatible with the distinctive local character of the area and neighbourhood. The area has always been low density and the residents identify with this low density and the history and culture of area. The people have a sense of belonging to the area and love the atmosphere and have emotional response because of the memories and relationship with the area. Many residents were born and have lived or come back to retired in the same house.
21. The development is not appropriate and incompatible with distinctive local character of the area and neighbourhood. The people here have a sense of belonging to the area and love the atmosphere. I have an emotional response to the place because of the memories and relationship with the area. This is the way the area looks and feels with its combination of zoning of the land, houses, history and culture. My children were born here and I have live in the area for over 30 years.

22. The proposed site for the boarding house is situated right next to Phillips Park, a place used by Lidcombe public school and others for sports days, organised sporting teams for practices and games and many people in the community to enjoy. This area is very precious and sensitive to the community that needs to be restricted from this type of development.
23. Lidcombe has a rich history dating back to the World Wars and this is reflected in the street names, especially around the proposed site such as Ostend, Gallipoli, Jellicoe, etc, all named after places in the World Wars. Numerous returning soldiers would come to settle in the area and raise their young families. This cultural heritage has encouraged the settlement of numerous other young families to settle in the suburb, myself being an example of someone whom children's are born and raised in Lidcombe and a boarding house development would be severely counter to this heritage.
24. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
25. This is a R2 Zone land and the proposal does not meet the requirements of SEPP (Affordable Rental Housing) 2009 but in the DA Statement of Environmental Effects the SEPP(ARH) 2009 was used a number time to circumvent local development plan. The intent and aim of the SEPP requirements is to ensure that the boarding house must provide the needs of the potential tenants and expectations of the communities and the neighbourhood. The proposed site does not meet the SEPP, boarding house had failed the test for it to be built at the site so the development must be refused.
26. Boarding houses normally are not allowed at the proposed site unless special initiative to address issues but it had failed the suitability test of the state's government affordable rental housing scheme. There has been a number of boarding house developments recently in the local area so we have already have had our fair share of the state government in supporting the state's government initiative.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully

4/4/2020

(1)

RECEIVED
8 - APR 2020

Ph: c/o

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Ave
Merrylands N.S.W 2160

Attent: Harley Pearman
RE: Applic DA 2019/0504
Property: 1 OSTEND ST.

Proposal: Demolition of existing structures and construction of a two storey boarding house comprising of 12 rooms with at grade car parking.

My wife, (now deceased) have lived at since 1973.
We raised our 4 Sons here under great difficulty
We worked very hard and saved and rebuilt our new residence

1. Our expectancy of this neighbourhood to remain a quiet, friendly, multicutural community is now being threatened by the above proposal.

2. The surveys done up to this point are disputable and request further, independant surveys on adverse effects be carried out by council.

3) On building my new residence I abided by the zoning code regulations.
I was not allowed to have a toilet in the kitchen space. Surely this has not been ammended.

4) With no supervision by a manager on site, altercations that arise (especially at night) will soon escalate to criminal assaults
These proposed tenants are most probably persons not used to being unsupervised.

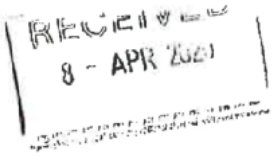
5) The intersection is extremely dangerous (Bailey, Oxford & Nicholas streets)
The increase in traffic coming/going from this property (plus visitors vehicles) will compound this issue.

6) Street parking for present resident's visitors and children is already an issue — this too will be compounded.

7) The healthy tree on the property has been growing for scores of years. It provides relief from western and eastern sun to present (& proposed tenants.)
It also provides privacy to neighbours
Preservation is surely important to council's policies.

8) Trusting your team will give these objections their well deserved due.

4/4/2020



HARLEY PEARMAN – DEVELOPMENT ASSESSMENT TEAM
CUMBERLAND COUNCIL
16 MEMORIAL AVE.
MERRYLANDS N.S.W 2160

Att^n: Harley Pearman, ASSESSMENT OFFICER

RE: Application No DA2019/0501

Property: 1 OSTEND ST. LIDCOMBE

Proposal: Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at grade car parking.

My wife and I object strongly to the above proposal.

We have been living at since 1976 after migrating from

Both our children have been raised and educated here

I have worked hard, paid rates to council and enjoyed a very contented, happy life in our neighbourhood.

Australia gave us all the opportunity to choose such a neighbourhood and we have expected this to remain unaltered.

1) When we made alterations/improvements to our house we abided by zoning code regulations. The above proposal threatens our lifestyle by avoiding the code (R2) that limited number of people allowed to live in one property.

2) The average home does not accommodate 18 or 19 people.

3) We were not able to have sanitary and cooking facilities in one room.

4) The intersection on our corner is extremely dangerous as police are aware.

5) The developers are gaining an unheard of advantage — a grant for each room which is not helping the proposed residents as much as a grant directly to them would do.

6) The position, in this street, of the proposal is bordering on negligent if accepted. Better surveys should be done by council — not accepting those done and paid for by the developer.

7) We object to the removal of the healthy tree on this property. Trusting our objections are considered more seriously than the developer's money gains.

2 April 2020

To: Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue, Merrylands NSW 2160

Attn: Harley Pearman, Assessment Officer

Dear Sir/Madam,

Application No.: **DA2019/0504**
Property: **1 Ostend Street, Lidcombe NSW 2141**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at I have lived in the area for more than 2 decades and I know the area and community very well. As a resident of Lidcombe, I strongly object to the development application for the following reasons:

1. The extremely irregular bus service of the closest stops (at Phillips Park and at Mons Street) will not be suitable for the lodgers in the boarding house, and I am concerned for the boarding house residents. The 401 Lidcombe Station to Lidcombe Bernie Ave bus service only runs 6am – 9am, and 3pm – 6pm from Lidcombe Station. The proposed site would not be able to meet the day-to-day public transport needs of the residents as required by the State Government Affordable Rental Housing Scheme.

2. There will be a significant impact to the demographic of the area, because the tenants that a boarding house will provide for will be drastically different from the majority of families with children and seniors who currently live in standalone dwellings in the area. Many of these residents have lived in the same house or within the Lidcombe area for many years, and some where even born in it – for example, I have lived in Lidcombe for my entire life. Our community environment is very tight knit, where you can get to know your neighbours very well. With high turnover of the lodgers, it would difficult for them to become friendly within our community.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

29 March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at No I have lived in the area for 20 years and I know the property well. As a long time local resident of Lidcombe I wish to object to the development application for the following reasons:-

1. There will be significant impact on the residents of the area because the tenants that a boarding house will provide for will be drastically different from the mainly families with children and seniors who currently live in standalone dwellings in the area. Many of these residents have lived in the same home for many years and some were even born in it. The boarding house will detract from the feel and sense of belonging that residents currently have for the area.
2. The proposal does not provide for the housing needs of the community within a low density residential environment. The proposal is designed/meant for very high density living and completely out of step with the residential zoning of the area.
3. Too many Bedrooms. The DA shows that 12 bedrooms will be constructed on the property. The maximum number allowed for R2 zone is 4 bedrooms.
4. The large number of people staying in the boarding house will bring along with it a big increase in noise. The boarding house will not have an onsite manager to address the noise issue, or any other anti-social issues that may arise, quickly. This would disrupt residents, especially the many young families and elderly that live in Ostend Street.

5. The lodgers in the proposed boarding house will not have adequate transport. The closest bus stop does not provide services on weekends or outside limited peak times on weekdays. The proposed development would not be able to meet the daily public transport needs of the lodgers as required by the state government affordable rental housing scheme.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

Harley Pearman

From:
Sent: Tuesday, 24 March 2020 4:27 PM
To: Records Department
Subject: OBJECTION to Application DA2019/0504

Dear Councillors,

Please accept my letter of disputation re the above application/development proposed for 1 Ostend Street, Lidcombe.

My wife and I have lived at ; since the 1970s where we raised all our children. I am very well acquainted with the local residents and there is a great sense of neighbourhood connection, resulting in the formation of a united syndicate to REJECT this application.

I strongly reject and dispute the proposal of a 12-room 2-storey boarding house in the street for the following reasons:

1. It contradicts the residential premise of the street. All houses in Ostend Street are single dwellings, so building a 12-room 2-storey property ruins the neighbourhood and is inappropriate for the area.

2. My wife and some neighbours go for their morning walks every day and as such I am extremely concerned for their's and other pedestrians' safety with the amount of cars in and out of the driveway, should this development go ahead. A boarding house implies that there will be increased traffic in a quiet residential street. This lacks forethought in efficient town planning. Parking along Nicholas Street and in Ostend Street is already exhausted due to the factory workers on Nicholas Street and Bachell and Birnie Avenues. The increased traffic instigates a great deal of safety concerns. The corner of Ostend and Nicholas Streets is notoriously dangerous for car and pedestrian accidents. Residents are at greater risk if this proposal is passed. Please reconsider. There are many elderly and young Ostend Street residents who need to be protected from such traffic problems this development will inevitably create.

3. The safety of the residents will also be compromised by the influx of temporary residents, coming and going fulfilling the nature of a boarding house. I vehemently dispute the building of such a development for the safety of our kids in a quiet and otherwise very safe residential street. I babysit my grandchildren and I fear for their safety.

4. A boarding house is not appropriate for a residential area and there is no need for it. There are no universities, colleges, high schools or major industrial companies in the area and as such I question who this boarding house would be useful for. We don't need multiple strangers living in our street compromising our security, safety and livelihoods.

5. The threat of Covid-19 spreading must not be overlooked. It is not a wise decision to build a multi room boarding house (whereby increasing the amount of people) when the Government has instilled self-isolating and social distancing orders. Boarding house residents are not long term residents and as such, they are adding to the bio-hazards of potentially spreading the virus.

Please reconsider the construction of the two-storey 12-room boarding house. This construction jeopardises all our safety. It also compromises the residential element of our street. A boarding house is NOT acceptable for this street. And as such, I VEHEMENTLY dispute this development.

I can be contacted by return email, or by phone on

I look forward to hearing from you.

1

Kind Regards,

Harley Pearman

From:
Sent: Tuesday, 24 March 2020 4:02 PM
To: Records Department
Subject: OBJECTION to Application No DA2019/0504

Dear Councillors,

Please accept my letter of disputation re the above application/development proposed for 1 Ostend Street, Lidcombe.

My husband and I have lived at ; since the 1970s where we raised all our children. I am very well acquainted with the local residents and there is a great sense of neighbourhood connection, resulting in the formation of a united syndicate to REJECT this application.

I strongly reject and dispute the proposal of a 12-room 2-storey boarding house in the street for the following reasons:

1. It contradicts the residential premise of the street. All houses in Ostend Street are single dwellings, so building a 12-room 2-storey property ruins the neighbourhood and is inappropriate for the area.

2. Myself and some neighbours go for our morning walks every day and as such I am extremely concerned for pedestrian safety with the amount of cars in and out of the driveway, should this development go ahead. A boarding house implies that there will be increased traffic in a quiet residential street. This lacks forethought in efficient town planning. Parking along Nicholas Street and in Ostend Street is already exhausted due to the factory workers on Nicholas Street and Bachell and Birnie Avenues. The increased traffic instigates a great deal of safety concerns. The corner of Ostend and Nicholas Streets is notoriously dangerous for car and pedestrian accidents. Residents are at greater risk if this proposal is passed. Please reconsider. There are many elderly and young Ostend Street residents who need to be protected from such traffic problems this development will inevitably create.

3. The safety of the residents will also be compromised by the influx of temporary residents, coming and going fulfilling the nature of a boarding house. I vehemently dispute the building of such a development for the safety of our kids in a quiet and otherwise very safe residential street. I babysit my grandchildren and I fear for their safety.

4. A boarding house is not appropriate for a residential area and there is no need for it. There are no universities, colleges, high schools or major industrial companies in the area and as such I question who this boarding house would be useful for. We don't need multiple strangers living in our street compromising our security, safety and livelihoods.

5. The threat of Covid-19 spreading must not be overlooked. It is not a wise decision to build a multi room boarding house (whereby increasing the amount of people) when the Government has instilled self-isolating and social distancing orders. Boarding house residents are not long term residents and as such, they are adding to the bio-hazards of potentially spreading the virus.

Please reconsider the construction of the two-storey 12-room boarding house. This construction jeopardises all our safety. It also compromises the residential element of our street. A boarding house is NOT acceptable for this street. And as such, I VEHEMENTLY dispute this development.

I can be contacted by return email, or by phone on

I look forward to hearing from you.

Kind Regards,

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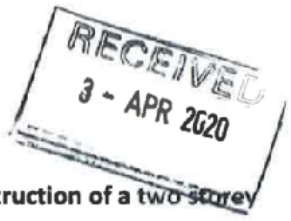
30th March 2020

Email: Not Available

Harley Pearman - Assessment Officer
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160



Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

Tôi là một cư dân cao cấp tại số [redacted]. Tôi đã sống trong khu vực nhiều năm. Là một cư dân, tôi phản đối mạnh mẽ ứng dụng phát triển vì những lý do sau: -

• Dịch vụ xe buýt không tốt cho những người ở trong nhà trọ.

• Những người sống trong nhà trọ nấu ăn, ăn, tắm và ngủ trong cùng một phòng sẽ bẩn và khó giữ sạch sẽ. Làm thế nào bệnh sẽ được kiểm tra và dừng lại?

• Không gian mở ngoài trời quá nhỏ cho ngôi nhà

• Nó không an toàn và an toàn cho phòng khách ở phía sau nhà.

• Quá nhiều xe ô tô đến và rời khỏi nhà trọ sẽ gây nguy hiểm cho cư dân với chỗ đậu xe số ở phía sau nhà.

• Có quá nhiều phòng ngủ cho nhà trọ được đề xuất, không có nhà nào trên phố với số lượng lớn phòng ngủ này.

- Quá nhiều người sống ở nhà trọ sẽ ồn ào và ra vào nhà sẽ làm phiền khu phố.

- Là một người về hưu, tôi không cần và không thể sử dụng nhà trọ.

Tôi yêu cầu thông tin cá nhân của mình bị loại bỏ theo Mục 58 của Đạo luật bảo vệ thông tin cá nhân và quyền riêng tư năm 1998 (Đạo luật PPIP Đạo luật).

Harley Pearman

From:
Sent: Monday, 6 April 2020 10:59 PM
To: Records Department
Subject: Objection-Application DA2019/0504

Dear Sir/Madam,

Property - 1 Ostend Street, Lidcombe NSW 2141,

I am a resident o and I have been a resident here for a long time and I strongly object to the proposed boarding house development.

>The large number of people staying at the boarding house will bring along a significant amount of noise and movements that could result in an increase in antisocial behavior as the boarding house will not have an on-site manager to resolve issues quickly.
>Windows on the top floor are overlooking our open private space
>The site does not meet the State Environmental Planning Policy(Affordable Rental Housing) 2009(Arhsepp) therefore Auburn LEP and DCP to be used to assess the landscape area, solar access, private open space, parking, and accommodation sized compliance.
>The motorcycle parking area is too close to our fence and will be causing noise safety issues.

Overall, I strongly object for this proposed boarding house development.

Yours faithfully,

2nd April 2020

Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

ATTN: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at –grade car parking**

I am a resident at . As a long-time resident of Lidcombe I strongly object to the development applications for the below reasons:

1. The eaves need to be at least 450mm from the wall of dwelling

2. Windows on the top floor are overlooking the neighbours open private space.

3. The area has always been low density, the proposal does not provide for the housing needs of the community within a low density residential environment. The proposal is designed/meant for very high density living. A boarding house is an inappropriate development for this area.

4. There will be significant impact to the demographic of the area because the tenants that a boarding house will provide for will be drastically different from the mainly families with children and seniors who currently live in standalone dwellings in the area.

5. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.

6. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking and accommodation size compliance.

I request my personal information to be suppressed under Section 58 of Privacy and Personal Information Protection Act 1988("PPIP Act")

Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

ATTN: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at –grade car parking**

I am a resident at . As a long-time resident of Lidcombe I strongly object to the development applications for the below reasons:

1. The private open space is too small in area; it needs to be greater than 50 square meters.

2. There are a lot of concrete and hard surface and very little deep soil zone.

3. Windows on the top floor are overlooking the neighbours open private space.

4. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behaviour as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend St and the park.

5. The proposed site for the boarding house is situated right next to Phillips Park, a place used by Lidcombe Public School for sports days, organised sporting teams for practices and games and many people in the community to enjoy. This area is very precious and sensitive to the community that needs to be restricted from this type of development.

6. Boarding house normally is not allowed at the proposed site unless special initiative to address issues but it had failed the suitability test of the State's government affordable rental housing scheme. There has been a number of boarding house developments recently in the local area so we have already have had our fair share of the state government in supporting the state's government initiative.

Harley Pearman

From:
Sent: Thursday, 2 April 2020 2:11 PM
To: Records Department
Subject: Objection - Application Number DA2019/0504

Dear Sir/Madam,

Application Number - DA2019/0504
Property - 1 Ostend Street, Lidcombe - NSW 2141

2141) is writing to express my concerns regarding the above property proposal. I am living here since 2012 & below are my serious concerns regarding the above property development application.

> The motorcycle parking area is just next to our fence so it means too much noise as I have 3 children always play in the yard. It's not safe for my children to play in that area. Also, Car parking number 1 spot is just next to the fence so how they will reverse and park the cars? This will increase the risk for my children playing in that area.
> Too many peoples living in these boarding houses will increase too much noise & anti-social behaviors which will increase safety risk for the neighbours, especially for my young children. As I am sure the council is already very well aware of the incidents happened (the corner of the park next to this property) in the last 8 months where so many times police were involved.
> I have witnessed many road accidents just on the corner next to this property so 12 rooms, more peoples, more cars will definitely increase safety risks for us neighbours.
> No regular bus services in the area.
> This proposal is NOT suitable for our low-density residential area.

I very strongly oppose this development application.

Kind Regards

1

15 March 2020

Mr Harley Pearman-Development assessment team

Cumberland Council

16 Memorial Avenue

Merrylands NSW 2160

Att; Harley Pearman Assessment officer

Re Application no. DA2019/0504

1 Ostend Street Lidcombe

For the proposed demolition of the existing buildings and the construction of a two-story boarding house

Dear sir/ Madam

Having been a resident at for many years and living exactly opposite the development in question I am very familiar with its position and the surrounding neighbourhood and I would like to strongly object for the following reasons

1. The massive increase in the number of people that will be housed on the one site which is zoned r2 will result in increased noise and would not be socially acceptable with young families living in the area
2. The increase in traffic flow in the surrounding streets is already very noticeable and this being on the corner block would create the possibility for more accidents on the very same corner where an elderly was last year pinned to the sandstone wall of the proposed development
3. Windows on the top floor overlook the private open space of the neighbouring dwelling
4. Being a boarding house with only parking for six vehicles the remaining residents would not have enough public transport as the buses only run an irregular service weekday and none on the weekend
5. The high turnover of often short residents will not allow them to integrate into our community properly

6. Although not (legally) required an onsite manager for something of this nature and size would seem appropriate due the possibility of argument s and conflicts between residents

I request my personal information to be suppressed under section 58 of the privacy and personal information act 1998

Yours sincerely

Harley Pearman

From:
Sent: Tuesday, 7 April 2020 1:47 PM
To: Records Department
Subject: Objection to DA 2019/0504 Number 1 Ostend Street, Lidcombe

To whom it May Concern.

I wish to lodge an Objection to the abovementioned DA regarding Number 1 Ostend Street, Lidcombe on the following grounds:

These boarding houses will be situated in an area which is predominantly free standing houses and Duplexes, there are no Units or other multi use dwellings in the area. To have a Boarding House with Transitional People with possibly questionable backgrounds who have no ties or connections to the area/Community and do not have the pride and interest in keeping this a safe community for all the families living here. The proposed location of these Boarding houses in a pre dominantly a family area is at the very least a questionable move.

These Boarding houses are situated very close to Phillips Park which is used for Sports, Exercise and a kids playground, the park is very popular with local families. My grandkids and I are regular users of this park which we use safely and comfortably at the moment, however if these Boarding houses are to be constructed it will be a different proposition completely as we will all have to be very diligent about the type of people who frequent the park. Not an ideal position to be in.

There is no regular transport connection as the Public bus runs only on week days during Peak hour.

There are several Schools and Childcare Centres in the area within close proximity to the proposed Boarding Houses, not an ideal situation due to the transitional nature of the proposed residents.

In the current Pandemic situation where there is talk of Boarding Houses been closed down due to the close proximity of the residents and the order for social distancing, and the predictions that there will be more Pandemic situations in the future, the move to build more Boarding Houses seems futile.

For the above reasons and I'm sure there are many more I strongly object to this Development been Passed.
Jenny Warburton
Concerned Resident of

1

15 March 2020

Mr Harley Pearman-Development assessment team

Cumberland Council

16 Memorial Avenue

Merrylands NSW 2160

Att; Harley Pearman Assessment officer

Re Application no. DA2019/0504

1 Ostend Street Lidcombe

For the proposed demolition of the existing buildings and the construction of a two-story boarding house

Dear sir/ Madam

Having been a resident at for many years and living directly opposite the development in question I am very familiar with its position and the surrounding neighbourhood and I would like to strongly object for the following reasons

1. The proposed development will impose a significant population impact in the neighbouring streets due to the large number of rooms and tenants
2. The large number of people in this proposal would bring an increase in both noise and traffic which is already congested at times due to the so-called rat runs to avoid Paramatta road and the M4
3. There is a less than adequate bus service for these types of residences only running in peak hours during the week and not on the weekends
4. 12 rooms, 6 parking spaces 18 occupants definitely not enough parking
5. The private open space is less than 50 meters square which I believe to be the minimum

Yours truly

06 April 2020,

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at No. . I am living in this Ostend Street for many years and I know the property well. I went through the notice displayed in the property, as a long-time local resident of Lidcombe I strongly object to the development application for the following reasons:-

1. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behaviour as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the park.
2. The irregular bus service of the closest bus stop is not suitable for the lodgers in the boarding and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the state government affordable rental housing scheme.
3. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.

4. The proposal does not provide for the housing needs of the community within a low density residential environment. The proposal is designed/meant for very high density living.
5. The proposed site is not compatible with the character of the local area. *This is crucial consideration for consent to be provided for a development as stipulated by section 30A of State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP). The local character of the area is one largely individual households. The properties on the land are largely comprised of 1 or two households with no apartments or other larger shared style properties.*
6. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
7. The proposed construction will impose a significant population impact on the area and neighbourhood due to the large number of bedrooms and people who will be living there.
8. A boarding house is an inappropriate development for the area, looking at the demographics of Lidcombe, filled with growing families and senior retirees that want a tight knit community environment where you can get to know your neighbours and seeing children playing especially at Phillips Park.
9. The development is not appropriate and incompatible with the distinctive local character of the area and neighbourhood. The area has always been low density and the residents identify with this low density and the history and culture of area. The people have a sense of belonging to the area and love the atmosphere and have emotional response because of the memories and relationship with the area.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

06 April 2020,

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at No. I am living in this Ostend Street for many years and I know the property well. I went through the notice displayed in the property, as a long time local resident of Lidcombe I strongly object to the development application for the following reasons:-

1. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behavior as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the park.
2. The irregular bus service of the closest bus stop is not suitable for the lodgers in the boarding and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the state government affordable rental housing scheme.
3. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.

4. The proposal does not provide for the housing needs of the community within a low density residential environment. The proposal is designed/meant for very high density living.
5. The proposed site is not compatible with the character of the local area. *This is crucial consideration for consent to be provided for a development as stipulated by section 30A of State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP). The local character of the area is one largely individual households. The properties on the land are largely comprised of 1 or two households with no apartments or other larger shared style properties.*
6. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
7. The proposed construction will impose a significant population impact on the area and neighbourhood due to the large number of bedrooms and people who will be living there.
8. A boarding house is an inappropriate development for the area, looking at the demographics of Lidcombe, filled with growing families and senior retirees that want a tight knit community environment where you can get to know your neighbours and seeing children playing especially at Phillips Park.
9. The development is not appropriate and incompatible with the distinctive local character of the area and neighbourhood. The area has always been low density and the residents identify with this low density and the history and culture of area. The people have a sense of belonging to the area and love the atmosphere and have emotional response because of the memories and relationship with the area.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

Harley Pearman

From:
Sent: Tuesday, 31 March 2020 2:51 PM
To: Records Department
Subject: DA2019/0504 (1 Ostend Street, Lidcombe)
Attachments: 1 Ostend MG.PDF

ATTN: Harley Pearman

Please find attached my objection letter regarding abovementioned DA.

Regards

25 March 2020

Assessment Officer
Development Assessment Team
Cumberland Council
16 Memorial Avenue
MERRYLANDS NSW 2160

Attention: Harley Pearman

Dear Sir/Madam

Application Number: DA2019/0504 (1 Ostend Street, Lidcombe)

I write in response to the following proposal - demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with onsite car parking.

I am a resident at n . I have lived in the area for 20 years (all my life, born and bred here) and I know the area well. As a long time, local resident of Lidcombe I strongly object to the development application for the following reasons:

1. There is a lot of concrete and hard surface and very little soft surface left.
2. Removing the 70+ year old tree in the rear of 1 Ostend Street would have impact on privacy o . There's no replacement tree.
3. The windows on the top floor are looking into the neighbours' open private spaces.
4. The motorcycle parking area is too close to the fence causing noise and pollution issues for the house next door.
5. Cars will need to reverse across the driveway getting out which could be dangerous.
6. The first park spot is very close to the fence making it difficult to reverse in and out.
7. The bicycle parking spots are in the front yard making bicycles which will lead to theft issues.
8. The large number of people staying in the boarding house will increase the noise and movements that could result in an increase in anti-social behaviour as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the visit Phillips Park. I often walk to the station and would feel unsafe if anti-social behaviour was a problem.
9. The irregular bus service of the closest bus stop is not suitable for the lodgers in the boarding house. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the state government affordable rental housing scheme.
10. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.
11. The proposal does not provide for the housing needs of the community within a low-density residential environment. The proposal is designed/meant for very high density living.
12. The proposed site has failed to meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12 bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the development application the developer is justifying the

construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However, this is wrong as in accordance to the case of McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn development control plan 2010 as a dwelling and must comply with R2 low density dwelling requirements such as a maximum of 4 bedrooms.

13. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
14. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
15. The development is not appropriate and incompatible with distinctive local character of the area and neighbourhood. The people here have a sense of belonging to the area and love the atmosphere. I have an emotional response to the place because of the memories and relationship with the area. This is the way the area looks and feels with its combination of zoning of the land, houses, history and culture.
16. The proposed site for the boarding house is situated right next to Phillips Park, a place used by Lidcombe public school and others for sports days, organised sporting teams for practices and games and many people in the community to enjoy. I used to use the park for all our school sporting outings when I went to St Joachim's Primary School. This area is very important to the community that needs to be restricted from this type of development.
17. Lidcombe has a rich history dating back to the World Wars and this is reflected in the street names, especially around the proposed site such as Ostend, Gallipoli, Jellicoe, etc, all named after famous battles in the World Wars. Numerous returning soldiers would come to settle in the area and raise their young families. This cultural heritage has encouraged the settlement of numerous other young families to settle in the suburb and a boarding house development would be severely counter to this heritage.
18. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal information Protection Act 1998 ("PPIP Act").

Yours faithfully,

29th March 2020



Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at No. . I have lived in the area for over 30 years, and I know the war home at the propose site well. As a resident having brought my children in the area I strongly object to the development application for the following reasons:-

1. The private open space is too small for such large number of people living there and it needs to be greater than 50 meters squared in our area.
2. Windows on the top floor of the rear are overlooking house open private space.
3. The common room or living room should be located in the front of the house adjacent to Ostend Street to allow surveillance over the public area.
4. The kitchenette and bathrooms do not have windows to allow for natural light and ventilation.
5. The motorcycle parking area is too close to the fence causing noise issues for the house next door.
6. When entering and exiting the site in a vehicle, vehicles must enter and leave the site in a forward direction which forces vehicles to perform complex and tight maneuvers into parking space and they will need to reserve across the driveway. Not only this is a

safety issue but how can vehicles forward direction movements when leaving the site be enforced and ensure pedestrian safety on Nicholas Street.

7. Removing the 70+ years old tree in the rear of 1 Ostend street would have impact on privacy of . There's no replacement tree due to the car park.
8. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements. Furthermore, the proposed boarding house next door on 3 Ostend will exacerbate these issues that could result in an increase in anti-social behavior as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents and have significant impact the peace and nature of the area, especially families and elderly that reside on Ostend Street and the park.
9. Availability of public transport service will not suitable for the lodgers in the boarding and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents.
10. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.
11. The proposal does not provide the housing needs of for seniors and family in a low density residential area. The proposal is designed for very high density living which the area have not been zoned for.
12. There will be significant impact to the demographic of the area because the lodgers of the boarding house are transitional people and will not assimilate easily to the mainly families with children and seniors who live in standalone dwellings in the area for many years. Many of these residents have lived in the same home for over 10+ years and some were even born in it.
13. The proposed site has failed to meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12 bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However this is wrong as in accordance to the case of McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn development control plan 2010 as a dwelling and

must comply with R2 low density dwelling requirements such as a maximum of 4 bedrooms.

14. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
15. Car parking space number 1 position is too close to the fence to safely reverse in and out.
16. The bicycle parking spots are in the front yard making bicycles leading to theft issues.
17. The built form of the boarding house is a large house with many bedrooms, houses in my street is significantly less than 12 bedrooms. I thought the maximum number of bedrooms is 4 for a house for my area.
18. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
19. The Auburn LEP 2010 do not define "what is a boarding house?" only what a boarding house means. The built form of the proposed boarding house is a dwelling and it must be assessed as a dwelling for compliance in accordance to dwelling size to the Auburn DCP.
20. This is not a small-scale boarding house. I am told a small boarding house have 5-12 lodgers not 18 lodgers. Where did the developers get the definitions for the small-scale boarding house?
21. The proposed construction will have a significant impact to the population density and stability of the street due to the large number of bedrooms and people who will be living there.
22. This boarding house is an inappropriate development for the area, the demographics of the area are growing families and senior retirees in a tight knit community environment where neighbours you know one another and caring for children playing especially at Phillips Park.
23. The development is not appropriate and incompatible with the distinctive local character of the area and neighbourhood. The area has always been low density and the residents identify with this low density and the history and culture of area. The people have a sense of belonging to the area and love the atmosphere and have emotional response because of the memories and relationship with the area. Many residents were born and have lived or come back to retired in the same house.
24. There will be significant impact to the demographic of the area because the tenants that a boarding house will provide for will be drastically different from the mainly families with children and seniors who currently live in standalone dwellings in the

area. Many of these residents have lived in the same home for many years and some were even born in it.

25. The development is not appropriate and incompatible with distinctive local character of the area and neighbourhood. The people here have a sense of belonging to the area and love the atmosphere. I have an emotional response to the place because of the memories and relationship with the area. This is the way the area looks and feels with its combination of zoning of the land, houses, history and culture. My children were born here and I have live in the area for over 30 years.
26. The proposed site for the boarding house is situated right next to Phillips park, a place used by Lidcombe public school for sports days, organised sporting teams for practices and games and many people in the community to enjoy. I remember having my children playing junior soccer when they were 4 years old at Phillips parks and I still frequently take jogs around the park. This area is very precious and sensitive to the community that needs to be restricted from this type of development.
27. Lidcombe has a rich history dating back to the World Wars and this is reflected in the street names, especially around the proposed site such as Ostend, Gallipoli, Jellicoe, etc, all named after famous battles in the World Wars. Numerous returning soldiers would come to settle in the area and raise their young families. This cultural heritage has encouraged the settlement of numerous other young families to settle in the suburb, myself being an example of someone whom children's are born and raised in Lidcombe and a boarding house development would be severely counter to this heritage.
28. The outdoor clothes drying area is in the shadow for most of the time of the winter months.
29. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
30. This is a R2 Zone land and the proposal does not meet the requirements of SEPP (Affordable Rental Housing) 2009 but in the DA Statement of Environmental Effects the SEPP(ARH) 2009 was used a number time to circumvent local development plan. The intent and aim of the SEPP requirements is to ensure that the boarding house must provide the needs of the potential tenants and expectations of the communities and the neighbourhood. The proposed site does not meet the SEPP, boarding house had failed the test for it to be built at the site so the development must be refused.
31. Boarding house normally is not allowed at the proposed site unless special initiative to address issues but it had failed the suitability test of the state's government affordable rental housing scheme. There has been a number of boarding house developments

recently in the local area so we have already have had our fair share of the state government in supporting the state's government initiative.

I request to address the planning panel my views regarding the proposed development.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

Harley Pearman

From:
Sent: Tuesday, 24 March 2020 3:18 PM
To: Records Department
Subject: Objection to Application No DA2019/0504

Dear Councillors,

Please accept my letter of disputation regarding the above application/development proposed for **1 Ostend Street, Lidcombe**.

My family live at d have been long-term residents of the street and of the area. I, myself grew up in the street and am very well acquainted with the local residents and community. There is a great of neighbourhood connection, and there is a united syndicate forming to REJECT this application.

I strongly reject and dispute the proposal of a 12-room 2-storey boarding house in the street for the following reasons:

1. It contradicts the residential premise of the street. All houses in Ostend Street are single dwellings, so building a 12-room 2-storey property ruins the neighbourhood and is inappropriate for the area.

2. A boarding house implies that there will be increased traffic in a quiet residential street. This lacks forethought in efficient town planning. Parking along Nicholas Street and in Ostend Street is already exhausted due to the factory workers on Nicholas Street and Bachell and Birnie Avenues. The increased traffic instigates a great deal of safety concerns. The corner of Ostend and Nicholas Streets is notoriously dangerous for car and pedestrian accidents. Residents are at greater risk if this proposal is passed. Please reconsider. There are many elderly and young Ostend Street residents who need to be protected from such traffic problems this development will inevitably create.

3. The safety of the residents will also be compromised by the influx of temporary residents, coming and going fulfilling the nature of a boarding house. I vehemently dispute the building of such a development for the safety of our kids in a quiet and otherwise very safe residential street.

Please reconsider the construction of the two-storey 12-room boarding house. This construction jeopardises all our safety. It also compromises the residential element of our street. A boarding house is NOT acceptable for this street. And as such, I most strongly dispute and reject this development.

I can be contacted by return email, or by phone on

I look forward to hearing from you.

Sincerely.

1

Harley Pearman

From:
Sent: Monday, 13 April 2020 9:22 PM
To: Records Department
Cc:
Subject: Application No: DA2019/0504

Please email me back once received

Att: Harley Pearman, Assessment Officer

Application No: DA2019/0504
Proposal: Demolition of existing structures and construction of a two storey boarding house compromising 12 rooms with at at-gate car park.

Dear Sir,

I would like to strongly object to the development application for the following reasons:-

Security:-
I believe our community will be put at risk as there is no onsite manager.
No onsite manager means there will be no checks on how many people could be living in the house, in each room, the cleanliness, visitors, excess people, excess rubbish, noise etc.

Safety:-
Safety will become an issue for both the residents and the surrounding community. It was mentioned to us that transient people from jail will make up some of the tenants living in the boarding house. The vast majority of the surrounding residents are elderly or families, who have raised concerns of their safety if the residents have only just been released from jail.

Traffic:-
Extra traffic at the intersection of Ostend and Nicholas street with entering and exiting the property will cause extra congestion on both streets. Nicholas street is already used as a back street when Parramatta Road is busy, popular with learner drivers and has seen many accidents in the past few years. Most recently, a resident on a neighbouring street had his legs shattered as a result of a car failing to stop at the stop sign, pushing another car onto the foot path. Resulting in hitting the Mons st resident on the footpath as well as the fence and into the front yard of the exact property you plan to reside 12 people. The unpredictability of this intersection is a day to day occurrence for locals, but people not used to the area (as well as adding a large driveway) will pose a threat and be threatened themselves. This specific intersection is dangerous for both walkers and the planned residents for this exact reason.

Noise:-
This will not be a pleasant place to live with the cramming of so many rooms into one house. It will cause noise issues for both the residents and neighbouring houses. Again not helping to build a community. We already have various share houses in streets near the local park that are causing great stress to families and elderly that have been the reason for multiple police calls due to drag races and car crashes, extremely loud music, fights at night and snooping at the front of people's houses. Adding non-permanent residents nearby is far more likely to escalate this ongoing issue.

Rooms without windows:
The lack of Windows in bathrooms and kitchettes poses an issue with people's health. It has been proven that having windows in small rooms such as these improve air quality, air circulation, people's psychological health as well as a great source of natural light. The lack of these proves poor designs and in other cases around the world,

the lack of windows has cost businesses more than just money. Studies have shown that without a decent amount of sun exposure in one's most used parts of the home can result in a lower mood, lack of appetite, claustrophobia, depression etc.

Public Transport:-
We have a poor bus service in this area with no buses after 7pm at night as well as no bus service on a Sunday. Boarding houses need to be built in areas that are well serviced by public transport or at least closer to transport. Developers don't look after the residents of boarding houses. The community understands that the land is cheaper to buy further away from the train station, but it isn't fair or right for their future residents or the surrounding community. Building such a house closer to the train station would be a much smarter move and would take out many of the surrounding residents' concerns about noise and safety.

Rubbish:-
Removal of weekly rubbish will need to be well managed or the neighbourhood will result in smell and vermin. Many people have pets in this community and their wellbeing's will be of concern unless you manage this property correctly.
With people moving in and out of the property constantly, the issue of illegal dumping of belongings when moving out as well as not taking care of the house and its exterior comes to the forefront. When people live in a home for 10+ years, you take care of it, when renting for 1 or 2 years you'd take care of a house. It was expressed to us that people will be living there for short amounts of time, (less than 6 months) meaning that they are less likely to take care of the house and surrounding areas such as the park.

We have a lovely community here as a whole and on Ostend St and Mons St. The residents all work to build on this community in their family homes.

Dense living houses are not suited to be built in this area.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Regards.

Harley Pearman

From:
Sent: Tuesday, 7 April 2020 3.08 PM
To: Records Department
Subject: FW: Application No: DA2019/0504

I second everything written in this message.

Date: 7/4/20 3:01 pm (GMT+10:00)
To:
Subject: Application No: DA2019/0504

Please email me back once recieved

Att: Harley Pearman, Assessment Officer

Application No: DA2019/0504
Proposal: Demolition of existing structures and construction of a two storey boarding house compromising 12 rooms with at at-gate car park.

Dear Sir,

I would like to strongly object to the development application for the following reasons:-

Security:-
I believe our community will be put at risk as there is no onsite manager.
No onsite manager means there will be no checks on how many people could be living in the house, in each room, the cleanliness, visitors, excess people, excess rubbish, noise etc.

Safety:-
Safety will become an issue for both the residents and and the surrounding community. It was mentioned to us that transient people from jail will make up some of the tenants living in the boarding house. The vast majority of the surrounding residents are elderly or families, who have raised concerns of their safety if the residents have only just been released from jail.

Traffic:-
Extra traffic at the intersection of Ostend and Nicholas street with entering and exiting the property will cause extra congestion on both streets. Nicholas street is already used as a back street when Parramatta Road is busy, popular with learner drivers and has seen many accidents in the past few years. Most recently, a resident on a neighboring street had his legs shattered as a result of a car failing to stop at the stop sign, pushing another car onto the foot path. Resulting in hitting the Mons st resident on the footpath as well as the fence and into the front yard of the exact property you plan to reside 12 people. The unpredictability of this intersection is a day to day occurrence for locals, but people not used to the area (as well as adding a large driveway) will pose a threat and be threatened themselves.This specific intersection is dangerous for both walkers and the planned residents for this exact reason.

Noise:-

This will not be a pleasant place to live with the cramming of so many rooms into one house. It will cause noise issues for both the residents and neighboring houses. Again not helping to build a community. We already have various share houses in streets near the local park that are causing great stress to families and elderly that have been the reason for multiple police calls due to drag races and car crashes, extremely loud music, fights at night and snooping at the front of peoples houses. Adding non-permanent residents nearby is far more likely to escalate this ongoing issue.

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The lack of Windows in bathrooms and kitchettes poses an issue with people's health. It has been proven that having windows in small rooms such as these improve air quality, air circulation, people's psychological health as well as a great source of natural light. The lack of these proves poor designs and in other cases around the world, the lack of windows has cost businesses more than just money. Studies have shown that without a decent amount of sun exposure in one's most used parts of the home can result in a lower mood, lack of apatite, claustrophobia, depression etc.

Public Transport:-
We have a poor bus service in this area with no buses after 7pm at night as well as no bus service on a Sunday. Boarding houses need to be built in areas that are well serviced by public transport or at least closer to transport. Developers don't look after the residents of boarding houses. The community understands that the land is cheaper to buy further away from the train station, but it isn't fair or right for their future residents or the surrounding community. Building such a house closer to the train station would be a much smarter move and would take out many of the surrounding residents concerns about noise and safety.

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With people moving in and out of the property constantly, the issue of illegal dumping of belongings when moving out as well as not taking care of the house and it's exterior comes to the forefront. When people live in a home for 10+ years, you take care of it, when renting for 1 or 2 years you'd take care of a house. It was expressed to us that people will be living there for short amounts of time, (less than 6 months) meaning that they are less likely to take care of the house and surrounding areas such as the park.

We have a lovely community here as a whole and on Ostend st and Mons st.The residents all work to build on this community in their family homes.

Dense living houses are not suited to be built in this area.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Regards,

Harley Pearman

From:
Sent: Tuesday, 7 April 2020 3:02 PM
To:
Subject: Application No: DA2019/0504

Please email me back once recieved

Att: Harley Pearman, Assessment Officer

Application No: DA2019/0504
Proposal: Demolition of existing structures and construction of a two storey boarding house compromising 12 rooms with at at-gate car park.

Dear Sir,

I would like to strongly object to the development application for the following reasons:-

Security:-
I believe our community will be put at risk as there is no onsite manager.
No onsite manager means there will be no checks on how many people could be living in the house, in each room, the cleanliness, visitors, excess people, excess rubbish, noise etc.

Safety:-
Safety will become an issue for both the residents and and the surrounding community. It was mentioned to us that transient people from jail will make up some of the tenants living in the boarding house. The vast majority of the surrounding residents are elderly or families, who have raised concerns of their safety if the residents have only just been released from jail.

Traffic:-
Extra traffic at the intersection of Ostend and Nicholas street with entering and exiting the property will cause extra congestion on both streets. Nicholas street is already used as a back street when Parramatta Road is busy, popular with learner drivers and has seen many accidents in the past few years. Most recently, a resident on a neighboring street had his legs shattered as a result of a car failing to stop at the stop sign, pushing another car onto the foot path. Resulting in hitting the Mons st resident on the footpath as well as the fence and into the front yard of the exact property you plan to reside 12 people. The unpredictability of this intersection is a day to day occurrence for locals, but people not used to the area (as well as adding a large driveway) will pose a threat and be threatened themselves.This specific intersection is dangerous for both walkers and the planned residents for this exact reason.

Noise:-
This will not be a pleasant place to live with the cramming of so many rooms into one house. It will cause noise issues for both the residents and neighboring houses. Again not helping to build a community. We already have various share houses in streets near the local park that are causing great stress to families and elderly that have been the reason for multiple police calls due to drag races and car crashes, extremely loud music, fights at night and snooping at the front of peoples houses. Adding non-permanent residents nearby is far more likely to escalate this ongoing issue.

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Removal of weekly rubbish will need to be well managed or the neighborhood will result in smell and vermin. Many people have pets in this community and their well beings will be of concern unless you manage this property correctly.
With people moving in and out of the property constantly, the issue of illegal dumping of belongings when moving out as well as not taking care of the house and it's exterior comes to the forefront. When people live in a home for 10+ years, you take care of it, when renting for 1 or 2 years you'd take care of a house. It was expressed to us that people will be living there for short amounts of time, (less than 6 months) meaning that they are less likely to take care of the house and surrounding areas such as the park.

We have a lovely community here as a whole and on Ostend st and Mons st.The residents all work to build on this community in their family homes.

Dense living houses are not suited to be built in this area.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Regards

Harley Pearman

From:
Sent: Monday, 6 April 2020 4:24 PM
To:
Subject: Attn: Harley Pearman - DA2019/ 0504 Objection

Dear Harley,

Application No. DA2019/0504
Property: 1 Ostend Street
Proposal: Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking.

My name i of the property located at
I am writing to strongly object to this development. My daughter and I have started living here since 2013. We have a wonderful neighbourhood who care for each other. This is a very quiet street which suits seniors like me.

Unfortunately, I was shocked about this plan and I wish this plan not to go ahead for the reasons below:

1. The intersection of Ostend Street and Nicholas Street has dangerous blind spots. If you can access police accident report of last year for this particular intersection you will find there were at least 4 accidents last year. If this plan was going to go ahead with the DA2019/0502 on 3 Ostend Street, there would be danger of overcrowding parking along the streets creating more blind spots. This would not only danger to the local drivers but also to the family who have to cross the intersection by foot to the park.

2. The genuine aspect of the plan. According to the new development standard which allows Boarding House built with the purpose of Affordable Housing to be built on R2 Zone if it is limited to 12 rooms per site. The average size of the land is approximately 613 square meters. This size has to share with 12 rooms including car parks, reason number of toilets, kitchens, 2 fire escape exits. This plan does not give much promise to the healthy size of the room to be lived in. Unless they increase the high of the structure which would definitely add more to the danger mentioned in point 1 above. In addition, the developer does not disclose how much they will offer for each room after completion. Then how would we know if it is built genuinely for affordable housing scheme? Furthermore, if this plan was to go ahead, there was high chance developers would snap up old houses around the area to build similar projects. This could result "balloon" price again because developers competed for lands. To me using the purpose of Affordable Housing to be able to get around the R2 Zone restriction is just for the interest of the developer not for the interests of the locals. As a result, first home buyers will just be driven away from these competing developers who bid for higher price.

3. High density of people in a tight living area will add more noise, stress and crimes. Since this plan will have 12 rooms there is a high chance of more than 24 people living on this 613 squared meter.
The maintenance and security surveillance is meant to be kept at minimum for affordable housing building due to cost. Hence there is a high chance that the residents will let non-residents to share with them to reduce their own costs. This will tend to increase crimes around this peaceful areas when the neighbourhoods don't know who actually live in there, creating more stress and distrust. In addition, if crime occurred, could the police put a home warrant for the whole building? Please consider carefully, building boarding house in this quiet area has high potential for crime development, not to mention, the darkness of the surrounding streets at night.

4. Potential plumbing problem. Due to the nature of the street, drain flows towards the park. With high density of people as mention in point 3. Combining this project with DA2019/0502 on 3 Ostend Street, there would be a potential of more than 24 people living in each project. A total of possibly more than 50 people living in that corner could create potential blockage of plumbing.

Look Harley, I don't know at what stage of life are you now. But please put yourself in one of our shoes and try to make the best assessment for us, the residents who have been living here peacefully. I can share with you the beauty of this place. When I first moved to this place in the year of 2013, I heard many lovely stories from the my neighbours who have lived here for more than 20 years. They call this place home and we are fortunate enough to be able to live here. We understand the government tries their best to find a way to make affordable housing accessible. However, **as a tax payer I would love the scheme to be more precise in the best interest of the tax payers who want their contribution for the encouragement of growth not for the developer who like to use it to circumvent the restriction.** Also we hope the affordable housing scheme can be built where there are easy access to public transportations as well as close proximity to college and library so the residents can upgrade their skills for better income. This area is not suitable for those purposes. Most of us drive to the shops. The bus has cut down its service schedules already. There is no point of building a high density living here. This would cost more stress to the residents who are already used to having established trust and quiet living here.

Finally, thank you for your time reading this wholehearted email. I know a lot of my neighbours are concerning about this projects would affect their livings. At this point of the year, we already have so many stress regarding the pandemic. Even after this pandemic ends we still need more time down the line to be able to adjust to the change it has affected us. So please Harley, put yourself in our shoes and help us to create an objecting panel to this project and the project DA2019/0502.

Please do not hesitate to contact me at Thank you again for reading my submission. May you and your family stay safe during this tough time.
Best regards.

4th April 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. DA2019/0504
Property: 1 Ostend Street
Proposal: Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking

I am a resident at No . Having brought up my children and living in the area for over 30 years, I strongly object to the development application as follows:

- Disease cannot be controlled in boarding houses during Pandemic such as the Covid-19 we're experiencing now. This point was point out by Australia Deputy Chief Medical Officer Paul Kelly in a press conference on the 4-April-2020 due to the number of people living in one house and the sharing of common space. Since the occurrence of pandemic is more frequent the floods, the disease control and health safety issue must be considered and assessed in the same fashion as flood events for safety of residents.
- This proposal is not a common and standard DA expect on such site, it deviates the local development control standards by large amount so need to be referred the planning panel for further discussion.
- The site had numerous numbers of accidents, last year a pedestrian was dragged onto the stone fence by a car. The increase in traffic to the site will make the corner of Ostend and Nicholas a lot more dangerous.

- The inadequate public transport of the area is not suitable for the site to be a boarding house.
- This is a low density area and high density boarding house will have impacts on the population density, safety of the neighbourhood, increase traffic accidents and parking issues.
- This proposal does not meet affordable rental housing initiatives by the state government so the proposed house must complies to all local development instruments control.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

Cumberland City Council
PO Box 42
MERRYLANDS NSW 2160

RECEIVED
2 0 MAR 2020

Dear Mayor,

I write on behalf of a delegation of residents that live on Ostend Street, Nicholas Street and Mons Street that recently attended my office regarding two development applications (DA2019/050 and DA 2019/0502) for the construction of boarding houses comprising 12 bedrooms each on 1 Ostend Street and 3 Ostend Street, Lidcombe.

I would firstly ask that council extend the exhibition period for this development application to enable local residents an adequate opportunity to submit their objections.

These local residents strongly object to these two applications. Their concerns are primarily related to local traffic issues and the low scale residential nature of the local area where these applications are proposed. As you would be aware, Lidcombe has already taken more than its fair share of high rise development including new developments in the railway station precinct and the proposed 5,500 dwellings in the Carter Street Precinct. This area of Lidcombe has very limited access to transport and associated infrastructure.

The Lidcombe area has become one of the densest residential areas in the city, with a 36% increase in population. The area surrounding this development is a low density (R2) residential area, which makes the proposed development totally out of step with the surrounds.

There have been numerous serious accidents in the local streets, including vehicles crashing into the fence of No. 1 Ostend Street. A pedestrian has also been hit by a car and forced into a fence. This will no doubt be exacerbated by the construction of the boarding house. The development of these 24 dwellings on that corner will exacerbate the problem. The area is close to a large business park which already results in a significant amount of street parking leaving little for local residents. This congestion is intensified being so close to Parramatta Road, the newly tolled M4 and being within walking distance of large events at Sydney Olympic Park.

I would urge you to give these concerns by local residents every consideration and would ask that the exhibition period be extended. Thank you for your assistance in this matter.

Yours sincerely

16 March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at : that has lived all my 22 years of life in Lidcombe. As a lifelong resident of Lidcombe I object to the development application for several reasons:

- The developer has failed to meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12 bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However this is wrong as in accordance to the case of *McAuley v Northern Region Joint Regional Planning Panel* [2013] NSWLEC 125, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn development control plan 2010 as a dwelling and must comply with R2 low density dwelling requirements such as a maximum of 4 bedrooms.
- The Auburn Local Environment Plan (ALEP) 2010 has set out several aims under clause 1.2. (2) that the boarding house construction will jeopardize, listed below:

- 1.2 (2b) aims to "foster integrated, sustainable development that contributes to Auburn's environmental, social and physical well-being". A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
- 1.2 (2c) aims to "protect areas from inappropriate development". A boarding house is definitely an inappropriate development for the area, looking at the demographics of Lidcombe, filled with growing families and senior retirees that want a tight knit community environment where you can get to know your neighbors.
- 1.2 (2d) aims to "minimise risk to the community by restricting development in sensitive areas". The proposed site for the boarding house is situated right next to Phillips park, a place used by Lidcombe public school for sports days, organised sporting teams for practices and games and many people in the community to enjoy. I remember growing up playing junior soccer when I was 4 years old at Phillips parks and I still frequently take jogs around the park. It is inarguable that this is a sensitive area that needs to be restricted from development.
- 1.2 (2h) aims to "identify and conserve the natural, built and cultural heritage". Lidcombe has a rich history dating back to the World Wars and this is reflected in the street names, especially around the proposed site such as Ostend, Gallipoli, Jellicoe, etc, all named after famous battles in the World Wars. Numerous returning soldiers would come to settle in the area and raise their young families. This cultural heritage has encouraged the settlement of numerous other young families to settle in the suburb, myself being an example of someone born and raised in Lidcombe and a boarding house development would be severely counter to this heritage.

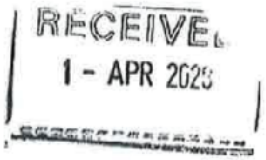
- The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behavior as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the park.
- Being a university student I have experienced the irregular bus services for the area and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the ARHSEPP 2009.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely.

25th March 2020

Email: **Not Available**



Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a senior resident living at No. and I have lived in the same house for over 40 years. As a resident of the house close to the proposed boarding house, I strongly object to the development application for the following reasons:-

1. With lots of people staying in the boarding house it will be very noisy and there will be lot of chances of arguments and fights. I am very worry and will not be able to sleep at night. Who do I call if these fights happen, who will be there to stop fights?
2. I have medical conditions that need the use of a spa bath which is installed in my backyard. The windows on the top floor are overlooking my private open private space and removing the 70+ years old tree in the rear of 3 Ostend street would have impact on my privacy ir ınd there's no replacement tree, there's only a car park.
3. There have been a lot serious accidents with vehicles crashing into the corner the fence of No. 1 Ostend Street. The corer front sandstone fence has been damage so many times that the owner seems to giving up repairing it. Last year a pedestrian on the very corner was hit by a car forcing him flying into the damaged sandstone fence. With a larger boarding house build there only increase the number of accidents.

4. There are not enough car parks for 19 people in the boarding house and we have very little bus service around here for these boarding house residents. The boarding house should not be built here.
5. I am a too old to live in or next the boarding house so there isn't any need for a boarding house next to my house.
6. The boarding house is big and has too many bedrooms with too many people living in it. There will be two boarding houses next to my house, I am very worry and scared with the number of people and number of rooms in these places. Is this legal for my area?

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

27 March2020

RECEIVED
1 - APR 2020

Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Dear Mr Pearman
I write in reference to
1. Application DA2019/0504
2. Application DA2019/0502
Being application[s] for the demolition of existing structures and construction of a Boarding House.

I am resident and owner of the house whose address appears above. I am 68 years old and have lived in Lidcombe for all that time. The house I live in now was built and lived in by my parents. I am writing to very strongly object to this development.

My reasons are:

1. Given the basic standard of the accommodation this Boarding House provides the likely tenants of whom I understand the minimum number is 12 [a number as high as 18 has been suggested] are very likely to be itinerants who would be very unlike the existing stable demographic of seniors and young families. It would be unlikely they would harmoniously meld with the existing community.
2. Further to 1.these tenants will almost certainly be strangers to each other and living in cramped conditions. There may well be disputes leading to disruptive behaviour. I understand that there is not going to be any onsite supervision of the Boarding House. So there will be no way of stopping anti-social behaviours escalating in ways that may be threatening to the life and property of the tenants themselves and their neighbours.
3. Further to 1 the Boarding House will increase significantly traffic movements on a street already used extensively for through traffic from Parramatta Road to Railway Street and the East Street By-Pass of Shopping Centre. It will also be impacted on by the said traffic movements since some tenants will have to reverse into traffic.
4. Further to 1.the tenants will very likely all own vehicular transport - that is cars or motor cycles. The intended bedrooms would suggest a minimum of twelve such. As said above I understand there is some expectation of 18. There does not seem an adequate provision for parking same. The large number of duplexes ALRAEADY allowed by Council in this street has

ALREADY created crowded parking in areas of the street. I quite frequently cannot park in front of my own house and cannot do so as I type this for example. This Boarding House with its very inadequate car and motor cycle parking spaces will exacerbate this.

5. Further to 4. The public transport here is woeful; being worse than it was 60 years ago! The scheduled bus service does not operate from 9.15am to 3.45 pm, and then only on weekdays. It is very doubtful that the requirements of the State Govt for the day to day needs of the residents of affordable housing would be met. They do not meet mine!
6. The Boarding House will have 12 Bedrooms. This would be twice the size of the average of any two free standing dwelling s or duplexes existing already in the street. Since the planned structure is to resemble a large house this seems to resemble a large free standing dwelling [house] and should be assessed accordingly.
7. The number of people in the Boarding House [18] can be compared with 9 who live in numbers 20, 24 and 26 Ostend Steet. Clearly this crowding is NOT in concert with the norm of this street.
8. Evidence suggests that the planned structure is in itself inadequate in terms of
   a, the open space provided is too small
   b. the windows of the top floor intrude on the privacy of people living in and

   c. the kitchenette and bathrooms do not have access to natural light! I should like to point out to Council that this is not a street in a suburb of Mumbai or Victorian London but one in twenty first century Australia.
   d. the outdoor clothes drying area is in shadow for a third of the year.
   e. the motor cycle parking area is too close to the fence and will cause noise issues for those trying to live
   f. apparently some of the tenants are going to be expected to ride bicycles. The location of the provided parking invites theft.
   g. cars will have to reverse across the driveway to get into the street. This is unsafe – see 3 above
   h. one of the car parking spaces [no 1] appears to be so close to the fence line as to make it actually impossible to reverse out at all.

This has all the hallmarks of a very 'dodgy' plan to exploit vulnerable people by deviously exploiting what the developer thinks loopholes in legislation and council Development Plans and this to put up a structure in an area eminently unsuitable for such.
It relies on Cumberland Council not being awake to this chicanery.
We are lucky that you are awake to it, are we not?

I request that any personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 [PIPP Act]

29 March 2020

RECEIVED
1 - APR 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Attn: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at No. I have lived in the area for many years and I know the property well. As a long time local resident of Lidcombe I stronglyobject to the development application for the following reasons:

1. The proposal to build not one but two boarding houses at numbers 1 and 3 Ostend Street, at least some with double rooms, could mean up to 48 boarders in both boarding houses at any one given time. This is very large safety concern for the neighbourhood. We all know, that boarding house guests are mostly short-term boarders. Ostend Street has always been a very friendly street with many life-long friendships having been built between the residents, that is, adults, kids and grandkids. It concerns me to have different people entering and existing the boarding house at any time and disrupting the peaceful and friendly area we currently live in.
2. It also concerns me that with so many boarders entering and exiting the property there will be extensive vehicle traffic that will congest the street, making it unsafe for the elderly, vulnerable and children in the street who will be passing the property by foot.
3. I have spent a considerable amount of money over the last 25 years to renovate my property and based on historical data, there is evidence to suggest that the introduction of a boarding house in any street or area at that, will affect the market prices in the area/street in a negative way. I did not use mine and my husband's life savings to build our dream house for the property to reduce in value because somebody has thought it be a good idea to build boarding houses.

4. This street is considered an R2 zone and is not approved for boarding houses and units.
5. There will be an increase in noise coming from the boarding house because of the sheer volume of people staying in the boarding house. There will not be an onsite manager on site to resolve any issues and could cause an increase in anti-social behaviour causing a major interruption to the other local residents.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

Harley Pearman

From:
Sent: Thursday, 12 March 2020 4:52 PM
To:
Subject: STRONGLY OBJECT DA2019/0505 and DA2019/0502

DA2019/0505 and DA2019/0502

Multiple Car Accidents on Corner of Ostend Street and Nicholas Street Lidcombe

There have been multiple car accidents on this corner hospitalising pedestrians where motor vehicle has climbed footpath and pinning male between car and fence at No. 1 Ostend Street. Check police reports for more accidents at same scene, almost one every month.

Area already conjested with traffic we cannot afford more cars these boarding houses will spill on our streets.

These builders are infiltrating the neighbourhood purchasing homes to turn into Boarding Houses. They have already tried to build in many Streets, Gallipolli, Bombay, John Street to mention a few (and knocked back) by residents who are furious about having their streets thrown into jeopardy by their greed to make a quick buck."

There was a time when people bought a Unit as an investment property, but this is not quick enough for these greedy investors. How can Cumberland Council call these huge "eye sores" "Low Density Residential"??????? and they are trying to erect two of them side by side.

With the rezoning by Cumberland Council to Low Density Residential you are giving them the "right of way" to go ahead and submit Development Applications. We were better off with Duplexes at least they were inkeeping with the ambience and demografic of the area.

By approving these Development Applications you are condoning investor's greed as they try to muscle into our neighbourhood. This is before you take in consideration parking issues, safety of the neighbourhood, noise and other major issues that can only arise from allowing to build on such small blocks of land. These blocks are meant for houses not Motels.

I strongly object to these developments.

RECEIVED
7 - APR 2020

Harley Pearman,Development Assessment Team,
Cumberland Council,
16 Memorial Avenue,
Merrylands, N.S>W. 2160

Ref.Application D A 2019/0504, 1 Ostend St., Lidcombe. 2141.

Dear Sir,
I respectfully request that Cumberland Council, review the Development Application applicable to No. 1 Ostend Street, Lidcombe. Application No. DA 19/0504 I have been a long time Tenant of this Street. This is an established Residential Area, originally settled over 90 years ago. Since that time the Area has developed into an orderly and pleasant place to live, as new homes replaced the older ones, they maintained the same standards. As I understand it the Development Application is to demolish the existing property at No.1 Ostend Street and to replace it with a "Boarding House". By definition surely a "Boarding House" is a Commercial development and therefore not appropriate in a Low Density Residential Area.
The proposed development is situated over a kilometre from the train station, Medical Centres and Shops and there is very limited Public Transport available.

I do not believe we have been given the true purpose of this proposed development.

No other Home in this Street has accommodation for 18 people plus 4 car spaces
The number of rooms and Occupants seem very excessive for this block of land and the provision of 4 very small parking spaces will I am sure mean there will be an increase on already limited on street parking.

There does not seem to be any provision for an On-Site Manager Accommodation so the potential for disputes to arise between owners of adjacent properties not to mention the occupants themselves, with no one actually responsible for day to day management and maintenance, seems inevitable. Would future Occupants have had background checks?. Important for other Occupants as well as Neighbours.

Other concerns.
Traffic.
This proposed development is located close to the the corner of Ostend and Nicholas Streets, which is a very busy and dangerous intersection, there have been at least 3 serious accidents on this corner in the last 12 months. It is extremely difficult to observe oncoming traffic coming from both directions in Nicholas Street, because of cars which already occupy these parking

spaces, particularly during working hours and at the week-ends when Phillips Park is used by families and sporting groups and of course the older citizens who enjoy walking this Park. The number of car spaces proposed are limited and this will of course mean that there will be more cars parking in Ostend Street which will impact on existing residents.

Fire/Safety Regulations
Has consideration and consultation with local Fire Authorities been carried out with regard to adequate access and exit points. Provision of Fire Hydrants and maintenance thereof and also appropriate building materials.

Health and Hygiene Regulations.
The proposed rooms are quite small and I understand contain shower/toilet plus some type of cooking facility, this seems quite inappropriate and unhygienic, in the current health crisis this overcrowding seems like a recipe for disaster, also an additional fire hazard, I do not see mention of air conditioning so use of heaters in winter would be another fire hazard.

Noise pollution
With so many residents in such a confined space with the usual noise making devices, e..g. T.V. Radio, Music etc. what kind of sound proofing would be provided to prevent noise impacting on neighbouring properties not to mention the actual occupants of the "Boarding house".

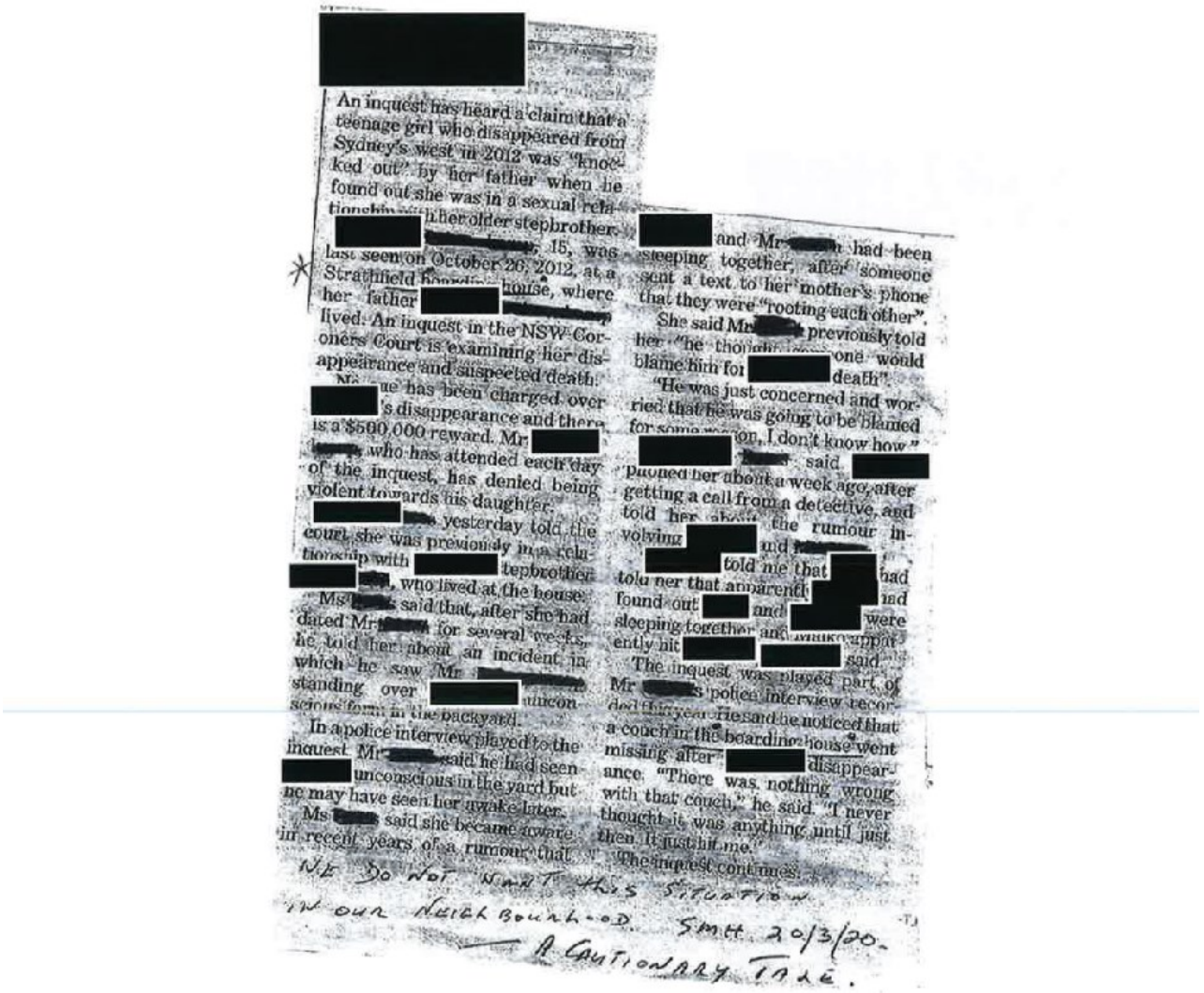
There does not seem to be any mention of Community kitchen, Laundry facilities and/ storage space, Boarding Houses" are notorious for frequent turn over and the result is that junk is deposited on the footpaths at frequent intervals. The existing property has been rented out for the past few years and has seen many residents come and go, with the usual piles of junk,beds etc. requiring Council to remove them. The property was never maintained properly with the result it was a disgrace.

We the Ratepayers rely on Council to be responsible and to make correct decisions on our behalf , after taking into consideration our genuine and very real concerns when an entirely inappropriate development is proposed which has the potential to be very disruptive to our Community which we have nurtured over many years , our owner/occupiers have all lived here harmoniously for a long time and I believe this proposed development has the potential, If approved to set up a precedent for more of these projects to be developed in Residential Areas and will eventually change the Community irrevocably and impact on house value.

In conclusion I believe the proposed Development is totally inappropriate for this size block of land and would have a major impact on our Neighbourhood character by a building of such scale overlooking neighbours and their privacy, the family friendly character of the neighbourhood, streetscape amenity, lack of landscaping and parking and traffic.

Since our Council was amalgamated to become Cumberland it is difficult to feel reassured that Council is sufficiently familiar with our Area to understand the sense of loyalty we have to our Community and the need to preserve and maintain it's family friendly atmosphere.

Thank you for addressing our concerns



[redacted]

An inquest has heard a claim that a teenage girl who disappeared from Sydney's west in 2012 was "knocked out" by her father when he found out she was in a sexual relationship with her older stepbrother.

[redacted], 15, was last seen on October 26, 2012, at a Strathfield [redacted] house, where her father [redacted] lived. An inquest in the NSW Coroners Court is examining her disappearance and suspected death.

Ms [redacted] has been charged over [redacted]'s disappearance and there is a $500,000 reward. Mr [redacted], who has attended each day of the inquest, has denied being violent towards his daughter.

[redacted] yesterday told the court she was previously in a relationship with [redacted] stepbrother [redacted], who lived at the house.

Ms [redacted] said that, after she had dated Mr [redacted] for several weeks, he told her about an incident in which he saw Mr [redacted] standing over [redacted] unconscious [redacted] in the backyard.

In a police interview played to the inquest Mr [redacted] said he had seen [redacted] unconscious in the yard but he may have seen her awake later.

Ms [redacted] said she became aware in recent years of a rumour that [redacted] and Mr [redacted] had been sleeping together, after someone sent a text to her mother's phone that they were "rooting each other".

She said Mr [redacted] previously told her "he thought [redacted] one would blame him for [redacted] death".

"He was just concerned and worried that he was going to be blamed for some reason, I don't know how," [redacted] said.

[redacted] phoned her about a week ago, after getting a call from a detective, and told her about the rumour involving [redacted] and [redacted] told me that [redacted] had told her that apparently [redacted] had found out [redacted] and [redacted] were sleeping together and [redacted] apparently hit [redacted] said.

The inquest was played part of Mr [redacted]'s police interview recorded [redacted] and he noticed that a couch in the boarding house went missing after [redacted] disappearance. "There was nothing wrong with that couch," he said. "I never thought it was anything until just then it just hit me."

The inquest continues.

NB DO NOT WANT THIS SITUATION IN OUR NEIGH BOURHOOD. SMH 20/3/20.
A CAUTIONARY TALE.

23/3/20.

Some claims made in this advertisement.

We have professional relationship with Council.
Professionally prepared documents go quicker through Council.
We used to work with Council so we speak the same language, know Town Planning laws backwards.
We have experienced ex.Council staff, they know Council approval inside out, so we can take the stress out of approvals and dealing with Council
They know what Council are looking for because "we used to be Employees of Council"

Use argument that objection to development only holds Legal weight if based on certain Planning Principles.
E.g., Fire rating standards.
You must have an Architect qualified in design of boarding houses that achieves appropriate design standard to comply with Fire Rating Legislation Codes.

This is just a brief summary of the advertisement on the Internet the rest of the article is similar in content, it seems that it is not a level playing field and that money and profit comes first at the expense of the members of the neighbourhood wishing to receive a fair hearing , by Council, of their legitimate and genuine concerns at the impact such an inappropriate development would have on their neighbourhood.

As Ratepayers and concerned Citizens who care for their neighbourhood we should get a fair , honest and equal opportunity to have our objections heard.

Harley Pearman

From:
Sent: Tuesday, 24 March 2020 5:48 PM
To:
Subject: FW: STRONGLY OBJECT TO DEVELOPMENT DA2019/0504

----- Forwarded message -----

To: council@cumberland.nsw.gov.au <council@cumberland.nsw.gov.au>
Sent: Tuesday, 24 March 2020, 10:15:24 am AEDT
Subject: STRONGLY OBJECT TO DEVELOPMENT DA2019/0504

22nd March, 2020

Email:

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Attention: Harley Pearman, Assessment Officer

Dear Sir,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at

I object strongly to the proposed D.P. application lodged in December 2019 to develop this site as a "New Age Boarding House".

This seems to be an experiment between Cumberland Council and Developers to see if it gels with residents. To make matters worse it is proposed to erect two Boarding houses side by side, unsafe for residents.

Against Government policy regarding the Corona Virus where self isolation and social distancing in place where tenants have 1 common area to congregate, the lounge area.

Not inkeeping with the character of the street or neighbourhood.

Objection 1

1

I note on the plans 12 rooms to each boarding house, the unhygenic method of sleeping, cooking, bathing, all conducted in one room, daily activities are conducted in one small space, then multiply that by 12 rooms. **Would go against health and hygiene regulations.**

Multiple garbage bins will litter the street, the stench will be overwhealming. I will be contacting the **Health Department** and find out their view on so many people cohabiting in such tiny spaces. A block of land meant for one family is now bisected into 12 rooms housing 12 plus persons.

Objection 2

Examining the plans I note there is one space provided where tenants meet to get away from their small rooms. Having 12 plus persons meeting in a tiny space will have an impact on the house if friction exists. This will lead to difference of opinion, violence, and could spill out onto the streets, rendering it dangerous and unsafe for residents in surrounding areas.

There is no Night Manager/Property Supervisor on site if friction occurs between tenants. Police could be involved.

Objection 3

The intersection of Nicholas and Ostend and Dally Streets is well know to Fire Brigade, Police and Ambulance. Many accidents have occurred at this intersection (check police records) with a near fatality. I attended and assisted accidents at this intersection, the most serious was months on and he is still rehabilitating. This area is already heavily congested with traffic and erecting these houses will treble the congestion and accidents. Vehicles on Parramatta Road use Ostend Street as a short cut to avoid being stuck in traffic to avoid paying tolls.

Objection 4

Pedestrians mainly young children with their parents going down to Phillips Park have to walk across these two boarding houses having to maneuver busy driveways is a safety issue, motor vehicles, motor bikes and bicycles entering and exiting numerous times, it's not a usual driveway with one motor vehicle in use at any given time.

The impact of Adverse Change of Character of the Area

These buildings are completely out of character they are a monstrosity and would not blend in with the present architecture of the street nor neighbourhood for that matter. Residents have to seek Council approval to erect a carport, an awning etc, yet you seek to approve these congested "motels" on a block of land fit for one family home.

This developer seeks to sneak into our established family area. Our lives being thrown into jeopardy by a greedy developer looking to make a quick buck!

kind regards

30th March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

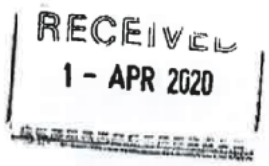
I am a senior resident at No. . I have lived in the area many years.
As a resident I strongly object to the development application for the following reasons:-

- The outdoor open space is too small for the house
- It's not safe and secure for the living room to be in the back of the house.
- Too many cars coming in and leaving the boarding house will be dangerous for the residents with number car parking space in the back of the house.
- Too many people living at the boarding house will be noisy and coming in and out of the house will disturb the neighbourhood.
- The bus service is not good for the people staying in the boarding house.
- The people living in the boarding house cook, eat, bath and sleep in the same room will be dirty and hard to keep it clean. How will disease be checked and stopped?
- As a retiree I don't need and cannot use the boarding house.
- There are too many bedrooms for the proposed boarding house, there's no house in my street with this large number of bedrooms.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

29 March 2020



Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storeyboarding house comprising 12 rooms with at-grade car parking**

I am a resident at No. . I have lived in the area for many years and I know the property well. As a long time local resident of Lidcombe, I stronglyobject to the development application for the following reasons:

1. I have been a professional taxi driver for 45 years. During this time,I have driven many people to their desired destinations. My observation and experience whilst driving residents of boarding houses has been very negative on almost every occasion. I have been verbally and close to physically abused and not paid for doing my job in many instances. I have had to deal with the strong smell of alcohol consumption with some continuing to drink alcohol in my taxi although being asked not to. I have not only been abused but heavily disrespected. Based on my experience, these are not the kind of people I would like residing close to me and my family and neighbours.
2. Some boarders that have been passengers in my taxi have acted very irrationally and I could see from the marks on their bodies that they had used illegal substances. Again, not people I would like close to me or my family and neighbours.
3. The proposal to build not one but two boarding houses at numbers 1 and 3 Ostend Street, at least some with double rooms, could mean up to 48 boarders in both boarding houses at any one given time. This is very large safety concern for the neighbourhood. We all know, that boarding house guests are mostly short-term boarders. Ostend Street has always been a very friendly street with many life-long friendships having been built between the residents, that is,

adults, kids and grandkids. It concerns me to have different people entering and existing the boarding house at any time and disrupting the peaceful and friendly area we currently live in.

4. It also concerns me that with so many boarders entering and exiting the property there will be extensive vehicle traffic thatwill congest the street, making it unsafe for the elderly, vulnerable and children in the street who will be passing the property by foot.
5. I have spent a considerable amount of money over the last 25 years to renovate my property and based on historical data, there is evidence to suggest that the introduction of a boarding house in any street or area at that, will affect the market prices in the area/street in a negative way. I did not use mine and my wife's life savings to build our dream house for the property to reduce in value because somebody has thought it be a good idea to build boarding houses.
6. This street is considered an R2 zone and is not approved for boarding houses and units.
7. There will be an increase in noise comingfrom the boarding house because of the sheer volume of people staying in the boarding house. There will not be an onsite manager on site to resolve any issues and could cause an increase in anti-social behaviour causing a major interruption to the other local residents.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

31 March 2020

Assessment Officer
Development Assessment Team
Cumberland Council
16 Memorial Avenue
MERRYLANDS NSW 2160

Attention: Harley Pearman

Dear Sir/Madam

Re: DA2019/0504 (1 Ostend Street, Lidcombe)

I am a resident at I have lived in the area for 25 years and know the local area fairly well.

I would commend the proposal on being aesthetically appealing appearing to look like a regular double storey house and the keeping of the old large street tree. These would be the only positives for this project.

I will start with a part of history of this immediate area. The area comprising of Platform, Jellicoe, Mons, Ostend and Gallipoli Streets from Parramatta Road down to Nicholas Street made up what was once called Marne Park. This area was originally auctioned off on Saturday, 18 March 1916 and many blocks were purchased by the War Services Homes to have housing built for returning World War I soldiers. Our house is one of the very few remaining, as past Councils have not protected these dwellings.

The area was set up as a place for families and a sense of community to grow and flourish. Lidcombe was a suburb where you knew your neighbours and this is still intact in part today (in areas of single standing dwellings) with many families being long-term and multi-generational owners and residents. It has survived largely due to the fact that the blocks were always houses and not demolished to make way for more people than the area was originally built for. We have already seen in increase of duplexes that have eroded this sense of community in pockets of our streets. We have also seen street trees and large trees on properties being removed in process of this 'advancement'.

I write to object to the boarding house on the following grounds:

1 Planning Policies

Given that Auburn (now Cumberland Council) has no strict guidelines governing boarding houses under the current controls, Auburn Development Control Plan 2010, this application should be dismissed until such policies are put into effect. This lack of policy is confusing and the developer is straddling two sets of guidelines - Auburn Development Control Plan 2010 and State Environmental Planning Policy (Affordable Rental Housing) 2009. As there is no definition in place, where have the developers arrived at the conclusion that a boarding house to accommodate eighteen (18) is considered small? Anything in double digits should not be deemed 'small'. The average family is 2.6 persons according to the Australian Bureau of Statistics 2016 figures (3236.0 - Household and Family Projections, Australia, 2016 to 2041). Therefore, this boarding house is equal to 6.9 families in one dwelling. This is very large and leads to a reasonable assumption that this is a large boarding house and out of place in the community norm.

2 Public Transport

Under the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) a boarding house must under Part 1, Clause 4 1(c) be:

> *400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday.*

Given the only bus route is the 401, with current services Monday to Friday 6:00 am – 9:30 am and 3:00 pm – 6:30 pm. In between these hours a bus on demand system is in place which is not fixed. There are NO services on weekends. This breaches the requirements.

3 Crowding/Over Populating

Under the Auburn Development Control Plan 2010, Land Use Table, Zone R2 Low Density Residential, a boarding house is:

> *To provide for the housing needs of the community within a low density residential environment.*

The current proposal will cater to housing eighteen (18) people, this is more than any other low density house in the vicinity and not in keeping with current occupation rates.

4 Parking

In the past 18 months there has been three serious accidents at the corner of Ostend/Dalley/ Nicholas Streets with serious injuries to drivers and pedestrians requiring the emergency services. This intersection will record a fatality, it is not a matter of if, but when. I had

discussions with the previous Mayor and three Council staff regarding this just on two years ago prior to any of these accidents. Nothing appears to have been done to improve this blackspot.

Under the Auburn Development Control Plan 2010, Detached Dwellings and Dual Occupancies, 4.0 Access and car parking, 4.1 Number of parking spaces, Performance criteria:

P1 Car parking spaces meet the likely use and needs of proposed development.

For a dwelling of 18 people, the site will have four (4) general parking, one (1) disabled and three (3) motorbike spaces. I have not included bicycles as they do not require a large designated space given their size and likelihood of these spaces actually being used is low. Effectively, seven (7) full-time unrestricted places. This is far too many and will force more cars onto a very congested intersection which will lead to another serious accident or death.

5 Hard Surface

While the dwelling itself is in line with the larger houses currently being constructed, there is an excessive amount of paving and resurfacing to allow for rear parking, this is not in line with other large dwellings in this area. I note that the plans state the area as 35%. It does not look correct when viewing the landscaping plans. The only soft soil areas are the front (Ostend Street) and side boundary (Nicholas Street). The two small garden beds at the rear of the property are insignificant given the concrete surrounding them. The Auburn Development Control Plan 2010, Detached Dwellings and Dual Occupancies, 3.0 Open space and landscaping, 3.2 Landscape setting and deep soil zone, Development controls state:

D1 A minimum of 30% of the site area shall be a deep soil zone.
D2 The majority of the deep soil zone shall be provided as a consolidated area at the rear of the building and shall extend across at least 50% of the rear boundary.
D3 Deep soil zones shall have a minimum width of 900mm.

If these smaller garden beds do not meet the 900mm requirement it could affect the overall percentage, which is irrelevant as the proposal does not meet the D2 requirement.

I would also point out the only existing significant mature tree (over 60 years) on the rear of the property will be removed. This should not be allowed under The Auburn Development Control Plan 2010, Detached Dwellings and Dual Occupancies, 3.0 Open space and landscaping, 3.5 Protection of existing trees, Performance criteria P1 – Existing trees are retained where practical, through appropriate siting of buildings, access driveways and **parking areas** and landscaping.

6 Parking

The assigned parking layout of this development poses the following problems:

a) not enough parking to cater for the amount of rooms, which will lead to an overflow of cars along Nicholas and Ostend Streets or being parked in the assigned parking bays for Phillips Park.
b) bicycle positions located in the front yard are an eyesore and also are open for theft or vandalism.
c) cars will need to either reverse out of the driveway onto busy Nicholas Street upon leaving or reverse across Nicholas Street entering. This is dangerous not only due to the high volume of traffic using Nicholas Street but also as young children use this footpath on sports days, walking to or from school, walks with family and will not be seen, likewise, elderly people are at risk of being struck.
d) disabled parking spaces according to AS/NZS2890.6-2009 need to meet the following specifications:

1. *Parallel parking spaces are to be not less than 3200mm wide x 7800mm long (AS2890.6, Clause 2.2.2(a));*
2 *A shared area adjacent to the non-trafficked side of the dedicated parallel parking space is to be not less than 1600 mm wide by 7800 mm long (AS2890.6, Clause 2.2.2(b);*

The parking size does not meet the required specification in point 1 and there is a motorcycle parking position adjacent to the disabled parking bay. This is in breach of point 2 as it fails the non-trafficked criteria.
d) cars will have to reverse up against the communal doorway if they do a three point turn within the complex. This is dangerous especially for residents who are disabled.
e) parking position one is butted against the fence. Car doors will hit the fence ensuring damage to the neighbouring property.

7 Noise/Social Aspects

With the increase of people that are short-term residents, there will be an increase in noise and movement. This increase of movement will disrupt the social connections of the street, with a continual turnover of people with no connection to the area nor the people in the street. With a growing number of elderly people, they will become more isolated when the connection is lost. This is detrimental to their physical wellbeing and mental health. With the removal of the large tree at the rear of the property this is a lack of privacy for the adjoining neighbours behind the complex from the upper windows.

8 Site Manager

While smaller boarding houses may utilise an off-site manager, a boarding house of this size is not small and having no on-site manager will lead to disputes that will be dealt with by emergency services when neighbours have complaints. This will negatively affect the local residents and appeal of the street.

9 Council Services

Having this many people in a dwelling will create a large amount of rubbish, given people have no ties to the area, this rubbish will be dumped or may be too much for regular rubbish collections. Given there is no manager on-site to control this, I feel Nicholas Street and Phillips Park may see an increase in dumping given the turnover of people. Will the property also be charged commercial waste rates and not domestic given the use of the site?

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully

2 Apr. 20

Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Ave
Merrylands. NSW. 2160

Att: Harley Pearman, Assessment Officer

Dear Sir/Madam

Application no: DA2019/0504
Property: 1 Ostend Street
Proposal: Demolition of existing structures and construction of a two-storey boarding house, comprising 12 rooms with at-grade car parking.

I am a resident at having moved there almost ten years ago and I have come to know the property well. I strongly object the proposed development for the following reasons.

1. This proposal circumvents the R2 zoning laws. This area is not suitable for high density living structures.
2. The increase in parking congestion will increase the hazards of the Ostend & Nicholas street intersection.
3. The windows to the rear will overlook the private area of the house behind.
4. Proposed turfed areas are too small.
5. Removal of the 70 year old large tree in the back of the block would be a catastrophic loss to the local native fauna.
6. Noise pollution from a drastically increased number of residents.
7. Noise pollution from the increase of vehicles.
8. Noise pollution from the community gathering area.
9. Loss of privacy due to upper floor windows facing into bedroom, bathroom and dining room windows.
10. Increased security risk associated with short term lease holders and the transient nature of boarding houses.
11. Traffic and parking congestion increase on a busy road and so close to a busy intersection.
12. There is no manager to resolve disputes between tenants.
13. Given the transient nature of boarding houses an increase in household goods and rubbish is a high probability.

14. There is no manager to monitor drug use in the rooms.
15. There is no manager to monitor maximum room occupancy numbers.
16. No on-site manager to monitor noise pollution especially at night.

2 April 2020

To: Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue, Merrylands NSW 2160

Attn: Harley Pearman, Assessment Officer

Dear Sir/Madam,

Application No.: **DA2019/0504**
Property: **1 Ostend Street, Lidcombe NSW 2141**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at t I have lived in the area for my entire life and I know the area and community very well. As a resident of Lidcombe, I strongly object to the development application for the following reasons:

1. Having 12 bedrooms in a single dwelling where lodgers prepare meals in their kitchenette, eat, bath, and sleep will cause hygiene and disease issues for those residents. It does not adhere to the State Environment Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) which requires boarding houses to provide the needs of the potential tenants and expectations of the communities and neighbourhood.

2. The proposed site has failed to meet the State Environment Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12-bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However, this is not in accordance to the case of *McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125*, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn Development Control Plan 2010 as a dwelling, and must comply with R2 low-density dwelling requirements such as a maximum of 4 bedrooms.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

2 April 2020

To: Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue, Merrylands NSW 2160

Attn: Harley Pearman, Assessment Officer

Dear Sir/Madam,

Application No.: **DA2019/0504**
Property: **1 Ostend Street, Lidcombe NSW 2141**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident a have lived in the area for more than 2 decades and I know the property very well. As a long-term resident of Lidcombe, I strongly object to the development application for the following reasons:

1. This is an R2 zone land and proposed site has failed to meet the State Environment Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12-bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However, this is not in accordance to the case of *McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125*, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn Development Control Plan 2010 as a dwelling, and must comply with R2 low-density dwelling requirements such as a maximum of 4 bedrooms.

2. The location of the proposed construction sits upon a dangerous intersection of 2 roads (Dalley/Ostend St and Nicholas St). Over the years, multiple dangerous and deadly vehicle accidents have occurred at this corner. The development of the boarding house would bring an increase in the number of residents in this area, and in turn, will increase the risk and frequency of such deadly accidents.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

25 March 2020

Assessment Officer
Development Assessment Team
Cumberland Council
16 Memorial Avenue
MERRYLANDS NSW 2160

Attention: Harley Pearman

Dear Sir/Madam

Application Number: DA2019/0504 (1 Ostend Street, Lidcombe)

I write in response to the following proposal - demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with onsite car parking.

I am a resident at number . I have lived in the area for 18 years (all my life). As a long time, local resident of Lidcombe I strongly object to the development application for the following reasons:

1. There is a lot of concrete and hard surface and very little soft surface left.
2. Removing the 70+ year old tree in the rear of 1 Ostend Street would have impact on privacy of . There's no replacement tree.
3. The windows on the top floor are looking into the neighbours' open private spaces.
4. Cars will need to reverse across the driveway getting out which could be dangerous.
5. The first park spot is very close to the fence making it difficult to reverse in and out.
6. The bicycle parking spots are in the front yard making bicycles which will lead to theft issues.
7. The large number of people staying in the boarding house will increase the noise and movements that could result in an increase in anti-social behaviour as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the visit Phillips Park. I often walk to the station and would feel unsafe if anti-social behaviour was a problem.
8. The irregular bus service of the closest bus stop is not suitable for the lodgers in the boarding house. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the state government affordable rental housing scheme.
9. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.
10. The proposal does not provide for the housing needs of the community within a low-density residential environment. The proposal is designed/meant for very high density living.
11. The proposed site has failed to meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12 bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process,

trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However, this is wrong as in accordance to the case of McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn development control plan 2010 as a dwelling and must comply with R2 low density dwelling requirements such as a maximum of 4 bedrooms.

12. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
13. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
14. The development is not appropriate and incompatible with distinctive local character of the area and neighbourhood. The people here have a sense of belonging to the area and love the atmosphere.
15. The proposed site for the boarding house is situated right next to Phillips Park, a place used by Lidcombe public school, St Joachim's Primary School and others for sports days, organised sporting teams for practices and games and many people in the community to enjoy. I used to use the park for all our school sporting outings when I went to St Joachim's Primary School. This area has an important role in the community that needs to be restricted from this type of development.
16. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal information Protection Act 1998 ("PPIP Act").

Yours faithfully,

16 March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I live at No. I have lived in the area for 20 years and I wish to object to the development application for the following reasons:

1. The proposal will change the mix of residents who live in the area. The area is mainly made up of families with children and seniors in low density housing. Many of these residents have lived in the same home for many years and some were even born in it. The residents who will move into the boarding house are unlikely to be families with children and out of character with the feel, sense of belonging and culture of the area.
2. The proposal does not fit in with the housing wishes of the community, which is for low density residential housing. The proposal is for very high density living.
3. There are too many bedrooms in the proposed property. I understand that the maximum number of rooms allowed for a R2 zone such as our area is 4 bedrooms.
4. The large number of people staying in the boarding house will bring along with it a big increase in noise. The boarding house will not have an onsite manager to address the noise issue, or any other anti-social issues that may arise, quickly. This would disrupt residents, especially the many young families and elderly that live in Ostend Street.
5. The lodgers in the proposed boarding house will not have adequate transport. The closest bus stop does not provide services on weekends or outside limited peak times on weekdays. The

proposed development would not be able to meet the daily public transport needs of the lodgers as required by the state government affordable rental housing scheme.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

DOCUMENTS ASSOCIATED WITH REPORT LPP042/20

Attachment 9

Petitions Received

PETITION: STOP BOARDING HOUSES IN OSTEND STREET LIDCOMBE

Cumberland Council is currently assessing two development applications (DA2019/0504) for the construction of boarding house comprising 12 bedrooms a 1 Ostend Street , Lidcombe.

Residents in the Lidcombe area surrounding these developments strongly object to their construction. Our concerns are primarily, but not limited to:

- **Unsafe Traffic**

There have been numerous serious accidents in the local streets, including vehicles crashing into the fence of No. 1 Ostend Street. A pedestrian has also been hit by a car and forced into a fence. This will no doubt be exacerbated by the construction of the boarding house.

- **Parking Issues**

The area is close to a large business park which results in a significant amount of street parking already being used. This congestion is intensified being so close to Parramatta Road, the newly tolled M4 and being within walking distance of large events at Sydney Olympic Park.

- **Overdevelopment**

The Lidcombe area has become one of the densest residential areas in the city, with a 36% increase in population. The area surrounding this development is a low density (R2) residential area, which makes the proposed development totally out of step with the surrounds.

- **Access to Transport**

This area of Lidcombe has very limited access to transport and associated infrastructure. Given that, placing a development of this size will make it difficult for those residents to access transport which likely exacerbates the existing traffic and parking issues.

The undersigned call on Cumberland Council to refuse this development application.

Name	Address	Signature
[redacted]		[redacted]

DOCUMENTS ASSOCIATED WITH REPORT LPP042/20

Attachment 10

Plan of Management

think planners

Plan of Management

1 OSTEND STREET, LIDCOMBE

16 DECEMBER 2019



think planners

CONTENTS

PLAN OF MANAGEMENT OVERVIEW 3

LEGISLATIVE FRAMEWORK 4

KEY REQUIREMENTS 4

MANAGEMENT OF THE BOARDING HOUSE 9

MAINTENANCE OF COMMON AREAS AND RESPONSIBILITIES 10
MAINTENANCE OF INDIVIDUAL AREAS AND RESPONSIBILITIES 10
PEST CONTROL ARRANGEMENTS 10
WASTE MANAGEMENT AND COLLECTION 10
FIRE SAFETY 10
EMERGENCY CONTACTS AND PROCEDURES 11
CONFLICT RESOLUTION 11
COMPLAINTS MECHANISM: EXTERNAL 11
COMPLAINTS MECHANISM: BETWEEN LODGERS 12
HOUSE RULES - AMENITY OF THE NEIGHBOURHOOD AND CONTROL OF NOISE 13
HOUSE RULES 14

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PLAN OF MANAGEMENT OVERVIEW

This Plan of Management has been prepared for the operation and management of a boarding house at 1 Ostend Street, Lidcombe.

The small-scale boarding house is to accommodate a total of 12 rooms, each with full bathroom, kitchenette and living area, noting both ground floor units have been designed to be an adaptable room.

The proposed temporary short-term accommodation housing development will accommodate a total of 18 lodgers based on the room size and configuration and as nominated on the plans, including 6 x single occupancy suites and 6 x double occupancy suites.

It is evident a common area and communal open space within the ground floor. A total of 6 car parking spaces including and an accessible car parking space, 3 bicycle parking space and 3 motorcycle parking spaces are provided at-grade.

It is noted that under the State Environmental Planning Policy (Affordable Rental Housing) 2009, taking into considering the total lodgers, an on-site manager is not required as the resident numbers are less than 20 (18 proposed). However the development is to provide an off-site manager that will manage the operation and day to day running of the boarding house whilst ensuring additional support and safety for future lodgers.

This plan of management identifies appropriate strategies and procedures to address potential social or environmental impacts associated with Boarding Houses. The plan of management embraces current best practice methodologies such as casual surveillance, formal CCTV surveillance, clear contact points and procedures, complaint handling processes, articulation of responsibilities, and agreed house rules.

A plan of management is an accepted concept in environmental law and can be used in a range of circumstances. This plan of management assists in addressing the amenity impacts on the neighbours and integrating the proposed development with the existing development in the street.

The plan of management assists in addressing any adverse impacts on the amenity and characteristics of the established residential area. It provides a procedure to receive and resolve complaints.

The measures outlined in this plan of management will be of assistance in maintaining the amenity and characteristics of the area.

LEGISLATIVE FRAMEWORK

The Boarding House is regulated by the Boarding Houses Act 2012 and the associated Boarding Houses Regulation 2013. The provisions of the Act and Regulations are to be complied with at all times.

Objects of the Act
The objects of the Act are to *establish an appropriate regulatory framework for the delivery of quality services to residents of registrable boarding houses, and for the promotion and protection of the wellbeing of such residents, by:*
(a) providing for a registration system for registrable boarding houses, and
(b) providing for certain occupancy principles to be observed with respect to the provision of accommodation to residents of registrable boarding houses and for appropriate mechanisms for the enforcement of those principles, and
(c) providing for the licensing and regulation of assisted boarding houses and their staff (including providing for service and accommodation standards at such boarding houses), and
(d) promoting the sustainability of, and continuous improvements in, the provision of services at registrable boarding houses.

Definition
The proposal is defined as a '*general boarding house*' under the Act:

*(2) Boarding premises are a **general boarding house** if the premises provide beds, for a fee or reward, for use by 5 or more residents (not counting any residents who are proprietors or managers of the premises or relatives of the proprietors or managers).*

KEY REQUIREMENTS

Registration of Boarding Houses
The boarding house is required to Notify the Commissioner the following according to Section 9:

9 Notification of particulars about registrable boarding house
(1) A proprietor of boarding premises that are used as a registrable boarding house must notify the Commissioner, in accordance with this section, of the following particulars so as to enable the Commissioner to include information about the boarding house in the Register:
(a) the name, and the residential or business address, of each proprietor of the boarding house,
(b) the name (if any) and the address of the registrable boarding house,
(c) whether the boarding house is a general or regulated assisted boarding house,

(d) whether development consent or approval is required under the Environmental Planning and Assessment Act 1979 to use the boarding house as boarding premises and, if so, whether such consent or approval has been granted,
(e) the number of residents of the registrable boarding house,
(f) the number of residents who are under 18 years of age,
(g) the name of the manager (if any) of the registrable boarding house,
(h) the total number of bedrooms provided as sleeping accommodation for the residents,
(i) such other particulars as may be approved by the Commissioner or prescribed by the regulations.

The additional particulars specified by Section 9(1)(i) are identified in Section 4 of the Regulations and stated as:

(1) The following additional particulars are prescribed for the purposes of section 9 (1) (i) of the Act:
(a) the telephone number and email address, if any, of the manager (if any) of the registrable boarding house,
(b) the telephone number, email address and website address, if any, of the registrable boarding house,
(c) the local government area in which the registrable boarding house is located,
(d) the telephone number and email address, if any, of each proprietor of the registrable boarding house,
(e) the maximum number of fee-paying residents who can be accommodated in the registrable boarding house,
(f) the method or methods for calculating charges for fee-paying residents and the fee amounts payable,
(g) the methods of payment used by fee-paying residents (including cash payments, credit cards, cheques, direct bank debits, money orders, BPay and Australia Post),
(h) the kinds of services provided to any residents (including accommodation, meals and personal care services),
(i) whether the registrable boarding house has special provisions for physical access and, if so, the kind of provisions provided,
(j) the numbers of residents who fit into each of the following categories (to the extent that it is reasonably practicable to ascertain this information):
(i) males,
(ii) females,
(iii) elderly persons (that is, persons 60 years of age or more),
(iv) students of tertiary institutions,
(v) persons who are mentally ill persons within the meaning of the Mental Health Act 2007,
(vi) persons who have a disability (however arising and whether or not of a chronic episodic nature) that is attributable to an intellectual, psychiatric, sensory, physical or like impairment or to a combination of such impairments,

(vii) persons with significant health problems,
(viii) persons needing assistance with daily tasks and personal care.

Occupancy Agreements

A written Occupancy Agreement is to be formulated in accordance with the Act and associated Regulations that sets out the terms of the occupancy agreement. The Occupancy Agreement is to align with the Occupancy Principles contained in Schedule 1 of the Act, as stated below (but may be updated from time to time):

Schedule 1 Occupancy principles

(Section 30 (1))
1 State of premises
A resident is entitled to live in premises that are:
(a) reasonably clean, and
(b) in a reasonable state of repair, and
(c) reasonably secure.
2 Rules of registrable boarding house
A resident is entitled to know the rules of the registrable boarding house before moving into the boarding house.
3 Penalties for breaches of agreement or house rules prohibited
A resident may not be required to pay a penalty for a breach of the occupancy agreement or the rules of the registrable boarding house.
4 Quiet enjoyment of premises
A resident is entitled to quiet enjoyment of the premises.
5 Inspections and repairs
A proprietor is entitled to enter the premises at a reasonable time on reasonable grounds to carry out inspections or repairs and for other reasonable purposes.
6 Notice of increase of occupancy fee
A resident is entitled to 4 weeks written notice before the proprietor increases the occupancy fee.
7 Utility charges
(1) The proprietor is entitled to charge a resident an additional amount for the use of a utility if:
(a) the resident has been notified before or at the time of entering the occupancy agreement of the use of utilities in respect of which the resident will be charged, and
(b) the amount charged is based on the cost to the proprietor of providing the utility and a reasonable measure or estimate of the resident's use of that utility.
*(2) A **utility** for the purposes of this clause is each of the following:*
(a) the supply of electricity,
(b) the supply of gas,
(c) the supply of oil,
(d) the supply of water,

(e) the supply of any other service prescribed by the regulations.

8 Payment of security deposits

(1) The proprietor may require and receive a security deposit from the resident or the resident's authorised representative only if:

(a) the amount of the deposit does not exceed 2 weeks of occupancy fee under the occupancy agreement, and

(b) the amount is payable on or after the day on which the resident (or the resident's authorised representative) enters the agreement.

(2) Within 14 days after the end of the occupancy agreement, the proprietor must repay to the resident (or the resident's authorised representative) the amount of the security deposit less the amount necessary to cover the following:

(a) the reasonable cost of repairs to, or the restoration of, the registrable boarding house or goods within the premises of the boarding house, as a result of damage (other than fair wear and tear) caused by the resident or an invitee of the resident,

(b) any occupation fees or other charges owing and payable under the occupancy agreement or this Act,

(c) the reasonable cost of cleaning any part of the premises occupied by the resident not left reasonably clean by the resident, having regard to the condition of that part of the premises at the commencement of the occupancy,

(d) the reasonable cost of replacing locks or other security devices altered, removed or added by the resident without the consent of the proprietor,

(e) any other amounts prescribed by the regulations.

(3) The proprietor may retain the whole of the security deposit after the end of the occupancy agreement if the costs, fees or charges referred to in subclause (2) (a)–(e) are equal to, or exceed, the amount of the security deposit.

(4) In this clause:

***security deposit** means an amount of money (however described) paid or payable by the resident of a registrable boarding house or another person as security against:*

(a) any failure by the resident to comply with the terms of an occupancy agreement, or

(b) any damage to the boarding house caused by the resident or an invitee of the resident, or

(c) any other matter or thing prescribed by the regulations.

9 Information about occupancy termination

A resident is entitled to know why and how the occupancy may be terminated, including how much notice will be given before eviction.

10 Notice of eviction

(1) A resident must not be evicted without reasonable written notice.

(2) In determining what is reasonable notice, the proprietor may take into account the safety of other residents, the proprietor and the manager of the registrable boarding house.

(3) Subclause (2) does not limit the circumstances that are relevant to the determination of what is reasonable notice.

11 Use of alternative dispute resolution

A proprietor and resident should try to resolve disputes using reasonable dispute resolution processes.

12 Provision of written receipts

A resident must be given a written receipt for any money paid to the proprietor or a person on behalf of the proprietor.

MANAGEMENT OF THE BOARDING HOUSE

The Boarding House will be managed by an appointed off site manager through a Property Management Company, who will be contactable 7 days per week. The Property Management Company will be a business with relevant ABN and authorities for property management and is licensed under the Property Stock and Business Agents Act and associated regulations, will be made the point of contact. The off site manager is to be trained and have resources to screen potential occupants, manage complaints efficiently and ensure maintenance of common property is systematic and thorough.

The off site manager is to be engaged by contract on an annual basis. The off site manager will be able to respond within short timeframes, and be responsible for contracts and contacts with maintenance persons and companies, manage the facilities for the recording and storing of CCTV footage, and have established relationships/contacts with security companies and services such as the NSW Police Force, NSW Ambulance Service and NSW Fire Brigade.

Any matters that require urgent and potentially life threatening responses are the responsibility of either police, ambulance or fire services.

The off site manager must:

- Be experienced in the operation of multiple occupancy residential development.
- Oversee all occupancy agreements and ensure such agreements align with the provisions of the Boarding Houses Act 2012 and associated Regulations, including setting out information about occupancy evictions (such as the amount of notice to be provided of eviction).
- Organise building and landscaping maintenance as required through the engaging of contractors to undertaken maintenance, landscaping and cleaning functions.
- Promptly address and respond to tenant issues and building operation and maintenance matters.
- Maintain an incident register and record any complaints. The register is to be made available to Council.
- Ensure that the total occupancy of the boarding rooms pursuant to the leases does not exceed 18 lodgers.
- Provide the tenant with a copy of the Resident Information Brochure and House Rules with any new occupancy agreement;
- Undertake periodic inspections of the boarding rooms to ensure that they are being maintained in a clean and tidy fashion and that maximum occupant numbers are maintained.

MAINTENANCE OF COMMON AREAS AND RESPONSIBILITIES

Common areas are to be maintained by users and spaces should be left as they are found, in a clean and tidy state.

A weekly cleaner will be employed, at the cost of the Boarding House owner, to ensure that the common property is clean and to take out the bins for the council garbage collection and subsequently bring in the bins after collection. Recycling bins and residual bins will be provided in each room to promote recycling.

The Boarding House off site manager is to employ the services of professional maintenance companies to undertake regular maintenance of the building. The maintenance companies are to enter the premises regularly and complete all maintenance required.

Any damage of internal or external property is repaired immediately together with all wear and tear items.

MAINTENANCE OF INDIVIDUAL AREAS AND RESPONSIBILITIES

Individual residents are responsible for maintaining their rooms in a clean and tidy state and must be made available for inspection by the boarding house manager upon request (48 hours' notice).

PEST CONTROL ARRANGEMENTS

Cleaning will also include regular inspections for vermin control and pest control services will be arranged by the boarding house manager on a regular basis.

WASTE MANAGEMENT AND COLLECTION

A weekly cleaner will be employed, at the cost of the Boarding House owner, to ensure that the common property is clean and to take out the bins for the council garbage collection and subsequently bring in the bins after collection. Recycling bins and residual bins will be provided in each room to promote recycling.

FIRE SAFETY

A Fire Safety Evacuation Plan will be prepared and attached to this Plan of Management prior to commencement of operations of the boarding house. The plan will contain pictorial instructions detailing evacuation steps in the case of an emergency. The plan is to include evacuation routes, assembly points, and a plan of action once a fire alarm has been activated. The Fire Safety Evacuation Plan is to be prominently located in each room and in the common area.

The phone numbers of appropriate contacts will be prominently displayed throughout the premises e.g. NSW Police, Security Company, NSW Fire and Rescue, NSW Ambulance Service and other local emergency assistance services.

EMERGENCY CONTACTS AND PROCEDURES

The phone numbers of appropriate contacts will be prominently displayed throughout the premises (foyer and common room) e.g. NSW Police, Security Company, NSW Fire and Rescue, NSW Ambulance Service and other local emergency assistance services. Phone numbers are also to be provided for appropriate support infrastructure service providers such as Telstra, Electrical Authority, Water Authority, local Council, etc.

CONFLICT RESOLUTION

Complaints from the community and between lodgers are to be noted in an Incident Diary with details of the complaint and the action taken to address the complaint. The task of the off site manager is to ensure that all neighbourhood and internal complaints are recorded, and management responses documented. A Management Diary and an Incident Register is to be kept.

The off site manager will listen to complaints or respond to correspondence and detail procedures to the persons complaining as to how the Boarding House intends minimising any further impact in the future on neighbours or between residents.

The procedures detailed in this Plan of Management are designed to minimise complaints. The off site manager is to deal with empathy and respect to any person making a complaint.

COMPLAINTS MECHANISM: EXTERNAL

The off-site manager is responsible for establishing contact and maintaining a relationship with the neighbours of the Boarding House within a 100m radius by undertaking the following tasks:

- Upon appointment letterbox drop all mail boxes within 100m radius of the Boarding Housing advising of their appointment and nominating all methods to contact them should any matter arise that warrants addressing. There shall be no less than two after hours contact numbers.

- Provide a clear sign at the front of the Boarding House, that is visible to the public, identifying the name of the off site manager and the methods of contacting the Manager in the event that there is a matter that warrants addressing.

Complaints from the community are to be noted in an Incident Diary with details of the complaint and the action taken to address the complaint.

The task of the off site manager is to ensure that all neighbourhood complaints are recorded, and management responses documented. A Management Diary and an Incident Register is to be kept. The off site manager will listen to complaints or respond to correspondence and detail procedures to the persons complaining as to how the Boarding House intends minimising any further impact in the future.

The procedures detailed in this Plan of Management are designed to minimise complaints.

The off site manager is to deal with empathy and respect to any person making a complaint.

COMPLAINTS MECHANISM: BETWEEN LODGERS

The off-site manager is responsible for acting as mediator in disputes between lodgers.

Complaints from the lodgers are to be noted in an Incident Diary with details of the complaint and the action taken to address the complaint. The task of the off site manager is to ensure that all complaints are recorded, and management responses documented. A Management Diary and an Incident Register is to be kept.

The off site manager will listen to complaints or respond to correspondence and detail procedures to the persons complaining as to how it is intended to minimise any further impact in the future.

The procedures detailed in this Plan of Management are designed to minimise complaints.

The off site manager is to deal with empathy and respect to any person making a complaint.

HOUSE RULES - AMENITY OF THE NEIGHBOURHOOD AND CONTROL OF NOISE

The draft "House Rules" for the Boarding House are attached to this Plan of Management. It is noted that the document is a draft as it outlines the minimum requirements to be implemented by the off site manager; however, it may be appropriate to amend and add to the House Rules as the Boarding House operations evolve.

The House Rules are to be prominently displayed in the common areas. Each new tenant is to be provided with a copy of the House Rules when signing their leasing agreement and agree to be bound by the House Rules.

House Rules relate to:

- The emission of noise (from within the boarding house and the external spaces);
- prohibition of large gatherings and parties on the premises;
- interference with the peace and quiet of other residents and neighbours;
- volume of television and music players;
- control of alcohol intake and prohibition of illegal substances; and
- anti-social behaviour.
- Parking of vehicles.

The emission of noise and appropriate hours for noise emission is dictated in legislation and enforced by parties such as the local Council.

The off site manager is to be familiar with the legislative requirements and rules and be aware of the relevant authorities that are responsible for enforcement of noise issues.

HOUSE RULES

The following rules are a condition of your occupancy agreement – Any breach of these rules will result in termination of your occupancy agreement.

Resident Behaviour & Neighbour Relations
Each occupant is required to ensure that other occupants of this boarding house as well as surrounding neighbours are allowed to peacefully and quietly enjoy their own premises. Each occupant is required to ensure they do not do anything or allow anything to occur that will impact on the quiet enjoyment of each tenant and neighbour of this boarding house.

Occupants of each boarding room shall make available their boarding room available for inspection by the property manager. This shall be by appointment with 24 hours' notice. However, in the case of an emergency, no notice is required, and the property manager may use the spare key to enter the premises.

Occupants are not to congregate in groups in any part of the common property, especially the external common property. Anti-social behaviour of any kind is prohibited and will be referred immediately to the police.

Any breach of the house rules will result in warnings initially, and in the case of persistent and serious breaches, termination of your lease and eviction from the premises.

Noise & Radio/TV
At any time noisy activities are occurring, occupants should keep doors any windows closed where possible to reduce noise emission and impact on neighbours.

Television, music players and any other sound emitting devise should be kept at a moderate level and not be audible from neighbouring properties

Use of External Areas
The common room and common courtyard shall only be used during the following Hours:

- Sunday to Thursday 7am to 10pm
- Friday and Saturday 7am to 10pm

Alcohol and Smoking
No Alcohol or illegal substances are to be consumed or be brought into common property at any time. Alcohol consumed in rooms must be disposed of in designated recycling bins.

No smoking is permitted within the Boarding House. Smoking is to be limited to visually obscured external open space areas only. No smoking is to be undertaken at the front of the property, only in the designated external smoking spaces.

Parking of Vehicles and Vehicular Access Arrangements
Entry and Exit of Cars and Turning Area

The development has 7 defined parking spaces at-grade, and these are the only areas where parking is permitted.

When entering and exiting the site in a vehicle, vehicles must enter and leave the site in a forward direction.

Parking of Cars
Any cars unable to be accommodated on site will be parked on the street network and are not to block driveways or being parked in no parking or no stopping zones. At no time are cars authorised to park on the footpath area in a manner that is not permitted by relevant legislation- cars are either to be parked on the site or parked ***lawfully*** on the surrounding street network.

Register of Complaints & Dealing with Complaints: Neighbours
The off site manager is responsible for establishing contact and maintaining a relationship with the neighbours of the Boarding House within a 100m radius by undertaking the following tasks:

Upon appointment letterbox drop all mail boxes within 100m radius of the Boarding Housing advising of their appointment and nominating all methods to contact them should any matter arise that warrants addressing. There shall be no less than two after hours contact numbers.

Provide a clear sign at the front of the Boarding House, that is visible to the public, identifying the name of the off site manager and the methods of contacting the Manager in the event that there is a matter that warrants addressing.

Complaints from the community are to be noted in an Incident Diary with details of the complaint and the action taken to address the complaint.
This is to include specific room numbers that generate complaints.

The task of the off site manager is to ensure that all neighbourhood complaints are recorded, and management responses documented.

A Management Diary and an Incident Register is to be kept.

The off site manager will listen to complaints or respond to correspondence and detail procedures to the persons complaining as to how the Boarding House intends minimising any further impact in the future.

Register of Complaints & Dealing with Complaints: Between Tenants
If conflict between lodgers cannot be resolved amicably complaints are to be directed to the boarding house manager who will act as a mediator between lodgers. Complaints are to be to be noted in an Incident Diary with details of the complaint and the action taken to address the complaint.

This is to include specific room numbers that generate complaints.

The task of the off site manager is to ensure that all internal complaints are recorded, and management responses documented. A Management Diary and an Incident Register is to be kept.

The off site manager will listen to complaints or respond to correspondence and detail procedures to the persons complaining as to how it is intended to minimise any further impact in the future.

Cleaning Schedules
Each resident is required keep common areas clean. After using common facilities such as the kitchen or bathroom, residents are clean up after themselves. Residents are encouraged to use their own private kitchen and bathroom where possible.

Common areas are to be maintained by users and spaces should be left as they are found- in a clean and tidy state.

A weekly cleaner will be employed, at the cost of the Boarding House owner, to ensure that the common property is clean and to take out the bins for the council garbage collection and subsequently bring in the bins after collection. Recycling bins and residual bins will be provided in each room to promote recycling.

Waste Disposal
Waste is to be disposed to the communal waste bins once bins are full;

Number of Approved Boarding House Rooms
There are to be no more than 1-2 lodgers in each room ;

Common Areas and Usage Times
Common areas are available for the enjoyment of boarders provided good order is maintained. All waste is to be disposed of and not left in the common areas or externally in common areas;

The common room and common courtyard shall only be used during the following Hours:

- Sunday to Thursday 7am to 10pm
- Friday and Saturday 7am to 10pm

Behaviour and Guest Visiting Times

Each tenant of this boarding house is responsible for themselves and their visitors. Tenants should ensure their visitors enter and exit the site in a quiet and respectful manner, having regard to the time of day or night they are entering or exiting the site.

Guests are permitted on site however they are not to stay overnight if this would lead to more than 2 persons being located in the boarding room.

Animals

There is to be no keeping of animals on the premises as this may compromise the health and/or safety of other residents and will impact upon maintenance and cleanliness requirements within the Boarding House.

Smoking

No smoking is permitted within the Boarding House. Smoking is to be limited to visually obscured external open space areas only. No smoking is to be undertaken at the front of the property, only in the designated external smoking spaces.

Alcohol and Drugs

No Alcohol or illegal substances are to be consumed or be brought into common property at any time. Alcohol consumed in rooms must be disposed of in designated recycling bins.

Security

The Boarding House is to be fitted with recording CCTV cameras in the common areas such entries, car parking area and common lounge room. All movement in these areas is to be recorded and monitored. The footage is to be capable of being viewed live and recorded, over the Internet from any fixed or portable Internet viewing device, from anywhere locally or internationally.

The continual electronic monitoring and recording of common areas is a key function of providing actual and perceived security. These premises are under 24/7 video surveillance which is recorded and held and will be provided to council and/or law enforcement at any time. Disturbances are to be reported to the manager and NSW Police (if manager unavailable).

Function and Event Restrictions

No Parties are any other noise generating activity is to occur after 10pm Sunday to Thursday and after midnight Friday and Saturday.

Item No: LPP043/20

DEVELOPMENT APPLIACTION FOR 3 OSTEND STREET, LIDCOMBE

Responsible Division: Environment & Planning
Officer: Executive Manager Development and Building
File Number: DA2019/0502

Application lodged	19 December 2019
Applicant	Baini Design.
Owner	Ms J Ishak & Mr E M Elias
Application No.	DA2019/0502.
Description of Land	3 Ostend Street Lidcombe being Lot 160 in DP 8683.
Proposed Development	Demolition of existing structures and construction of a two storey boarding house comprising 10 rooms and at-grade car parking.
Site Area	613.18 Square metres.
Zoning	Zone R2 Low Density Residential.
Disclosure of political donations and gifts	Nil disclosure.
Heritage	Site is not listed as a heritage item with the Auburn Local Environmental Plan 2010.
Principal Development Standards	Floor Space Ratio Permissible: - No floor space ratio specified. Proposed: - 0.535:1. Height of Building Permissible: - 9 Metres. Proposed: - 6.9 Metres.
Issues	Submissions.

SUMMARY:

1. Development Application No. DA2019/0502 was received on the 19 December 2019 for the demolition of existing structures and construction of a two storey boarding house comprising of 12 rooms and at-grade car parking.

2. The development application was notified between Tuesday 10 March and Tuesday 7 April 2020. In response, there were 54 submissions to the development including one petition containing 19 signatures.

3. The applicant modified the development on June 4 2020 to address certain issues concerning the car park raised by Council's engineers.

4. The variations to the development are:

Part	Control	Proposed	Variation
Part 2.2 Detached Dwellings and Dual Occupancy Chapter (ADCP 2010)	**Site Coverage** **D1** Site coverage. For lots 450m^2 or above, the maximum site coverage shall be 65%.	534.8 sq. m or 87.2%.	22.2% being 136.3 square metres.
Part 3.2 Detached Dwellings and Dual Occupancy Chapter (ADCP 2010)	Landscape setting and deep soil zone. **D1** Minimum of 30% of the site area to be a deep soil zone. **D2** Deep soil zone to be a consolidated area at the rear and extend across at least 50% of the rear boundary.	Deep soil area = 83.24 square metres. Percentage of site = 13.5%. No deep soil zone at rear due to car park.	100.7 square metres or 45.26%.

5. The development application is recommended for deferred commencement consent subject to the conditions as provided in the attached schedule.

6. The development application is referred to the Panel for determination as the development is considered to be contentious.

REPORT:

Subject Site and Surrounding Area

The site is legally described as Lot 160 in DP 8683 and is known as 3 Ostend Street Lidcombe. The site has a frontage of 15.24 metres to Ostend Street, is 40.235 metres deep and occupies an area of 613.4 square metres.

The site is situated one allotment north of the intersection of Ostend Street with Nicholas Street.

The levels of the land are:-
- North east corner - 17.95 metres AHD.
- North west corner - 16.87 metres AHD.
- South east corner - 17.06 metres AHD.
- South west corner - 16.2 metres AHD.

This provides a fall to the rear of between 860 mm and 1,080 mm with the lowest level being at the rear south west corner.

A single storey dwelling house and a small tree is situated on the site.

The site is not affected by flooding or overland flow and there are no heritage listed items close to the site.

The site is within a residential area of Lidcombe where single storey and two storey dwelling houses predominating.

A public park and playing fields is situated close by on land situated on the southern side of Nicholas Street which is land zoned as RE1 (Public Recreation). The land is known as Phillips Park which is managed by Council.

The location of the site is shown below.



Photos of the site are provided below.



Description of the Proposed Development

Development Application Number 2019/0502 is proposing the demolition of the existing dwelling house and construction of a two storey boarding house comprising of eleven rooms with at grade car parking for five (5) vehicles, on site landscaping and storm water engineering works. The development has the following components.

Demolition work

The existing dwelling house on site will be demolished. The plans are showing a tree at the rear and two palm trees at the front being removed to facilitate the development.

Ground Floor

The ground floor of the building is provided with the following features:-

- A ground floor comprising of three (3) boarding rooms, a common room and a corridor.

- A car park for five (5) vehicles with vehicle access from Ostend Street and a turning bay to allow for vehicles to be turned around and leave in forward motion.

First floor

The first floor comprises of seven (7) boarding rooms including an internal corridor.

A cantilevered section is provided at the rear which requires two columns for support.

Room numbered 04 facing the front is provided with a balcony overlooking the street.

Total number of rooms

There are ten (10) rooms in total with two (2) of the rooms being provided for single people and eight (8) of the rooms being provided for couples. As such, this would provide short term accommodation for eighteen (18) boarders.

History

Following a pre lodgement meeting on 7 November 2019 and the issue of pre lodgement notes on 14 November 2019, the applicant lodged the development application for the demolition of existing structures and construction of a two storey boarding house comprising of 12 rooms and at-grade car parking on 19 December 2019 for determination.

The development application was notified for a period of twenty eight (28) days between 10 March and 7 April 2020. In response, there were 54 unique submissions to the development including one petition containing 19 signatures.

The applicant modified the development on 4 June 2020 to improve the functionality of the car park and to address certain car park and manoeuvring issues raised by Council engineers.

Applicants Supporting Statement

The applicant has provided a Statement of Environmental Effects prepared by Think Planners and dated 16 December 2019.

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 proposal is generally satisfactory subject to conditions. Deferred commencement consent is recommended as matters concerning a rear easement is required to be addressed.

Environment and Health

The development application was referred to Council's Environmental Health Officer for comment who has advised that the development proposal is satisfactory subject to conditions.

Landscape

As part of the pre lodgement application, Councils Tree Management Officer provided advice concerning the removal of any tree on site. No objections are raised to the removal of trees being a Camphor Laurel and three palm trees. The development application did not require referral to Council's Tree Management.

External Referrals

Auburn Area Police Command

The development application was referred to the Crime Prevention Officer for assessment. In this regard, the Auburn Area Police Command provided comments on March 20 2020 that addresses the following matters.

- Lighting.
- Use of Closed circuit television cameras on site.
- Signage.
- Landscaping.
- Fire and safety measures.
- House rules.
- Site management.

Appropriate conditions addressing the relevant matters are to be incorporated into any consent that may be issued.

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

The requirement at clause 7 of SEPP No. 55 for Council to be satisfied that the site is suitable or can be made suitable to accommodate the proposed development has been considered in the following table:

Matter for Consideration	**Yes/No**
Does the application involve re-development of the site or a change of land use?	☒ Yes ☐ No
Is the development going to be used for a sensitive land use (eg: **residential**, educational, recreational, childcare or hospital)?	☒ 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	☐ Yes ☒ No
Is the site listed on Council's Contaminated Land database?	☐ Yes ☒ No
Is the site subject to EPA clean-up order or other EPA restrictions?	☐ Yes ☒ No
Has the site been the subject of known pollution incidents or illegal dumping?	☐ Yes ☒ No
Does the site adjoin any contaminated land/previously contaminated land?	☐ Yes ☒ No
Details of contamination investigations carried out at the site: A preliminary site investigation report prepared by GCA Australia and dated 12 December 2019 (Reference E19106-1) has identified that the potential for significant contamination is not high. The site is suitable for the proposed development. Council's Environmental officers have advised that a hazardous materials survey report should be undertaken by a suitably qualified person and submitted to the satisfaction of the certifier with a copy provided to Council. The report is required to identify and record the type, location and extent of any hazardous materials on the site and make	

Matter for Consideration	Yes/No
recommendations as to the safe management and or removal to ensure the site is safe for demolition, construction and future use / occupation. An appropriate condition is provided addressing environment and health matters.	
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?	☒ Yes ☐ No

(b) State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

The provisions of the ISEPP 2007 have been considered in the assessment of the development application however, it is determined that there are no provisions that will need to apply to the development.

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

The proposal does not exceed the biodiversity offsets scheme threshold. Therefore, the proposed vegetation removal is considered acceptable.

The development application includes the removal of a Camphor Laurel tree within the rear yard plus another small tree / shrub and two palm trees at the front of the site. The removal of the stated trees are acceptable and no detailed Arborist assessment is required.

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

The BASIX Certificate shows that the development achieves a score of 40 and 51 for water and energy which is a pass mark for both components. Generally, the BASIX Certificate is satisfactory for approval as part of any development consent that is issued.

The assessment of the certificate is at Appendix (A) attached to the report.

(e) State Environmental Planning Policy "Affordable Rental Housing"

The relevant objectives and provisions of the ARHSEPP 2009 have been considered in the assessment of the development application and the proposal is considered as being consistent with the boarding house provisions under Division 3 of the plan. It is identified that the development site is not within an accessible area as defined by the State Environmental Policy. In this regard, the site is located 1.06 km from the Lidcombe Railway Station (Direct) or 1.37 km by road taking the shortest distance and the site is within zone R2 Low Density Residential.

Under Clause 27 of the State Policy, Clause 29, 30 and 30A do not apply to developments on land within Zone R2 Low Density Residential or within a land use zone that is equivalent to that zone in the Sydney region unless the land is within an

accessible area. As such, Council's local planning controls will apply. A comprehensive assessment has been undertaken and is provided in the compliance table below.

Requirement	Yes	No	N/A	Comment
Division 3 Boarding houses **25 Definition** In this Division: ***Communal living room*** means a room within a boarding house or on site that is available to all lodgers for recreational purposes, such as a lounge room, dining room, recreation room or games room.	☒	☐	☐	A communal room is provided on the ground level adjacent to Room Number 02.
26 Land to which Division applies This Division applies to land within any of the following land use zones or within a land use zone that is equivalent to any of those zones: (a) Zone R1 General Residential, (b) Zone R2 Low Density Residential, (c) Zone R3 Medium Density Residential, (d) Zone R4 High Density Residential, (e) Zone B1 Neighbourhood Centre, (f) Zone B2 Local Centre, (g) Zone B4 Mixed Use.	☒	☐	☐	The site is within zone R2 Low Density Residential and boarding houses are permitted with consent within the zone.
27 Development to which Division applies (1) This Division applies to development, on land to which this Division applies, for the purposes of boarding houses. **(2) Despite subclause (1), clauses 29, 30 and 30A do not apply to development on land within Zone R2 Low Density Residential or within a land use zone that is equivalent to that zone in the Sydney region unless the land is within an accessible area.** (3) Despite subclause (1), clauses 29, 30 and 30A do not apply to development on land within Zone R2 Low Density Residential or within a land use zone that is equivalent to that zone that is not in the Sydney region unless all or part of the development is within 400 metres walking distance of land within Zone	☒ ☒ ☐	☐ ☐ ☐	☐ ☐ ☒	The development is proposed on land zoned R2 Low Density Residential. It is identified that the site is not located within an accessible area. As such, the Division cannot apply to the development. Council's local planning controls will need to apply. In this regard, the site is located 1.06 km from the Lidcombe Railway Station (Direct) or 1.370 km by road taking the shortest distance).

Requirement	Yes	No	N/A	Comment
B2 Local Centre or Zone B4 Mixed Use or within a land use zone that is equivalent to any of those zones..				
28 Development may be carried out with consent Development to which this Division applies may be carried out with consent.	☒	☐	☐	Development consent is sought for the boarding house.
29 Standards that cannot be used to refuse consent (1) A consent authority must not refuse consent to development to which this Division applies on the grounds of density or scale if the density and scale of the buildings when expressed as a floor space ratio are not more than:	☐	☐	☒	Note: The site is not within an accessible area and as such, Clause 29 cannot apply to the development. A detailed assessment under Clause 29 is not required although it may be used to guide the development. The applicant has used the Clause to prepare the plans. The following is provided.
(a) the existing maximum floor space ratio for any form of residential accommodation permitted on the land, or (b) if the development is on land within a zone in which no residential accommodation is permitted—the existing maximum floor space ratio for any form of development permitted on the land, or (c) if the development is on land within a zone in which residential flat buildings are permitted and the land does not contain a heritage item that is identified in an environmental planning instrument or an interim heritage order or on the State Heritage Register—the existing maximum floor space ratio for any form of residential accommodation permitted on the land, plus: (i) 0.5:1, if the existing maximum floor space ratio is 2.5:1 or less, or (ii) 20% of the existing maximum floor space ratio, if the existing maximum floor space ratio is greater than 2.5:1.	☐	☐	☒	There is no floor space ratio requirement for the site. The floor space ratio of the development is calculated at 328.58 square metres or 0.535:1 which is acceptable.
(2) A consent authority must not				

Requirement	Yes	No	N/A	Comment
refuse consent to development to which this Division applies on any of the following grounds: (a) **building height** if the building height of all proposed buildings is not more than the maximum building height permitted under another environmental planning instrument for any building on the land,	☐	☐	☒	The building has a height of 6.9 metres which is satisfactory.
(b) **landscaped area** if the landscape treatment of the front setback area is compatible with the streetscape in which the building is located,	☐	☐	☒	Landscaping at the front is compatible with the streetscape.
(c) **solar access** where the development provides for one or more communal living rooms, if at least one of those rooms receives a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter,	☐	☐	☒	The common room will receive the afternoon sunlight through the northern / western window.
(d) **private open space** if at least the following private open space areas are provided **(other than the front setback area):**	☐	☐	☒	A private open space area occupying 37 square metres is located along the northern boundary of the site.
(i) one area of at least 20 square metres with a minimum dimension of 3 metres is provided for the use of the lodgers,	☐	☐	☒	A boarding house manager is not required as the total number of occupants is not expected to exceed eighteen (18).
(ii) if accommodation is provided on site for a boarding house manager—one area of at least 8 square metres with a minimum dimension of 2.5 metres is provided adjacent to that accommodation,	☐	☐	☒	<u>Car parking.</u> The development is not within an accessible area. The number of parking spaces required for the proposed development is 10 x 0.5

Requirement	Yes	No	N/A	Comment
(e) **parking** if: (i) in the case of development carried out by or on behalf of a social housing provider in an accessible area—at least 0.2 parking spaces are provided for each boarding room, and (ii) in the case of development carried out by or on behalf of a social housing provider not in an accessible area, at least 0.4 parking spaces are provided for each boarding room, and **(iia) in the case of development not carried out by or on behalf of a social housing provider—at least 0.5 parking spaces are provided for each boarding room, and** (iii) in the case of any development—not more than 1 parking space is provided for each person employed in connection with the development and who is resident on site, (f) **accommodation size** if each boarding room has a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of at least: (i) 12 square metres in the case of a boarding room intended to be used by a single lodger, or (ii) 16 square metres in any other case.	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	spaces. A boarding house manager is not required as the number of occupants is less than 20. As such, the total number of car parking spaces required is five (5). The plans show 5 car parking spaces being provided. The gross floor area for each boarding room (excluding any area used for the purposes of private kitchen or bathroom facilities) exceed 16 square metres for the double rooms and 12 metres for the single rooms. Generally, the rooms have satisfactory sizes.
(3) A boarding house may have private kitchen or bathroom facilities in each boarding room but is not required to have those facilities in any boarding room. (4) A consent authority may consent to development to which this Division applies whether or not the development complies with the standards set out in subclause (1) or	☐ ☐	☐ ☐	☒ ☒	All boarding rooms are proposed to contain open plan kitchenette arrangement and private bathroom facilities. The proposed development complies with the standards.

Requirement	Yes	No	N/A	Comment
(2).				
30 Standards for boarding houses (1) A consent authority must not consent to development to which this Division applies unless it is satisfied of each of the following:				Note: The site is not within an accessible area and as such, Clause 30 cannot apply to the development. A detailed assessment under Clause 30 is not required although can be used to guide the development. The applicant has used the Clause to prepare the plans. The following is provided.
(a) if a boarding house has 5 or more boarding rooms, at least one communal living room will be provided,	☐	☐	☒	There are 10 boarding rooms proposed. Accordingly, a minimum of one communal room is provided.
(b) no boarding room will have a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of more than 25 square metres,	☐	☐	☒	All the rooms have areas of less than 25 square metres.
(c) no boarding room will be occupied by more than 2 adult lodgers,	☐	☐	☒	No more than 2 lodgers per boarding room is proposed.
(d) adequate bathroom and kitchen facilities will be available within the boarding house for the use of each lodger,	☐	☐	☒	Each boarding room contains a kitchenette and bathroom.
(e) if the boarding house has capacity to accommodate 20 or more lodgers, a boarding room or on site dwelling will be provided for a boarding house manager,	☐	☐	☒	The boarding house has the capacity to accommodate a maximum of 18 lodgers.
(f) (Repealed)				
(g) if the boarding house is on land zoned primarily for commercial purposes, no part of the ground floor of the boarding house that fronts a	☐	☐	☒	

Requirement	Yes	No	N/A	Comment
street will be used for residential purposes unless another environmental planning instrument permits such a use, (h) at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms. (2) Subclause (1) does not apply to development for the purposes of minor alterations or additions to an existing boarding house.	☐	☐	☒	The number of parking spaces required for a bicycle = 2 and number of parking spaces required for a motorcycle = 2. The plans show 3 motor bike spaces and 3 spaces suitable for bikes being provided.
30AA Boarding Houses in zone R2 Low Density Residential A consent authority must not grant development consent to a boarding house on land within Zone R2 Low Density Residential or within a land use zone that is equivalent to that zone unless it is satisfied that the boarding house has no more than 12 boarding rooms.	☒	☐	☐	The Boarding house has a maximum of ten (10) rooms.
30A Character of local area A consent authority must not consent to development to which this Division applies unless it has taken into consideration whether the design of the development is compatible with the character of the local area.	☐	☐	☒	The site is not within an accessible area and as such, Clause 30A cannot apply to the development. Notwithstanding this, the applicant has considered Clause 30A which is addressed below. <u>Applicants comments (Existing character)</u> The built form character within the immediate locality comprises of older style single storey dwellings interspersed with larger more modern two storey dwellings of mixed ages and architectural style. There are larger two storey modern dwelling houses along Ostend Street such as 13 Ostend Street and 16 Ostend Street.

Requirement	Yes	No	N/A	Comment
				The boarding house is designed to appear as a large two storey dwelling house to be compatible with the existing built character and pattern within the locality. The development adopts the same built form, scale and appearance as surrounding developments. The development complies with the height and setback controls for dwelling houses. The adjoining properties retain adequate solar access at midwinter. Privacy is satisfactory and noise impacts are reduced by siting the internal common area and external open space towards the rear of the site. The development does not constrain adjoining allotments of land. The development is compliant with the height provision of the Auburn Local Environmental Plan 2010. The development achieves adequate separation between other developments and landscaping softens the building. <u>Planners Comments</u> The development:- • Has a height that is no greater than 6.9 metres being consistent with a two storey dwelling house. The height is consistent with the Auburn Development Control Plan 2010 “Detached Dwellings and Dual Occupancy” chapter.

Requirement	Yes	No	N/A	Comment
				• The development takes the form of a dwelling house and thus will fit the streetscape. In this regard, an entrance feature, the balcony and position of front windows is consistent with that found on a dwelling house. • The street and side setbacks are consistent with the Auburn Development Control Plan 2010 “Detached Dwellings and Dual Occupancy”. • The shadows created by the development will fall across the northern wall of the proposed boarding house at Number 1 Ostend Street which in turn will impact upon two north facing rooms. It is considered that the shadow impacts are within acceptable limits. • There are no first storey balconies within the development overlooking adjoining properties. • The size of the building with a floor space ratio of 328.58 square metres (0.535:1) is consistent with the size of a large dwelling house. • The character of the development fits the current and expected future built form of the locality. Overall, it is considered that the development is compliant with Clause 30A notwithstanding the fact that Clause 30A does not apply.

Requirement	Yes	No	N/A	Comment
Part 4 Miscellaneous **52 No subdivision of boarding houses** A consent authority must not grant consent to the strata subdivision or community title subdivision of a boarding house.	☒	☐	☐	No subdivision is proposed as part of this application. This will be reinforced as a condition on any consent issued.

Regional Environmental Plans

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

The site is located within the area within the Sydney Harbour Catchment and SREP (Sydney Harbour Catchment) 2005 is applicable to the development application. The development application raises no issues as to consistency with the requirements and objectives of the policy or the associated Development Control Plan.

Local Environmental Plans

The Auburn Local Environmental Plan 2010 is applicable to the development site. It is identified that the development achieves compliance with the key statutory requirements of the Auburn Local Environmental Plan 2010 and the objectives of the R2 Low Density Residential zone.

(a) Permissibility:-

The proposed development is defined as a boarding house which is permitted with consent within the R2 Low Density Residential zone.

The relevant matters to be considered under the Auburn Local Environmental Plan 2010 are summarised below. A comprehensive assessment is attached at Appendix C.

DEVELOPMENT STANDARD	COMPLIANCE	DISCUSSION
4.3 Height of Buildings 9 metres.	Yes	The boarding house has a height that does not exceed 6.9 metres.
4.4 Floor Space Ratio Not specified for the site.	N/A	The floor space ratio of the development is calculated at 328.58 square metres or 0.535:1. The development is satisfactory.

(b) Clause 4.6 Variation to a development standard

A Clause 4.6 variation is not required for the development that is proposed.

The provisions of any proposed instrument that is or has been the subject (EP&A Act s4.15 (1)(a)(ii))

(a) Draft Cumberland Local Environmental Plan 2020

The Draft Cumberland Local Environmental Plan 2020 (Draft CLEP) has been prepared by Cumberland City Council to provide a single planning framework for the future planning of Cumberland City. The changes proposed seek to harmonise and repeal the three existing LEPs currently applicable to the Cumberland local government area, those being:

- Holroyd Local Environmental Plan 2013;
- Parramatta Local Environmental Plan 2011; and
- Auburn Local Environmental Plan 2010.

The current planning controls for the subject site, as contained within the ALEP 2010, are not proposed to change under the Draft CLEP.

The provisions of any Development Control Plans (EP&A Act s4.15 (1)(a)(iii))

Auburn Development Control Plan 2010

The Auburn Development Control Plan 2010 (Detached Dwellings and Dual Occupancy Chapter) is relevant to the development application. However, there are no specific provisions addressing boarding houses. The relevant provisions can be used to guide the assessment of the development but generally, a merit assessment will need to be made where appropriate. A comprehensive assessment is provided at Appendix D attached to the report.

The following table highlights the variations identified which relates primarily to site coverage and deep soil zones.

Part	Control	Proposed	Complies
Part 2.2	Site Coverage **D1 Site coverage** • For lots 450m^2 or above, the maximum site coverage shall be 65%. **D2** The non-built upon area shall be landscaped and used for open space.	Site Coverage = 534.8 square metres or 87.2%. There is a large variation of 22.2 percentage points being 136.3 square metres.	No
Part 3.2	Landscape setting and deep soil zone	Deep soil area = 83.24 square metres.	No

	D1 A minimum of 30% of the site area shall be a deep soil zone. **D2** The majority of the deep soil zone shall be provided as a consolidated area at the rear of the building and shall extend across at least 50% of the rear boundary.	Percentage of site = 13.5%. There is a large variation of 16.5 percentage points being 100.7 square metres or 54.74%. There is no deep soil zone at the rear due to the presence of a car park.	No

As indicated in the compliance table above, the proposed development departs from Part 2.2 (Subpart D1) and Part 3.2 (Subpart D1 and D2) relating to site coverage and deep soil zone. The three are connected and the cause of the variations are related to the need to provide a car park on site to service a boarding house.

Should there be no car park, the applicant would be able to comply with all three provisions. In terms of the variations, the following is relevant to the application:-

- An onsite car park is required to support the development which forms part of the servicing of the site. This essential requirement along with manoeuvring areas will consume crucial land area. As such, it is not feasible to meet the 65% site coverage requirement or the provisions under Part 3.2.

- The development takes the form of a two storey dwelling house with the building being consistent with the streetscape setting.

- The front setback area comprises landscaping and deep soil zone which is consistent with the streetscape.

Notwithstanding the above, it is identified that it is possible to reduce two of the variations to more acceptable levels. In this regard, a small area 1 metre wide along the northern side of the property between the building and fence line is identified as being unused space. It would be possible to provide a pebble type finish along this area which would reduce site coverage by 12 square metres and result in the following:

- Reducing the site coverage variation under Part 2.2 (Subpart D1) to 523 square metres or 85.2% (Down from 534.8 square metres or 87.2%).

- Increasing the amount of deep soil zone on site (Must be 900 mm wide) under Part 3.2 (Subpart D1) from 13.5% to 15.4% being an increase of 12 square metres.

An appropriate condition is included in the condition set for amended plans to be provided to the Principal Certifying Authority for final approval.

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)(iiia))

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 other than what has been discussed within 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 the Auburn Development Control Plan, the development application was notified for a continuous period of twenty eight (28) days between 10 March and 7 April 2020. In response, there were 54 unique submissions to the development including one petition containing 19 signatures respectively. The submissions and objections are addressed below.

Further to the above, the applicant modified the development on 4 June 2020 to address a rear car park issue related to vehicle manoeuvrability. To address this, two rooms on the ground floor were removed. As such, the intensity of use was reduced which in turn has a reduced impact to the adjoining area.

A - Permissibility and relationship to the locality

Issues	Planners Comment
1. The development does not comply with State Environmental Planning Policy Affordable Rental Housing 2009 and the development is not within an accessible area. The boarding house must comply	The comments are noted and while the site is not within an accessible area, the development is still permitted with consent. The development has been assessed using the relevant planning controls that apply to the site and determined as being satisfactory.

with the Auburn Local Environmental Plan 2010 for the R2 zoning.	
2. The developer is justifying the development because the Auburn Development Control Plan does not contain specific provisions for boarding houses. This is an abuse of process. A boarding house must be assessed under the Auburn Development Control Plan as a "dwelling" and must comply with the stated provisions.	The development is assessed as a boarding house which is defined by the Auburn Local Environmental Plan 2010. The relevant provisions of State Environmental Planning Policy "Affordable Rental Housing" 2009 has been used and the Auburn Development Control Plan "Detached Dwellings and Dual Occupancy" provisions have been used where possible. It is not possible to apply all the provisions because a dwelling house is not proposed.
3. The development is not appropriate and is incompatible with the local character of the area. All houses in the street are single storey thus building a 12 room boarding house is inappropriate.	It is considered that the development is compatible with the locality and the number of rooms within the building has been reduced from twelve (12) to ten (10) to address a rear car park issue. The development takes the form of a two storey dwelling house which is consistent with other two storey dwelling houses within the locality.
4. The proposal is designed as a high density development which is not permitted. Furthermore, this is an overdevelopment of the site and Lidcombe has become one of the densest areas in Sydney to live. Any boarding house with double digit occupants is not considered small. The average family has 2.6 people. The boarding house is the equivalent of 7.3 families living within one building. This leads to the assumption that this is a large boarding house which will result in overcrowding.	A boarding house with a maximum of ten (10) rooms is a permitted form of development on site. The development is compliant with Clause 30AA of State Environmental Planning Policy Affordable Rental Housing specific to size. The development is considered to fit the streetscape, density controls and site conditions.
5. There are too many bedrooms for the proposed building house and there is no house in the street with so many bedrooms. The maximum number of bedrooms permitted is four within the R2 zone. Additionally, the development is	The development application has a maximum of ten (10) rooms which is permitted under Clause 30AA of State Environmental Planning Policy Affordable Rental Housing 2009. Generally, the proposed intensity of use

twice the size of an average of any two free standing dwellings or duplexes existing within the street.	subject to conditions is determined as being acceptable for the site.
6. There have been a number of boarding houses approved within the local area and we have had our fair share of such developments. There is no need for such a development because there are no universities or colleges within the area. Residents are furious because the local streets are being thrown into jeopardy due to greed	Boarding houses are a permissible development in various land use zones within the local government area. The number and separation distances between boarding houses is not a matter for consideration under S79c of the Environmental Planning and Assessment Act 1979.
7.A small boarding house should have 5 to 12 boarders, not 18 boarders.	The maximum size of a boarding house on site would be 12 rooms with a corresponding maximum number of boarders being 23 including one on site manager. The applicant is not seeking a boarding house with this number of occupants (18 is proposed). The development is assessed as being satisfactory for the site in terms of its relationship to the site and expected number of occupants.

B - Traffic and Parking issues

Issues	**Planners Comment**
1.There have been multiple accidents on corner of Ostend Street and Nicholas Street including one where a pedestrian was hit by a vehicle.	There is no evidence available to suggest that the development will contribute to an increase in vehicle accidents at the street corner.
2. The streets are congested with vehicles and there is nowhere to park a car. Further, the site is too close to Parramatta Road, the M4 Motorway which intensifies traffic congestion. There will be too many cars coming in and out of the development making it dangerous for residents. The street will become congested and there is inadequate car parking provided for the development.	The site provides for the required number of car parking spaces to service the development. Further, the site is situated at least 600 metres from Parramatta Road and the M4 Motorway and thus traffic congestion and or noise from Parramatta Road or the M4 is not an issue for this development.

3. The motorcycle parking area is too close to the fence that will cause noise pollution.	There is a motorbike parking bay situated at the north west corner of the site which is within an area furthest from dwelling houses. Given the location of the motorcycle parking bays, noise pollution from any occasional use of a motorcycle within the site would not present as a significant issues and would be no different from that used from a typical residential dwelling house.
4. The waiting bay at the front of the site is problematic and there are issues with vehicle turning within the site. Vehicles cannot enter and leave in forward direction. Vehicles entering car space Number 1 will clip the corner of the building causing the building to rock off its foundation.	The applicant has modified the ground floor which improves vehicle manoeuvrability within the site. Given a reduction in the initial intensity of use, the issues raised by the objector are valid, however, the matters have been addressed. The car park layout is satisfactory by Council's Development Engineers.
5. There is no traffic and parking impact assessment report for the proposed development.	A detailed traffic assessment has been prepared by Stanbury Traffic Planning (Ref-19-194-2) and dated December 2019 and submitted with the development application. The report addresses traffic issues for the site and surrounds in a satisfactory manner.
6. There is inadequate car parking for the development for 19 residents living on site. People will need to park their cars on the street which will limit car parking for other residents. This will create traffic congestion which in turn will lead to another serious accident.	The development provides for adequate car parking to service the development and the car park layout is satisfactory. The development is provided with an adequate level of servicing for the boarders. Even with two boarding houses side by side, there is no evidence to suggest that traffic conditions at the corner will deteriorate to such a level that will result in the traffic congestion and parking congestion envisaged by the writer. The locality is not afflicted with high level of traffic congestion.
7. The location of the bike parking rack is unsuitable and bikes will be stolen.	The proposed bikes bays are to be situated within the rear yard of the site close to the north west corner. There is no evidence to suggest that theft will be an issue for the site.

8. The irregular bus service is not suitable for the lodgers of the boarding house and the site is not within an accessible area for public transport. The site does not meet the day to day needs as required by the State Government for affordable rental housing for public transport services.	The location of the site relative to the Lidcombe Railway Station and town centre is noted. As stated earlier within the report, Clause 29, 30 and 30A of State Environmental Planning Policy Affordable Rental Housing will not apply to the development due to how Clause 27 of the same State Policy is written. As such, Council controls will apply to the development. As assessment of the development application using the relevant controls identifies that the development is suitable for the site and an adequate provision of services is provided or capable of being provided for the site.
9. Motorbikes will need to be driven across a car spot for disabled people which will be dangerous.	As part of the modification undertaken to the car park, access to the motor bike parking area is improved. The position of the motor bike parking bay and means of access is satisfactory.

C - Social issues

Issues	**Planners comment**
1.The number of people staying within the boarding house will increase and there will be increases in anti-social behaviour such as noise. The noise from people and vehicles will disrupt the residents. The development will result in an increase in noise from the community gathering area which is located against our fence.	A Plan of Management is incorporated into the development application that addresses anti-social behaviour. A plan of management would need to be incorporated into any consent issued. An acoustic report has been prepared by Rodney Stevens Acoustics (Dated 16/12/2019) and submitted with the development application. The report addresses noise emissions in a satisfactory manner and makes suitable recommendations for reducing noise impacts within the development site. A community gathering area is not proposed. The development features an internal common room and a common outdoor area along the northern side of the site. There is no evidence to suggest

	that the areas will be subjected to gatherings which in turn will generate noise for local residents.
2. The development will cause hygiene and disease issues because people will be preparing food together. It will be difficult to stop diseases. Additionally, the threat of COVID 19 spreading must not be overlooked. It is unwise to construct a boarding house because the Government has instilled self-isolation rules. Residents will add to bio hazards and spread the virus. There is talk circulating that boarding houses will be closed due to COVID 19 and approval of another boarding house is futile.	This is not relevant to the assessment of the development application and there is no evidence available to suggest that the boarding house will contribute to diseases. Council officers have not received any instruction that suggests that boarding houses will be closed and or approval of boarding houses must discontinue.
3. The nearby park must be protected from boarding house developments. There must be no boarding houses close to Phillips Park because the park is precious and sensitive to the community and local schools.	The development is permitted within consent within the R2 low density residential zone. It is identified that the development is consistent with the locality and may be supported subject to conditions.
4. - It is not safe for the living room to be at the rear of the development. The common room should be at the front for surveillance to the street.	The development is considered to be acceptable with respect to crime and safety. There are four rooms facing Ostend Street and the development is presented towards Ostend Street. The balcony of Room Number 04 is presented towards Ostend Street to promote a sense of address. There are no safety issues arising from the location of the common room.
5. There is no boarding house manager to resolve disputes and to manage the building at night. As such, there are no checks on the development including cleanliness, numbers in each room, rubbish and noise. There will be fights and I will not be able to sleep at night due to the fights. Occupants may threaten local residents.	Given the size of the development, a boarding house manager is not required. A Plan of Management will be in place to ensure disputes are addressed and daily matters of cleanliness, numbers, rubbish control and noise are controlled. The Plan of Management will include afterhours contacts and procedures for addressing any urgent issues (Page 11).

Boarding house resident's act irrationally and many use drugs and illegal substances. Further, the development will house those released from jail.	There is no evidence available to suggest that fights will occur between residents and occupants. There is no evidence to show the type of people being referred to will be living within the boarding house. Furthermore, a management plan is to be in place that will address any anti-social behaviour.
6. There is a high chance that residence living within the boarding house will sublet non-residents to share with them the rooms to reduce their own costs. This will increase crime around the neighbourhood.	A Plan of Management is to be approved to prevent such activities from occurring.
7. The development will result in 48 boarders in both boarding houses at any given time which will be disruptive to the residents.	There is no evidence to show that the development will be housing 48 boarders. The development is proposed to have a maximum of eighteen (18) boarders with the proposed development at 1 Ostend Street to have a maximum of eighteen (18) boarders for a total of thirty six (36) boarders.
8. The development will reduce property values within the street.	This is not a relevant matter to consider as part of the assessment process and there is no evidence to support the claim.
9. The kitchenette and bathrooms do not have windows to allow for natural light and ventilation. This will create issues of depression, lack of appetite and claustrophobia.	The applicant will be required to comply with the National Construction Codes 2019 (Building Code of Australia) in relation to light and ventilation of the bathrooms and kitchens. This may be addressed as a condition attached to any consent issued.
10. There will be significant impacts onto the demographics of the area because the lodgers are transitional people who do not assimilate easily. The residents do not have families with children and will not integrate into society.	It is considered that the development will not adversely impact onto the stability of the local street. The development is permissible within the area and while certain alterations are required to the plans, it is considered that the development is capable of coexisting within the street without significant adverse impact.

The development will have a significant impact to the population density and stability of the street. The development is inappropriate within area where families reside and where neighbours know and care for one another. People have a sense of belonging to the area having been born within the area.	
11. The outdoor clothes drying area is in shadow.	The clothesline is shown adjacent to the northern fence boundary of the site. Given its height above the ground level, it will along with clothes drying on the rack will receive sunlight for much of the year.
12. A boarding house would be counter productive to the cultural heritage of the Lidcombe area and the people who settled the suburb after World War 2..	There are no impediments to the approval of a boarding house within the Lidcombe area based on existing local cultural heritage provisions. There are no local heritage issues to address. Furthermore, the local planning instruments that apply to the site do not identify any cultural heritage feature within the locality to address.
13. The threat of illegal dumping will be too great for the area including Nicholas Street and Phillips Park.	Each room will be furnished implying that illegal dumping will not be occurring.
14. Fire safety, health regulations have not been addressed and there is no mention of a community kitchen, laundry.	The applicant has submitted documents addressing the National Construction Codes 2019 (Building Code of Australia) requirements, fire safety and a Boarding House Management Plan. Furthermore:- • Each room has its own kitchenette and toilet facility. • A laundry is provided at the rear of the building.
15. The garbage bin store is too close to the fence and its location will cause odours to Number 5 Ostend Street.	The garbage bins will be enclosed within a storeroom. Further, its location is considered to be satisfactory given its position furthest from dwelling houses within the locality.

16. Senior residents cannot live in the boarding house so there is no need for such a development. I am too old to live next to a boarding house and there is no need for one next to me or within the area.	A boarding house is being established for occupants who require short term accommodation as a place to live. There are no impediments to the establishment of a boarding house on site based upon the objection. The age of the adjoining residents is noted but is not a means for refusal of such an application.
17. Long term residents have an expectation of the streets to be low density and oriented to families. Migrants have settled into this area during the 1950s, who have enjoyed a peaceful existence. A boarding house in this area is not conducive to this family oriented area.	This is noted but not a means for refusal of the development application. The development is assessed as being satisfactory for the locality.

D - Landscaping Issues

Issues	**Planners Comment**
1. There is significant use of concrete and hard surfaces and very little landscaping left.	Council does not have any specific controls addressing boarding houses. Notwithstanding this, it is identified that when applying certain controls of the Detached Dwellings and Dual Occupancy Development Control Plan such as site coverage and deep soil zones being Parts 2.2 and 3.2, variations are identified. As specified within the assessment report two of the variations are capable of being reduced. The reduction may be addressed by condition of consent.
2. The outdoor open space is too small for a dwelling house. The private open space should have a minimum area of 50 square metres.	Clause 29(2)(d)(i) of State Environmental Planning Policy "Affordable Rental Housing" 2009 requires the private open space area to be at least 20 square metres in size. While the clause cannot be applied, it is identified that if the provision was used to assess the private open space area, it would comply with the stated provision. In this regard, the

	private open space has an area of 37 square metres.

E – Privacy

Issues	**Planners Comment**
1. Removing the 70 year old tree at the rear of 3 Ostend Street would have an impact on privacy for 4 Mons Street. The windows on the top floor are looking into the neighbours property including the dwelling house at 2 Mons Street. There will be a loss of privacy due to upper floor windows facing onto bedroom, bathroom and dining room windows.	The tree being a Camphor Laurel is not considered to be a tree of any intrinsic value and such a tree is not native to the locality. There are no impediments to its removal. Further, there are no significant privacy issues to address as suggested following the removal of the tree to Number 2 Mons Street. There is one window facing north situated on the first storey and this window features louvred privacy screens to reduce the effect of overlooking onto Number 5 Ostend Street to the immediate north. Privacy levels to the west are also satisfactory. In this regard the two first storey windows facing west are situated 11 and 13.4 metres from the western boundary fence and the windows also feature privacy screens for additional privacy towards the west. There are two first storey windows facing south towards the proposed boarding house at Number 1 Ostend Street. The opposing north facing windows of that development (2 in total) are provided with privacy screens. Given the distance separation of 4.8 metres between the two developments, the use of privacy screens where appropriate and with windows of 1 and 3 Ostend Street being offset from one another where required, the degree of privacy towards the south is considered to be satisfactory.
2. I need to use the spa bath in my rear yard. The removal of the tree will impact on my privacy to use my spa bath.	A boarding house at 3 Ostend Street will have no privacy impact onto adjoining residents in terms of the use of a spa bath within their rear yard. The degree of

	privacy between residents is assessed as being satisfactory.

F - Stormwater Drainage

Issues	**Planners Comment**
1. The development will create plumbing issues including blocked drains.	Council's Development Engineer has assessed the stormwater drainage plan as being satisfactory subject to conditions.

G - Construction issues

Issues	**Planners Comment**
1.Demolition and construction work will result in dust and construction hazards especially for those with respiratory issues and heart problems.	Matters concerning demolition and construction are to be addressed as conditions attached to any consent issued.

H - Standard of application

Issues	**Planners Comment**
1.Council must undertake an independent survey of the site in terms of traffic and crime as many of the applicant's result are disputed. Council must request the RMS be sought to undertake a traffic survey and Police records must be sought on crime in the area.	The quality of the information provided in the development application is satisfactory and appropriate for suitable assessment. There is no requirement to refer the matter to Roads and Maritime Services and the application has been referred to Police for comment and no objections are raised.

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 notwithstanding the submissions that are made.

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 requires the payment of contributions in accordance with Council's Section 7.11 Contributions Plans. A figure of $24,624.50 is calculated for ten boarding rooms to be constructed. The 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 and the following planning instruments:-

- State Environmental Planning Policy 55 "Remediation of Land".
- State Environmental Planning Policy "Infrastructure" 2007.
- State Environmental Planning Policy "Building Sustainability Index BASIX" 2004.
- State Environmental Planning Policy "Affordable Rental Housing" 2009.
- Auburn Local Environmental Plan 2010.
- Auburn Development Control Plan 2010 "Detached Dwellings and Dual Occupancy" 2010.

The proposed development is appropriately located within the R2 Low Density Residential zone under the provisions of the Auburn Local Environmental Plan 2010. The proposal is generally consistent with all the statutory controls and most of the non statutory controls applying to the land. 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 as a deferred commencement consent subject to conditions.

REPORT RECOMMENDATION:

1. **That Development Application Number 2019/0502 for the demolition of existing structures and construction of a two storey boarding house comprising 10 rooms and at-grade car parking on land at 3 Ostend Street Lidcombe be approved as a deferred commencement consent subject to conditions as listed in the attached schedule.**

2. Persons who have lodged a submission in respect to the application be notified of the determination of the application.

ATTACHMENTS

1. Draft Notice of Determination ⇩
2. Appendix A (BASIX Assessment) ⇩
3. Appendix B (Auburn Local Environment Plan 2010) ⇩
4. Appendix C (Detached Dwellings and Dual Occupancy) ⇩
5. Architectural Plans and Shadow Diagrams ⇩
6. Stormwater Plans ⇩
7. Landscape Plan ⇩
8. Plan of Management ⇩
9. Submissions Received ⇩
10. Petition Received ⇩

DOCUMENTS ASSOCIATED WITH REPORT LPP043/20

Attachment 1

Draft Notice of Determination

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

CUMBERLAND CITY COUNCIL

DEVELOPMENT APPLICATION NOTICE OF DETERMINATION

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

Development Application No:	DA2019/0502
Applicant:	Baini Design PO Box 2402 NORTH PARRAMATTA NSW 2124
Property Description:	3 Ostend Street, LIDCOMBE NSW 2141 Lot 160, DP 8683
Development:	Demolition of existing structures and construction of a two storey boarding house comprising 10 rooms with at-grade 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** subject to the conditions attached on the following page(s)

Determination Date:	12 August 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.

Michael Lawani
Coordinator Major Development Assessment

Date: 12 August 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.

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

CONDITIONS OF CONSENT

Deferred Commencement Conditions

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 5 years from the date of this consent, this consent lapses.

(Reason: Statutory requirement)

Schedule 'A'

a) Easement Creation

A minimum 1 metre wide drainage easement shall be created in favour of the property to be developed over all required downstream properties, to permit the legal disposal of stormwater to Council's system. Documents relative to the creation of the easement shall be lodged with NSW Land Registry Services, with registration being effected prior to Schedule "B" conditions becoming operational. All costs associated with the creation of the easement shall be borne by the applicant.

Cumberland City Council shall be nominated as the authority to vary or modify the easement. The easements documents shall be submitted to and approved by Council prior to lodgement with the New South Wales Land Registry Services.

(Reason: To ensure legal means of discharge stormwater via gravity and/ or prevent localised flooding)

General Conditions

1. 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. 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	Title/Description	Prepared By	Dates
Drawing Number 00 (Revision A)	Compliance Table	Baini Design	16/12/2019
Drawing Number 01 (Revision A)	Site Demolition and Site Analysis	Baini Design	16/12/2019
Drawing Number 02 (Revision A)	Ground Floor and Level 1	Baini Design	16/12/2019
Drawing Number 03 (Revision A)	Elevations	Baini Design	16/12/2019
Drawing Number 05 (Revision A)	Evacuation Plan	Baini Design	16/12/2019
Drawing Number 06 (Revision A)	Internal Unit Area Plans	Baini Design	16/12/2019

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

Drawing Number 01 (Revision B)	Landscape Design	Greenscene	29/6/2019
Drawing Number 07	Schedule of Finishes	Baini Design	12/12/2019
Certificate Number	BASIX Certificate Number 1065699S-03	BCA Energy Pty Ltd	Friday 3 July 2020
Certificate Number 0004447652	Nationwide House Energy Rating Scheme Certificate	Partners Energy Management	11 December 2019
	Waste Management Plan	Baini Design	11/12/2019
Report Number E19106-1	Preliminary Site Investigation	GCA Geotechnical Consultants Australia	12 December 2019
Certificate Number 0004447652	BCA Energy Certificate	Sustainable Design Consultants	11/12/2019
	Access Compliance Report	PSE Access Consulting	9 December 2019
Report number 190581R1 (Revision 0)	Noise Assessment Report	Rodney Stevens Acoustics	16 December 2019
	Plan of Management	Think Planners	16 December 2019

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

3. **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)

4. **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)

5. **Australia Post Guidelines**

Letter boxes are to be provided for each occupancy within the development in accordance with the relevant Australia Post Guidelines.

(Reason: To ensure compliance with mail delivery regulations)

6. **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)

7. **Surface runoff**

Allowances shall be made for surface runoff from adjacent properties and to retain existing surface flow path systems through the site. Any redirection or treatment of the flows shall not adversely affect any other property.

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

(Reason: to prevent adverse impact onto adjoining properties)

8. Sediment Control

Temporary measures shall be provided in accordance with the New South Wales Department of Housing, Managing Urban Stormwater, Soil and Construction Manual dated March 2004 and regularly be maintained during demolition and construction to prevent sediment and polluted waters discharging from the site.

(Reason: to ensure sediment and erosion controls are maintained during the constriction process to prevent water pollution.)

9. Accommodation room sizes

Accommodation size of each boarding room (excluding any areas used for the purposes of private kitchen or bathroom facilities) shall be a minimum of 12 square metres where it is intended to be used by a single lodger and a minimum of 16 square metres in any other case. The maximum boarding room size for each room must not exceed 25 square metres.

(Reason:- to ensure minimum and maximum room sizes are achieved.)

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

10. 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.

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

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,

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

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)

11. 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 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)

12. 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)

13. 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:-

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

(a) 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.
(b) 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.
(c) 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. Amended Stormwater Drainage Plan

Amended stormwater drainage plans addressing the following shall be submitted to and approved by Principal Certifying Authority:

a) Stormwater runoff from the subject site shall be discharged by gravity system via downstream easements. The details shall be prepared by a suitably qualified person and must be in accordance "Auburn Development Control Plans 2010" Stormwater Drainage and Australian Rainfall and Runoff 1987".

b) Grated drain shall be provided across the driveway.

c) Stormwater runoff from the bypassing area shall be collected and discharged by pipe system.

(Reason: To ensure storm water disposal complies with Council's development control plans.)

15. 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. 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. 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.

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

(Reason: To protect Council infrastructure)

18. 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. 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 Cumberland Local Infrastructure Contributions Plan 2020. An amount of $24,624.50 is to be paid to Council. A copy of the Cumberland Local Infrastructure Contributions Plan 2020 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. 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)

21. 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)

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

22. 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 to 3 Ostend 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 to 3 Ostend Street 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)

23. 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)

24. 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

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

commencement date.

(Reason: Protection of Public Assets and information)

25. 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)

26. Off Street Car Parking - General

A total of five (5) off street car parking spaces suitably marked in accordance with the approved plans and the requirements of the deferred commencement consent condition Schedule A 1(c) 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)

27. 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".

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)

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

28. 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. Construction or Redirection of a Stormwater Drainage System

No line of natural drainage or any stormwater drainage channel, pipeline, pit or any other drainage infrastructure shall be filled in, relocated, diverted or otherwise interfered with, except by the construction of an overland flow path, pit, pipeline of a specific size, material and location, approved by Council.

Where consent is granted for the changes to a drainage line or system, Engineering Plans in accordance with Council's "On-site Stormwater Detention Policy" shall be submitted to the Accredited Certifier prior to the issue of the Construction Certificate.

(Reason: Protection of existing drainage infrastructure)

30. 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)

31. 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 Reference number 190581R1 (Revision 0) and dated 16 December 2019.

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)

32. Waste Storage Area

A designated waste and recyclable storage room must be provided on the premises in accordance with the following requirements:

a) The area must be fully enclosed, suitably sized to contain all waste and recyclable material generated by the premises, adequately ventilated and constructed with a concrete floor and concrete or cement rendered walls;
b) The floor must be graded and drain to sewer in accordance with Sydney Water requirements;
c) A hot and cold hose cock shall be provided within the room.

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

d) The room shall have adequate room to store 3 x 240 litre bins for general waste and 2 x 240 litre bins for recycled waste.

A detailed plan showing the design and location of the waste storage room must be submitted to the Principal Certifier prior to the issue of the Construction Certificate.

(Reason: To protect the environment and ensure waste is adequately contained)

33. Parking layout

The parking layout shall comply with Australian Standard AS2890.1 and AS2890.6. In this regard, detailed plans showing all necessary dimensions shall be submitted to an approved by the Principal Certifying Authority prior to the issue of a Construction Certificate.
Copy of the approved plan shall be submitted to the Council.

(Reason:- to ensure the parking layouts comply with the Australian Standard 2890.1:2004.)

34. Stormwater disposal

Stormwater runoff generated from the development shall be directed to the on site detention system prior to being discharged by gravity system as per the approved plans. In this regard:-

a) The proposed stormwater system shall be generally in accordance with the stormwater concept plans approved as part of the deferred commencement condition.

b) The development has been identified as requiring an onsite stormwater detention (OSD) system which forms part of the development consent. Therefore in order to satisfy the drainage requirements for the building, any construction certificate for the building shall include the construction of the OSD system. In this regard, the design and construction details of the OSD system demonstrating compliance with the development consent, approved OSD plan and Council's on site detention policy shall be submitted to the certifying authority prior to the issue of a Construction certificate. The following shall also be addressed:-

- High early discharge control shall be provided as per Council's DCP requirements.
- Dry platform and weep hole details shall be shown on the plan.
- Stormwater runoff from accessways shall undergo some form of industrial standard primary treatment / separation prior to disposal into existing stormwater systems. In this regard, a stormwater treatment device capable of removing litter, oil, grease and sediment shall be provided prior to discharge to the stormwater system.
- Maximum spacing between the access grates over the OSD tank shall not exceed 6 metres.
- All the OSD access openings shall be 900 x 900 mm in size with double (2/900 x 450) hinged grates.
- Finished surface levels shall be indicated within all courtyards, driveways and detention storage areas.
- Areas of the site that will by pass the detention systems shall be clearly delineated on the drawing and the OSD design summary calculations shall correspond.
- All walls, kerbs, or crests proposed on the site are to be indicated along with their respective levels (eg top of wall level).

(Reason: To prevent localised flooding.)

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

35. Amended landscape plan

A modified landscape plan shall be submitted to the Council or the accredited certifier for approval showing an increase in landscaping and deep soil zone along the northern side of the site being that area situated between the northern fence line and the boarding house building.
In this regard, the landscaping may consist of pebbles or similar material.

(Reason:- to increase the landscaping and deep soil zone on site.)

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

36. 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)

37. 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 Home Building Act 1989, the number of the owner-builder permits.

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

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)

38. 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)

39. 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)

40. 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 call1300 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)

41. 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)

Conditions which must be satisfied during any development work

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

42. 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)

43. 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.
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)

44. 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)

45. 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)

46. 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

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

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.)

47. Communication Cabling

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

(Reason: Environmental Amenity)

48. 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)

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

49. 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)

50. 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)

51. 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)

52. 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 inform 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)

53. Compliance with recommendations of Preliminary Site Investigation report

The recommendations contained at Page 11 (Part 12) of the preliminary site investigation report prepared by GCA (Geotechnical Consultants Australia) report number E19106-1 and dated 12 December 2019 shall be complied with in their entirety during the development works.

(Reason: to ensure the recommendations of the report are carried out.)

54. Compliance with recommendations of acoustic report

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

The recommendations made within the acoustic report (Report Number 190581R1 Revision 0) prepared by Rodney Stevens Acoustics and dated 16 December 2019 shall be complied with in their entirety. The necessary works that are required to be undertaken shall be shown within the Construction Certificate plans for approval by Council or the Accredited Certifier.

(Reason: to ensure the recommendations of the acoustic report are complied with.)

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

55. 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)

56. 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).

57. 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)

58. 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.
b) Approved verses installed Drainage Design (OSD) Calculated Sheet.
c) "Work - As - Executed" drawings of the engineering works prepared by a Registered Surveyor or equivalent.
d) The street drainage system and the drainage system within the easement shall be incorporated

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

into the works as executed plan.

e) Overland flow path and piped overland flow system details shall be shown on the plan.
f) Checklists A3, A4, and A5 shall be completed and certified by the practising hydraulic engineer and registered surveyor.

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.

The above requirement shall be submitted to and approved by Council prior to Council endorsing the positive covenant document.

(Reason: Asset management)

59. Provision of Street Numbers

A street number is to be displayed in a prominent position at the entrance to the premises. Numbers are to be of a colour contrasting with the wall to which they are affixed.

(Reason: To clearly identify the street number of the property)

60. 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)

61. Construction of Concrete Footpath

A concrete footpath of width of 1,200 mm in width shall be constructed to replace the footpath adjacent to the front 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.

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

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

62. 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 dated, reference number 190581R1 (Issue 0) 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)

63. Boarding House Accommodation - Registration and Caretaker

Prior to the issuing of any Occupation Certificate, Council must be advised in writing of the business name, address, owner or company name, 24 hour contact details for the site manager, and the number of occupants approved for the premises. A caretaker/manager must be contactable 24 hours a day.

(Reason: Amenity and public safety)

64. 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)

65. 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 Flow path/Pollution Control Device/mechanical pump-out system/ charged lines, which are related to the OSD system.

Easement Registration

Where any drainage line or service conduit is to traverse any property other than that which it serves, an appropriate easement will be required. In this case, the applicant shall register an easement of minimum width 1.25m (or as specified by Council), over the proposed stormwater drainage line or service concurrently with any subdivision registration. Typical wording can be obtained from Council.

(Reason: Compliance and adequate maintenance of drainage system)

66. 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

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

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)

67. Structural Engineers Certificate

The applicant shall submit a structural engineers certificate of adequacy verifying that the works as detailed on the approved plans for the storage tank have been completed under his / her supervision and that the design is adequate to support the anticipated design loads. The certificate shall be submitted to Council with the Works as Executed Plan.

(Reason: to ensure construction is structurally adequate.)

68. Maintenance schedule

Prior to the issue of the Occupation Certificate, a maintenance schedule of the proposed on site detention facility shall be submitted to Council for approval with the storm water works as executed plan. The maintenance schedule shall be registered as part of the Positive Covenant.
(Reason:- to ensure the onsite detention facility is in good working order.)

69. Front fence height and appearance

The new front fence facing Ostend Street shall have a maximum height not exceeding 1.2 metres. Where the fence height exceeds 1.2 metres above the footpath level, the fence shall be stepped to comply with the height requirements.

Additionally, the front fence shall be 50% transparent and shall not be constructed of steel cvolourbond material.

(Reason: To protect the streetscape.)

Conditions which must be satisfied during the ongoing use of the development

70. Plan of Management

The use must always be operated and managed in accordance with the Plan of Management, prepared by Think Planners and dated 16 December 2019 that has been approved by Council. In the event of any inconsistency, the conditions of this consent will prevail over the Plan of Management.

Additionally, as required by the Plan of Management, a CCTV recording system including associated warning signage shall be installed within the common area, entries, car park and internal common room. The system shall be regularly reviewed as per the recommendations of the management plan. The complete system shall be shown in the constriction certificate plans for approval by Council or the accredited certifier.

The Plan of Management shall be reviewed on a regular basis. Any changes to the Plan of Management are to be submitted to and approved by Council's Executive Manager Development and Building.

(Reason: To protect residential amenity)

71. Boarding House - Use & Operation

The construction and operation of the boarding house shall comply with all applicable legislation/regulation and standards, including (but not limited to):

a) Local Government (General) Regulation 2005 under the Local Government Act 1993

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

b) Public Health Act 2010
c) Boarding Houses Act 2012
d) Boarding Houses Regulation 2013

(Reason: Statutory compliance)

72. Maximum number of Boarding Rooms and Lodgers

The maximum number of occupants shall not exceed eighteen (18) at any time. Additionally, the maximum number of rooms shall not exceed ten (10) being 8x2 double occupant rooms and 2x1 single occupant rooms as per the final approved plans.

(Reason: To clarify the terms of the approval and to control the maximum number of lodgers living in the premises at any one time.)

73. Registration of Boarding House (Boarding House Act 2012)

The approved Boarding House must be registered with NSW Fair Training within twenty-eight (28) days of commencing operations. Details about the Boarding Houses Register and the registration process are available on the NSW Fair Trading website. Boarding House owners/operators are also required to lodge an Annual Return within 28 days of the 12 month anniversary of the date of the initial registration. Should the premises cease operating as a Boarding House, NSW Fair Trading must be notified of such within 28 days of the cessation of the use.

(Reason: Registration and notification to relevant authorities)

74. 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)

75. Noise - Residential buildings

The air conditioners 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)

76. Vehicle Access

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

All vehicles are to enter and exit the site in a forward direction.

(Reason: Traffic and pedestrian safety)

77. Annual maintenance inspection of OSD

Annual maintenance inspection summary of the onsite detention with associated certificates shall be sent to Council within the first month of every calendar year. In this regard:-

- All critical inspections shall be carried out by a qualified person.
- A maintenance log book shall be maintained as per the approved maintenance schedule on site and readily available for inspection by a Council officer.
- All associated costs shall be born by the owner.

(Reason: To ensure the onsite detention facility is in good working order).

Advisory Notes

1 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.

2 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>.

3 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

4 Lapsing of Consent

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

In accordance with Section 4.53 of the Environmental Planning and Assessment Act 1979 (as amended), this Development Consent lapses 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 5 years from the date this Development Consent operates.

5 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.

6 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 12 months from the date shown on this determination. It should be noted that a review application is unable to be reviewed/determined after 12 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.

7 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 12 months after the date the decision appealed against is notified or registered on the NSW planning portal, or as otherwise prescribed.

8 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.

9 Work Health and Safety

For information regarding, codes of practice and guidelines regarding demolition and construction work, visit the Safe Work NSW website at safework.nsw.gov.au/your-industry/construction, or phone 13 10 50.

10 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)

11 Critical Stage Inspections - General

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

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)

12 Inspections for Building Work - Critical Stages (Classes 2, 3 or 4)

a) Where applicable inspections of the development site may be required to be undertaken at the following stages:
b) Prior to covering of waterproofing in any wet areas, for a minimum of 10 % of rooms with wet areas within a building;
c) Prior to covering any stormwater drainage connections;
d) After the building work has been completed and prior to any occupation certificate being issued in relation to the building; and
e) Final.

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 (d), 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 (d) 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)

DOCUMENTS ASSOCIATED WITH REPORT LPP043/20

Attachment 2

Appendix A (BASIX Assessment)

APPENDIX A
BASIX CERTIFICATE

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

BASIX Requirement	Yes	No	N/A	Comment
PROJECT DETAILS				
Street address, postcode & LGA shown on BASIX Certificate match rest of DA package.	☒	☐	☐	All details are correctly identified.
Dwelling type is correctly identified based on BASIX definitions.	☒	☐	☐	This is being treated as a dwelling house with 10 separate rooms.
Number of bedrooms shown on BASIX Certificate is consistent with plans.	☒	☐	☐	The certificate correlates with the plans.
Site area shown on BASIX Certificate matches rest of DA package.	☒	☐	☐	The site area is stated as being 612 square metres which is accurate enough.
Roof area shown on BASIX Certificate matches rest of DA package.	☐	☒	☐	The certificate identifies a roof area of 203 square metres. The roof area capable of being connected to the rainwater tank is calculated at 203 square metres which is accurate.
Conditioned & Unconditioned floor areas are in accordance with the BASIX Definitions. (These are for BASIX compliance only; they do not replace any other definitions of floor area).	☒	☐	☐	The certificate suggests that the common garden occupies 85 square metres. The common garden and lawn occupies 80.8 square metres which is accurate enough.
Total area of garden & lawn indicated on submitted plans is consistent with BASIX Certificate.	☒	☐	☐	
WATER				
Landscape plan indicates areas and species to be planted (where indigenous or low-water use plant species are nominated).	☒	☐	☐	
Rainwater tank) shown on plans, tank size stated and tank drawn to scale. If underground tank proposed, then this is clearly stated. Plans show and state roof area draining to rain tank, and match the BASIX Certificate.	☒	☐	☐	
Rainwater tank meet all other consent authority requirements e.g. height limits at boundary, pump noise standards, insect screens.	☒	☐	☐	A 5,000 litre rainwater tank is proposed. The certificate requires the minimum size to be 2,500 litres. Compliance is achieved.
Size of swimming pool on plan consistent with volume indicated in BASIX Certificate.	☐	☐	☒	A swimming pool is not proposed.

BASIX Requirement	Yes	No	N/A	Comment
THERMAL COMFORT - RAPID Floor construction, eaves, insulation and glazed areas are marked on plans. **THERMAL COMFORT – DO-IT-YOURSELF** Floor/wall/ceiling/roof insulation commitments and roof colour are marked on plans. **Wall, floor, ceiling and roof construction types** are marked on plans. Glazing is indicated on plans in accordance with BASIX Certificate and if performance glazing is nominated check that it is clearly labelled. All **shading devices and overshadowing objects** are clearly marked on the plans in accordance with the BASIX Certificate. If **floor concession** is claimed, check that 'site slope' or 'flood prone' claim is valid.	☒ ☒ ☒ ☒ ☒ ☐	☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☒	The applicant has prepared a BASIX Obligation certificate to be attached to the plans which provides the necessary BASIX obligations. This would need to be stamped as part of the approved should the development application be supported. This is satisfactory.
THERMAL COMFORT - SIMULATION **Assessor Certificate** and ABSA-stamped plans are provided. ABSA Specification block is physically attached to plan. Assessor and Certificate numbers in DA package match those on BASIX Certificate. Floor/wall/ceiling/roof insulation commitments and roof colour in BASIX Certificate are marked on plans. If **suspended floor concession** is claimed on BASIX Certificate, check this has been approved by Assessor on Assessor Certificate.	☒ ☒ ☐	☐ ☐ ☐	☐ ☐ ☒	An Assessor Certificate has been provided for the development application with a score of 5.7 being achieved The energy rating of the development is 55.9.
ENERGY Star rating of any proposed gas hot water system is marked on plans. If solar **hot water** (SHW), check that system is drawn to scale (typical two panel SHW system is 4m2) and that panels are located with a northerly aspect. Ensure SHW panels will not be significantly overshadowed by neighbouring buildings/trees. Any external air conditioning unit is marked on plans and is located such that it does not impact onsite or neighbour's amenity (avoid noise source near bedrooms) and complies with any other consent authority requirements. Any BASIX **energy efficient lighting** commitment is annotated on plans. Any **pool or spa heating system and timer control** is annotated on plans. **Photovoltaic panels** are not going to be significantly overshadowed. **Panel area** is approximately drawn to scale: surface area of a 1kWh photovoltaic system is approximately 8 m2.	☒ ☐ ☒ ☒ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☒ ☐ ☐ ☒ ☒ ☒	The hot water system is rated 6 Stars but not shown on the plans. An air conditioner is to be installed within each room which is rated HVAC 1 Phase 3.5 Stars. No pool or spa is proposed.

DOCUMENTS ASSOCIATED WITH REPORT LPP043/20

Attachment 3

Appendix B (Auburn Local Environment Plan 2010)

APPENDIX B
Auburn Local Environmental Plan 2010

Clause	Yes	No	N/A	Comment
Part 1 Preliminary				
1.1 Name of Plan This Plan is Auburn Local Environmental Plan 2010.	☒	☐	☐	
1.1 AA Commencement This Plan commences on the day on which it is published on the NSW legislation website.	☒	☐	☐	The plan was gazetted on 29 October 2010.
1.6 Consent authority The consent authority for the purposes of this Plan is (subject to the Act) the Council.	☒	☐	☐	The cost of works is quoted as being $1,028,3294 which is under $5 million in value. As such, Council would normally be the consent authority for the development application. However, in this case, Council officers have received more than ten (10) unique objections and submissions. As such, the Cumberland Local Planning Panel is the consent authority for the development application.
1.9 Application of SEPPs and REPs (1) This Plan is subject to the provisions of any State environmental planning policy and any regional environmental plan that prevail over this Plan as provided by section 36 of the Act. (2) The following State environmental planning policies (or provisions) do not apply to the land to which this Plan applies: State Environmental Planning Policy No 1—Development Standards. Sydney Regional Environmental Plan No 24—Homebush Bay Area	☒ ☐	☐ ☐	☐ ☒	There are a number of State Environmental Planning Policies that will apply to the development application. These are addressed earlier in the report. The state policy and regional environmental plan stated will not be relevant to the development application.
Part 2 Permitted or prohibited development				
2.1 Land use zones The land use zones under this Plan are as follows: **Residential Zones** **R2 Low Density Residential** R3 Medium Density Residential R4 High Density Residential	☒	☐	☐	The land is zone R2 Low Density Residential which permits a boarding house with consent.
2.3 Zone objectives and land use table (1) The Table at the end of this Part specifies for each zone: (a) the objectives for development, and	☒	☐	☐	The objectives of the zone have been considered during the

Clause	Yes	No	N/A	Comment
(b) development that may be carried out without consent, and (c) development that may be carried out only with consent, and (d) development that is prohibited. (2) The consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone. (3) In the Table at the end of this Part: (a) a reference to a type of building or other thing is a reference to development for the purposes of that type of building or other thing, and (b) a reference to a type of building or other thing does not include (despite any definition in this Plan) a reference to a type of building or other thing referred to separately in the Table in relation to the same zone. (4) This clause is subject to the other provisions of this Plan. **Notes.** 1. Schedule 1 set out additional permitted uses for particular land. 2. Schedule 2 sets out exempt development (which is generally exempt from both Parts 4 and 5 of the Act). Development in the land use table that may be carried out without consent is nevertheless subject to the environmental assessment and approval requirements of Part 5 of the Act or, if applicable, Part 3A of the Act. 3. Schedule 3 sets out complying development (for which a complying development certificate may be issued as an alternative to obtaining development consent). 4. Clause 2.6 requires consent for subdivision of land. 5. Part 5 contains other provisions which require consent for particular development. 6. Part 6 contains local provisions which require consent for particular development.	☒ ☒ ☒	☐ ☐ ☐	☐ ☐ ☐	assessment of the development application which are:- • **To provide for the housing needs of the community within a low density residential environment.** • To enable other land uses that provide facilities or services to meet the day to day needs of residents. The first objective is most applicable to the development application. In this regard, housing needs for vulnerable people is being established within a residential zone. The type of housing being provided is consistent with the planning controls for the site.
2.5 Additional permitted uses for particular land (1) Development on particular land that is described or referred to in Schedule 1 may be carried out: (a) with consent, or (b) if the Schedule so provides—without consent, in accordance with the conditions (if any) specified in that Schedule in relation to that development. (2) This clause has effect despite anything to the contrary in the Land Use Table or other provision of this Plan.	☐ ☐	☐ ☐	☒ ☒	

Clause	Yes	No	N/A	Comment
2.6 Subdivision—consent requirements (1) Land to which this Plan applies may be subdivided, but only with consent. **Notes.** 1 *If a subdivision is specified as exempt development in an applicable environmental planning instrument, such as this Plan or State Environmental Planning Policy (Exempt and Complying Development Codes) 2008, the Act enables it to be carried out without development consent.* 2 *Part 6 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 provides that the strata subdivision of a building in certain circumstances is complying development.*	☒	☐	☐	A land subdivision is not proposed. As a result, the clause will not apply to the development application. The development application does not include any form of Strata Title subdivision. Strata Title Subdivision of a boarding house is not permitted.
(2) Development consent must not be granted for the subdivision of land on which a secondary dwelling is situated if the subdivision would result in the principal dwelling and the secondary dwelling being situated on separate lots, unless the resulting lots are not less than the minimum size shown on the Lot Size Map in relation to that land.	☐	☐	☒	
2.7 Demolition requires consent The demolition of a building or work may be carried out only with consent. **Note.** If the demolition of a building or work is identified in an applicable environmental planning instrument, such as this plan or *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* as exempt development, the Act enables it to be carried out without development consent.	☒	☐	☐	Demolition work is sought to the existing dwelling house. Demolition work forms part of the development application and works sought.
Land Use Table **Note.** A type of development referred to in the Land Use Table is a reference to that type of development only to the extent it is not regulated by an applicable State environmental planning policy. The following State environmental planning policies in particular may be relevant to development on land to which this Plan applies: ***State Environmental Planning Policy (Affordable Rental Housing) 2009* (including provision for secondary dwellings).** *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.* *State Environmental Planning Policy (Infrastructure) 2007* (relating to public facilities such as those for air transport, correction, education, electricity generation, health services, ports, railways, roads, waste management and water supply systems). *State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007.* *State Environmental Planning Policy No 33—Hazardous and Offensive Development.* *State Environmental Planning Policy No 50—Canal Estate Development.* *State Environmental Planning Policy No 64—Advertising and Signage.*				

Clause	Yes	No	N/A	Comment
Zone R2 Low Density Residential **Objectives of zone** • To provide for the housing needs of the community within a low density residential environment. • To enable other land uses that provide facilities or services to meet the day to day needs of residents. **2 Permitted without consent** Home occupations **3 Permitted with consent** Bed and breakfast accommodation; **Boarding houses**; Building identification signs; Business identification signs; Centre-based child care facilities; Dual occupancies; Dwelling houses; Group homes; Neighbourhood shops; Oyster aquaculture; Pond-based aquaculture; Respite day care centres; Roads; Semi-detached dwellings; Tank-based aquaculture; Any other development not specified in item 2 or 4. **4 Prohibited** 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 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	☒ ☒ ☐ ☒ ☐	☐ ☐ ☐ ☐ ☐	☐ ☐ ☒ ☐ ☒	The relevant objective being the first objective is complied with. The land is zone R2 Low Density Residential which permits the development being a boarding house subject to consent. The definition of a "boarding house" within the Auburn Local Environmental Plan 2010 is:- "*A building that:* *Is wholly or partly let in lodgings, and* *Provides lodgers with a principal place of residence for 3 months or more and* *May have shared facilities such as a communal living room, bathroom, kitchen or laundry, and* *Has rooms, some or all of which may have private kitchen and bathroom facilities that accommodate one or more lodgers.* *But does not include back packers accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment*".
Part 4 Principal development standards				

Clause	Yes	No	N/A	Comment
4.1 Minimum subdivision lot size (1) The objectives of this clause are as follows: (a) to ensure that lot sizes are able to accommodate development consistent with relevant development controls, and (b) to ensure that subdivision of land is capable of supporting a range of development types.	☐	☐	☒	A minimum allotment size of 450 square metres is designated for the site. A land subdivision is not proposed. As such, the development is satisfactory under Clause 4.1.
(2) This clause applies to a subdivision of any land shown on the Lot Size Map that requires development consent and that is carried out after the commencement of this Plan.	☐	☐	☒	
(3) The size of any lot resulting from a subdivision of land to which this clause applies is not to be less than the minimum size shown on the Lot Size Map in relation to that land.	☐	☐	☒	
(3A) Despite subclause (3), the minimum lot size for dwelling houses is 450 square metres.	☐	☐	☒	
(3B) Despite subclause (3), if a lot is a battle-axe lot or other lot with an access handle and is on land in Zone R2 Low Density Residential, Zone R3 Medium Density Residential, Zone B6 Enterprise Corridor, Zone B7 Business Park, Zone IN1 General Industrial and Zone IN2 Light Industrial, the minimum lot size excludes the area of the access handle.	☐	☐	☒	
(3C) Despite subclauses (3)–(3B), the minimum lot size for development on land within the Former Lidcombe Hospital Site, as shown edged blue on the Lot Size Map, is as follows in relation to development for the purpose of: (a) dwelling houses: (i) 350 square metres, or (ii) if a garage will be accessed from the rear of the property - 290 square metres, or (iii) if the dwelling house will be on a zero lot line - 270 square metres, (b) semi-detached dwellings - 270 square metres, (c) multi dwelling housing - 170 square metres for each dwelling, (d) attached dwellings - 170 square metres. (4) This clause does not apply in relation to the subdivision of individual lots in a strata plan or community title scheme.	☐	☐	☒	
4.3 Height of buildings (1) The objectives of this clause are as follows: (a) to establish a maximum building height to enable appropriate	☒	☐	☐	The maximum building height for the site permitted under the Auburn Local Environmental Plan 2010 is 9 metres. The boarding house has a height that does not exceed 6.9 metres.

Clause	Yes	No	N/A	Comment
development density to be achieved, and (b) to ensure that the height of buildings is compatible with the character of the locality				
(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.	☒	☐	☐	
(2A) Despite subclause (2), the maximum height of office premises and hotel or motel accommodation is:				
(a) if it is within the Parramatta Road Precinct, as shown edged orange on the Height of Buildings Map—27 metres,	☐	☐	☒	
(b) if it is on land within Zone B6 Enterprise Corridor within the Silverwater Road Precinct, as shown edged light purple on the Height of Buildings Map—14 metres.				
4.4 Floor space ratio				
(1) The objectives of this clause are as follows: To establish a maximum floor space ratio to enable appropriate development density to be achieved, and To ensure that development intensity reflects its locality.	☒	☐	☐	The maximum permitted floor space ratio is not specified. The floor space ratio of the development is calculated at 328.58 square metres or 0.535:1. The development is satisfactory.
(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.	☐	☐	☒	
(2A) Despite subclause (2), the maximum floor space ratio for development for the purpose of multi dwelling housing on land other than land within the Former Lidcombe Hospital Site, as shown edged black on the Floor Space Ratio Map, is as follows:	☐	☐	☒	
(a) for sites less than 1,300 square metres—0.75:1, (b) for sites that are 1,300 square metres or greater but less than 1,800 square metres—0.80:1, (c) for sites that are 1,800 square metres or greater—0.85:1.	☐	☐	☒	
(2B) Despite subclause (2), the maximum floor space ratio for the following development on land in Zone B6 Enterprise Corridor within the Parramatta Road Precinct, as shown edged orange on the Floor Space Ratio Map, is as follows: (a) 1.5:1 for bulky goods premises, entertainment facilities, function centres and registered clubs, and (b) 3:1 for office premises and hotel or motel accommodation.	☐	☐	☒	
(2C) Despite subclause (2), the maximum floor space ratio for the following development on land in Zone B6 Enterprise Corridor within the Silverwater Road Precinct, as shown edged light purple on the Floor Space Ratio Map, is as follows:				

Clause	Yes	No	N/A	Comment
(a) 1.5:1 for bulky goods premises, entertainment facilities, function centres and registered clubs, and (b) 2:1 for office premises and hotel or motel accommodation. (2D) Despite subclause (2), the maximum floor space ratio for retail premises on land in Zone B6 Enterprise Corridor within the Commercial Precinct, as shown edged green on the Floor Space Ratio Map is 1.5:1.	☐	☐	☒	
4.5 Calculation of floor space ratio and site area **(1) Objectives** The objectives of this clause are as follows: (a) to define ***floor space ratio***, (b) to set out rules for the calculation of the site area of development for the purpose of applying permitted floor space ratios, including rules to: (i) prevent the inclusion in the site area of an area that has no significant development being carried out on it, and (ii) prevent the inclusion in the site area of an area that has already been included as part of a site area to maximise floor space area in another building, and (iii) requires community land and public places to be dealt with separately.	☒	☐	☐	
(2) Definition of "floor space ratio" The ***floor space ratio*** of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.	☒	☐	☐	
(3) Site area In determining the site area of proposed development for the purpose of applying a floor space ratio, the ***site area*** is taken to be: (a) if the proposed development is to be carried out on only one lot, the area of that lot, or	☐	☐	☒	
(b) if the proposed development is to be carried out on 2 or more lots, the area of any lot on which the development is proposed to be carried out that has at least one common boundary with another lot on which the development is being carried out. In addition, subclauses (4)–(7) apply to the calculation of site area for the purposes of applying a floor space ratio to proposed development.	☐	☐	☒	
(4) Exclusions from site area The following land must be excluded from the site area: (a) land on which the proposed development is prohibited, whether under this Plan or any other law, (b) community land or a public place (except as provided by subclause (7)).	☒	☐	☐	
(5) Strata subdivisions The area of a lot that is wholly or partly on top of another or others in a strata subdivision is to be included in the calculation of the site area only to the extent that it does not overlap with	☐	☐	☒	Strata subdivision of the development is not proposed and is

Clause	Yes	No	N/A	Comment
another lot already included in the site area calculation. **(6) Only significant development to be included** The site area for proposed development must not include a lot additional to a lot or lots on which the development is being carried out unless the proposed development includes significant development on that additional lot. **(7) Certain public land to be separately considered** For the purpose of applying a floor space ratio to any proposed development on, above or below community land or a public place, the site area must only include an area that is on, above or below that community land or public place, and is occupied or physically affected by the proposed development, and may not include any other area on which the proposed development is to be carried out. **(8) Existing buildings** The gross floor area of any existing or proposed buildings within the vertical projection (above or below ground) of the boundaries of a site is to be included in the calculation of the total floor space for the purposes of applying a floor space ratio, whether or not the proposed development relates to all of the buildings. **(9) Covenants to prevent "double dipping"** When consent is granted to development on a site comprised of 2 or more lots, a condition of the consent may require a covenant to be registered that prevents the creation of floor area on a lot (the restricted lot) if the consent authority is satisfied that an equivalent quantity of floor area will be created on another lot only because the site included the restricted lot. **(10) Covenants affect consolidated sites** If: (a) a covenant of the kind referred to in subclause (9) applies to any land (***affected land***), and (b) proposed development relates to the affected land and other land that together comprise the site of the proposed development, the maximum amount of floor area allowed on the other land by the floor space ratio fixed for the site by this Plan is reduced by the quantity of floor space area the covenant prevents being created on the affected land. **(11) Definition** In this clause, ***public place*** has the same meaning as it has in the *Local Government Act 1993*.	☒ ☐ ☐ ☐	☐ ☐ ☐ ☐	☐ ☒ ☒ ☒	not permitted for such a development. Only the lots affected by the development are included in the floor space ratio calculation.
4.6 Exceptions to development standards (1) The objectives of this clause are: (a) to provide an appropriate degree of flexibility in applying certain	☐	☐	☒	There are no issues to address under the heading.

	development standards to particular development, and (b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.				
(2)	Consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is expressly excluded from the operation of this clause.	☐	☐	☒	
(3)	Consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating: (a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and (b) that there are sufficient environmental planning grounds to justify contravening the development standard.	☐	☐	☒	
(4)	Consent must not be granted for development that contravenes a development standard unless: (a) the consent authority is satisfied that: (i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and (ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and (b) the concurrence of the Director-General has been obtained.	☐	☐	☒	
(5)	In deciding whether to grant concurrence, the Director-General must consider: (a) whether contravention of the development standard raises any matter of significance for State or regional environmental planning, and (b) the public benefit of maintaining the development standard, and (c) any other matters required to be taken into consideration by the Director-General before granting concurrence.	☐	☐	☒	
(6)	Development consent must not be granted under this clause for a subdivision of land in Zone RUI Primary Production, Zone RU2 Rural Landscape, Zone RU3 Forestry, Zone RU4 Primary Production Small Lots, Zone RU6 Transition, Zone R5 Large Lot	☐	☐	☒	

Clause	Yes	No	N/A	Comment
Residential, Zone E2 Environmental Conservation, Zone E3 Environmental Management or Zone E4 Environmental Living if: (a) The subdivision will result will result in 2 or more lots of less than the minimum area specified for such lots by a development standard, or (b) The subdivision will result in at least one lot that is less than 90% of the minimum area specified for such a lot by a development standard.				
(7) After determining a development application made pursuant to this clause, the consent authority must keep a record of its assessment of the factors required to be addressed in the applicant's written request referred to in subclause (3).	☐	☐	☒	
(8) This clause does not allow consent to be granted for development that would contravene any of the following:				
(a) a development standard for complying development,	☐	☐	☒	
(b) a development standard that arises, under the regulations under the Act, in connection with a commitment set out in a BASIX certificate for a building to which *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* applies or for the land on which such a building is situated,	☐	☐	☒	
(c) clause 5.4.				
(ca) clause 6.8				
Part 5 Miscellaneous provisions				
5.3 Development near zone boundaries (1) The objective of this clause is to provide flexibility where the investigation of a site and its surroundings reveals that a use allowed on the other side of a zone boundary would enable a more logical and appropriate development of the site and be compatible with the planning objectives and land uses for the adjoining zone.	☐	☐	☒	Clause 5.3 will not apply to the development application.
(2) This clause applies to so much of any land that is within the relevant distance of a boundary between any 2 zones. The relevant distance is 20 metres. (3) This clause does not apply to: (a) land in Zone RE1 Public Recreation, Zone E1 National Parks and Nature Reserves, Zone E2 Environmental Conservation, Zone E3 Environmental Management or Zone W1 Natural Waterways, or (b) land within the coastal zone, or (c) land proposed to be developed for the purpose of sex services or restricted premises. (4) Despite the provisions of this Plan relating to the purposes for which development may be carried out, development consent may be granted to development of land to which this clause applies for any purpose that may be	☐	☐	☒	

Clause	Yes	No	N/A	Comment
carried out in the adjoining zone, but only if the consent authority is satisfied that: (a) the development is not inconsistent with the objectives for development in both zones, and (b) the carrying out of the development is desirable due to compatible land use planning, infrastructure capacity and other planning principles relating to the efficient and timely development of land. (5) This clause does not prescribe a development standard that may be varied under this Plan.	☐	☐	☒	
5.6 Architectural roof features (1) The objectives of this clause are: (a) To ensure that any decorative roof element does not detract from the architectural design of the building, and (b) To ensure that prominent architectural roof features are contained within the height limit. (2) Development that includes an architectural roof feature that exceeds, or causes a building to exceed, the height limits set by clause 4.3 may be carried out, but only with consent. (3) Development consent must not be granted to any such development unless the consent authority is satisfied that: (a) the architectural roof feature: (i) comprises a decorative element on the uppermost portion of a building, and (ii) is not an advertising structure, and (iii) does not include floor space area and is not reasonably capable of modification to include floor space area, and (iv) will cause minimal overshadowing, and (b) any building identification signage or equipment for servicing the building (such as plant, lift motor rooms, fire stairs and the like) contained in or supported by the roof feature is fully integrated into the design of the roof feature.	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	An architectural roof feature is not proposed in this development.
5.10 Heritage conservation **Note.** Heritage items, if any are listed and described in Schedule 5. Heritage conservation areas (if any) are shown on the Heritage Map as well as being described in Schedule 5. (1) **Objectives** The objectives of this clause are as follows: (a) to conserve the environmental heritage of Auburn,	☐	☐	☒	The site is not listed in the Auburn Local Environmental Plan 2010 as containing items of heritage.

Clause	Yes	No	N/A	Comment
(b) to conserve the heritage significance of heritage items and heritage conservation areas including associated fabric, settings and views, (c) to conserve archaeological sites, (d) to conserve Aboriginal objects and Aboriginal places of heritage significance. (2) **Requirement for consent** Development consent is required for any of the following:				Furthermore, there are no heritage listed items close by to the site. As such, Clause 5.10 does not need to be reviewed any further.
(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance): (i) a heritage item, (ii) an Aboriginal object, (iii) a building, work, relic or tree within a heritage conservation area,	☐	☐	☒	
(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,	☐	☐	☒	
(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,	☐	☐	☒	
(d) disturbing or excavating an Aboriginal place of heritage significance,				
(e) erecting a building on land: (i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,	☐	☐	☒	
(f) subdividing land: (i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.	☐	☐	☒	
(3) **When consent not required** However, development consent under this clause is not required if:				

Clause	Yes	No	N/A	Comment
(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development: (i) is of a minor nature, or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site, or a building, work, relic, tree or place within the heritage conservation area, and	☐	☐	☒	
(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or (b) the development is in a cemetery or burial ground and the proposed development: (i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and				
(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or (c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or (d) the development is exempt development.	☐	☐	☒	
(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),	☐	☐	☒	

Clause	Yes	No	N/A	Comment
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. (6) **Heritage conservation management plans** The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.	☐	☐	☒	
(7) **Archaeological sites** The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies): (a) notify the Heritage Council of its intention to grant consent, and (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.	☐	☐	☒	
(8) **Aboriginal places of heritage significance** The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance: 2010 No 616 Auburn Local Environmental Plan 2010 Clause 5.11 Miscellaneous provisions Part 5 Page 47 (a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and (b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate about the application and take into consideration any response received within 28 days after the notice is sent.	☐ ☐	☐ ☐	☒ ☒	
(9) **Demolition of nominated State heritage items** The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item: (a) notify the Heritage Council about the application, and				

Clause	Yes	No	N/A	Comment
(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.			☒	
(10) **Conservation incentives** The consent authority may grant consent to development for any purpose of a building that is a heritage item, or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:			☒	
(a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and				
(b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and	☐	☐	☒	
(c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and			☒	
(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and	☐	☐		
(e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.			☒	
	☐	☐	☒	
	☐	☐		
			☒	
			☒	
	☐	☐	☒	
	☐	☐		

Clause	Yes	No	N/A	Comment
	☐	☐		
	☐	☐		
	☐	☐		
Part 6 Additional local provisions				
6.1 Acid sulfate soils (1) The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.	☒	☐	☐	The land is given a Class 5 rating and situated more than 500 metres from land given another rating.
(2) Development consent is required for the carrying out of works described in the Table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works.	☒	☐	☐	There is no deep excavation work proposed. It is considered that acid
(3) Development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with	☐	☐	☒	

Class	Works of Land
1	Any works.
2	Works below the natural ground surface. Works by which the water table is likely to be lowered.
3	Works more than 1 metre below the natural ground surface. Works by which the watertable is likely to be lowered more than 1 metre below the natural ground surface.
4	Works more than 2 metres below the natural ground surface. Works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface.
5	**Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.**

Clause	Yes	No	N/A	Comment
the Acid Sulfate Soils Manual and has been provided to the consent authority. (4) Despite subclause (2) Development consent is not required under this clause for the carrying out of works if: (a) a preliminary assessment of the proposed works prepared in accordance with the Acid Sulfate Soils Manual indicates that an acid sulfate soils management plan is not required for the works, and (b) the preliminary assessment has been provided to the consent authority and the consent authority has confirmed the assessment by notice in writing to the person proposing to carry out the works. (5) Despite subclause (2), development consent is not required under this clause for the carrying out of any of the following works by a public authority (including ancillary work such as excavation, construction of access ways or the supply of power): (a) emergency work, being the repair or replacement of the works of the public authority required to be carried out urgently because the works have been damaged, have ceased to function or pose a risk to the environment or to public health and safety, (b) routine management work, being the periodic inspection, cleaning, repair or replacement of the works of the public authority (other than work that involves the disturbance of more than 1 tonne of soil), (c) minor work, being work that costs less than $20,000 (other than drainage work). (6) Despite subclause (2), development consent is not required under this clause to carry out any works if: (a) the works involve the disturbance of more than 1 tonne of soil, such as occurs in carrying out agriculture, the construction or maintenance of drains, extractive industries, dredging, the construction of artificial water bodies (including canals, dams and detention basins) or foundations, or flood mitigation works, or (b) the works are likely to lower the watertable.	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	sulphate soils is not expected to be an issue for the site.
6.2 Earthworks (1) The objectives of this clause are as follows: (a) to ensure that earthworks for which a development consent is required will not have a detrimental impact on	☒	☐	☐	No significant earthworks are proposed on site. The development is occurring at grade. Local surface

Clause	Yes	No	N/A	Comment
environmental functions and processes, neighbouring uses or heritage items and features of the surrounding land, (b) to allow earthworks of a minor nature without separate development consent. (2) Development consent is required for earthworks, unless: (a) the work does not alter the ground level (existing) by more than 600 millimetres, or (b) the work is exempt development under this Plan or another applicable environmental planning instrument, or (c) the work is ancillary to other development for which development consent has been given. (3) Before granting development consent for earthworks, the consent authority must consider the following matters: (a) the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality, (b) the effect of the proposed development on the likely future use or redevelopment of the land, (c) the quality of the fill or of the soil to be excavated, or both, (d) the effect of the proposed development on the existing and likely amenity of adjoining properties, (e) the source of any fill material and the destination of any excavated material, (f) the likelihood of disturbing relics, (g) the proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area. **Note.** The *National Parks and Wildlife Act 1974*, particularly section 86, deals with disturbing or excavating land and Aboriginal objects.	☒ ☐	☐ ☐	☐ ☒	based excavation work is required for the foundations and service connections but deep excavation work is avoided.
6.3 Flood planning (1) The objectives of this clause are: (a) to minimise the flood risk to life and property associated with the use of land, (b) to allow development on land that is compatible with the land's flood hazard, taking into account projected changes as a result of climate change, (c) to avoid significant adverse impacts on flood behaviour and the environment. (2) This clause applies to: • land that is shown as "Flood planning area" on the Flood Planning Map, and • other land at or below the flood planning level. (3) Development consent must not be granted for development on land to which this clause applies unless the consent authority is satisfied that the development:	☒ ☐ ☐	☐ ☐ ☐	☐ ☒ ☒	The site is not affected by flooding or overland flow. As such, Clause 6.3 does not need to be reviewed further.

Clause	Yes	No	N/A	Comment
(a) is compatible with the flood hazard of the land, and (b) is not likely to significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and (c) incorporates appropriate measures to manage risk to life from flood, and (d) is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and (e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding. (4) A word or expression used in this clause has the same meaning as it has in the NSW Government's Floodplain Development Manual published in 2005, unless it is otherwise defined in this clause. (5) In this clause: ***flood planning level*** means the level of a 1:100 ARI (average recurrent interval) flood event plus 0.5 metre freeboard. ***Flood Planning Map*** means the Auburn Local Environmental Plan 2010 Flood Planning Map.	☐	☐	☒	
6.5 Essential Services **(a)** Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required: (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage. (d) stormwater drainage or on-site conservation, (e) suitable road access. **(b)** This clause does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing any essential service referred to in this clause.	☒ ☐	☐ ☐	☐ ☒	Services are available to the site.
Schedule 1 Additional permitted uses "Nil"				

DOCUMENTS ASSOCIATED WITH REPORT LPP043/20

Attachment 4

Appendix C (Detached Dwellings and Dual Occupancy)

APPENDIX C
Auburn Development Control Plan 2010 (Detached Dwellings and Dual Occupancy Chapter)

The objectives, performance criteria and development standards of the Auburn Development Control Plan 2010 - Detached Dwellings and Dual Occupancy chapter have been considered in the assessment of the development application. Relevant consideration has been given to DCP requirements relating Built Form, Open Space and Landscaping, Access and Car parking, Privacy and Security, Solar Amenity & Stormwater Reuse, Ancillary Facilities, Subdivision and Outbuildings.

Generally, the provisions do not apply to boarding house developments but may be used to guide the development. The following table includes an assessment of the relevant development standards applicable to the application.

Requirement	Yes	No	N/A	Comments
1.1 Introduction This Part applies to dwelling house, secondary dwelling, semi-detached dwelling and dual occupancy development in the R2 Low Density Residential zone and R3 Medium Residential Density zone under the *Auburn LEP 2010*. The site is not located within the Former Lidcombe Hospital site, Newington and Former RAAF Stores Depot. The proposed development is considered to be consistent with the purpose of this Part of the DCP.				
2.1 Site area **D1** A minimum site area of 450m2 and a minimum site width of 15m shall be required for two attached dwellings on one allotment.	☐	☐	☒	
D2 A minimum site area of 600m2 and a minimum site width of 15m shall be required for two detached dwellings on one allotment. **Notes:** • The minimum site area requirement does not include the area of access handles (for battle axe sites). • There is no minimum site area requirement for the construction of a single detached house.	☐	☐	☒	Site Area = 613.14 Square metres. Average Width = 15.24 metres. Existing allotment of land.
2.2 Site coverage **D1 Site coverage:** • For lots 350m² or less, the maximum site coverage shall be 70%;	☐	☐	☒	
• For lots between 351m² to 449m², the maximum site coverage shall be 67.5%; and	☐	☐	☒	
• **For lots 450m² or above, the maximum site coverage shall be 65%.**	☐	☒	☐	Lot Size = 613.14 Square metres. **<u>Site Coverage</u> = 534.8 square metres or 87.2%. There is a large variation of 22.2 percentage points being 136.3 square metres. The variation is significant but mainly due to a car park being placed on site to support the boarding house. If a car park was not required,**
D2 The non-built upon area shall be landscaped and used for open space.	☒	☐	☐	

				compliance would be achieved. In terms of the variation, the following is considered:- • **An onsite car park is required to support the development which forms part of the servicing of the site. This essential requirement along with manoeuvring areas will consume crucial land area. As such, it is not feasible to meet the 65% requirement.** • **The development takes the form of a two storey dwelling house with the building being mostly consistent with the streetscape.** • **The front setback area comprises landscaping and deep soil zone which is consistent with the streetscape.** **Notwithstanding this, it is possible to improve this slightly. A small area 1 metre wide along part of the northern side of the property between the building and fence line is unused space.** **It would be possible to provide a pebble type finish along this area. This would reduce site coverage by 12 square metres. If supported, this could be made a condition of any consent issued.** **This would reduce the variation to 124 square metres providing for a site coverage of 523 square metres or 85.2%.** **Note** **The rear north west ground floor area of the building is required to be modified. This may present a further opportunity for additional landscaping of the site but it depends on how the applicant addresses the car park issue of the site.**
2.3 Setbacks **2.3.1 Front setbacks** **D1** New buildings within residential areas shall adhere to a front building line, which is 5.5-6m to the street frontage. **D2** Where a new building is located on a corner, the main frontage shall be determined on the basis of existing subdivision and streetscape patterns. If the main frontage is more than 12m, the setback to the secondary frontage shall be at least 3m. If the	☒ ☐	☐ ☐	☐ ☒	The front setback is 5.5 metres.

	main frontage is less than 12m, the setback to the 'secondary' frontage shall be at least 2m.			
D3	Dwellings shall align with the street. Corner dwellings shall address both streets through appropriate design.	☐	☐	☒	
D4	Garages and carports shall be setback a minimum of 1m behind the primary building line.	☐	☐	☒	A garage is not proposed.
D5	Balconies, porticos, entrances shall not intrude more than 600mm into any setback and ground floor terraces and entrances structures shall not protrude more than 1.2m into the setback.	☒	☐	☐	A single balcony is proposed for the front first storey room facing Ostend Street. The balcony protrudes 200 mm into the setback area.
2.3.2 Side setback					
D1	The external walls of all dwellings shall be a minimum of 900 mm from a side boundary.	☒	☐	☐	Side Setbacks = 1 metre.
2.3.2 Rear setback					
D1	For a detached dwelling or an attached dual occupancy the rear setback shall be a minimum of 10m.	☒	☐	☐	The rear setback is 11 metres.
D2	For a detached dual occupancy, the distance between each of the dwellings shall be a minimum of 7m.	☐	☐	☒	
D3	For a detached dwelling or dual occupancy on a corner site the Council shall assess the rear setback on a merit basis giving consideration to the performance criteria in this Part.	☐	☐	☒	
2.3.4 Haslam's creek setback					
D1	A minimum 10m setback from the top of the creek bank of Haslam's Creek and its tributaries shall be required. Refer to the Stormwater Drainage Part of this DCP for additional controls.	☐	☐	☒	The site is not located close to Haslams Creek.
2.4	**Number of storeys**				
D1	Detached dwellings and dual occupancies shall be a maximum of two (2) storeys in height above the ground level (existing).	☒	☐	☐	Height in storey = 2 storeys (Boarding house).
D2	The maximum height between finished ground floor level and ground level (natural) immediately below shall not exceed 1.5m.	☒	☐	☐	The boarding house is no more than 200 mm above the natural ground level raising no issues with finished floor levels.
D3	Attics within roof spaces of a two (2) storey dwelling may be used for storage purposes only and may not include any windows.	☐	☐	☒	An attic is not proposed.
D4	A detached dual occupancy located to the rear of the site in a battle axe arrangement or a detached dwelling located to the rear lot in a battleaxe	☐	☐	☒	

arrangement shall be no more than one (1) storey above the ground level (natural). **D5** Development on steeply sloping sites shall be stepped to minimise cut and fill.	☐	☐	☒	The site is not steeply sloping.
2.5 Floor to ceiling heights **2.5.1 Floor to ceiling heights** **D1** The minimum floor to ceiling height shall be 2.7m and maximum floor to ceiling height shall be 3m. **2.5.2 Head height of windows** **D1** The head height of windows and the proportion of windows shall relate to the floor to ceiling heights of the dwelling. **D2** For storeys with a floor to ceiling height of 2.7m, the minimum head height of windows shall be 2.4m. **D3** For storeys with a floor to ceiling height of 3m, the minimum head height of windows shall be 2.7m. **2.5.3 Double heights (living areas)** **D1** Double heights in or for living areas may be permitted provided that the building complies with development controls in section 2.4 above.	☒ ☒ ☒ ☐ ☐	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☒ ☒	Floor to ceiling heights of 3 metres (ground floor) and 2.7 metres (first floor) is provided for the building. Head heights of windows are 2.4 metres for both storeys which is acceptable.
2.6 Heritage **D1** All developments adjacent to and/or adjoining a heritage items shall be: • responsive in terms of the curtilage and design; • accompanied by a Heritage Impact Statement; and • respectful of the building's heritage significance in terms of the form, massing, roof shapes, pitch, height and setbacks.	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	There are no heritage matters that requires consideration within the locality.
2.7 Building design The proposal has been assessed against the performance criteria and development standards of Building Design/Articulation part of the Detached Dwellings and Dual Occupancy DCP and is considered acceptable.				
2.8 Dwelling size **2.8.1 Dwelling size** **D1** Maximum number of bedrooms/Minimum dwelling size. 1 bedroom 65m² 2 bedrooms 85m² 3 bedrooms 115m² 4 bedrooms 130m²	☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒	Part 2.8 would not be relevant to the proposed development.

D2 At least one living area shall be spacious and connect to private outdoor areas.				
2.8.2 Bedroom size	☐	☐	☒	
D1 New dwellings shall contain a minimum of one (1) master/double bedroom. The minimum size for master/double bedroom shall be 12m2 excluding built-in wardrobes.	☐	☐	☒	
D2 The minimum size for a single bedroom shall be 10m2 excluding built-in wardrobes.				
Note: Rooms capable of being used as a bedroom shall be counted as such for the purposes of determining dwelling size, Development Contributions (Section 94) and car parking requirements.				
3.0 Open Space and Landscaping				
3.2 Landscape setting and deep soil zone				
D1 A minimum of 30% of the site area shall be a deep soil zone.	☐	☒	☐	Site Area = 613.14 square metres. **Deep soil area = 83.24 square metres.** **Percentage of site = 13.5%.**
D2 The majority of the deep soil zone shall be provided as a consolidated area at the rear of the building and shall extend across at least 50% of the rear boundary.	☐	☒	☐	**There is a large variation of 16.5 percentage points being 100.7 square metres or 54.74%. Similar to the site coverage issue above, the variation is significant mainly due to a requirement to have a car park situated within the site to service the development. In terms of the variation, the following is considered:-** • **An onsite car park is required to support the development which forms part of the servicing of the site. This essential requirement along with manoeuvring areas will consume crucial land area.** • **The front setback area comprises landscaping and deep soil zone which is consistent with the streetscape.** **It is possible to improve this. A small area 1 metre wide along the northern side of the property between the building and fence line appears to be unused space. It would be possible to provide a pebble type finish along this area thus increasing the deep soil zone by 12 square metres to 95 square metres or 15.4%.** **If supported by the Panel, this could be made a condition of any consent issued. This would reduce the variation to 99.6 square metres.**
D3 Deep soil zones shall have a minimum width of 900mm.	☒	☐	☐	
D4 Front setbacks shall be dominated by pervious landscape areas including an appropriate mix of plantings.	☒	☐	☐	
3.3 Private open space				

D1 Private open space shall be located at ground level at the rear and/or side of the dwelling and shall have: • a minimum area of 50m² per dwelling; • a minimum dimension of 5m in any direction; and • direct access from a living area of the dwelling.	☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒	The provisions of Part 3.3 (Subpart D1) are not relevant to the development application.
D2 Private open space shall be bounded by buildings, fencing or other screening devices and also incorporate dense landscaping that restricts views to a height of 1.8m.	☒	☐	☐	Appropriate fencing is provided.
D3 Additional private open space may be located above ground in the form of a balcony subject to site conditions and privacy considerations.	☐	☐	☒	There are no balconies within the development.
D4 For dual occupancy developments, open space around dwellings shall be allocated to individual dwellings.	☐	☐	☒	
3.4 Biodiversity The proposal has been assessed against the performance criteria and development standards of Biodiversity part of the Detached Dwellings and Dual Occupancy DCP and is considered acceptable.				
3.5 Protection of existing trees				
D1 Building structures or disturbance to existing ground levels shall not be within the drip line of existing significant trees to be retained. This applies whether the tree is on the development site or an adjacent site.	☒	☐	☐	There is a medium sized tree at the rear that will require removal. The tree is a Camphor Laurel which has no significance to the locality. The plans are showing two trees at the front as being removed but these are palms. As per the pre lodgement meeting notes of November 14 2019, an Arborist report was not requested for any trees on site.
3.6 Street trees				
D1 Driveways and services shall be located to preserve significant street trees.	☒	☐	☐	The street trees are retained.
D2 Additional street trees shall be planted at an average spacing of 1 per 10 lineal metres of street frontage.	☐	☐	☒	
D3 Where a site has more than one street frontage, street tree planting shall be applied to all street frontages, excluding frontage to laneways.	☐	☐	☒	The street trees are not affected by the works and are retained.
4.0 Access and Car Parking				
4.1 Number of parking spaces				
D1 Sites with a principal street frontage of less than 15m shall be limited to a	☐	☐	☒	The specified provisions of Part 4.1 are not relevant to the development application as car parking is addressed

	single car parking space presenting to that principal street frontage.	☐	☐	☒	under the relevant provisions of State Environmental Planning Policy "Affordable Rental Housing" 2009.
D2	No more than two single garages or one double garage shall be placed on the front facade.	☐	☐	☒	
D3	For dual occupancy developments, each dwelling may have one single width garage located at the front of the site, provided that the garages are joined to each other. Other parking arrangements such as separate and/or double garages shall be encouraged provided these structures are located at the rear of dwellings where all other development controls such as deep soil zone, open space, site coverage and setbacks are met.	☐	☐	☒	
D4	For single dwellings, only one driveway crossover shall be permitted per allotment.	☒	☐	☐	
4.2 Design of parking spaces					
D1	Garages and car parking structures shall be constructed using materials, colours and roof pitch that are similar and complementary to the main dwelling.	☐	☐	☒	Most of the provisions specified at this Part will not apply. Subpart D5 has been applied. The plans are showing a car park at the rear with vehicle access from Ostend Street. The car park is satisfactory in terms of layout and position within the site.
D2	Basement garages and driveways shall be permitted in accordance with the relevant Australian Standards and comply with requirements of this Part.	☐	☐	☒	
D3	Garages and carports shall be located a minimum of 1m behind the primary building line.	☐	☐	☒	
D4	Garage doors shall not be wider than 6m or 50% of the dwelling facade (whichever is the lesser).	☐	☐	☒	
D5	Where rear access is available, car parking shall be located at the rear of the site.	☒	☐	☐	
5.0 Privacy and Security					
5.1	**Privacy**				
D1	Site layout and building design shall ensure that windows do not provide direct and close views into windows, balconies or private open spaces of adjoining dwellings.	☒	☐	☐	The degree of privacy from the main part of the building is satisfactory. The applicant has used louvre screens to offset any privacy concerns from windows.
D2	The windows of living rooms that are within a distance of 9m of the windows of living rooms (other than bedrooms) of adjacent dwellings shall be offset by a distance sufficient to limit views between windows. In case of windows overlooking neighbouring private open space	☒	☐	☐	

	areas, windows shall be fixed obscure glazed or highlight window type with a minimum sill height of 1.5m above finished floor level.				
D3	Windows to living rooms and main bedrooms shall be located to face the front and rear of the site.	☒	☐	☐	
D4	Bay windows and corner elements with windows at an angle to the main walls shall only be located on the front facade or on the ground floor at the rear of dwellings. These windows and corner elements shall not provide direct views onto adjoining private open space.	☐	☐	☒	
D5	Direct views onto adjoining private open space shall be obscured by:				
	• existing dense vegetation or new planting; or	☐	☐	☒	There is one balcony proposed for the development which is located at the front. The balcony does not raise any privacy concerns due to location and how views are projected.
	• In case of balconies/verandas or similar elevated outdoor areas, screening is to be provided that has a maximum area of 25% openings, is permanently fixed and made of durable materials.	☐	☐	☒	
D6	Balconies at the rear shall be semi recessed and/or screened so that the view lines are to the rear of that property and not to the adjacent properties. Balconies shall not be located on the corner of dwellings. Screening shall be provided by durable fixed privacy screens, minimum 1.8m in height as measured above finished floor level and a minimum of 75% obscure.	☐	☐	☒	
D7	Balconies shall not be located on side walls. Exceptions may be granted where side elevation faces street or public open spaces.	☐	☐	☒	
D8	First floor rear balconies shall only be accessible via bedrooms and have a maximum depth of 2.5m.	☐	☐	☒	
5.2	**Noise** **Note:** The issue of noise is addressed earlier under *State Environmental Planning Policy (Infrastructure) 2007* and the NSW Department of Planning's Development Near Rail Corridors and Busy Roads - Interim Guidelines, 2008.				
5.3	**Security**				
D1	Buildings adjacent to streets or public spaces shall be designed to allow casual surveillance over the public area. There shall be at least one living room window facing that area.	☒	☐	☐	Compliance is achieved.
D2	The entry to a dwelling shall be visible from the street, except on battle-axe shaped lots.	☒	☐	☐	
5.4	**Fences**				

D1	The front and side dividing fences where located within the front yard area shall not exceed a height of 1.2m as measured above existing ground level and shall be a minimum of 50% transparent. Front and side dividing fences where located within the front yard area shall not be constructed of solid pre-coated metal type materials such as ColorbondTM or similar.	☒	☐	☐	The matter concerning front and side fences may be conditioned.
D2	Front fences may exceed 1.2m height if fences are required to satisfy acoustic abatement criteria. An acoustic report must be submitted to demonstrate the fencing is required in these circumstances. This report shall be provided with a landscaped area that is at least 600mm wide on the street side of the fence.	☐	☐	☒	
D3	Side fences shall not exceed a height of 1.2m in front of the building line.	☒	☐	☐	
D4	Fences located on side or rear boundaries of the premises, behind the main building line, shall not exceed a maximum height of 1.8 metres.	☒	☐	☐	
D5	On corner sites, fences shall not exceed a maximum height of 1.2m from the front boundary to the rear of the dwelling and shall be a minimum of 50% transparent.	☐	☐	☒	
D6	No solid pre-coated metal fences are to be located forward of the front building line, or along the secondary frontage of a corner site.	☒	☐	☐	
6.0 Solar Amenity and Stormwater Use					
6.1	**Roof design**				
	Development controls				
D1	All dwellings shall have eaves that extend a minimum of 450mm from the wall of the dwelling.	☐	☐	☒	The boarding house is designed with a flat roof and no eaves.
6.2	**Solar amenity**				
D1	Solar collectors proposed as part of a new development shall have unimpeded solar access between 9:00am to 3:00pm on June 21.	☐	☐	☒	
	Solar collectors existing on the adjoining properties shall not have their solar access impeded between 9:00am to 3:00pm on June 21.	☒	☐	☐	There are no solar collectors proposed for the development.
	Where adjoining properties do not have any solar collectors, a minimum of 3m² of north facing roof space of the adjoining dwelling shall retain	☒	☐	☐	This is achieved for the adjoining dwellings.

	unimpeded solar access between 9:00am to 3:00pm on June 21. **Note:** Where the proposed development is located on an adjacent northern boundary this may not be possible.				
D2	Buildings shall be designed to ensure sunlight to at least 50% of the principal area of ground level private open space of adjoining properties for at least 3 hours between 9:00am to 3:00pm on June 21.	☒	☐	☐	Shadows The shadows created by the development will fall across the northern wall of the proposed boarding house at Number 1 Ostend Street which in turn will impact upon two north facing rooms. It is considered that the shadow impacts are within acceptable limits given location. The shadow impacts are not dissimilar to that of a two storey dwelling house. The shadow impacts have been minimised because a 3.6 metre wide driveway is provided along the southern side of the property. This alleviates the shadow impact onto 1 Ostend Street to an acceptable level.
D3	If the principal area of ground level private open space of adjoining properties does not currently receive at least this amount of sunlight, then the new building shall not further reduce solar amenity.	☒	☐	☐	
D4	The upper level of new two storey dwellings shall be setback 3m from the southern boundary where the development has overshadowing impacts on the north-facing roof of the adjoining property.	☒	☐	☐	
D5	Living room windows shall be located so as to face an outdoor space.	☒	☐	☐	
D6	North-facing windows to living areas of neighbouring dwellings shall not have sunlight reduced to less than 3 hours between 9:00am to 3:00pm on June 21 over a portion of their surface.	☒	☐	☐	
D7	Where the proposed development is located on an adjacent northern boundary or located within an area undergoing transition, compliance with D1, D2, D3 and D5 may not be possible.	☒	☐	☐	
D8	At least one internal living area and a minimum of 50% of the principal area of ground level private open space shall have access to a minimum of 3 hours of direct sunlight between the hours of 9:00am to 3:00pm on June 21.	☒	☐	☐	
6.3	**Ventilation** The proposal has been assessed against the performance criteria and development standards of Ventilation part of the Detached Dwellings and Dual Occupancy DCP and is considered acceptable. A BASIX Certificate submitted with the development application is found to be satisfactory.				
6.4	**Rainwater tanks**				
D1	Above ground rainwater tanks shall not be located within the front setback of a dwelling.	☒	☐	☐	The development is provided with a rainwater tank with a capacity of 5,000 litres.
D2	Rainwater tanks that are visible from the street shall be suitably screened unless Council is satisfied that the	☐	☐	☒	

	tank will not have an adverse impact on the streetscape.			
D3	Underground garages with rainwater tanks shall be permissible in accordance with the specified Engineering Standards and Australian Safety Standards and drain freely to the street without the aid of mechanical means, e.g. pumps.	☐	☐	☒	
7.0 Ancillary Site Facilities					
7.1 Clothes drying areas					
D1	Each dwelling shall be provided with an open air clothes drying area that has solar access; well ventilated; convenient; and is adequately screened from streets and other public places.	☒	☐	☐	A laundry area is shown on the plans and situated towards the rear of the building on the ground floor.
7.2	**Other site facilities**				
D1	A single TV antenna for each building shall be provided.	☒	☐	☐	Services are capable of being addressed as conditions attached to any consent that may be issued.
D2	A mailbox structure that meets the relevant Australia Postal Service requirements shall be provided located centrally and close to the major street entry to the dwelling. The letterboxes shall be lockable.	☒	☐	☐	
D3	Where an air conditioning unit is to be installed the motor unit, shall be located at the rear or side of the dwelling and shall be appropriately noise attenuated.	☒	☐	☐	An air conditioner is proposed for every boarding room within the development.
8.1 Subdivision					
D1	All proposed residential allotments shall have a minimum site area of 450m². The site area does not include the area of access handles (for battle axe sites).	☐	☐	☒	Subdivision is not proposed.
D2	The Torrens title, community title or strata title subdivision of dual occupancy developments shall be in accordance with the approved development application plans, particularly in regard to the allocation of private and communal open space and car parking spaces.	☐	☐	☒	
D3	Proposed allotments, which contain existing buildings and development, shall comply with the site coverage and other controls contained within this Part.	☐	☐	☒	
9.0 Outbuildings					
P1	Outbuildings are minor constructions which have minimal impact on the ground and adjoining properties.	☐ ☐	☐ ☐	☒ ☒	An outbuilding is not proposed.

P2 Outbuildings do not restrict the flow and drainage of ground water and generate excessive overshadowing onto adjoining properties.	☐	☐	☒	
P3 Outbuildings are positioned to preserve existing mature tree vegetation.				
Development controls	☐	☐	☒	
D1 Outbuildings shall be positioned to optimise backyard space. Where adjoining properties contain an outbuilding on the property line, it may be appropriate for an outbuilding to be built along the shared party wall.				
D2 The floor space of outbuildings shall not exceed:	☐	☐	☒	
Outbuildings 10m²	☐	☐	☒	
Double garages 50m²	☐	☐	☒	
D3 The total combined amount of enclosed floor space (with roof and walls) for outbuildings shall not exceed 50m².	☐	☐	☒	
D4 Where appropriate, such as where there is an existing building located on the property boundary or to preserve significant vegetation, outbuildings may be located on the property boundary or within 900mm of the property boundary.				
D5 The height of outbuildings shall not exceed the following:				
Sheds (floor to ceiling) 2.4m	☐	☐	☒	
Gazebos (floor to ceiling) 2.7m	☐	☐	☒	
Cabanas (floor to ceiling) 2.7m	☐	☐	☒	
Garages (floor to ceiling) 2.7m	☐	☐	☒	
D6 The external wall of outbuildings cannot extend across more than 50% of the rear property boundary.	☐	☐	☐	
10.0 Secondary Dwellings A Secondary Dwelling is not proposed. This part of the DCP is not relevant to the proposal.				

DOCUMENTS ASSOCIATED WITH REPORT LPP043/20

Attachment 5

Architectural Plans and Shadow Diagrams

CONSTRUCTION OF A DOUBLE STOREY BOARDING HOUSE

19120

8 OSTEND STREET, LIDCOMBE
LOT 161 | DP 8680 | CUMBERLAND COUNCIL

COMPLIANCE TABLE

	ITEM		PROPOSED	STANDARD	COMPLIANCE
A	NUMBER OF UNITS				
		MANAGER ROOM	-	-	-
		BOARDING ROOMS	12 ROOMS	-	-
		TOTAL NUMBER OF ROOMS	12 ROOMS	-	-
B	SITE AREA		613.20 m²	-	-
C	SETBACK				
		FRONT	5.5 m	5.5 m	YES
		REAR	10.5 m	10 m	YES
		SIDE	0.9 m	0.9 m	YES
D		GROSS FLOOR AREA			
		GROUND FLOOR	184.40 m²		
		FIRST FLOOR	209.60 m²		
		TOTAL GROSS FLOOR AREA	394.00 m²		
E	FSR		0.64 : 1	-	YES
F	HEIGHT		7.5 m	9 m	YES
G	LANDSCAPE AREA		35 % (220 m²)	30 % (183.96 m²)	YES
H	COMMON AREA		30 m²	20 m²	YES
I	CAR PARKING				
		BOARDING ROOM	12 SPACES	0.5 SPACE PER ROOM	YES
		TOTAL CAR SPACES	06 SPACES	06 SPACES	YES
J	WASTE MANAGEMENT				YES
		WASTE BINS	-	-	YES
		RECYCLE BINS	-	-	YES
		TOTAL BINS	5 BINS	5 BINS	YES

NUMBER OF OCCUPANCIES

	ROOM N.	LEVEL	SINGLE OCCUPANCY	DOUBLE OCCUPANCY
BOARDING HOUSE	01	GF		■
	02	GF	■	
	03	GF	■	
	04	GF		■
	05	GF		■
	06	L1		■
	07	L1	■	
	08	L1	■	
	09	L1	■	
	10	L1		■
	11	L1	■	
	12	L1		■
TOTAL			06	06

CONTENT LIST

PAGE NUMBER	DRAWING DESCRIPTION
00	COMPLIANCE TABLE
01	SITE PLAN, SITE ANALYSIS & DEMOLITION PLAN
02	FLOOR PLANS
03	ELEVATIONS
04	EVACUATION PLAN
05	INTERNAL UNIT AREA PLAN
06	SHADOW ANALYSIS & STREETSCAPE
07	MATERIALS SCHEDULE
08	NOTIFICATION



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ACOUSTIC	RODNEY STEVENS ACOUSTICS	RODNEY STEVENS	(02) 9943 5057	rodney@rodneystevensacoustics.com.au
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REV	DESCRIPTION	DATE	BY
A	SUBMITTED TO CUMBERLAND COUNCIL	16/12/19	JK

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PROJECT No.
CONSTRUCTION OF A DOUBLE STOREY BOARDING HOUSE
8 OSTEND STREET, LIDCOMBE

DRAWING TITLE
COMPLIANCE TABLE

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19120	00	16/12/19	A
SCALE @ A1	DRAWN BY	CHECKED BY	
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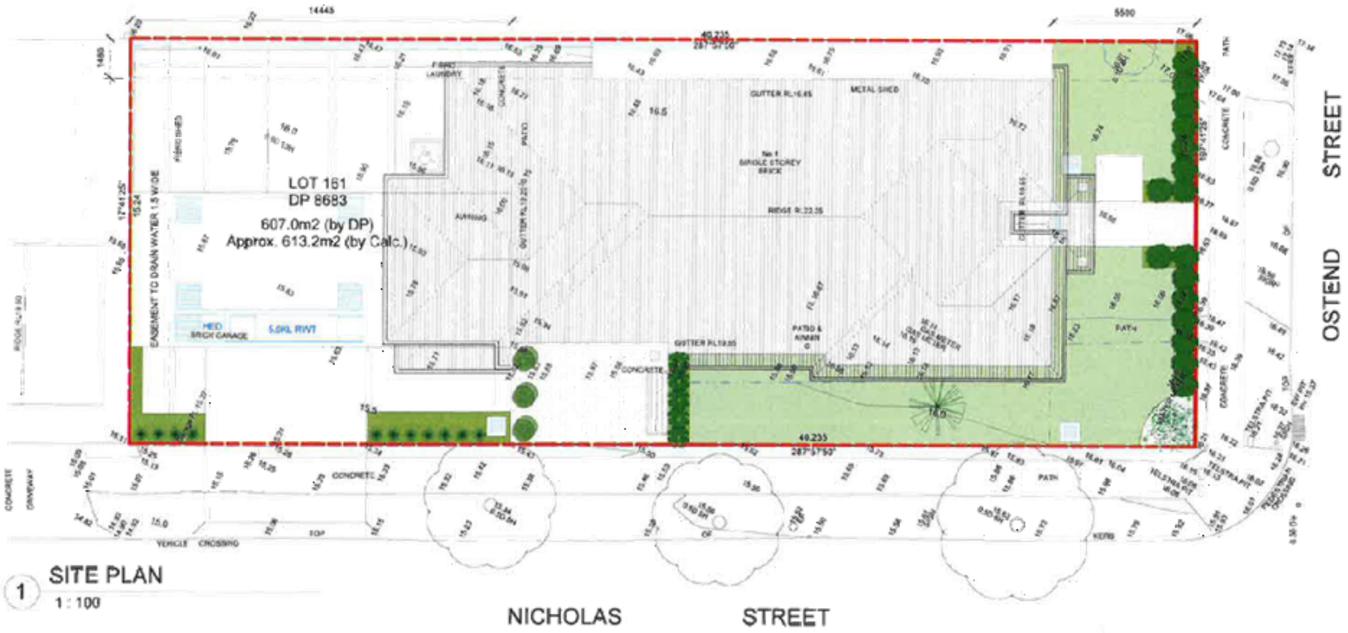
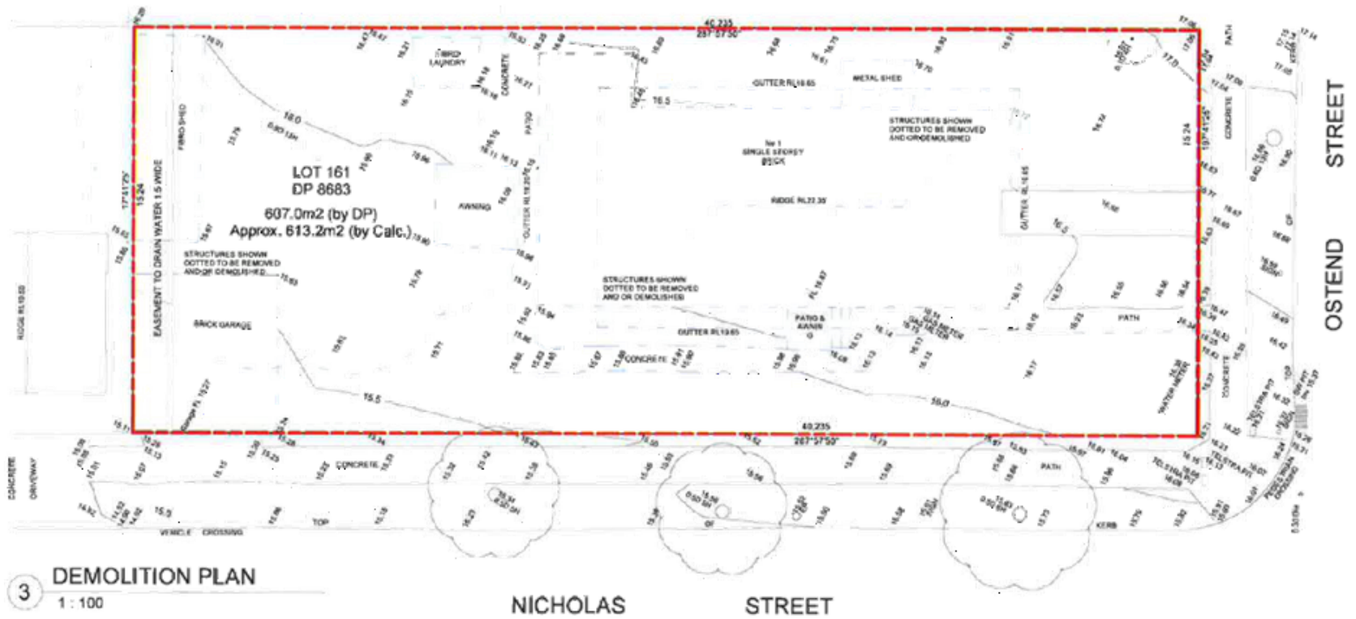


1 SITE PLAN
1 : 100



2 SITE ANALYSIS
1 : 500



3 DEMOLITION PLAN
1 : 100

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A	SUBMITTED TO CUMBERLAND COUNCIL	16/12/19	JK



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PROJECT TITLE
CONSTRUCTION OF A DOUBLE STOREY BOARDING HOUSE
1 OSTEND STREET, LIDCOMBE

DRAWING TITLE
SITE PLAN, SITE ANALYSIS & DEMOLITION PLAN

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19120	01	16/12/19	A
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1 GROUND FLOOR
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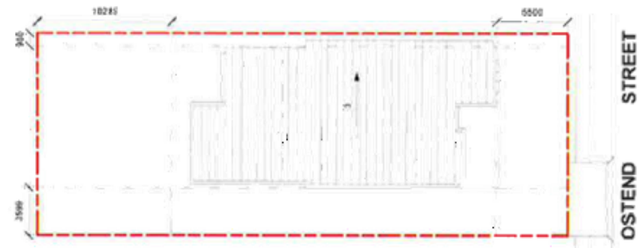

3 ROOF PLAN
1 : 200

2 LEVEL 1 PLAN
1 : 100

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A	SUBMITTED DA TO CUMBERLAND COUNCIL	16/12/19	JE

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PROJECT TITLE
CONSTRUCTION OF 2 DOUBLE STOREY BOARDING HOUSE
3 OSTEND STREET, RIDCOMBE
DRAWING TITLE
FLOOR PLANS

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19120	02	16/12/19	A
SCALE 1:100@A1 SCALE 1:200@A3	DRAWN BY GA	CHECKED BY CB	

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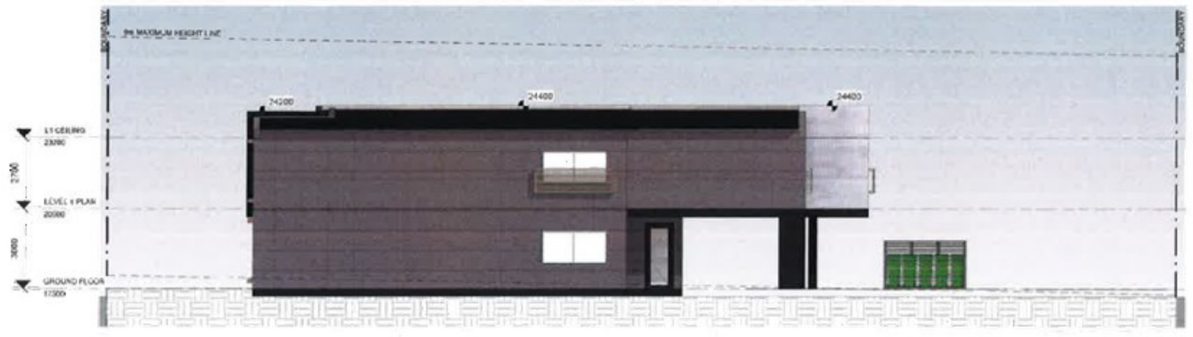

3 EAST ELEVATION
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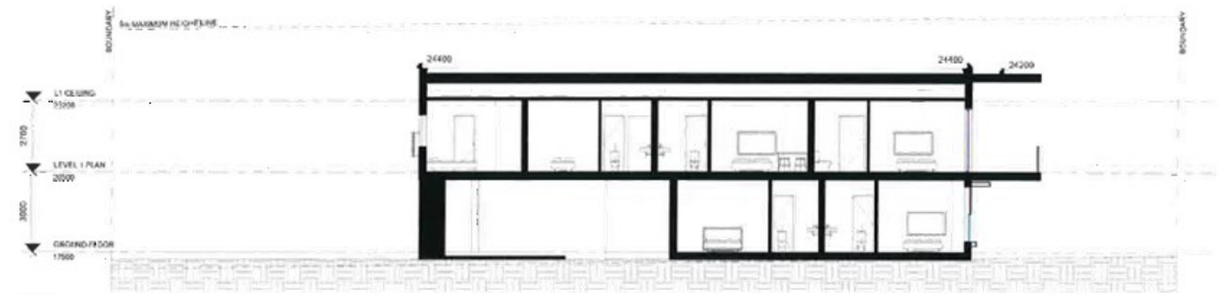
2 NORTH ELEVATION
1 : 100



4 WEST ELEVATION
1 : 100



1 SOUTH ELEVATION
1 : 100



5 A-A
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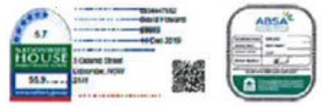

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PROJECT NAME
CONSTRUCTION OF 2 DOUBLE STOREY BOARDING HOUSE
3 OSTEND STREET, BIDDCOMBE

DRAWING TITLE
ELEVATIONS & SECTIONS

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
19120	03	16/12/19	A
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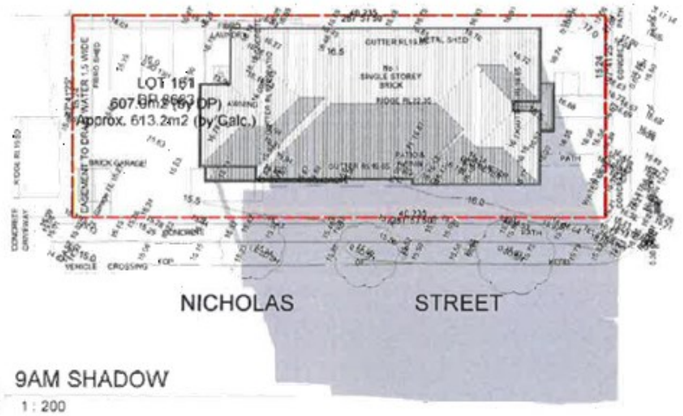

1 9AM SHADOW
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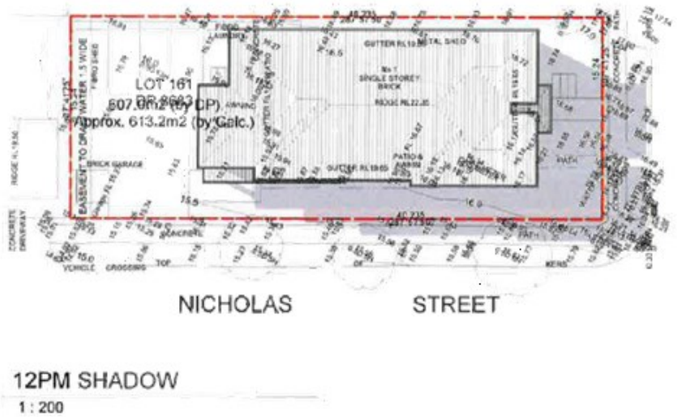

2 12PM SHADOW
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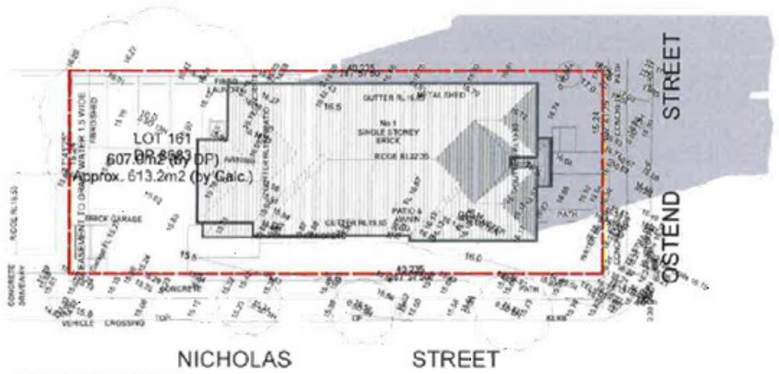
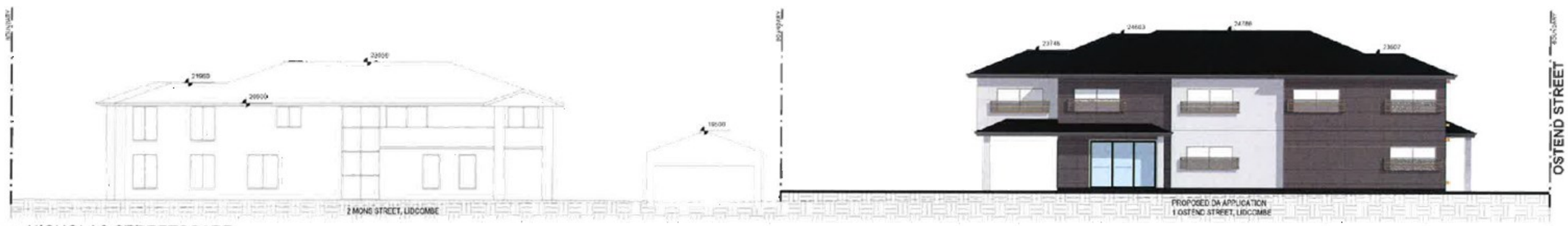


3 15PM SHADOW
1 : 200



4 OSTEND STREETSCAPE
1 : 100



5 NICHOLAS STREETSCAPE
1 : 100

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PROJECT TITLE
CONSTRUCTION OF A DOUBLE STOREY BOARDING HOUSE
1 OSTEND STREET, BIDDOMBE

DRAWING TITLE
SHADOW ANALYSIS & STREETSCAPE

PROJECT NUMBER	DRAWING NUMBER	DATE	REVISION
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DOCUMENTS ASSOCIATED WITH REPORT LPP043/20

Attachment 6

Stormwater Plans

PROPOSED BOARDING HOUSES AT 3 OSTEND STREET, LIDCOMBE NSW
CONCEPT STORMWATER DRAINAGE PLAN

LEGEND

DP	DOWNPIPE
	STORMWATER LINE
	STORMWATER LINE DRAINING TO RWT
OF	OVER FLOW PIPE
SSD	SUBSOIL LINE
SWRM	STORMWATER RISING MAIN
	EXISTING STORMWATER LINE
SW	AUTHORITY STORMWATER LINE
HC	HIGH LEVEL STORMWATER LINE
S	AUTHORITY SEWER LINE
W	AUTHORITY WATER LINE
G	AUTHORITY GAS LINE
E	AUTHORITY ELECTRICITY LINE
T1 T2 T3	AUTHORITY FIBRE OPTIC LINE
TC	AUTHORITY COMMS LINE
	FENCE LINE
	GRATED SURFACE INLET PIT
	GRATED SURFACE INLET PIT WITH ENVIROPOD INSERT
	JUNCTION PIT
	KERB INLET PIT
	EXISTING GRATED SURFACE INLET PIT
	GRATED TRENCH DRAIN
	EXISTING JUNCTION PIT
	EXISTING KERB INLET PIT
eTEL	EXISTING TELSTRA PIT
eHYD	EXISTING HYDRANT
eSV	EXISTING STOP VALVE
eGAS	EXISTING GAS VALVE
ePR	EXISTING POWER POLE
eBT	EXISTING BOUNDARY TRAP

LEGEND

FF	FIRST FLUSH
eSMH	EXISTING SEWER MANHOLE
OFP	OVERLAND FLOW PATH
RWT	RAINWATER OUTLET
PS	PIPE STAND
CO	CLEAR OUT PRINT
DDO	DISH DRAIN OUTLET
PD	PLANTER DRAIN
	CAPPING
	PIT TAG/NUMBER
RH	RAINHEAD
	DOWNPIPE DROP
	NON_RETURN_VALVE
	WALL PENETRATION
DP	DOWNPIPE SPREADER
	WARNING LIGHT
000	SPOT LEVELS
	BENCHMARK

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SERVICES SHOWN ON PLAN ARE INDICATIVE, EXACT DEPTH AND LOCATION TO BE CONFIRMED ONSITE. CONTRACTOR TO CARRY OUT DIAL BEFORE YOU DIG APPLICATION AND ENGAGE A REGISTERED SURVEYOR TO PEG OUT ALL EXISTING SERVICES PRIOR TO ANY WORK COMMENCING ONSITE.

DRAWING REGISTER

NUMBER	NAME	REVISION
SWDP01	COVER SHEET	A
SWDP02	EROSION & SEDIMENT CONTROL PLAN	A
SWDP03	SITE STORMWATER PLAN & DETAILS	A
SWDP04	FIRST FLOOR PLAN & ROOF PLAN	A
SWDP05	DETAILS SHEET	A

DRAINAGE NOTES:

ALL PIPES TO BE LAID ON 75mm SAND BED WITH THE BARRELS FULLY SUPPORTED

100mm AND 150mm DIAMETER PIPES TO BE LAID ON MINIMUM 1% GRADE

MINIMUM DEPTH OF COVER FOR PIPES NOT SUBJECT TO VEHICULAR LOADING TO BE 300mm

ALL DRAINAGE PIPES LAID UNDER PAVEMENT SHALL BE REINFORCED CONCRETE WITH RUBBER RING JOINTS

BACKFILL TRENCHES WITH COMPACTED SAND OR APPROVED AGGREGATE MATERIAL

ALL PITS TO HAVE 600x600mm INTERNAL DIMENSIONS (U.N.O.)

SILT ARRESTORS TO HAVE 900x900mm INTERNAL DIMENSIONS

HEAVY DUTY GRATES AND COVERS ARE TO BE PROVIDED IN TRAFFICABLE AREAS

PIT GRATE TO BE TYPE WELDLOK OR APPROVED EQUIVALENT

ALL PITS SHALL BE PROVIDED WITH A LOCKING CLIP

ALL PITS SHALL BE MAINTAINED REGULARLY

TOP OF BENCHING SHALL BE TO THE HALF OF THE OUTLET PIPE DIAMETER

MAXIMUM FRONT ENTRY PIPE:-
STRAIGHT ENTRY - ø250
2x45o ENTRY 45° - ø525

ANY SUBSOIL DRAINAGE PIPE 3000mm LONG WRAPPED IN FABRIC SOCK TO BE PROVIDED ADJACENT TO INLET PIPES

COMPRESSIVE STRENGTH f'c FOR CAST IN SITU CONCRETE TO BE A MINIMUM OF 20MPa AT 28 DAYS

PROVIDE CLEANING EYES TO ALL DOWNPIPES NOT DIRECTLY CONNECTED TO PITS

ISOLATED JOINTS TO BE PROVIDED TO ISOLATE CONCRETE PAVEMENTS FROM PITS

ALL TRENCH GRATES PROVIDED SHALL HAVE A MINIMUM CLEAR WIDTH OF 200mm

STORMWATER DRAINAGE CONNECTIONS TO THE MAIN SYSTEM SHALL BE TO THE REQUIREMENTS AND THE SATISFACTION OF LOCAL COUNCIL

ABBREVIATIONS:

ø or DIA	DIAMETER
CBR	CALIFORNIA BEARING RATIO
CH	CHAINAGE
CL	CENTER LINE
CO	CLEAR OUT
DD	DISH DRAIN
DDO	DISH DRAIN OUTLET
DEJ	DOWELLED EXPANSION JOINT
DGB	DENSE GRADED BASECOURSE
DGS	DENSE GRADED SUB-BASE
DP	DOWNPIPE
e	EXISTING
FFL	FINISHED FLOOR LEVEL
GTD	GRATED TRENCH DRAIN
GSIP	GRATED SURFACE INLET PIT
HYD	HYDRANT
IJ	ISOLATING JOINT
IK	INTEGRAL KERB
IL	INVERT LEVEL
IP	INTERSECTION POINT
KIP	KERB INLET PIT
KO	KERB ONLY
K&G	KERB & GUTTER
KR	KERB RETURN
LS	LONGITUDINAL SECTION
NGL	NATURAL GROUND LEVEL
OFP	OVERLAND FLOW PATH
OSD	ON-SITE DETENTION
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RK	ROLL KERB & GUTTER
RL	REDUCED LEVEL
RW	RETAINING WALL
RWT	RAINWATER TANK
SJ	SAWN CONTROL JOINT
SMH	SEWER MAIN HOLE
SW	STORMWATER
SWP	STORMWATER PIT
SWRM	STORMWATER RISING MAIN
SWS	STORMWATER SUMP
SV	STOP VALVE
TOK	TOP OF KERB
TOW	TOP OF WALL
TWL	TOP WATER LEVEL
TP	TANGENT POINT
UPVC	UNPLASTICISED POLYVINYL CHLORIDE
U.N.O.	UNLESS NOTED OTHERWISE
WPJ	WEAKENED PLANE JOINT
FF	FIRST FLUSH DEVICE
TYP	TYPICAL
BM	BENCH MARK

STORMWATER PIPE BEDDING/PAVING NOTES:

WHERE TRENCH BASE IS ROCK A MINIMUM OF 75mm BEDDING TO BE PROVIDED UNDER PIPE COLLARS.

STORMWATER PIPE BEDDING DETAIL TO BE IN ACCORDANCE WITH LOCAL COUNCIL REQUIREMENTS. BEDDING DETAILS TO BE CONFIRMED UPON EXCAVATION & PRIOR TO INSTALLATION OF PIPEWORK.

FOOTPATH REINSTATEMENT NOTES:

REMOVE ALL SAND FILL WITHIN THE FOOTPATH AREA TO THE EXISTING SUBGRADE.

SUPPORT ALL AUTHORITY SERVICES TO STRUCTURAL ENGINEERS DETAILS DURING EXCAVATION.

REINSTATE FOOTPATH SUBGRADE.

THE CONTRACTOR SHALL PROVIDE CERTIFICATION OF COMPACTION FROM A NATA REGISTERED TESTING AUTHORITY. MINIMUM THREE TESTS PER LAYER AS FOLLOWS:

SELECT FILL	95% MODIFIED
SELECT FILL (LESS THAN 300mm BELOW BASE COURSE)	98% MODIFIED
BASE COURSE	100% MODIFIED

EROSION & SEDIMENT CONTROL NOTES:

PROVIDE SILT FENCE/HAY BAIL BARRIERS TO THE LOW SIDE OF ALL EXPOSED EARTH EXCAVATIONS (TYPICAL).

ISOLATE EXISTING STORMWATER PITS WITH HAY BALES TO FILTER ALL INCOMING FLOWS.

DO NOT STOCK PILE EXCAVATED MATERIAL ON THE ROAD WAY.

SURVEY

THE EXISTING SITE CONDITIONS SHOWN ON THE FOLLOWING DRAWINGS HAVE BEEN INVESTIGATED BY NEW SOUTH SURVEYORS P/L, BEING REGISTERED SURVEYORS. THE INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN. CAPITAL ENGINEERING CONSULTANTS DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF THE SURVEY BASE OR ITS SUITABILITY AS A BASIS FOR CONSTRUCTION DRAWINGS.

SHOULD DISCREPANCIES BE ENCOUNTERED DURING CONSTRUCTION BETWEEN THE SURVEY DATA AND ACTUAL FIELD DATA, CONTACT CAPITAL ENGINEERING CONSULTANTS.

ADOPT DATUM SSM 118515 @ RL=63.342 (AHD) AS PER NEW SOUTH SURVEYORS P/L.

IT IS THE BUILDERS RESPONSIBILITY TO MAKE SURE ALL SURVEY MARKS TO BE PRESERVED AT ALL COST.

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DEVELOPMENT APPLICATION (DA)

FOR APPROVAL

Rev.	Description	By	Chk.	App.	Date
A	FOR APPROVAL	J.D.	R.F.	P.E.	15/12/2019

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Fax: (02) 9633 8132
info@capitalengineering.com.au
www.capitalengineering.com.au

Client: BAINI DESIGN

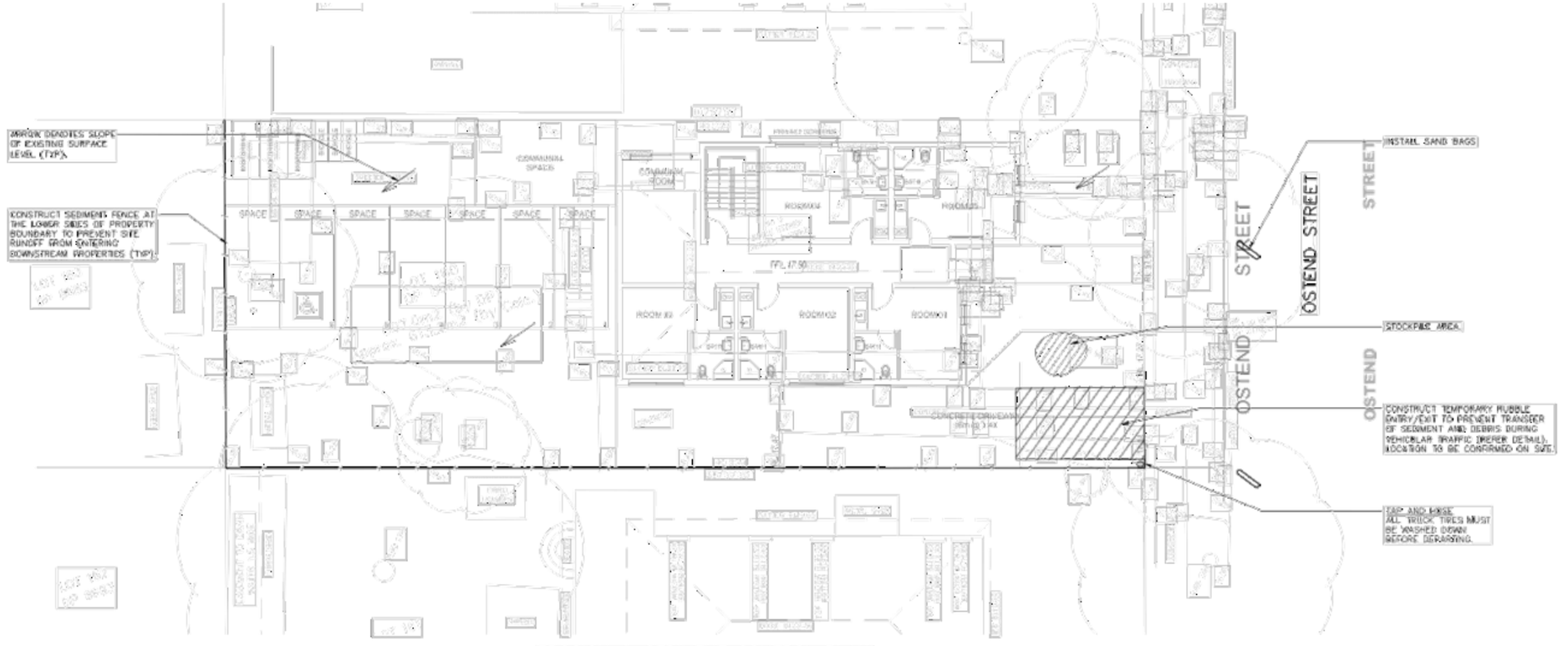
Project: 3 OSTEND STREET, LIDCOMBE

Title: COVER SHEET

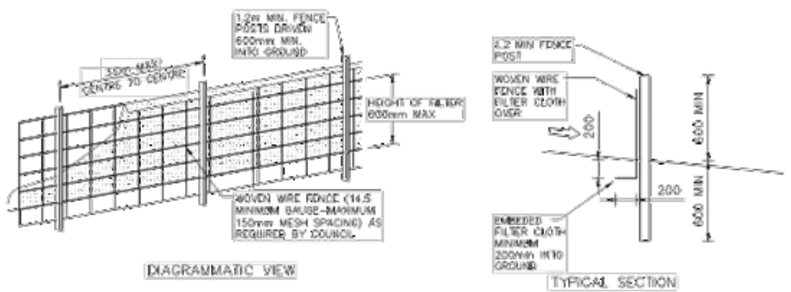
Date: 15/12/2019 | Design: J.D. | Approved: P.E.

Scale: 1:100 @ A1 (original size) 1:200 @ A3 | Drawn: J.D. | Checked: R.F.

Project Number: SW19165B | Drawing Number: SWDP01 | Revision: A



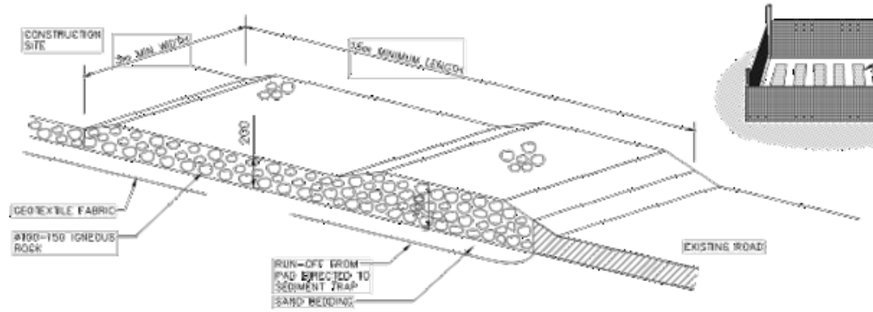
EROSION & SEDIMENT CONTROL PLAN
SCALE 1:100



DIAGRAMMATIC VIEW

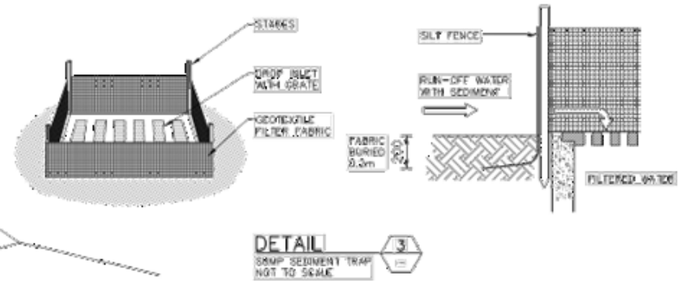
TYPICAL SECTION

DETAIL 1
SEDIMENT FENCE
NOT TO SCALE



RUBBLE ALTERNATIVE

DETAIL 2
TEMPORARY CONSTRUCTION EXIT
NOT TO SCALE



DETAIL 3
SIMP SEDIMENT TRAP
NOT TO SCALE

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DEVELOPMENT APPLICATION (DA)

FOR APPROVAL

Rev.	Description	By	Chk.	App.	Date
A	FOR APPROVAL	J.D.	R.F.	P.E.	15/12/2019

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Client: BAINI DESIGN

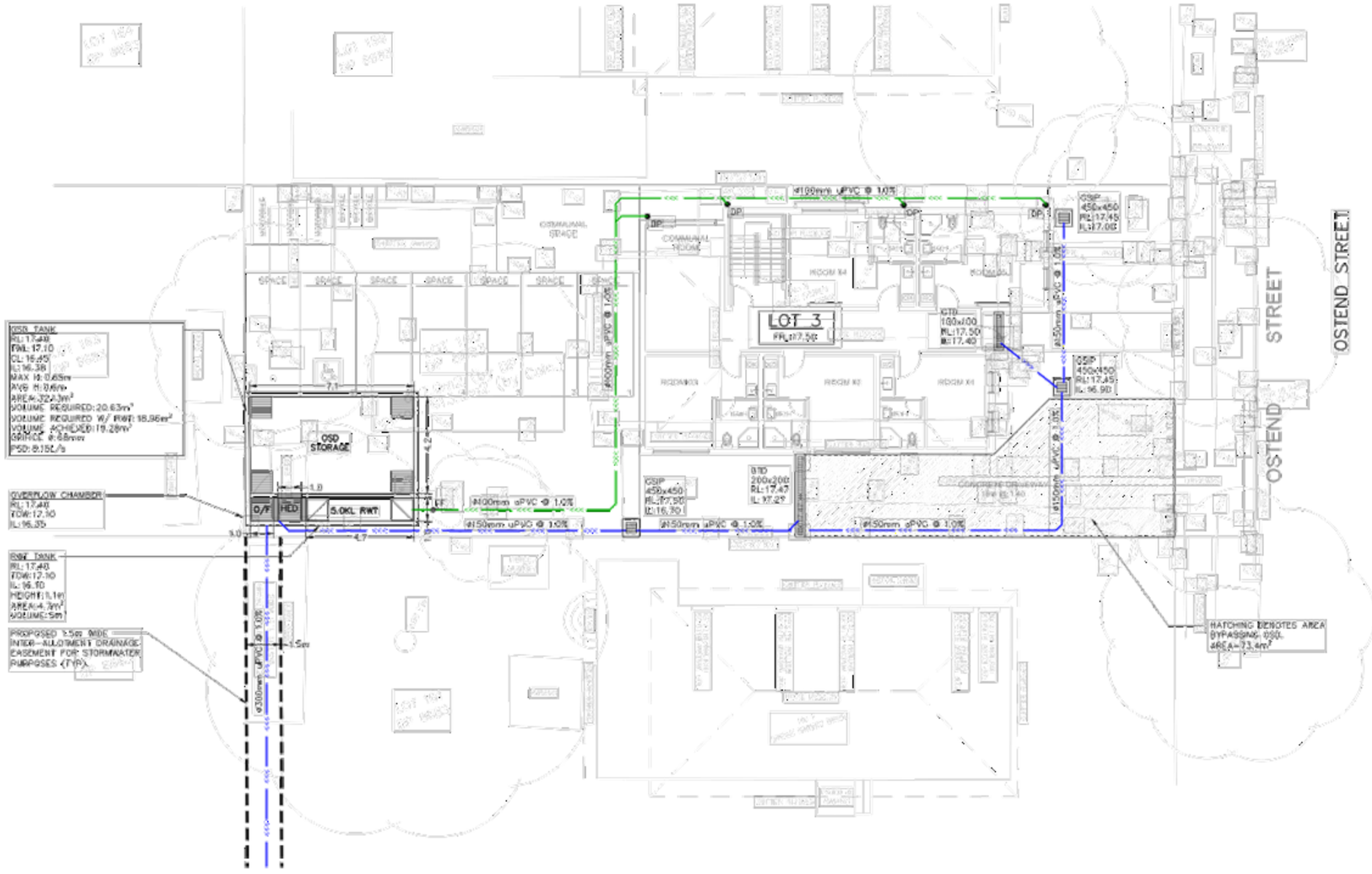
Project: 3 OSTEND STREET, LIDCOMBE

Title: EROSION & SEDIMENT CONTROL PLAN

Date: 15/12/2019 | Design: J.D. | Approved: P.E.

Scale: 1:100 @ A1 (original size) 1:200 @ A3 | Drawn: J.D. | Checked: R.F.

Project Number: SW19165B | Drawing Number: SWDP02 | Revision: A



GROUND FLOOR PLAN
SCALE 1:100

DESIGN NOTES:

THE SITE IS LOCATED IN CUMBERLAND CITY COUNCIL AND IS GOVERNED BY AUBURN DCP 2010.

SITE AREA = 613.2m²

SITE IS LOCATED WITHIN LOWER HASLAMS CREEK CATCHMENT AREA, THEREFORE:
SSR = 325m³/ha
PSD = 150L/s/ha

THE OSD STORAGE SYSTEM TO BE BELOW GROUND AND LOCATED IN THE REAR PARKING AREA, AS SHOWN.

REFER TO OSD CALCULATION SPREADSHEETS FOR MORE DETAILS.

ALL WALLS FORMING THE DETENTION TANK SHALL BE CONSTRUCTED WHOLLY WITHIN THE PROPERTYS BOUNDARIES OF THE SITE BEING DEVELOPED.

MINIMUM FREEBOARD OF 300mm HAS BEEN PROVIDED FOR HABITABLE FLOORS AND 100mm FOR NON HABITABLE FLOORS INCLUDING PATIOS AS PER AUBURN DCP 2010.

INSTALL CONFINED OSD SIGN FOR PUBLIC AWARENESS AND WARNING.

INSTALL STEP IRONS FOR PITS GREATER THAN 600mm DEEP.

INSTALL CLEAR OUT FOR INSPECTION AND MAINTENANCE PURPOSES.

ALL NEW DOWNPIPES AND STORMWATER PIPES SHOWN ON PLAN ARE Ø100mm uPVC U.N.O.

DOWNPIPE LOCATIONS ARE INDICATIVE AND TO BE CONFIRMED DURING CONSTRUCTION.

RAINWATER TANK TO BE EQUIPPED WITH FIRST FLUSH AND MOSQUITO PROTECTION DEVICES (REFER DETAIL).

MINIMUM 1% GRADE FOR OSD TANKS.

ALL NEW STORMWATER PIPES TO HAVE A MINIMUM OF 300mm TOPSOIL COVER OR 100mm CONCRETE COVER U.N.O.

ALL PROPOSED STORMWATER SERVICES TO BE CONSTRUCTED AT MINIMUM 0.5m CLEAR DISTANCE FORM EXISTING SEWER PIPE.

PROVIDE SUBSOIL DRAINAGE WITHIN LANDSCAPE AREAS, PLANTER BEDS & BEHIND RETAINING WALLS TO PREVENT LONG TERM SATURATION DURING PROLONGED WET WEATHER (TYP).

EXISTING SERVICES SHOWN ON PLAN ARE INDICATIVE ONLY. CONTRACTOR TO DETERMINE EXACT SIZE, LOCATION AND DEPTH BEFORE COMMENCING ANY WORKS (TYP).

CONSTRUCTION OVER EASEMENTS LOCATED ON SITE IS PROHIBITED. CONTRACTOR TO ENSURE THERE ARE NO OBSTRUCTIONS (TYP).

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DEVELOPMENT APPLICATION (DA)

FOR APPROVAL

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A	FOR APPROVAL	J.D.	R.F.	P.E.	15/12/2019

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info@capitalengineering.com.au
www.capitalengineering.com.au

Client: BAINI DESIGN

Project: 3 OSTEND STREET, LIDCOMBE

Title: SITE STORMWATER PLAN & DETAILS

Date: 15/12/2019 | Design: J.D. | Approved: P.E.

Scale: 1:100 @ A1 (original size) 1:200 @ A3 | Drawn: J.D. | Checked: R.F.

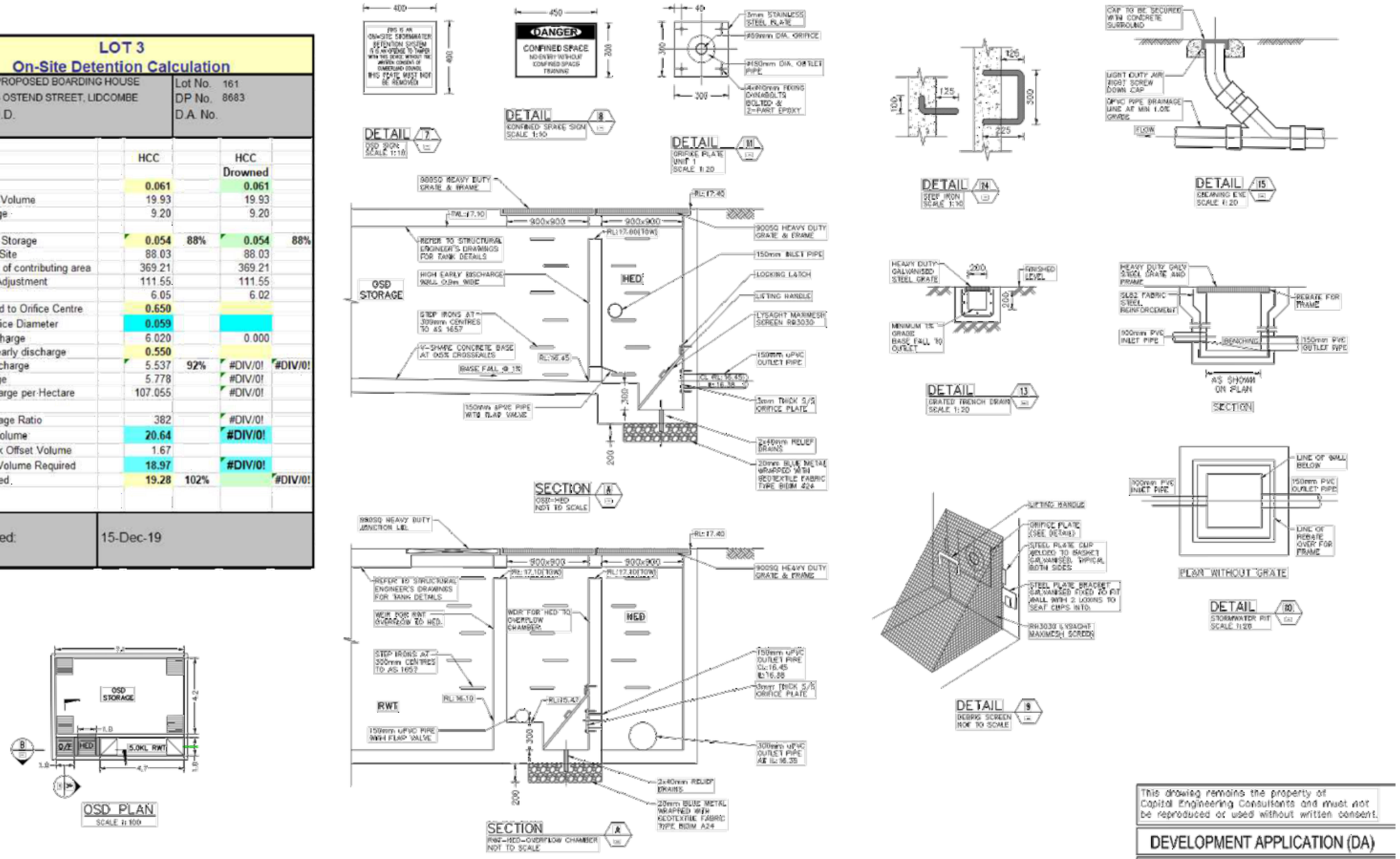
Project Number: SW19165B | Drawing Number: SWDP03 | Revision: A

LOT 3
On-Site Detention Calculation

Project:	PROPOSED BOARDING HOUSE	Lot No.	161
Location:	3 OSTEND STREET, LIDCOMBE	DP No.	8683
Designer:	J.D.	D.A. No.	
Phone:			

OSD Area:	HCC		HCC Drowned	
Site Area	0.061		0.061	
Basic Storage Volume	19.93		19.93	
Basic Discharge	9.20		9.20	
Area of Site to Storage	0.054	88%	0.054	88%
Percentage of Site	88.03		88.03	
Storage per ha of contributing area	369.21		369.21	
Volume/PSD Adjustment	111.55		111.55	
PSD for site	6.05		6.02	
Maximum Head to Orifice Centre	0.650			
Calculated Orifice Diameter	0.059			
Maximum discharge	6.020		0.000	
Head for high early discharge	0.550			
High Early Discharge	5.537	92%	#DIV/0!	#DIV/0!
Mean Discharge	5.778		#DIV/0!	
Average Discharge per Hectare	107.055		#DIV/0!	
Final Site Storage Ratio	382		#DIV/0!	
Site Storage Volume	20.64		#DIV/0!	
Rainwater Tank Offset Volume	1.67			
Final Storage Volume Required	18.97		#DIV/0!	
Volume Provided	19.28	102%		#DIV/0!

Date Checked:	15-Dec-19



Rev.	Description	By	Chk.	App.	Date
A	FOR APPROVAL	J.D.	R.F.	P.E.	15/12/2019

cec capital engineering consultants

Client: BAINI DESIGN

Project: 3 OSTEND STREET, LIDCOMBE

Title: DETAILS SHEET

Date: 15/12/2019	Design: J.D.		Approved: P.E.
Scale: 1:100 @ A1 (original size) 1:200 @ A3	Drawn: J.D.	Checked: R.F.	
	Project Number: SW19165B	Drawing Number: SWDP04	Revision: A

DOCUMENTS ASSOCIATED WITH REPORT LPP043/20

Attachment 7

Landscape Plan

LANDSCAPE DESIGN @ 3 Ostend Street, Lidcombe, 2141

JOB No. 20015





GENERAL NOTES

DRAWING

All finished levels are to be verified onsite by contractor

All Landscape works to be conducted in strict accordance with Councils landscape code and guidelines.

These drawings must be read in conjunction with the drafing package from the consultant, including all engineering and architecture drawings.

Refer to architects and engineering drawings for pavement, walls, fence, steps, levels and drainage.

SERVICES

Verify the as built location of all existing services before excavation works are started, services shown are indicative only.

WALLS

All pavement, planting & turf areas to be graded evenly. Ponding is unacceptable

TURFING AREA

Remove existing grass. Cultivate subgrade depth of 150mm and place site topsoil to areas to be turfed to a depth of a 100mm. Soil blends to comply with AS 4419

PLANTING AREAS

Approved topsoil, both site won and imported, shall be spread evenly in the approved formation to give a finished depth of 150mm for planted areas. All planting topsoil to be placed 388mm min depth and 100mm of mulch as specified. Soil blends to comply with AS 4419.

OSD Basins - Mulch type 2 (20mm river gravel) (refer materials schedule)

Finished levels of topsoil in planted areas to be 200mm above adjoining paving.

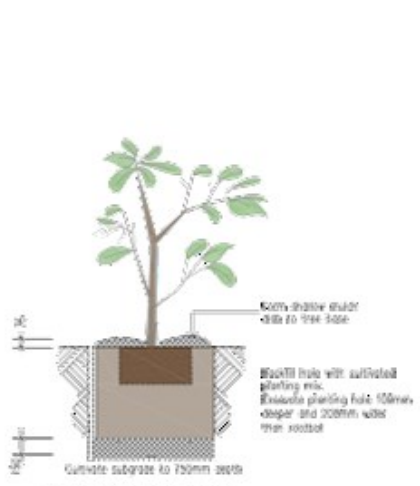
Ensure that soil media is ameliorated to increase its waterholding abilities.

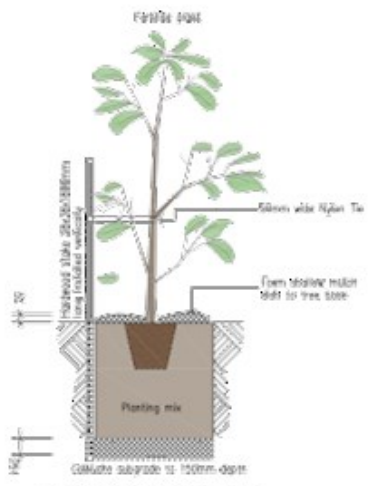
IRRIGATION

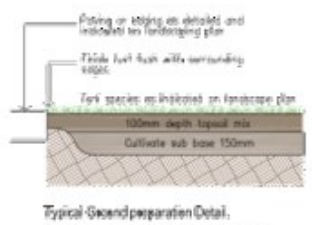
All irrigation installation to landscape areas are to satisfy the local Council water code and AS3500.

MAINTANCE

All landscape works are to be maintained for a period of 3 months from the date of completion. This is including all watering, weeding, spraying and re mulching necessary to achieve growth. Any plant and turf defects which arise in this period should be rectified immediately.







PLANTING SCHEDULE

GROUND COVERS

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
AGAPA	Agapanthus Little Brooke	Dwarf Lily	140mm	
DIANA	Dianella caerulea 'Breeze'	Breeze Flax Lily	140mm	
DIANE	Dianella revoluta 'Baby Bell'	Baby Bell	140mm	
LOMLO	Lomandra longifolia	Spiny-headed mat rush	140mm	
MYOPA	Myoporum parvifolium 'Creeping'	Creeping Boobialla	140mm	
RHAPH	Rhaphiolepis indica 'Ballerina'	Ballerina Indian Hawthorn	140mm	
TRACH	Trachelospermum jasminoides	Star Jasmine	140mm	
WESFR	Westringia fruticosa 'Mundi'	Mundi Coastal Rosemary	140mm	

SHRUBS

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
CALLI	Callistemon viminalis 'Little John'	Little John Bottlebrush	200mm	
CORRE	Correa 'Dusky Bells'	Dusky Bells Correa	200mm	
GREVI	Grevillea 'Robyn Gordon'	Robyn Gordon Grevillea	200mm	
LEPTO	Leptospermum 'Cardwell'	Cardwell Tea Tree	200mm	
PITTO	Pittosporum tenuifolium 'Golf Ball'	Golf Ball Kohuhu	200mm	
PITTO	Pittosporum tenuifolium 'Tom Thumb'	Tom Thumb Kohuhu	200mm	
WESFR	Westringia fruticosa 'Mundi'	Mundi Coastal Rosemary	200mm	

TREES

CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
ACMSM	Acmena smithii 'Minor'	Lillypilly Minor	75L	
BRAGA	Brachychiton acerifolius	Illawarra Flame Tree	75L	
CUPAN	Cupaniopsis anacardioides	Tuckeroo	75L	
LAGIN	Lagerstroemia indica 'Natchez'	Natchez Crepe Myrtle	75L	
LAGIN	Lagerstroemia indica 'Tuscarora'	Tuscarora Crepe Myrtle	75L	
LIVCH	Livistona chinensis	Chinese Fan Palm	75L	
PYRCA	Pyrus calleryana 'Capital'	Capital Ornamental Pear	75L	

REV	DESCRIPTION	DATE	BY
A	CONCEPT DEVELOPMENT	17/06/2020	TW

greenscene plans

LANDSCAPE DESIGN
3 Ostend Street, Lidcombe 2141

PO BOX 2402 NORTHPARRAMATTA, NSW 1750
greenscene@gmail.com
ABN 30 618 979 041
0416 005 005

20015

DWG No. 1 of 1 | REVISION A
SCALE 1:200 @ A1 | DRAWN BY JB | CHECKED BY KL
DATE 29/06/20

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CUMBERLAND CITY COUNCIL

DOCUMENTS ASSOCIATED WITH REPORT LPP043/20

Attachment 8

Plan of Management

think planners

Plan of Management

3 OSTEND STREET, LIDCOMBE

16 DECEMBER 2019



think planners

CONTENTS

PLAN OF MANAGEMENT OVERVIEW 3

LEGISLATIVE FRAMEWORK 4

KEY REQUIREMENTS 4

MANAGEMENT OF THE BOARDING HOUSE 9

MAINTENANCE OF COMMON AREAS AND RESPONSIBILITIES 10
MAINTENANCE OF INDIVIDUAL AREAS AND RESPONSIBILITIES 10
PEST CONTROL ARRANGEMENTS 10
WASTE MANAGEMENT AND COLLECTION 10
FIRE SAFETY 10
EMERGENCY CONTACTS AND PROCEDURES 11
CONFLICT RESOLUTION 11
COMPLAINTS MECHANISM: EXTERNAL 11
COMPLAINTS MECHANISM: BETWEEN LODGERS 12
HOUSE RULES - AMENITY OF THE NEIGHBOURHOOD AND CONTROL OF NOISE 13
HOUSE RULES 14

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PLAN OF MANAGEMENT OVERVIEW

This Plan of Management has been prepared for the operation and management of a boarding house at 3 Ostend Street, Lidcombe.

The small-scale boarding house is to accommodate a total of 12 rooms, each with full bathroom, kitchenette and living area, noting both ground floor units have been designed to be an adaptable room.

The proposed temporary short-term accommodation housing development will accommodate a total of 18 lodgers based on the room size and configuration and as nominated on the plans, including 6 x single occupancy suites and 6 x double occupancy suites.

It is evident a common area and communal open space within the ground floor. A total of 6 car parking spaces including and an accessible car parking space, 3 bicycle parking space and 3 motorcycle parking spaces are provided at-grade.

It is noted that under the State Environmental Planning Policy (Affordable Rental Housing) 2009, taking into considering the total lodgers, an on-site manager is not required as the resident numbers are less than 20 (18 proposed). However the development is to provide an off-site manager that will manage the operation and day to day running of the boarding house whilst ensuring additional support and safety for future lodgers.

This plan of management identifies appropriate strategies and procedures to address potential social or environmental impacts associated with Boarding Houses. The plan of management embraces current best practice methodologies such as casual surveillance, formal CCTV surveillance, clear contact points and procedures, complaint handling processes, articulation of responsibilities, and agreed house rules.

A plan of management is an accepted concept in environmental law and can be used in a range of circumstances. This plan of management assists in addressing the amenity impacts on the neighbours and integrating the proposed development with the existing development in the street.

The plan of management assists in addressing any adverse impacts on the amenity and characteristics of the established residential area. It provides a procedure to receive and resolve complaints.

The measures outlined in this plan of management will be of assistance in maintaining the amenity and characteristics of the area.

LEGISLATIVE FRAMEWORK

The Boarding House is regulated by the Boarding Houses Act 2012 and the associated Boarding Houses Regulation 2013. The provisions of the Act and Regulations are to be complied with at all times.

Objects of the Act

The objects of the Act are to *establish an appropriate regulatory framework for the delivery of quality services to residents of registrable boarding houses, and for the promotion and protection of the wellbeing of such residents, by:*

(a) providing for a registration system for registrable boarding houses, and

(b) providing for certain occupancy principles to be observed with respect to the provision of accommodation to residents of registrable boarding houses and for appropriate mechanisms for the enforcement of those principles, and

(c) providing for the licensing and regulation of assisted boarding houses and their staff (including providing for service and accommodation standards at such boarding houses), and

(d) promoting the sustainability of, and continuous improvements in, the provision of services at registrable boarding houses.

Definition

The proposal is defined as a '*general boarding house*' under the Act:

*(2) Boarding premises are a **general boarding house** if the premises provide beds, for a fee or reward, for use by 5 or more residents (not counting any residents who are proprietors or managers of the premises or relatives of the proprietors or managers).*

KEY REQUIREMENTS

Registration of Boarding Houses

The boarding house is required to Notify the Commissioner the following according to Section 9:

9 Notification of particulars about registrable boarding house

(1) A proprietor of boarding premises that are used as a registrable boarding house must notify the Commissioner, in accordance with this section, of the following particulars so as to enable the Commissioner to include information about the boarding house in the Register:

(a) the name, and the residential or business address, of each proprietor of the boarding house,

(b) the name (if any) and the address of the registrable boarding house,

(c) whether the boarding house is a general or regulated assisted boarding house,

(d) whether development consent or approval is required under the Environmental Planning and Assessment Act 1979 to use the boarding house as boarding premises and, if so, whether such consent or approval has been granted,
(e) the number of residents of the registrable boarding house,
(f) the number of residents who are under 18 years of age,
(g) the name of the manager (if any) of the registrable boarding house,
(h) the total number of bedrooms provided as sleeping accommodation for the residents,
(i) such other particulars as may be approved by the Commissioner or prescribed by the regulations.

The additional particulars specified by Section 9(1)(i) are identified in Section 4 of the Regulations and stated as:

(1) The following additional particulars are prescribed for the purposes of section 9 (1) (i) of the Act:
(a) the telephone number and email address, if any, of the manager (if any) of the registrable boarding house,
(b) the telephone number, email address and website address, if any, of the registrable boarding house,
(c) the local government area in which the registrable boarding house is located,
(d) the telephone number and email address, if any, of each proprietor of the registrable boarding house,
(e) the maximum number of fee-paying residents who can be accommodated in the registrable boarding house,
(f) the method or methods for calculating charges for fee-paying residents and the fee amounts payable,
(g) the methods of payment used by fee-paying residents (including cash payments, credit cards, cheques, direct bank debits, money orders, BPay and Australia Post),
(h) the kinds of services provided to any residents (including accommodation, meals and personal care services),
(i) whether the registrable boarding house has special provisions for physical access and, if so, the kind of provisions provided,
(j) the numbers of residents who fit into each of the following categories (to the extent that it is reasonably practicable to ascertain this information):
(i) males,
(ii) females,
(iii) elderly persons (that is, persons 60 years of age or more),
(iv) students of tertiary institutions,
(v) persons who are mentally ill persons within the meaning of the Mental Health Act 2007,
(vi) persons who have a disability (however arising and whether or not of a chronic episodic nature) that is attributable to an intellectual, psychiatric, sensory, physical or like impairment or to a combination of such impairments,

(vii) persons with significant health problems,
(viii) persons needing assistance with daily tasks and personal care.

Occupancy Agreements

A written Occupancy Agreement is to be formulated in accordance with the Act and associated Regulations that sets out the terms of the occupancy agreement. The Occupancy Agreement is to align with the Occupancy Principles contained in Schedule 1 of the Act, as stated below (but may be updated from time to time):

Schedule 1 Occupancy principles

(Section 30 (1))
1 State of premises
A resident is entitled to live in premises that are:
(a) reasonably clean, and
(b) in a reasonable state of repair, and
(c) reasonably secure.
2 Rules of registrable boarding house
A resident is entitled to know the rules of the registrable boarding house before moving into the boarding house.
3 Penalties for breaches of agreement or house rules prohibited
A resident may not be required to pay a penalty for a breach of the occupancy agreement or the rules of the registrable boarding house.
4 Quiet enjoyment of premises
A resident is entitled to quiet enjoyment of the premises.
5 Inspections and repairs
A proprietor is entitled to enter the premises at a reasonable time on reasonable grounds to carry out inspections or repairs and for other reasonable purposes.
6 Notice of increase of occupancy fee
A resident is entitled to 4 weeks written notice before the proprietor increases the occupancy fee.
7 Utility charges
(1) The proprietor is entitled to charge a resident an additional amount for the use of a utility if:
(a) the resident has been notified before or at the time of entering the occupancy agreement of the use of utilities in respect of which the resident will be charged, and
(b) the amount charged is based on the cost to the proprietor of providing the utility and a reasonable measure or estimate of the resident's use of that utility.
*(2) A **utility** for the purposes of this clause is each of the following:*
(a) the supply of electricity,
(b) the supply of gas,
(c) the supply of oil,
(d) the supply of water,

(e) the supply of any other service prescribed by the regulations.

8 Payment of security deposits

(1) The proprietor may require and receive a security deposit from the resident or the resident's authorised representative only if:

(a) the amount of the deposit does not exceed 2 weeks of occupancy fee under the occupancy agreement, and

(b) the amount is payable on or after the day on which the resident (or the resident's authorised representative) enters the agreement.

(2) Within 14 days after the end of the occupancy agreement, the proprietor must repay to the resident (or the resident's authorised representative) the amount of the security deposit less the amount necessary to cover the following:

(a) the reasonable cost of repairs to, or the restoration of, the registrable boarding house or goods within the premises of the boarding house, as a result of damage (other than fair wear and tear) caused by the resident or an invitee of the resident,

(b) any occupation fees or other charges owing and payable under the occupancy agreement or this Act,

(c) the reasonable cost of cleaning any part of the premises occupied by the resident not left reasonably clean by the resident, having regard to the condition of that part of the premises at the commencement of the occupancy,

(d) the reasonable cost of replacing locks or other security devices altered, removed or added by the resident without the consent of the proprietor,

(e) any other amounts prescribed by the regulations.

(3) The proprietor may retain the whole of the security deposit after the end of the occupancy agreement if the costs, fees or charges referred to in subclause (2) (a)–(e) are equal to, or exceed, the amount of the security deposit.

(4) In this clause:

***security deposit** means an amount of money (however described) paid or payable by the resident of a registrable boarding house or another person as security against:*

(a) any failure by the resident to comply with the terms of an occupancy agreement, or

(b) any damage to the boarding house caused by the resident or an invitee of the resident, or

(c) any other matter or thing prescribed by the regulations.

9 Information about occupancy termination

A resident is entitled to know why and how the occupancy may be terminated, including how much notice will be given before eviction.

10 Notice of eviction

(1) A resident must not be evicted without reasonable written notice.

(2) In determining what is reasonable notice, the proprietor may take into account the safety of other residents, the proprietor and the manager of the registrable boarding house.

(3) Subclause (2) does not limit the circumstances that are relevant to the determination of what is reasonable notice.

11 Use of alternative dispute resolution

A proprietor and resident should try to resolve disputes using reasonable dispute resolution processes.

12 Provision of written receipts

A resident must be given a written receipt for any money paid to the proprietor or a person on behalf of the proprietor.

MANAGEMENT OF THE BOARDING HOUSE

The Boarding House will be managed by an appointed off site manager through a Property Management Company, who will be contactable 7 days per week. The Property Management Company will be a business with relevant ABN and authorities for property management and is licensed under the Property Stock and Business Agents Act and associated regulations, will be made the point of contact. The off site manager is to be trained and have resources to screen potential occupants, manage complaints efficiently and ensure maintenance of common property is systematic and thorough.

The off site manager is to be engaged by contract on an annual basis. The off site manager will be able to respond within short timeframes, and be responsible for contracts and contacts with maintenance persons and companies, manage the facilities for the recording and storing of CCTV footage, and have established relationships/contacts with security companies and services such as the NSW Police Force, NSW Ambulance Service and NSW Fire Brigade.

Any matters that require urgent and potentially life threatening responses are the responsibility of either police, ambulance or fire services.

The off site manager must:

- Be experienced in the operation of multiple occupancy residential development.
- Oversee all occupancy agreements and ensure such agreements align with the provisions of the Boarding Houses Act 2012 and associated Regulations, including setting out information about occupancy evictions (such as the amount of notice to be provided of eviction).
- Organise building and landscaping maintenance as required through the engaging of contractors to undertaken maintenance, landscaping and cleaning functions.
- Promptly address and respond to tenant issues and building operation and maintenance matters.
- Maintain an incident register and record any complaints. The register is to be made available to Council.
- Ensure that the total occupancy of the boarding rooms pursuant to the leases does not exceed 18 lodgers.
- Provide the tenant with a copy of the Resident Information Brochure and House Rules with any new occupancy agreement;
- Undertake periodic inspections of the boarding rooms to ensure that they are being maintained in a clean and tidy fashion and that maximum occupant numbers are maintained.

MAINTENANCE OF COMMON AREAS AND RESPONSIBILITIES

Common areas are to be maintained by users and spaces should be left as they are found, in a clean and tidy state.

A weekly cleaner will be employed, at the cost of the Boarding House owner, to ensure that the common property is clean and to take out the bins for the council garbage collection and subsequently bring in the bins after collection. Recycling bins and residual bins will be provided in each room to promote recycling.

The Boarding House off site manager is to employ the services of professional maintenance companies to undertake regular maintenance of the building. The maintenance companies are to enter the premises regularly and complete all maintenance required.

Any damage of internal or external property is repaired immediately together with all wear and tear items.

MAINTENANCE OF INDIVIDUAL AREAS AND RESPONSIBILITIES

Individual residents are responsible for maintaining their rooms in a clean and tidy state and must be made available for inspection by the boarding house manager upon request (48 hours' notice).

PEST CONTROL ARRANGEMENTS

Cleaning will also include regular inspections for vermin control and pest control services will be arranged by the boarding house manager on a regular basis.

WASTE MANAGEMENT AND COLLECTION

A weekly cleaner will be employed, at the cost of the Boarding House owner, to ensure that the common property is clean and to take out the bins for the council garbage collection and subsequently bring in the bins after collection. Recycling bins and residual bins will be provided in each room to promote recycling.

FIRE SAFETY

A Fire Safety Evacuation Plan will be prepared and attached to this Plan of Management prior to commencement of operations of the boarding house. The plan will contain pictorial instructions detailing evacuation steps in the case of an emergency. The plan is to include evacuation routes, assembly points, and a plan of action once a fire alarm has been activated. The Fire Safety Evacuation Plan is to be prominently located in each room and in the common area.

The phone numbers of appropriate contacts will be prominently displayed throughout the premises e.g. NSW Police, Security Company, NSW Fire and Rescue, NSW Ambulance Service and other local emergency assistance services.

EMERGENCY CONTACTS AND PROCEDURES

The phone numbers of appropriate contacts will be prominently displayed throughout the premises (foyer and common room) e.g. NSW Police, Security Company, NSW Fire and Rescue, NSW Ambulance Service and other local emergency assistance services. Phone numbers are also to be provided for appropriate support infrastructure service providers such as Telstra, Electrical Authority, Water Authority, local Council, etc.

CONFLICT RESOLUTION

Complaints from the community and between lodgers are to be noted in an Incident Diary with details of the complaint and the action taken to address the complaint. The task of the off site manager is to ensure that all neighbourhood and internal complaints are recorded, and management responses documented. A Management Diary and an Incident Register is to be kept.

The off site manager will listen to complaints or respond to correspondence and detail procedures to the persons complaining as to how the Boarding House intends minimising any further impact in the future on neighbours or between residents.

The procedures detailed in this Plan of Management are designed to minimise complaints. The off site manager is to deal with empathy and respect to any person making a complaint.

COMPLAINTS MECHANISM: EXTERNAL

The off-site manager is responsible for establishing contact and maintaining a relationship with the neighbours of the Boarding House within a 100m radius by undertaking the following tasks:

- Upon appointment letterbox drop all mail boxes within 100m radius of the Boarding Housing advising of their appointment and nominating all methods to contact them should any matter arise that warrants addressing. There shall be no less than two after hours contact numbers.

- Provide a clear sign at the front of the Boarding House, that is visible to the public, identifying the name of the off site manager and the methods of contacting the Manager in the event that there is a matter that warrants addressing.

Complaints from the community are to be noted in an Incident Diary with details of the complaint and the action taken to address the complaint.

The task of the off site manager is to ensure that all neighbourhood complaints are recorded, and management responses documented. A Management Diary and an Incident Register is to be kept. The off site manager will listen to complaints or respond to correspondence and detail procedures to the persons complaining as to how the Boarding House intends minimising any further impact in the future.

The procedures detailed in this Plan of Management are designed to minimise complaints.

The off site manager is to deal with empathy and respect to any person making a complaint.

COMPLAINTS MECHANISM: BETWEEN LODGERS

The off-site manager is responsible for acting as mediator in disputes between lodgers.

Complaints from the lodgers are to be noted in an Incident Diary with details of the complaint and the action taken to address the complaint. The task of the off site manager is to ensure that all complaints are recorded, and management responses documented. A Management Diary and an Incident Register is to be kept.

The off site manager will listen to complaints or respond to correspondence and detail procedures to the persons complaining as to how it is intended to minimise any further impact in the future.

The procedures detailed in this Plan of Management are designed to minimise complaints.

The off site manager is to deal with empathy and respect to any person making a complaint.

HOUSE RULES - AMENITY OF THE NEIGHBOURHOOD AND CONTROL OF NOISE

The draft "House Rules" for the Boarding House are attached to this Plan of Management. It is noted that the document is a draft as it outlines the minimum requirements to be implemented by the off site manager; however, it may be appropriate to amend and add to the House Rules as the Boarding House operations evolve.

The House Rules are to be prominently displayed in the common areas. Each new tenant is to be provided with a copy of the House Rules when signing their leasing agreement and agree to be bound by the House Rules.

House Rules relate to:

- The emission of noise (from within the boarding house and the external spaces);
- prohibition of large gatherings and parties on the premises;
- interference with the peace and quiet of other residents and neighbours;
- volume of television and music players;
- control of alcohol intake and prohibition of illegal substances; and
- anti-social behaviour.
- Parking of vehicles.

The emission of noise and appropriate hours for noise emission is dictated in legislation and enforced by parties such as the local Council.

The off site manager is to be familiar with the legislative requirements and rules and be aware of the relevant authorities that are responsible for enforcement of noise issues.

HOUSE RULES

The following rules are a condition of your occupancy agreement – Any breach of these rules will result in termination of your occupancy agreement.

Resident Behaviour & Neighbour Relations
Each occupant is required to ensure that other occupants of this boarding house as well as surrounding neighbours are allowed to peacefully and quietly enjoy their own premises. Each occupant is required to ensure they do not do anything or allow anything to occur that will impact on the quiet enjoyment of each tenant and neighbour of this boarding house.

Occupants of each boarding room shall make available their boarding room available for inspection by the property manager. This shall be by appointment with 24 hours' notice. However, in the case of an emergency, no notice is required, and the property manager may use the spare key to enter the premises.

Occupants are not to congregate in groups in any part of the common property, especially the external common property. Anti-social behaviour of any kind is prohibited and will be referred immediately to the police.

Any breach of the house rules will result in warnings initially, and in the case of persistent and serious breaches, termination of your lease and eviction from the premises.

Noise & Radio/TV
At any time noisy activities are occurring, occupants should keep doors any windows closed where possible to reduce noise emission and impact on neighbours.

Television, music players and any other sound emitting devise should be kept at a moderate level and not be audible from neighbouring properties

Use of External Areas
The common room and common courtyard shall only be used during the following Hours:

- Sunday to Thursday 7am to 10pm
- Friday and Saturday 7am to 10pm

Alcohol and Smoking
No Alcohol or illegal substances are to be consumed or be brought into common property at any time. Alcohol consumed in rooms must be disposed of in designated recycling bins.

No smoking is permitted within the Boarding House. Smoking is to be limited to visually obscured external open space areas only. No smoking is to be undertaken at the front of the property, only in the designated external smoking spaces.

Parking of Vehicles and Vehicular Access Arrangements
Entry and Exit of Cars and Turning Area

The development has 7 defined parking spaces at-grade, and these are the only areas where parking is permitted.

When entering and exiting the site in a vehicle, vehicles must enter and leave the site in a forward direction.

Parking of Cars
Any cars unable to be accommodated on site will be parked on the street network and are not to block driveways or being parked in no parking or no stopping zones. At no time are cars authorised to park on the footpath area in a manner that is not permitted by relevant legislation- cars are either to be parked on the site or parked ***lawfully*** on the surrounding street network.

Register of Complaints & Dealing with Complaints: Neighbours
The off site manager is responsible for establishing contact and maintaining a relationship with the neighbours of the Boarding House within a 100m radius by undertaking the following tasks:

Upon appointment letterbox drop all mail boxes within 100m radius of the Boarding Housing advising of their appointment and nominating all methods to contact them should any matter arise that warrants addressing. There shall be no less than two after hours contact numbers.

Provide a clear sign at the front of the Boarding House, that is visible to the public, identifying the name of the off site manager and the methods of contacting the Manager in the event that there is a matter that warrants addressing.

Complaints from the community are to be noted in an Incident Diary with details of the complaint and the action taken to address the complaint.
This is to include specific room numbers that generate complaints.

The task of the off site manager is to ensure that all neighbourhood complaints are recorded, and management responses documented.

A Management Diary and an Incident Register is to be kept.

The off site manager will listen to complaints or respond to correspondence and detail procedures to the persons complaining as to how the Boarding House intends minimising any further impact in the future.

Register of Complaints & Dealing with Complaints: Between Tenants
If conflict between lodgers cannot be resolved amicably complaints are to be directed to the boarding house manager who will act as a mediator between lodgers. Complaints are to be to be noted in an Incident Diary with details of the complaint and the action taken to address the complaint.

This is to include specific room numbers that generate complaints.

The task of the off site manager is to ensure that all internal complaints are recorded, and management responses documented. A Management Diary and an Incident Register is to be kept.

The off site manager will listen to complaints or respond to correspondence and detail procedures to the persons complaining as to how it is intended to minimise any further impact in the future.

Cleaning Schedules
Each resident is required keep common areas clean. After using common facilities such as the kitchen or bathroom, residents are clean up after themselves. Residents are encouraged to use their own private kitchen and bathroom where possible.

Common areas are to be maintained by users and spaces should be left as they are found- in a clean and tidy state.

A weekly cleaner will be employed, at the cost of the Boarding House owner, to ensure that the common property is clean and to take out the bins for the council garbage collection and subsequently bring in the bins after collection. Recycling bins and residual bins will be provided in each room to promote recycling.

Waste Disposal
Waste is to be disposed to the communal waste bins once bins are full;

Number of Approved Boarding House Rooms
There are to be no more than 1-2 lodgers in each room ;

Common Areas and Usage Times
Common areas are available for the enjoyment of boarders provided good order is maintained. All waste is to be disposed of and not left in the common areas or externally in common areas;

The common room and common courtyard shall only be used during the following Hours:

- Sunday to Thursday 7am to 10pm
- Friday and Saturday 7am to 10pm

Behaviour and Guest Visiting Times

Each tenant of this boarding house is responsible for themselves and their visitors. Tenants should ensure their visitors enter and exit the site in a quiet and respectful manner, having regard to the time of day or night they are entering or exiting the site.

Guests are permitted on site however they are not to stay overnight if this would lead to more than 2 persons being located in the boarding room.

Animals

There is to be no keeping of animals on the premises as this may compromise the health and/or safety of other residents and will impact upon maintenance and cleanliness requirements within the Boarding House.

Smoking

No smoking is permitted within the Boarding House. Smoking is to be limited to visually obscured external open space areas only. No smoking is to be undertaken at the front of the property, only in the designated external smoking spaces.

Alcohol and Drugs

No Alcohol or illegal substances are to be consumed or be brought into common property at any time. Alcohol consumed in rooms must be disposed of in designated recycling bins.

Security

The Boarding House is to be fitted with recording CCTV cameras in the common areas such entries, car parking area and common lounge room. All movement in these areas is to be recorded and monitored. The footage is to be capable of being viewed live and recorded, over the Internet from any fixed or portable Internet viewing device, from anywhere locally or internationally.

The continual electronic monitoring and recording of common areas is a key function of providing actual and perceived security. These premises are under 24/7 video surveillance which is recorded and held and will be provided to council and/or law enforcement at any time. Disturbances are to be reported to the manager and NSW Police (if manager unavailable).

Function and Event Restrictions

No Parties are any other noise generating activity is to occur after 10pm Sunday to Thursday and after midnight Friday and Saturday.

DOCUMENTS ASSOCIATED WITH REPORT LPP043/20

Attachment 9

Submissions Received

Harley Pearman

From:
Sent: Monday, 6 April 2020 10:59 PM
To: Records Department
Subject: Objection-Application DA2019/0504

Dear Sir/Madam,

Property - 1 Ostend Street, Lidcombe NSW 2141,

I am a resident of and I have been a resident here for a long time and I strongly object to the proposed boarding house development.

>The large number of people staying at the boarding house will bring along a significant amount of noise and movements that could result in an increase in antisocial behavior as the boarding house will not have an on-site manager to resolve issues quickly.
>Windows on the top floor are overlooking our open private space
>The site does not meet the State Environmental Planning Policy(Affordable Rental Housing) 2009(Arhsepp) therefore Auburn LEP and DCP to be used to assess the landscape area, solar access, private open space, parking, and accommodation sized compliance.
>The motorcycle parking area is too close to our fence and will be causing noise safety issues.

Overall, I strongly object for this proposed boarding house development.

Yours faithfully,

Harley Pearman

From:
Sent: Monday, 6 April 2020 11:15 PM
To: Records Department
Subject: Objection - Application - DA2019/0502

Dear Sir/Madam,

Property - 3 Ostend Street, Lidcombe NSW 2141

I am a resident of : and I have been living here for a long time and I strongly object to the proposed boarding house development.
>There are a lot of concrete and hard surfaces as well as very little deep soil zone.
>The irregular bus service at our nearest bus stop is not suitable for the lodgers in the boarding area and I am concerned about the boarding house residents. The proposed site will not be able to meet the day to day public transport needs of the residents as required by the State government affordable rental housing scheme.
>The built form of the DA boarding house is a very big house and has too many bedrooms, the largest of bedrooms in my street is a lot less than twelve bedrooms. I thought the maximum number of bedrooms is four for a house in my area.
>This is not a small scale boarding house. I am told that a small boarding house has five to twelve lodgers, not eighteen lodgers. Where did the developers get the definitions for the small scale boarding house?
>There will be a lot of parking issues for the residents of the street due to the high demand for parking that will arise once the lodgers move into the boarding house. The fact that our house is located in front of the park already reduces the number of parking spaces.

I strongly object to the proposed boarding house development. Boarding houses offer cheap accommodation for residents and little responsibility for them towards the neighbors of the premises.

Yours faithfully,

1

4th April 2020

Email:

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. DA2019/0504
Property: 1 Ostend Street
Proposal: Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking

I am a resident at No. . Having brought up my children and living in the area for over 30 years, I strongly object to the development application as follows:

- Disease cannot be controlled in boarding houses during Pandemic such as the Covid-19 we're experiencing now. This point was point out by Australia Deputy Chief Medical Officer Paul Kelly in a press conference on the 4-April-2020 due to the number of people living in one house and the sharing of common space. Since the occurrence of pandemic is more frequent the floods, the disease control and health safety issue must be considered and assessed in the same fashion as flood events for safety of residents.
- This proposal is not a common and standard DA expect on such site, it deviates the local development control standards by large amount so need to be referred the planning panel for further discussion.
- The site had numerous numbers of accidents, last year a pedestrian was dragged onto the stone fence by a car. The increase in traffic to the site will make the corner of Ostend and Nicholas a lot more dangerous.

- The inadequate public transport of the area is not suitable for the site to be a boarding house.
- This is a low density area and high density boarding house will have impacts on the population density, safety of the neighbourhood, increase traffic accidents and parking issues.
- This proposal does not meet affordable rental housing initiatives by the state government so the proposed house must complies to all local development instruments control.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

4th April 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. DA2019/0502
Property: 3 Ostend Street
Proposal: Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking

I am a resident at No. Having brought up my children and living in the area for over 30 years, I strongly object to the development application as follows:

- This proposal is not a common and standard DA expect on such site, it deviates the local development control standards by large amount so need to be referred the planning panel for further discussion.
- The site had numerous numbers of accidents, last year a pedestrian was dragged onto the stone fence by a car. The increase in traffic to the site will make the corner of Ostend and Nicholas a lot more dangerous.
- The inadequate public transport of the area is not suitable for the site to be a boarding house.
- Disease cannot be controlled in boarding houses during Pandemic such as the Covid-19 we're experiencing now. This point was point out by Australia Deputy Chief Medical Officer Paul Kelly in a press conference on the 4-April-2020 due to the number of people living in one house and the sharing of common space. Since the occurrence of pandemic is more frequent the floods, the disease control and

health safety issue must be considered and assessed in the same fashion as flood events for safety of residents.

- This is a low density area and high density boarding house will have impacts on the population density, safety of the neighbourhood, increase traffic accidents and parking issues.
- This proposal does not meet affordable rental housing initiatives by the state government so the proposed house must complies to all local development instruments control.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

Harley Pearman

From:
Sent: Tuesday, 7 April 2020 3:04 PM
To: Fiona Johnston; Records Department
Subject: Application No: DA2019/0502

Please email me back once recieved

Att: Harley Pearman, Assessment Officer

Application No: DA2019/0502
Proposal: Demolition of existing structures and construction of a two storey boarding house compromising 12 rooms with at at-gate car park.

Dear Sir,

I would like to strongly object to the development application for the following reasons:-

Security:-
I believe our community will be put at risk as there is no onsite manager.
No onsite manager means there will be no checks on how many people could be living in the house, in each room, the cleanliness, visitors, excess people, excess rubbish, noise etc.

Safety:-
Safety will become an issue for both the residents and and the surrounding community. It was mentioned to us that transient people from jail will make up some of the tenants living in the boarding house. The vast majority of the surrounding residents are elderly or families, who have raised concerns of their safety if the residents have only just been released from jail.

Traffic:-
Extra traffic at the intersection of Ostend and Nicholas street with entering and exiting the property will cause extra congestion on both streets. Nicholas street is already used as a back street when Parramatta Road is busy, popular with learner drivers and has seen many accidents in the past few years. Most recently, a resident on a neighboring street had his legs shattered as a result of a car failing to stop at the stop sign, pushing another car onto the foot path. Resulting in hitting the Mons st resident on the footpath as well as the fence and into the front yard of the exact property you plan to reside 12 people. The unpredictability of this intersection is a day to day occurrence for locals, but people not used to the area (as well as adding a large driveway) will pose a threat and be threatened themselves.This specific intersection is dangerous for both walkers and the planned residents for this exact reason.

Noise:-
This will not be a pleasant place to live with the cramming of so many rooms into one house. It will cause noise issues for both the residents and neighboring houses. Again not helping to build a community. We already have various share houses in streets near the local park that are causing great stress to families and elderly that have been the reason for multiple police calls due to drag races and car crashes, extremely loud music, fights at night and snooping at the front of peoples houses. Adding non-permanent residents nearby is far more likely to escalate this ongoing issue.

Rooms without windows:
The lack of Windows in bathrooms and kitchettes poses an issue with people's health. It has been proven that having windows in small rooms such as these improve air quality, air circulation, people's psychological health as well as a great source of natural light. The lack of these proves poor designs and in other cases around the world, the lack of windows has cost businesses more than just money. Studies have shown that without a decent amount

of sun exposure in one's most used parts of the home can result in a lower mood, lack of apatite, claustrophobia, depression etc.

Public Transport:-
We have a poor bus service in this area with no buses after 7pm at night as well as no bus service on a Sunday. Boarding houses need to be built in areas that are well serviced by public transport or at least closer to transport. Developers don't look after the residents of boarding houses. The community understands that the land is cheaper to buy further away from the train station, but it isn't fair or right for their future residents or the surrounding community. Building such a house closer to the train station would be a much smarter move and would take out many of the surrounding residents concerns about noise and safety.

Rubbish:-
Removal of weekly rubbish will need to be well managed or the neighborhood will result in smell and vermin. Many people have pets in this community and their well beings will be of concern unless you manage this property correctly.
With people moving in and out of the property constantly, the issue of illegal dumping of belongings when moving out as well as not taking care of the house and it's exterior comes to the forefront. When people live in a home for 10+ years, you take care of it, when renting for 1 or 2 years you'd take care of a house. It was expressed to us that people will be living there for short amounts of time, (less than 6 months) meaning that they are less likely to take care of the house and surrounding areas such as the park.

We have a lovely community here as a whole and on Ostend st and Mons st.The residents all work to build on this community in their family homes.

Dense living houses are not suited to be built in this area.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Regards.

Harley Pearman

From:
Sent: Tuesday, 7 April 2020 3:08 PM
To: Records Department
Subject: FW: Application No: DA2019/0502

I second everything written in this email.

-------- Original message --------
From:
Date: 7/4/20 3:03 pm (GMT+10:00)
To: council@cumberland.nsw.gov.au
Subject: Application No: DA2019/0502

Please email me back once recieved

Att: Harley Pearman, Assessment Officer

Application No: DA2019/0502
Proposal: Demolition of existing structures and construction of a two storey boarding house compromising 12 rooms with at at-gate car park.

Dear Sir,

I would like to strongly object to the development application for the following reasons:-

Security:-
I believe our community will be put at risk as there is no onsite manager.
No onsite manager means there will be no checks on how many people could be living in the house, in each room, the cleanliness, visitors, excess people, excess rubbish, noise etc.

Safety:-
Safety will become an issue for both the residents and and the surrounding community. It was mentioned to us that transient people from jail will make up some of the tenants living in the boarding house. The vast majority of the surrounding residents are elderly or families, who have raised concerns of their safety if the residents have only just been released from jail.

Traffic:-
Extra traffic at the intersection of Ostend and Nicholas street with entering and exiting the property will cause extra congestion on both streets. Nicholas street is already used as a back street when Parramatta Road is busy, popular with learner drivers and has seen many accidents in the past few years. Most recently, a resident on a neighboring street had his legs shattered as a result of a car failing to stop at the stop sign, pushing another car onto the foot path. Resulting in hitting the Mons st resident on the footpath as well as the fence and into the front yard of the exact property you plan to reside 12 people. The unpredictability of this intersection is a day to day occurrence for locals, but people not used to the area (as well as adding a large driveway) will pose a threat and be threatened themselves.This specific intersection is dangerous for both walkers and the planned residents for this exact reason.

Noise:-

This will not be a pleasant place to live with the cramming of so many rooms into one house. It will cause noise issues for both the residents and neighboring houses. Again not helping to build a community. We already have various share houses in streets near the local park that are causing great stress to families and elderly that have been the reason for multiple police calls due to drag races and car crashes, extremely loud music, fights at night and snooping at the front of peoples houses. Adding non-permanent residents nearby is far more likely to escalate this ongoing issue.

Rooms without windows:
The lack of Windows in bathrooms and kitchettes poses an issue with people's health. It has been proven that having windows in small rooms such as these improve air quality, air circulation, people's psychological health as well as a great source of natural light. The lack of these proves poor designs and in other cases around the world, the lack of windows has cost businesses more than just money. Studies have shown that without a decent amount of sun exposure in one's most used parts of the home can result in a lower mood, lack of apatite, claustrophobia, depression etc.

Public Transport:-
We have a poor bus service in this area with no buses after 7pm at night as well as no bus service on a Sunday. Boarding houses need to be built in areas that are well serviced by public transport or at least closer to transport. Developers don't look after the residents of boarding houses. The community understands that the land is cheaper to buy further away from the train station, but it isn't fair or right for their future residents or the surrounding community. Building such a house closer to the train station would be a much smarter move and would take out many of the surrounding residents concerns about noise and safety.

Rubbish:-
Removal of weekly rubbish will need to be well managed or the neighborhood will result in smell and vermin. Many people have pets in this community and their well beings will be of concern unless you manage this property correctly.
With people moving in and out of the property constantly, the issue of illegal dumping of belongings when moving out as well as not taking care of the house and it's exterior comes to the forefront. When people live in a home for 10+ years, you take care of it, when renting for 1 or 2 years you'd take care of a house. It was expressed to us that people will be living there for short amounts of time, (less than 6 months) meaning that they are less likely to take care of the house and surrounding areas such as the park.

We have a lovely community here as a whole and on Ostend st and Mons st.The residents all work to build on this community in their family homes.

Dense living houses are not suited to be built in this area.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Regards,

Harley Pearman

From:
Sent: Tuesday, 7 April 2020 2:21 PM
To: Records Department
Subject: Objection to DA 2019/0502, Number 3 Ostend Street, Lidcombe

To Whom it May Concern.

I wish to lodge an objection to the abovementioned DA regarding Number 3 Ostend Street, Lidcombe on the following grounds:

These Boarding Houses will be situated in an area which is pre dominantly free standing houses and Duplexes, there are no Units or other Multi use dwellings in the area. To have 2 Boarding Houses with Transitional people with possibly questionable backgrounds who have no ties or connections to the local area/community and do not have the pride and interest in keeping this a safe community for all the families living here. The proposed location of these proposed Boasrding houses in a pre dominantly family area is at the very least a questionable move.

These Boarding Houses will be situated very close to Phillips Park which is regularly used for Sport. Exercise and a Kids Playground, the Park is very popular with local families. My Grandkids and I are regular users of the Park, which we feel safe and comfortable using at the present moment, this will however change if there are Boarding house close by as we will have to be more vigilant about the type of people using the park. Not an ideal position to be in.

There are no regular transport connections as the Public bus only runs Monday to Friday in Peak hour.

There are several Schools and Child care centres in the area within close proximity to the proposed Boarding Houses, not an ideal situation due to the transitional nature of the proposed residents.

In the current Pandemic situation where there is talk of closing Boarding houses due to the close proximity of the residents and the order for social distancing and the predictions of many more Pandemics in the future, the move to build more Boarding Houses seems futile.

For the above reasons and I'm sure there are many more I strongly object to this Development been passed.

Sent from Mail for Windows 10

15 March 2020

Cumberland Council

16 Memorial Avenue

Merrylands NSW 2160

Att; Harley Pearman Assessment officer

Re Application no. DA2019/0502

3 Ostend Street Lidcombe

For the proposed demolition of the existing buildings and the construction of a two-story boarding house

Dear sir/ Madam

Having been an owner and resident at for many years and living exactly opposite the development in question I am very familiar with its position and the surrounding neighbourhood and I would like to strongly object for the following reasons.

1. The increased volume of people staying at the proposed development will bring an increase of noise and traffic matters in an already busy and sometimes congested street
2. The irregular bus service is not conducive for the boarders in this type of residence
3. Removal of the large tree at the rear of the property will have huge impact on the privacy of no 4 Mons st
4. The general demographics s of the area is mainly the long-term elderly and families with young children not short-term housing and transient tenants
5. The common drying area outside will be in shade for most of the winter months.
6. The kitchenettes and bathrooms do not have sufficient fresh air ventilation or natural lighting

Yours truly

30th March 2020

Email: **Not Available**

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I was born in No e and I have lived and grew up in the house for many years. I strongly object to the development application for the following reasons:-

- There's a lot of concrete in the proposed plan. The cars and motorbikes parking will cause a lot of noise to my house. Especially the motorcycle parking area that is very close to the fence causing noise and I will not have good sleeps at night.
- With so many people staying in the boarding house it will be very noisy and there will be increasing probability of arguments and fights. I am very worry that my elderly parents will not be able to sleep at night. Who do I call if these fights happen, who will be there to stop fights?
- Both my parent have medical conditions that require the use of a spa bath which is installed in my backyard. The windows on the top floor are overlooking my private open private space and removing the tree in the rear of 3 Ostend street would have impact on the privacy in 4 Mons Street and there's no replacement tree in the plan.
- The public transport service is not appropriate for residents of the boarding house, I have experienced the irregular bus services for the area over many years and I am concerned for the boarding house residents There are not enough car parks for 19 people in the boarding house.
- The boarding house is large house compare to the existing and has too many bedrooms with too many people living in it. There will be two boarding houses next

to my parent's house, I am very worry and have safety concern with the number of people and number of rooms in these places.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

31 March 2020

Assessment Officer
Development Assessment Team
Cumberland Council
16 Memorial Avenue
MERRYLANDS NSW 2160

Attention: Harley Pearman

Dear Sir/Madam

Re: DA2019/0502 (3 Ostend Street, Lidcombe)

I am a resident at I have lived in the area for 25 years and know the local area fairly well.

Unlike the proposed development for 1 Ostend Street (see separate letter) this dwelling while in keeping with a couple of new duplex structures in the street does not fit the with existing dwellings and only adds to remove the historical aesthetics of the street. The only positive is the keeping of the old large street tree.

Again, I will start with a part of history of this immediate area. The area comprising of Platform, Jellicoe, Mons, Ostend and Gallipoli Streets from Parramatta Road down to Nicholas Street made up what was once called Marne Park. This area was originally auctioned off on Saturday, 18 March 1916 and many blocks were purchased by the War Services Homes to have housing built for returning World War I soldiers. Our house is one of the very few remaining, as past Councils have not protected these dwellings.

The area was set up as a place for families and a sense of community to grow and flourish. Lidcombe was a suburb where you knew your neighbours and this is still intact in part today (in areas of single standing dwellings) with many families being long-term and multi-generational owners and residents. It has survived largely due to the fact that the blocks were always houses and not demolished to make way for more people than the area was originally built for. We have already seen in increase of duplexes that have eroded this sense of community in pockets of our streets. We have also seen street trees and large trees on properties being removed in process of this 'advancement'.

I write to object to the boarding house on the following grounds.

1 Planning Policies

Given that Auburn (now Cumberland Council) has no strict guidelines governing boarding houses under the current controls, Auburn Development Control Plan 2010, this application should be dismissed until such policies are put into effect. This lack of policy is confusing and

the developer is straddling two sets of guidelines - Auburn Development Control Plan 2010 and State Environmental Planning Policy (Affordable Rental Housing) 2009. As there is no definition in place, where have the developers arrived at the conclusion that a boarding house to accommodate nineteen (19) is considered small? Anything in double digits should not be deemed 'small'. The average family is 2.6 persons according to the Australian Bureau of Statistics 2016 figures (3236.0 - Household and Family Projections, Australia, 2016 to 2041). Therefore, this boarding house is equal to 7.3 families in one dwelling. This is very large and leads to a reasonable assumption that this is a large boarding house and out of place in the community norm.

2 Public Transport

Under the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) a boarding house must under Part 1, Clause 4 1(c) be:

> *400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday.*

Given the only bus route is the 401, with current services Monday to Friday 6:00 am – 9:30 am and 3:00 pm – 6:30 pm. In between these hours a bus on demand system is in place which is not fixed. There are NO services on weekends. This breaches the requirements.

3 Crowding/Over Populating

Under the Auburn Development Control Plan 2010, Land Use Table, Zone R2 Low Density Residential, a boarding house is:

> *To provide for the housing needs of the community within a low density residential environment.*

The current proposal will cater to housing nineteen (19) people, this is more than any other low density house in the vicinity and not in keeping with current occupation rates.

4 Parking

In the past 18 months there has been three serious accidents at the corner of Ostend/Dalley/ Nicholas Streets with serious injuries to drivers and pedestrians requiring the emergency services. This intersection will record a fatality, it is not a matter of if, but when. I had discussions with the previous Mayor and three Council staff regarding this just on two years ago prior to any of these accidents. Nothing appears to have been done to improve this blackspot.

Under the Auburn Development Control Plan 2010, Detached Dwellings and Dual Occupancies, 4.0 Access and car parking, 4.1 Number of parking spaces, Performance criteria:

P1 Car parking spaces meet the likely use and needs of proposed development.

For a dwelling of 19 people, the site will have five (5) general parking, one (1) disabled and three (3) motorbike spaces. I have not included bicycles as they do not require a large designated space given their size and likelihood of these spaces actually being used is low. Effectively, nine (9) full-time unrestricted places. This is nowhere near the amount required and will result in more cars parking on Ostend Street limiting parking for other nearby residents or pushing more traffic onto a very congested intersection which will lead to another serious accident or death.

The long driveway that leads to the rear of the property is dangerous given the amount of traffic proposed by the size of the boarding house. Adding to the danger is the fact it has a one-way flow. Given the development's proximity to the intersection of Nicholas Street and the steep obstructed slope of Ostend Street that gives limited views, the high usage means there is greater risk of an accident occurring. Pedestrian accidents are more likely to occur as:

a) children walk down the street to access Phillips Park;
b) the street is used as the main walking route for school aged children to go to school or access the bus stop;
c) the lack of traffic management measures;
d) elderly residents walking to access the bus stop with limited hearing/vision and movement will not be aware of the frequent driveway traffic; and
d) boarding house tenants will not be long-term, nor local, therefore unaware of the children/elderly in the area.

For these reasons, I see a tragic event happening.

5 Hard Surface

While the dwelling itself is only two storeys, there is an excessive amount of paving and resurfacing to allow for rear parking, this is not in line with other large dwellings in this area. I note that the plans state the area as 32%. It does not look correct when viewing the landscaping plans and I would like this to be re-examined and recalculated. The only soft soil areas are the front (Ostend Street) and side boundary (5 Ostend Street). The Auburn Development Control Plan 2010, Detached Dwellings and Dual Occupancies, 3.0 Open space and landscaping, 3.2 Landscape setting and deep soil zone, Development controls state:

D1 A minimum of 30% of the site area shall be a deep soil zone.
D2 The majority of the deep soil zone shall be provided as a consolidated area at the rear of the building and shall extend across at least 50% of the rear boundary.
D3 Deep soil zones shall have a minimum width of 900mm.

The D2 point has not been met and I have serious doubts that the figure provided meets the D1 criteria.

I would also point out the existing tree(s) on the rear of the property will be removed even when it falls in part of the parking area and should be kept. This should not be allowed under The Auburn Development Control Plan 2010, Detached Dwellings and Dual Occupancies, 3.0 Open space and landscaping, 3.5 Protection of existing trees, Performance criteria P1 – Existing trees are retained where practical, through appropriate siting of buildings, access driveways and **parking areas** and landscaping.

6 Parking

The assigned parking layout of this development poses the following problems:

a) not enough parking to cater for the amount of rooms, which will lead to an overflow of cars along Nicholas and Ostend Streets or being parked in the assigned parking bays for Phillips Park.
b) cars may reverse down the driveway onto busy Ostend Street, which is prone to speeding and cars disregarding the stop signs. Upon exiting the property, given the slope of the street and proximity to the intersection this is dangerous.
c) the amount of traffic using the single driveway means that children heading down to Phillips Park, walking with families or walking to school are put in significant danger of being struck by a vehicle. Likewise elderly residents.
d) disabled parking spaces according to AS/NZS2890.6-2009 need to meet the following specifications:

1. *Parallel parking spaces are to be not less than 3200mm wide x 7800mm long (AS2890.6, Clause 2.2.2(a));*
2 *A shared area adjacent to the non-trafficked side of the dedicated parallel parking space is to be not less than 1600 mm wide by 7800 mm long (AS2890.6, Clause 2.2.2(b);*

The parking size does not meet the required specification in point 1 and there are three motorcycle and bicycle parking positions adjacent to the disabled parking bay. This is in breach of point 2 as it fails the non-trafficked criteria as the motorcycles will drive over the parking positions and the non-trafficked area to reach their bays.

d) cars will have do a three point turn within the complex if they try and avoid backing out onto Ostend Street. These turns would be dangerous especially given the blind spots created, the amount of cars using this space and for residents who are disabled and may require larger areas.
e) the motorcycle parking bays are butted against the fence. This will create excessive noise to the residents of 5 Ostend Street.

7 Noise/Social Aspects

With an increase of people that are short term residents, there will be an increase in noise and movement. This increase of movement will disrupt the social connections of the street, with a continual turnover of people with no connection to the area nor the people in the street. With a growing number of elderly people, they will become more isolated when the connection is lost.

16 March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I live at No. . I have looked at the plans and I know the site well. As a local resident of Lidcombe I strongly object to the development application for the following reasons:-

Fails to comply to the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) Division 3 Clause 27 Subclause 3:

The property DOES NOT meet the requirements for the State government's State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) for boarding houses and MUST comply with local development plan. The developer is using the ARHSEPP as part of the DA to circumvent R2 Zone – Low Density Residential building rules. This is an abuse of process. The DA must comply with the Auburn Local Environment Plan 2010 for R2 Zoning. The high density of the proposed boarding house contravenes the R2 low density zoning of the area.

Inappropriate development

The proposed construction will impose a significant population impact on the area and neighborhood due to the large number of bedrooms and persons who will be living there.

The development is not appropriate and incompatible with the distinctive local character of the area and neighborhood. The area has always been low density and the residents identify with this low density and the history and culture of the area. The people have a sense of belonging to the area and love the

This is detrimental to their physical wellbeing and mental health. With the removal of the large tree at the rear of the property this is a lack of privacy for the adjoining neighbours behind the complex from the upper windows.

8 Site Manager

While smaller boarding houses may utilise an off-site manager, a boarding house of this size is not small and having no on-site manager will lead to disputes that will be dealt with by emergency services when neighbours have complaints. This will negatively affect the local residents and appeal of the street.

9 Council Services

Having this many people in a dwelling will create a large amount of rubbish, given people have no ties to the area, this rubbish will be dumped or may be too much for regular rubbish collections. Given there is no manager on-site to control this, I feel Nicholas Street and Phillips Park may see an increase in dumping given the turnover of people. Will the property also be charged commercial waste rates and not domestic given the use of the site?

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully

atmosphere and have emotional response because of the memories and relationship with the area. Many residents were born in the area and have lived or come back to retire in the same house.

Inadequate transport

I understand that the SEPP 2019 defines an accessible area as : "400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday." .

Route 401 mentioned in the DA does not have one bus per hour servicing the bus stop between the stated times and days. The bus stop only operates between 6am and 9.30am and 3pm and 6.30pm between Monday to Friday and does not operate on Saturday and Sunday.

Other issues

1. The development does not have sufficient deep soil for water and trees, there's too much concrete.
2. Privacy issues. Removing the 70+ years old tree in the rear of 3 Ostend Street would have impact on privacy of 4 Mons Street property. There's no replacement tree. In addition, the windows on the top floor are overlooking the neighbours open private space.
3. The private open space is too small in area, it needs to be greater than 50 square metres.
4. The kitchenette and bathrooms do not have windows to allow for natural light and ventilation.
5. The motorcycle parking area is too close to the fence causing noise issues for the house next door.
6. Garbage bins in 3 Ostend Street are too close to the fence causing odour issues to neighbouring No 5 Ostend house.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

15 March 2020

Mr Harley Pearman-Development assessment team

Cumberland Council

16 Memorial Avenue

Merrylands NSW 2160

Att; Harley Pearman Assessment officer

Re Application no. DA2019/0502

3 Ostend Street Lidcombe

For the proposed demolition of the existing buildings and the construction of a two-story boarding house

Dear sir/ Madam

Having been an owner and resident at or many years and living exactly opposite the development in question I am very familiar with its position and the surrounding neighbourhood and I would like to strongly object for the following reasons

1. The private open pace does not meet the required 50 square meters
2. The large number of people living in this arrangement will have a definite increase in noise and traffic movements which is already a problem
3. The common living room is at the rear of the dwelling and I believe it should be at the front adjacent to Ostend St for surveillance
4. The plans definitely show too much hard surface and not enough deep soil soft area
5. Insufficient natural light and ventilation for kitchenettes and bathrooms
6. Refuse bins are too close to neighbour's fence creating a health issue with odour and noise at inappropriate times

I request my personal information to be suppressed under section 58 of the privacy and personal information act 1998

Yours sincerely

Harley Pearman

From:
Sent: Sunday, 5 April 2020 3:23 PM
To: Records Department
Subject: Objection - Application- DA2019/0502

Dear Sir/ Madam

Property - 3 Ostend Street, LIDCOMBE NSW 2141

I am a resident of I live here from long time and I STRONGLY OBJECT to the proposed boarding house development.

> The proposed construction will impose a significant population impact on the area and neighbourhood due to the large number of bedrooms and people who will be living there.
>The irregular bus service of the closest bus stop is not suitable for the lodgers of the boarding house.
>A high turnover of boarding house residents who often stay short term will not allow them to integrate into the community harmoniously.
>A boarding house is inappropriate development for the area. Boarding houses offer cheap accommodation for residents and little to no responsibility for them towards the neighbours of the premises.
>The private open space is too small in area. It need to be greater than 50 square meters and the common living area is located in the rear of property it needs to be in the front to allow surveillance over the public area.
>There are a lot of concrete and hard surfaces and very little deep soil zone. Trees will not be able to grow.

I STRONGLY OBJECT to the proposed boarding house development.The boarding house is an inappropriate development for the area, looking at the demographics of Lidcombe, filled with growing families and senior retirees that want a tight knit community environment where you can get to know your neighbours.

Yours faithfully,

2 April 2020

To: Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue, Merrylands NSW 2160

Attn: Harley Pearman, Assessment Officer

Dear Sir/Madam,

Application No.: **DA2019/0502**
Property: **3 Ostend Street, Lidcombe NSW 2141**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at . I have lived in the area for more than 2 decades and I know the property very well. As a long-term resident of Lidcombe, I strongly object to the development application for the following reasons:

1. This is an R2 Zone land and the proposal does not meet the requirements of the State Environment Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP). This piece of legislation was introduced to ensure that boarding houses provide the needs of the potential tenants and expectations of the communities and neighbourhood. The proposed site does not adhere to the ARHSEPP.

2. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behaviours. This is due to no onsite manager to resolve any issues quickly, and as a result, can disrupt residents, especially the many young families and elderly that visit Phillips park, and reside on Ostend Street and nearby streets such as Dalley St.

3. The proposed site for the boarding houses is situated directly opposite Phillips Park, a public park used by many families, local schools (such as St Joachims' Catholic Primary School and Lidcombe Public School) for sports days, organised sporting teams for practices and games, and many people in the community to enjoy. This area is very precious and sensitive to the community that needs to be restricted from this type of development.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

2 April 2020

To: Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue, Merrylands NSW 2160

Attn: Harley Pearman, Assessment Officer

Dear Sir/Madam,

Application No.: **DA2019/0502**
Property: **3 Ostend Street, Lidcombe NSW 2141**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at e. I have lived in the area for my entire life and I know the area and community very well. As a resident of Lidcombe, I strongly object to the development application for the following reasons:

1. Having 12 bedrooms in a single dwelling where lodgers prepare meals in their kitchenette, eat, bath, and sleep will cause hygiene and disease issues for those residents. It does not adhere to the State Environment Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) which requires boarding houses to provide the needs of the potential tenants and expectations of the communities and neighbourhood.

2. The proposed site has failed to meet the State Environment Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12-bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However, this is not in accordance to the case of *McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125*, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn Development Control Plan 2010 as a dwelling, and must comply with R2 low-density dwelling requirements such as a maximum of 4 bedrooms.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

2 April 2020

To: Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue, Merrylands NSW 2160

Attn: Harley Pearman, Assessment Officer

Dear Sir/Madam,

Application No.: **DA2019/0502**
Property: **3 Ostend Street, Lidcombe NSW 2141**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at I have lived in the area for more than 2 decades and I know the property very well. As a long-term resident of Lidcombe, I strongly object to the development application for the following reasons:

1. This is an R2 zone land and proposed site has failed to meet the State Environment Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12-bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However, this is not in accordance to the case of *McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125*, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn Development Control Plan 2010 as a dwelling, and must comply with R2 low-density dwelling requirements such as a maximum of 4 bedrooms.

2. The location of the proposed construction sits upon a dangerous intersection of 2 roads (Dalley/Ostend St and Nicholas St). Over the years, multiple dangerous and deadly vehicle accidents have occurred at this corner. The development of the boarding house would bring an increase in the number of residents in this area, and in turn, will increase the risk and frequency of such deadly accidents.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

16 March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I live at No. I have lived in the area for 20 years and I wish to object to the development application for the following reasons:

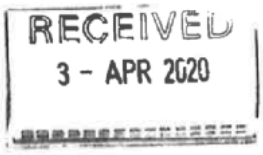
1. The proposal will change the mix of residents who live in the area. The area is mainly made up of families with children and seniors in low density housing. Many of these residents have lived in the same home for many years and some were even born in it. The residents who will move into the boarding house are unlikely to be families with children and out of character with the feel, sense of belonging and culture of the area.
2. The proposal does not fit in with the housing wishes of the community, which is for low density residential housing. The proposal is for very high density living.
3. There are too many bedrooms in the proposed property. I understand that the maximum number of rooms allowed for a R2 zone such as our area is 4 bedrooms.
4. The large number of people staying in the boarding house will bring along with it a big increase in noise. The boarding house will not have an onsite manager to address the noise issue, or any other anti-social issues that may arise, quickly. This would disrupt residents, especially the many young families and elderly that live in Ostend Street.
5. The lodgers in the proposed boarding house will not have adequate transport. The closest bus stop does not provide services on weekends or outside limited peak times on weekdays. The

proposed development would not be able to meet the daily public transport needs of the lodgers as required by the state government affordable rental housing scheme.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

30th March 2020



Email: **Not Available**

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I was born in No and I have lived and grew up in the house. I strongly object to the development application for the following reasons:-

- Both my parent have medical conditions that require the use of a spa bath which is installed in my backyard. The windows on the top floor are overlooking our private open private space and removing the tree in the rear of 3 Ostend street would have impact on the privacy and there's no replacement tree in the plan.
- The public transport service is not appropriate for residents of the boarding house, and I am concerned for the boarding house residents and there are not enough car parks for 19 people in the boarding house.
- The boarding house is big compare to the existing houses in the streets and it as many bedrooms with for a lot people to live in it. Additionally, there will be two boarding houses next to my parent's house, I am very worry and have safety concern with the number of people and number of rooms in these places. There's a lot of concrete in the proposed plan. The cars and motorbikes parking will cause a lot of noise to my house. Especially the motorcycle parking area that is very close to the fence causing noise and my parents will not have good sleeps at night.
- With so many people staying in the boarding house it will be very noisy and there will be increasing probability of arguments and fights. I am very worry that my

Lynda Voltz MP
Member for Auburn

Cr Steve Christou
Mayor
Cumberland City Council
PO Box 42
MERRYLANDS NSW 2160

RECEIVED
20 MAR 2020

Dear Mayor,

I write on behalf of a delegation of residents that live on Ostend Street, that recently attended my office regarding two development applications (DA2019/050 and DA 2019/0502) for the construction of boarding houses comprising 12 bedrooms each on 1 Ostend Street and 3 Ostend Street, Lidcombe.

I would firstly ask that council extend the exhibition period for this development application to enable local residents an adequate opportunity to submit their objections.

These local residents strongly object to these two applications. Their concerns are primarily related to local traffic issues and the low scale residential nature of the local area where these applications are proposed. As you would be aware, Lidcombe has already taken more than its fair share of high rise development including new developments in the railway station precinct and the proposed 5,500 dwellings in the Carter Street Precinct. This area of Lidcombe has very limited access to transport and associated infrastructure.

The Lidcombe area has become one of the densest residential areas in the city, with a 36% increase in population. The area surrounding this development is a low density (R2) residential area, which makes the proposed development totally out of step with the surrounds.

There have been numerous serious accidents in the local streets, including vehicles crashing into the fence of No. 1 Ostend Street. A pedestrian has also been hit by a car and forced into a fence. This will no doubt be exacerbated by the construction of the boarding house. The development of these 24 dwellings on that corner will exacerbate the problem. The area is close to a large business park which already results in a significant amount of street parking leaving little for local residents. This congestion is intensified being so close to Parramatta Road, the newly tolled M4 and being within walking distance of large events at Sydney Olympic Park.

I would urge you to give these concerns by local residents every consideration and would ask that the exhibition period be extended. Thank you for your assistance in this matter.

Yours sincerely,

Lynda Voltz **MP**



Mezzanine Level Lidcombe Centre
92 Parramatta Road, Lidcombe NSW 2141
P **(02) 9737 8822** F (02) 9737 8844
E **auburn@parliament.nsw.gov.au**

Authorised by Lynda Voltz MP Mezzanine Level Lidcombe Centre
92 Parramatta Road, Lidcombe NSW 2141

06 April 2020,

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at No. I am living in this Ostend Street for many years and I know the property well. I went through the notice displayed in the property, as a long time local resident of Lidcombe I strongly object to the development application for the following reasons:-

1. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behavior as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the park.
2. The irregular bus service of the closest bus stop is not suitable for the lodgers in the boarding and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the state government affordable rental housing scheme.
3. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.

4. The proposal does not provide for the housing needs of the community within a low density residential environment. The proposal is designed/meant for very high density living.
5. The proposed site is not compatible with the character of the local area. *This is crucial consideration for consent to be provided for a development as stipulated by section 30A of State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP). The local character of the area is one largely individual households. The properties on the land are largely comprised of 1 or two households with no apartments or other larger shared style properties.*
6. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
7. The proposed construction will impose a significant population impact on the area and neighbourhood due to the large number of bedrooms and people who will be living there.
8. A boarding house is an inappropriate development for the area, looking at the demographics of Lidcombe, filled with growing families and senior retirees that want a tight knit community environment where you can get to know your neighbours and seeing children playing especially at Phillips Park.
9. The development is not appropriate and incompatible with the distinctive local character of the area and neighbourhood. The area has always been low density and the residents identify with this low density and the history and culture of area. The people have a sense of belonging to the area and love the atmosphere and have emotional response because of the memories and relationship with the area.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

06 April 2020,

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at No. . I am living in this Ostend Street for many years and I know the property well. I went through the notice displayed in the property, as a long time local resident of Lidcombe I strongly object to the development application for the following reasons:-

1. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behavior as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the park.
2. The irregular bus service of the closest bus stop is not suitable for the lodgers in the boarding and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the state government affordable rental housing scheme.
3. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.

4. The proposal does not provide for the housing needs of the community within a low density residential environment. The proposal is designed/meant for very high density living.
5. The proposed site is not compatible with the character of the local area. *This is crucial consideration for consent to be provided for a development as stipulated by section 30A of State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP). The local character of the area is one largely individual households. The properties on the land are largely comprised of 1 or two households with no apartments or other larger shared style properties.*
6. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
7. The proposed construction will impose a significant population impact on the area and neighbourhood due to the large number of bedrooms and people who will be living there.
8. A boarding house is an inappropriate development for the area, looking at the demographics of Lidcombe, filled with growing families and senior retirees that want a tight knit community environment where you can get to know your neighbours and seeing children playing especially at Phillips Park.
9. The development is not appropriate and incompatible with the distinctive local character of the area and neighbourhood. The area has always been low density and the residents identify with this low density and the history and culture of area. The people have a sense of belonging to the area and love the atmosphere and have emotional response because of the memories and relationship with the area.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

2 Apr. 20

Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Ave
Merrylands. NSW. 2160

Att: Harley Pearman, Assessment Officer

Dear Sir/Madam

Application no: DA2019/0502
Property: 3 Ostend Street
Proposal: Demolition of existing structures and construction of a two-storey boarding house, comprising 12 rooms with at-grade car parking.

I am a resident at having moved there almost ten years ago and I have come to know the property well. I strongly object the proposed development for the following reasons.

1. This proposal circumvents the R2 zoning laws. This area is not suitable for high density living structures.
2. Noise pollution from a drastically increased number of residents.
3. Noise pollution from the increase of vehicles.
4. Noise pollution from the community gathering area which is located right up against our fence.
5. Loss of privacy due to upper floor windows facing into bedroom, bathroom and dining room windows.
6. Increased security risk associated with short term lease holders and the transient nature of boarding houses.
7. Traffic and parking congestion increase on a busy road and so close to a busy intersection.
8. There is a large tree at the back of the block. Removing this will affect the privacy of the neighbours behind.
9. There is no manager to resolve disputes between tenants.
10. Given the transient nature of boarding houses an increase in household goods and rubbish is a high probability.
11. There is no manager to monitor drug use in the rooms.
12. There is no manager to monitor maximum room occupancy numbers.
13. No on-site manager to monitor noise pollution especially at night.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely.

16 March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I live at No. · I have looked at the plans and I know the site well. As a local resident of Lidcombe I strongly object to the development application for the following reasons:-

Fails to comply to the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) Division 3 Clause 27 Subclause 3:

The property DOES NOT meet the requirements for the State government's State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) for boarding houses and MUST comply with local development plan. The developer is using the ARHSEPP as part of the DA to circumvent R2 Zone – Low Density Residential building rules. This is an abuse of process. The DA must comply with the Auburn Local Environment Plan 2010 for R2 Zoning. The high density of the proposed boarding house contravenes the R2 low density zoning of the area.

Inappropriate development

The proposed construction will impose a significant population impact on the area and neighborhood due to the large number of bedrooms and persons who will be living there.

The development is not appropriate and incompatible with the distinctive local character of the area and neighborhood. The area has always been low density and the residents identify with this low density and the history and culture of the area. The people have a sense of belonging to the area and love the

14. Dust caused by the demolition and subsequent construction will be hazardous to those with respiratory and heart problems especially given the current circumstances.

16 March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at · that has lived all my 22 years of life in Lidcombe. As a lifelong resident of Lidcombe I object to the development application for several reasons:

- The developer has failed to meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12 bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However this is wrong as in accordance to the case of *McAuley v Northern Region Joint Regional Planning Panel* [2013] NSWLEC 125, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn development control plan 2010 as a dwelling and must comply with R2 low density dwelling requirements such as a maximum of 4 bedrooms.
- The Auburn Local Environment Plan (ALEP) 2010 has set out several aims under clause 1.2. (2) that the boarding house construction will jeopardize, listed below:

atmosphere and have emotional response because of the memories and relationship with the area. Many residents were born in the area and have lived or come back to retire in the same house.

Inadequate transport

I understand that the SEPP 2019 defines an accessible area as : "400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday." .

Route 401 mentioned in the DA does not have one bus per hour servicing the bus stop between the stated times and days. The bus stop only operates between 6am and 9.30am and 3pm and 6.30pm between Monday to Friday and does not operate on Saturday and Sunday.

Other issues

1. The development does not have sufficient deep soil for water and trees, there's too much concrete.
2. Privacy issues. Removing the 70+ years old tree in the rear of 3 Ostend Street would have impact on privacy . There's no replacement tree. In addition, the windows on the top floor are overlooking the neighbours open private space.
3. The private open space is too small in area, it needs to be greater than 50 square metres.
4. The kitchenette and bathrooms do not have windows to allow for natural light and ventilation.
5. The motorcycle parking area is too close to the fence causing noise issues for the house next door.
6. Garbage bins in 3 Ostend Street are too close to the fence causing odour issues to neighbouring No 5 Ostend house.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

29 March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I live at No. . I have looked at the plans and I know the site well. As a local resident of Lidcombe I strongly object to the development application for the following reasons:-

Fails to comply with the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP):

The property DOES NOT meet the requirements for the State government's State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) for boarding houses and MUST comply with local development plan. The developer is using the ARHSEPP as part of the DA to circumvent R2 Zone – Low Density Residential building rules. This is an abuse of process. The DA must comply with the Auburn Local Environment Plan 2010 for R2 Zoning. The high density of the proposed boarding house contravenes the R2 low density zoning of the area.

Fails the Aims of ALEP2010 1.2(c) to protect areas from inappropriate development

The proposed construction will impose a significant population impact on the area and neighborhood due to the large number of bedrooms and persons who will be living there.

- 1.2 (2b) aims to "foster integrated, sustainable development that contributes to Auburn's environmental, social and physical well-being". A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
- 1.2 (2c) aims to "protect areas from inappropriate development". A boarding house is definitely an inappropriate development for the area, looking at the demographics of Lidcombe, filled with growing families and senior retirees that want a tight knit community environment where you can get to know your neighbors.
- 1.2 (2d) aims to "minimise risk to the community by restricting development in sensitive areas". The proposed site for the boarding house is situated right next to Phillips park, a place used by Lidcombe public school for sports days, organised sporting teams for practices and games and many people in the community to enjoy. I remember growing up playing junior soccer when I was 4 years old at Phillips parks and I still frequently take jogs around the park. It is inarguable that this is a sensitive area that needs to be restricted from development.
- 1.2 (2h) aims to "identify and conserve the natural, built and cultural heritage". Lidcombe has a rich history dating back to the World Wars and this is reflected in the street names, especially around the proposed site such as Ostend, Gallipoli, Jellicoe, etc, all named after famous battles in the World Wars. Numerous returning soldiers would come to settle in the area and raise their young families. This cultural heritage has encouraged the settlement of numerous other young families to settle in the suburb, myself being an example of someone born and raised in Lidcombe and a boarding house development would be severely counter to this heritage.

- The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behavior as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the park.
- Being a university student I have experienced the irregular bus services for the area and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the ARHSEPP 2009.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

Harley Pearman

From:
Sent: Saturday, 14 March 2020 2:33 PM
To: Records Department
Subject: Objection to Application No DA2019/0502

Dear Councillors,

Please accept my letter of disputation re the above application/development proposed for 3 Ostend Street, Lidcombe.

My family live at and have been long-term residents of the street and of the area. I, myself grew up in the street and am very well acquainted with the local residents. There is a great of neighbourhood connection, and there is a united syndicate forming to REJECT this application.

I strongly reject and dispute the proposal of a 12-room 2-storey boarding house in the street for the following reasons:

1. It contradicts the residential premise of the street. All houses in Ostend Street are single dwellings, so building a 12-room 2-storey property ruins the neighbourhood and is inappropriate for the area.

2. A boarding house implies that there will be increased traffic in a quiet residential street. This lacks forethought in efficient town planning. Parking along Nicholas Street and in Ostend Street is already exhausted due to the factory workers on Nicholas Street and Bachell and Birnie Avenues. The increased traffic instigates a great deal of safety concerns. The corner of Ostend and Nicholas Streets is notoriously dangerous for car and pedestrian accidents. Residents are at greater risk if this proposal is passed. Please reconsider. There are many elderly and young Ostend Street residents who need to be protected from such traffic problems this development will inevitably create.

3. The safety of the residents will also be compromised by the influx of temporary residents, coming and going fulfilling the nature of a boarding house. I vehemently dispute the building of such a development for the safety of our kids in a quiet and otherwise very safe residential street.

Please reconsider the construction of the two-storey 12-room boarding house. This construction jeopardises all our safety. It also compromises the residential element of our street. A boarding house is NOT acceptable for this street. And as such, I EHEMENTLY dispute this development.

I can be contacted by return email, or by phone on

I look forward to hearing from you.

Kind Regards,

The development is not appropriate and incompatible with the distinctive local character of the area and neighborhood. The area has always been low density and the residents identify with this low density and the history and culture of the area. The people have a sense of belonging to the area and love the atmosphere and have emotional response because of the memories and relationship with the area. Many residents were born in the area and have lived or come back to retire in the same house.

Inadequate transport

The SEPP 2019 defines accessible area as: "400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday.".

Route 401 mentioned in the DA does not have one bus per hour servicing the bus stop between the stated times and days. The bus stop only operates between 6am and 9.30am and 3pm and 6.30pm between Mondays to Friday and does not operate on Saturday and Sunday.

Other issues

1. The development does not have sufficient deep soil for water and trees, there's too much concrete.
2. Privacy issues. Removing the 70+ years old tree in the rear of 3 Ostend Street would have impact on privacy property. There's no replacement tree. In addition, the windows on the top floor are overlooking the neighbours open private space.
3. The private open space is too small in area; it needs to be greater than 50 square metres.
4. The kitchenette and bathrooms do not have windows to allow for natural light and ventilation.
5. The motorcycle parking area is too close to the fence causing noise issues for the house next door.
6. Garbage bins in 3 Ostend Street are too close to the fence causing odour issues to neighbouring No 5 Ostend house.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

25 March 2020

Assessment Officer
Development Assessment Team
Cumberland Council
16 Memorial Avenue
MERRYLANDS NSW 2160

Attention: Harley Pearman

Dear Sir/Madam

Application Number: DA2019/0502 (3 Ostend Street, Lidcombe)

I write to oppose the demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking

I am a resident at number . I have lived in the area for 20 years (all my life...born and bred) and I know the area well. As a long time, local resident of Lidcombe I strongly object to the development application for the following reasons:

1. There is a lot of concrete and hard surface and very little soft surface left.
2. Windows on the top floor are overlooking the neighbours open private space.
3. The motorcycle parking area is too close to the fence causing noise issues for the house next door.
4. Garbage bins in 3 Ostend Street are too close to the fence causing odour issues to neighbouring house at number 5 Ostend Street.
5. Motorbikes when parking need to drive across disable parking spot this is dangerous.
6. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behavior as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the park.
7. The irregular bus service of the closest bus stop is not suitable for the lodgers in the boarding and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the state government affordable rental housing scheme.
8. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.
9. The proposal **does not** provide for the housing needs of the community within a low density residential environment. The proposal is designed/meant for very high density living.
10. The proposed site has failed to meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12 bedroom boarding house is not within an accessible area

defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However this is wrong as in accordance to the case of McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn development control plan 2010 as a dwelling and must comply with R2 low density dwelling requirements such as a maximum of 4 bedrooms.

11. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
12. The built form of the DA boarding house is a very big house and has too many bedrooms, the largest of bedrooms in the my street is a lot less than 12 bedrooms. I thought the maximum number of bedrooms is 4 or 5 for a house in my area.
13. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
14. This is not a small-scale boarding house. I am told a small boarding house have 5-12 lodgers not 18 lodgers. Where did the developers get the definitions for the small- scale boarding house?
15. The proposed construction will impose a significant population impact on the area and neighbourhood due to the large number of bedrooms and people who will be living there.
16. A boarding house is an inappropriate development for the area, looking at the community of Lidcombe, filled with growing families and senior retirees that want a tight knit community environment where you can get to know your neighbours.
17. The development is not appropriate and incompatible with the distinctive local character of the area and neighbourhood. The area has always been low density and the residents identify with this low density and the history and culture of area. The people have a sense of belonging to the area and love the atmosphere and have emotional response because of the memories and relationship with the area. Many residents were born and have lived or come back to retired in the same house.
18. Lidcombe has a rich history dating back to the World Wars and this is reflected in the street names, especially around the proposed site such as Ostend, Gallipoli, Jellicoe, etc, all named after places in the World Wars. Numerous returning soldiers would come to settle in the area and raise their young families. This cultural heritage has encouraged the settlement of numerous other young families to settle in the suburb and a boarding house development would be severely counter to this heritage.
19. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
20. This is a R2 Zone land and the proposal does not meet the requirements of SEPP (Affordable Rental Housing) 2009 but in the DA Statement of Environmental Effects the SEPP(ARH) 2009 was used a number time to circumvent local development plan. The intent and aim of the SEPP requirements is to ensure that the boarding house must provide the needs of the potential tenants and expectations of the

Michael Gigli ›

25 March 2020

Assessment Officer
Development Assessment Team
Cumberland Council
16 Memorial Avenue
MERRYLANDS NSW 2160

Attention: Harley Pearman

Dear Sir/Madam

Application Number: DA2019/0502 (3 Ostend Street, Lidcombe)

I write to oppose the demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking

I am a resident at number [redacted]. I have lived in the area for 18 years (all my life) and I know the area well. As a long time, local resident of Lidcombe I strongly object to the development application for the following reasons:

1. There is a lot of concrete and hard surface and very little soft surface left.
2. Windows on the top floor are overlooking the neighbours open private space.
3. The motorcycle parking area is too close to the fence causing noise issues for the house next door.
4. Garbage bins in 3 Ostend Street are too close to the fence causing odour issues to neighbouring house at number 5 Ostend Street.
5. Motorbikes when parking need to drive across disable parking spot this is dangerous.
6. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behaviour as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the park.
7. The irregular bus service of the closest bus stop is not suitable for the lodgers in the boarding and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the state government affordable rental housing scheme.
8. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.
9. The proposal **does not** provide for the housing needs of the community within a low density residential environment. The proposal is designed/meant for very high density living.
10. The proposed site has failed to meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12 bedroom boarding house is not within an accessible area

communities and the neighbourhood. The proposed site does not meet the SEPP, boarding house had failed the test for it to be built at the site so the development must be refused.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

25 March 2020

Assessment Officer
Development Assessment Team
Cumberland Council
16 Memorial Avenue
MERRYLANDS NSW 2160

Attention: Harley Pearman

Dear Sir/Madam

Application No. DA2019/0502
Property: 3 Ostend Street
Proposal: Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with car parking

I am a resident at . I have lived in the area for 31 years and I know the area well. As a long time, local resident of Lidcombe I strongly object to the development application for the following reasons:

1. The development does not have sufficient the deep soil for water and trees, there is too much concrete. Trees will not be able to grow.
2. There is a lot of concrete and hard surface and very little deep soil zone.
3. Windows on the top floor are overlooking the neighbours open private space.
4. The motorcycle parking area is too close to the fence causing noise issues for the house next door.
5. Garbage bins in 3 Ostend Street are too close to the fence causing odour issues to neighbours at 5 Ostend Street.
6. Motorbikes need to drive across the disable parking spot, this is dangerous.
7. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behaviour as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend Street and the park.
8. The irregular bus service of the closest bus stop is not suitable for the lodgers in the boarding and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents as required by the state government affordable rental housing scheme.
9. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.
10. The proposal **does not** provide for the housing needs of the community within a low density residential environment. The proposal is designed/meant for very high density living.

defined by the initiative. Despite this, in the development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However this is wrong as in accordance to the case of McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn development control plan 2010 as a dwelling and must comply with R2 low density dwelling requirements such as a maximum of 4 bedrooms.

11. The built form of the DA boarding house is a very big house and has too many bedrooms, the largest of bedrooms in the my street is a lot less than 12 bedrooms. I thought the maximum number of bedrooms is 4 or 5 for a house in my area.
12. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
13. This is not a small-scale boarding house. I am told a small boarding house have 5-12 lodgers not 18 lodgers. Where did the developers get the definitions for the small- scale boarding house?
14. The proposed construction will impose a significant population impact on the area and neighbourhood due to the large number of bedrooms and people who will be living there.
15. A boarding house is an inappropriate development for the area, looking at the community of Lidcombe, filled with growing families and senior retirees that want a tight knit community environment where you can get to know your neighbours.
16. The development is not appropriate and incompatible with the distinctive local character of the area and neighbourhood. The area has always been low density and the residents identify with this low density and the history and culture of area.
17. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
18. This is a R2 Zone land and the proposal does not meet the requirements of SEPP (Affordable Rental Housing) 2009 but in the DA Statement of Environmental Effects the SEPP (ARH) 2009 was used a number time to circumvent local development plan. The intent and aim of the SEPP requirements is to ensure that the boarding house must provide the needs of the potential tenants and expectations of the communities and the neighbourhood. The proposed site does not meet the SEPP, boarding house had failed the test for it to be built at the site so the development must be refused.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

25th March 2020

Email: **Not Available**

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

أنا مقيم في 40 عامًا من ثكلاء قطنملا في تشعدقو ، e
بصفتي مقيمًا كبيرًا في المنزل بجوار التطوير المقترح ، فإنني اعترض بشدة على تطبيق التطوير للأسباب التالية: -

1. أعاني من حالات صحية تحتاج إلى استخدام حمام سبا مثبت في فنائي الخلفي. تطل النوافذ الموجودة في الطابق العلوي على مساحتي الخاصة المفتوحة الخاصة ، وإزالة الشجرة التي يبلغ عمرها 70 عامًا في الجزء الخلفي من شارع 3 Ostend سيكون لها تأثير على خصوصيتي في شارع ولا توجد شجرة بديلة ، يوجد فقط موقف للسيارات.
2. هناك الكثير من الاستخدامات الملموسة لممرات السيارات ومواقف السيارات. ستتسبب مواقف السيارات والدراجات النارية هذه في الكثير من الضوضاء في

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31 MAR 2020

منزلي. خاصة منطقة وقوف الدراجات النارية القريبة جدًا من السياج مما تسبب ضجيجًا ولن أحصل على نوم جيد في الليل.

3. صناديق القمامة في منزل الصعود قريبة جدًا من السياج وستكون الرائحة سيئة جدًا لمنزلي و 5 منزل أوستند.

4. الكثير من الناس الذين سيقيمون في الصعود إلى المنزل سيكونون صاخبين ولديهم فرصة أكبر في الجدال والمعارك ، هل هناك مدير يعيش في الصعود لوقف هذا؟

5. لا يوجد عدد كافٍ من مواقف السيارات لـ 19 شخصًا في الصعود على متن الطائرة ولدينا خدمة حافلة قليلة جدًا هنا لسكان المنزل الداخليين. لا ينبغي بناء الصعود هنا.

6. أنا مقيم متقاعد ولا يمكنني العيش في بيت الصعود لذا ليست هناك حاجة إلى سكن على الموقع.

7. هذه منطقة منخفضة الكثافة المنزل الداخلي هو منزل كبير جدا ولديه العديد من غرف النوم في المنزل.

اعتقدت أن الحد الأقصى لعدد غرف النوم هو 4 لمنزل في منطقتي.

أطلب حذف معلوماتي الشخصية بموجب القسم 58 من قانون الخصوصية وحماية المعلومات الشخصية لعام 1998 ("قانون PPIP").

تفضلوا بقبول فائق الاحترام،

25th March 2020

Email: **Not Available**

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0504**
Property: **1 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

أنا مقيم كبير في شارع رقم وقد عشت في نفس المنزل لأكثر من 40 عامًا. بصفتي مقيمًا في منزل قريب من الصعود المقترح ، أعترض بشدة على طلب التطوير للأسباب التالية: -

1. مع بقاء الكثير من الناس في الصعود إلى المنزل ، سيكون الأمر صاخبًا للغاية وسيكون هناك الكثير من فرص الجدال والمعارك. أنا قلق للغاية ولن أتمكن من النوم ليلاً. بمن اتصل إذا حدثت هذه المعارك ، فمن سيكون هناك لوقف المعارك؟
2. أعاني من حالات صحية تحتاج إلى استخدام حمام سبا مثبت في فنائي الخلفي. تطل النوافذ الموجودة في الطابق العلوي على مساحتي الخاصة المفتوحة الخاصة ، وإزالة الشجرة التي يبلغ عمرها 70 عامًا في الجزء

الخلفي من شارع Ostend 3 سيكون لها تأثير على خصوصيتي في شارع ـلا توجد شجرة بديلة ، يوجد فقط موقف للسيارات.

3. كانت هناك الكثير من الحوادث الخطيرة مع اصطدام المركبات في زاوية السياج رقم لقد تضرر سياج الحجر الرملي الأمامي أخذ مرات عديدة ويبدو أن المالك يتخلى عن إصلاحه. وفي العام الماضي ، اصطدمت سيارة بمشاة في الزاوية ، مما أجبره على التحليق في سياج الحجر الرملي المتضرر. مع بناء أكبر للمبنيت هناك زيادة عدد الحوادث فقط.

4. لا يوجد عدد كاف من مواقف السيارات لـ 19 شخصًا في الصعود على متن الطائرة ولدينا القليل جدًا من خدمة الحافلات هنا لسكان المنزل الداخليين. لا ينبغي بناء الصعود هنا.

5. أنا أكبر من أن أعيش في المنزل الداخلي أو بجواره ، لذا ليست هناك حاجة إلى منزل داخلي بجوار منزلي.

6. بيت الصعود كبير ولديه عدد كبير جدا من غرف النوم ويعيش فيه الكثير من الناس. سيكون هناك منزلين داخليين بجوار منزلي ، أشعر بالقلق الشديد والخوف من عدد الأشخاص وعدد الغرف في هذه الأماكن. هل هذا قانوني لمنطقتي؟

أطلب حذف معلوماتي الشخصية بموجب القسم 58 من قانون الخصوصية وحماية المعلومات الشخصية لعام 1998 ("قانون PPIP").

تفضلوا بقبول فائق الاحترام،

25th March 2020



Email: **Not Available**

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am retiree living at and I have lived in the same house for over 40 years. As a resident of the house next to the proposed boarding house, I strongly object to the development application for the following reasons:-

1. Too much concrete use especially for driveway and car parks. Cars and motorbikes parking will make a lot of noise for my house and I will not have good sleeps at night.
2. Too many of people staying in the boarding house will be very noisy and there will many chances of arguments and fights. Who do I if these thing happens, who will be there to stop fights?
3. I have medical conditions that need the use of a spa bath which is installed in my backyard. The windows on the top floor are overlooking my private open private space and removing the 70+ years old tree in the rear of 3 Ostend street would have impact on my privacy and there's no replacement tree, there's only a car park.
4. There are not enough car parks for 19 people in the boarding house and we have very little bus service around here for these boarding house residents. The boarding house should not be built here.

5. I am a too old to live in or next the boarding house so there isn't any need for a boarding house next to my house.
6. The boarding house is big and has too many bedrooms with too many people living in it. Is this legal for my area?

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

22nd March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at I have resided in the family home since 1945 as had my deceased parents. Five generations have resided in since 1919.

I object strongly to the proposed D.P. application lodged in December 2019 to develop this site as a "New Age Boarding House".

As the adjacent site is also being proposed, concurrently but separately, I sense some deception with regards to population density of this lot D.P. Number DA2019/0502.

Objection I

a) I object to the impact surveys carried out by developer/builder Baini Design, address 1B Villiers Street, Parramatta, NSW 2150, and request Council have independent surveys carried out before considering this application. Many of the results are disputable (even to the average "lay" person".

b) With regards to issues of traffic the adverse impact to the community, especially the notorious intersection of Dally/Nicholas and Ostend Streets, I request that the R.M.S, formerly the R.T.A. be sought in providing a survey.

Police records should also be investigated both recent and historically.

c) No consideration appears to have been given to visitors coming and going on this site in vehicles (additional to the residents themselves).

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Version: 1, Version Date: 16/06/2020

On street parking will be further congested as it already copes with difficulty, the business zoned streets of Bachell and Bernie, of vehicles that use these streets presently. (now multiply this by those from the adjacent Lot and one can project, this becomes serious congestion), hence my objection has more solid grounds.

d) Ostend, Gallipoli, Dally, Nicholas and Mons Streets are used almost every morning and evening by scores of pedestrians. Many are children, the elderly, and some are disabled. They negotiate this intersection to access Phillips Park (for recreation and fitness programs), Traffic entering and departing Lot 1 will be hazardous to these pedestrians.

e) Visibility is already poor at this intersection due to parked vehicles used by employees in the Business Park of Bachell and Bernie Avenues.

f) The cost involved in these accidents I refer to is enormous to our community (and broader areas), e.g., Police, ambulances, paramedics, hospitalisation (medicare or private health schemes), surgeries, rehabilitation, plus pain and suffering to victims.

In April ~~2010~~ 2016 standing as an innocent pedestrian on the footpath was crushed when two vehicles collided and one vehicle left the street, mounted the footpath and pinned between the front grill of the motor vehicle and the sandstone fence of Lot 1. sustained multiple fractures to both tibia/fibula. He is still rehabilitating 12 months later and has not been able to go back to work.

Objection II

The impact of Adverse Change of Character of the Area

a) Long term residents (40 years average) some 75 and 80 years have always had expectancy of these streets to be low density, family oriented single dwelling. As have had recent purchasers of properties.

b) The migrants that have settled into these streets since 1950 have enjoyed as their long term Australian born residents, a friendly co-existing, peaceful ambience that could be held as example by the State in Australia as perfect examples of assimilation. Over a dozen different nationalities are represented in our petitions/submissions.

c) The proposed "short term" (3 months minimum) tenants that are envisaged renting the miniscule self contained rooms are not persons condusive to this neighbourhood's character.

Living in such density 18 per ~~21~~ 12 (6?) rooms, surely will encourage antisocial behaviours that will not have onsite manager's supervision to de-escalate any disputes before criminal assaults occur. This questions the crime rate survey that has been done by the developer.

Surely health regulations prevent tenants sleeping, cooking, toileting in such confined space as is proposed for each room (some without windows).

Objection III

Council Rates have been paid dutifully by the present/past residents. These funds have supported both Auburn Council and now Cumberland Council over many years.

I object strongly to the fact that this proposal (if approved) will alter the ambience and character of our community which has always been a given expectation of residence.

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Version: 1, Version Date: 16/06/2020

The relative short time that the applicants have paid rates on this property is not being considered fairly. The monetary gain of this developer is being given preference over the long standing character/ expectancy of the long term present residents.

Australia has a catch phrase;

"Give Us a Fair Go"

I wish to address my views to the planning panel regarding the proposed development.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998. (PPIP Act).

Sincerely

Document Set ID: 8008945
Version: 1, Version Date: 16/06/2020

25th March 2020

Email: **Not Available**

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

أنا متقاعد أعيش في شارع وقد عشت في نفس المنزل لأكثر من 40 عامًا. باعتباري مقيمًا في المنزل المجاور لمنزل الصعود المقترح ، أعترض بشدة على طلب التطوير للأسباب التالية: -

1. الكثير من الاستخدامات الخرسانية خاصة للممرات ومواقف السيارات. سيسبب وقوف السيارات والدراجات النارية الكثير من الضجيج لمنزلي وسوف أتمكن من الحصول على نوم جيد في الليل.
2. الكثير من الناس الذين سيقيمون في الصعود إلى المنزل سيكونون صاخبين للغاية وهناك فرص كثيرة من الحجج والمعارك. من أفعل إذا حدث هذا الشيء ، من سيكون هناك لوقف المعارك؟

3. أعاني من حالات صحية تحتاج إلى استخدام حمام سبا مثبت في فنائي الخلفي. تطل النوافذ الموجودة في الطابق العلوي على مساحتي الخاصة المفتوحة الخاصة ، وإزالة الشجرة التي يبلغ عمرها 70 عامًا في الجزء الخلفي من شارع Ostend 3 سيكون لها تأثير على خصوصيتي في شارن ولا توجد شجرة بديلة ، يوجد فقط موقف للسيارات.
4. لا يوجد عدد كافٍ من مواقف السيارات لـ 19 شخصًا في الصعود على متن الطائرة ولدينا القليل جدًا من خدمة الحافلات هنا لسكان المنزل الداخليين. لا ينبغي بناء الصعود هنا.
5. أنا أكبر من أن أعيش في المنزل الداخلي أو بجواره ، لذا ليست هناك حاجة إلى منزل داخلي بجوار منزلي.
6. بيت الصعود كبير ولديه عدد كبير جدا من غرف النوم ويعيش فيه الكثير من الناس. هل هذا قانوني لمنطقتي؟
أطلب حذف معلوماتي الشخصية بموجب القسم 58 من قانون الخصوصية وحماية المعلومات الشخصية لعام 1998 ("قانون PPIP").

تفضلوا بقبول فائق الاحترام،

29 March 2020



Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storeyboarding house comprising 12 rooms with at-grade car parking**

I am a resident at No. I have lived in the area for many years and I know the property well. As a long time local resident of Lidcombe, I stronglyobject to the development application for the following reasons:

1. The proposal to build not one but two boarding houses at numbers 1 and 3 Ostend Street, at least some with double rooms, could mean up to 48 boarders in both boarding houses at any one given time. This is very large safety concern for the neighbourhood. We all know, that boarding house guests are mostly short-term boarders. Ostend Street has always been a very friendly street with many life-long friendships having been built between the residents, that is, adults, kids and grandkids. It concerns me to have different people entering and existing the boarding house at any time and disrupting the peaceful and friendly area we currently live in.
2. It also concerns me that with so many boarders entering and exiting the property there will be extensive vehicle traffic thatwill congest the street, making it unsafe for the elderly, vulnerable and children in the street who will be passing the property by foot.
3. I have spent a considerable amount of money over the last 25 years to renovate my property and based on historical data, there is evidence to suggest that the introduction of a boarding house in any street or area at that, will affect the market prices in the area/street in a negative way. I did not use mine and my husband's life savings to build our dream house for the property to reduce in value because somebody has thought it be a good idea to build boarding houses.

4. This street is considered an R2 zone and is not approved for boarding houses and units.
5. There will be an increase in noise comingfrom the boarding house because of the sheer volume of people staying in the boarding house. There will not be an onsite manager on site to resolve any issues and could cause an increase in anti-social behaviour causing a major interruption to the other local residents.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

29 March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storeyboarding house comprising 12 rooms with at-grade car parking**

I am a resident at No. I have lived in the area for many years and I know the property well. As a long time local resident of Lidcombe, I stronglyobject to the development application for the following reasons:

1. I have been a professional taxi driver for 45 years. During this time,I have driven many people to their desired destinations. My observation and experience whilst driving residents of boarding houses has been very negative on almost every occasion. I have been verbally and close to physically abused and not paid for doing my job in many instances. I have had to deal with the strong smell of alcohol consumption with some continuing to drink alcohol in my taxi although being asked not to. I have not only been abused but heavily disrespected. Based on my experience, these are not the kind of people I would like residing close to me and my family and neighbours.
2. Some boarders that have been passengers in my taxi have acted very irrationally and I could see from the marks on their bodies that they had used illegal substances. Again, not people I would like close to me or my family and neighbours.
3. The proposal to build not one but two boarding houses at numbers 1 and 3 Ostend Street, at least some with double rooms, could mean up to 48 boarders in both boarding houses at any one given time. This is very large safety concern for the neighbourhood. We all know, that boarding house guests are mostly short-term boarders. Ostend Street has always been a very friendly street with many life-long friendships having been built between the residents, that is,

adults, kids and grandkids. It concerns me to have different people entering and existing the boarding house at any time and disrupting the peaceful and friendly area we currently live in.

4. It also concerns me that with so many boarders entering and exiting the property there will be extensive vehicle traffic thatwill congest the street, making it unsafe for the elderly, vulnerable and children in the street who will be passing the property by foot.
5. I have spent a considerable amount of money over the last 25 years to renovate my property and based on historical data, there is evidence to suggest that the introduction of a boarding house in any street or area at that, will affect the market prices in the area/street in a negative way. I did not use mine and my wife's life savings to build our dream house for the property to reduce in value because somebody has thought it be a good idea to build boarding houses.
6. This street is considered an R2 zone and is not approved for boarding houses and units.
7. There will be an increase in noise comingfrom the boarding house because of the sheer volume of people staying in the boarding house. There will not be an onsite manager on site to resolve any issues and could cause an increase in anti-social behaviour causing a major interruption to the other local residents.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours Sincerely,

29th March 2020

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1 - APR 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a resident at No. I have lived in the area for over 30 years, and I know the war home at the propose site well. As a resident having brought my children in the area I strongly object to the development application for the following reasons:-

1. The development does not have sufficient the deep soil for water and tree, there's too much concrete. Trees will not be able to grow.
2. Removing the tree in the rear of 3 Ostend Street would have impact on privacy o here's no replacement tree due to large area of hard surface in the proposed development.
3. The private open space is too small for a large number of people living in and it needs to be greater than 50 meters squared in our area.
4. There are a lot of concrete and hard surface and very little deep soil zone.
5. Windows on the top floor are overlooking the neighbours open private space.
6. The common room or living room should be located in the front of the house adjacent to Ostend Street to allow surveillance over the public area.
7. The kitchenette and bathrooms do not have windows to allow for natural light and ventilation.

8. The motorcycles parking area is too close to the fence which will cause noise issues for the 5 Ostend Street house next door an also.
9. Garbage bins in 3 Ostend Street is too close to the fence causing odor issues to neighbouring No 5 Ostend house.
10. Motorbikes parking needs to drive across Disable parking spot this is dangerous.
11. The waiting bay in the front of proposal is problematic when one car coming the parking area and another car leaving at the same time.
12. When entering and exiting the site in a vehicle, vehicles must enter and leave the site in a forward direction which forces vehicles to perform complex and tight maneuvers into parking space and they will need to reserve across the driveway. Not only this is a safety issue but how can vehicles forward direction movements when leaving the site be enforced and ensure pedestrian safety on Ostend Street.
13. There's no Traffic and Parking Impact Assessment report for the proposed development.
14. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements. Furthermore, the proposed boarding house next door on 1 Ostend will exacerbate these issues that could result in an increase in anti-social behavior as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents and have significant impact the peace and nature of the area, especially families and elderly that reside on Ostend Street and the park.
15. Availability of public transport service will not suitable for the lodgers in the boarding and I am concerned for the boarding house residents. The proposed site would not be able to meet the day to day public transport needs of the residents.
16. Having 12 bedrooms in a single dwelling where the lodgers prepare meals in the kitchenette, eat, bath and sleep in will cause hygiene and disease problems for the residents.
17. The proposal does not provide the housing needs of for seniors and family in a low density residential area. The proposal is designed for very high density living which the area have not been zoned for.
18. There will be significant impact to the demographic of the area because the lodgers of the boarding house are transitional people and will not assimilate easily to the mainly families with children and seniors who live in standalone dwellings in the area for many years. Many of these residents have lived in the same home for over 10+ years and some were even born in it.
19. The proposed site has failed to meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) as the proposed 12 bedroom boarding house is not within an accessible area defined by the initiative. Despite this, in the

development application the developer is justifying the construction of the boarding house under ARHSEPP 2009 because the "Auburn Development Control Plan 2010 does not contain any specific controls for boarding houses". This is a clear abuse of process, trying to overcome the failure of the proposal using an omission in a council plan to justify the continued use of ARHSEPP 2009. In addition, the developer states that the Auburn Development Control Plan 2010 does not have specific controls for boarding houses. However this is wrong as in accordance to the case of McAuley v Northern Region Joint Regional Planning Panel [2013] NSWLEC 125, Craig J of the Land & Environment Court a boarding house is defined as a dwelling. Hence, a boarding house must be assessed under the Auburn development control plan 2010 as a dwelling and must comply with R2 low density dwelling requirements such as a maximum of 4 bedrooms.

20. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.
21. The built form of the boarding house is a large house with many bedrooms, houses in my street is significantly less than 12 bedrooms. I thought the maximum number of bedrooms is 4 for a house for my area.
22. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
23. The Auburn LEP 2010 do not define "what is a boarding house?" only what a boarding house means. The built form of the proposed boarding house is a dwelling and it must be assessed as a dwelling for compliance in accordance to dwelling size to the Auburn DCP.
24. This is not a small-scale boarding house. I am told a small boarding house have 5-12 lodgers not 18 lodgers. Where did the developers get the definitions for the small-scale boarding house?
25. The proposed construction will have a significant impact to the population density and stability of the street due to the large number of bedrooms and people who will be living there.
26. This boarding house is an inappropriate development for the area, the demographics of the area are growing families and senior retirees in a tight knit community environment where neighbours you know one another and caring for children playing especially at Phillips Park.
27. The development is not appropriate and incompatible with the distinctive local character of the area and neighbourhood. The area has always been low density and

the residents identify with this low density and the history and culture of area. The people have a sense of belonging to the area and love the atmosphere and have emotional response because of the memories and relationship with the area. Many residents were born and have lived or come back to retired in the same house.

28. There will be significant impact to the demographic of the area because the tenants that a boarding house will provide for will be drastically different from the mainly families with children and seniors who currently live in standalone dwellings in the area. Many of these residents have lived in the same home for many years and some were even born in it.
29. The development is not appropriate and incompatible with distinctive local character of the area and neighbourhood. The people here have a sense of belonging to the area and love the atmosphere. I have an emotional response to the place because of the memories and relationship with the area. This is the way the area looks and feels with its combination of zoning of the land, houses, history and culture. My children were born here and I have live in the area for over 30 years.
30. The proposed site for the boarding house is situated right next to Phillips park, a place used by Lidcombe public school for sports days, organised sporting teams for practices and games and many people in the community to enjoy. I remember having my children playing junior soccer when they were 4 years old at Phillips parks and I still frequently take jogs around the park. This area is very precious and sensitive to the community that needs to be restricted from this type of development.
31. Lidcombe has a rich history dating back to the World Wars and this is reflected in the street names, especially around the proposed site such as Ostend, Gallipoli, Jellicoe, etc, all named after famous battles in the World Wars. Numerous returning soldiers would come to settle in the area and raise their young families. This cultural heritage has encouraged the settlement of numerous other young families to settle in the suburb, myself being an example of someone whom children's are born and raised in Lidcombe and a boarding house development would be severely counter to this heritage.
32. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking, and accommodation size compliance.
33. This is a R2 Zone land and the proposal does not meet the requirements of SEPP (Affordable Rental Housing) 2009 but in the DA Statement of Environmental Effects the SEPP(ARH) 2009 was used a number time to circumvent local development plan. The intent and aim of the SEPP requirements is to ensure that the boarding house must provide the needs of the potential tenants and expectations of the communities and

the neighbourhood. The proposed site does not meet the SEPP, boarding house had failed the test for it to be built at the site so the development must be refused.

34. Boarding house normally is not allowed at the proposed site unless special initiative to address issues but it had failed the suitability test of the state's government affordable rental housing scheme. There has been a number of boarding house developments recently in the local area so we have already have had our fair share of the state government in supporting the state's government initiative.

I wish to address my views to the planning panel regarding the proposed development.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

27 March2020



Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Dear Mr Pearman
I write in reference to
1. Application DA2019/0504
2. Application DA2019/0502
Being application[s] for the demolition of existing structures and construction of a Boarding House.

I am resident and owner of the house whose address appears above. I am 68 years old and have lived in Lidcombe for all that time. The house I live in now was built and lived in by my parents. I am writing to very strongly object to this development.

My reasons are:

1. Given the basic standard of the accommodation this Boarding House provides the likely tenants of whom I understand the minimum number is 12 [a number as high as 18 has been suggested] are very likely to be itinerants who would be very unlike the existing stable demographic of seniors and young families. It would be unlikely they would harmoniously meld with the existing community.
2. Further to 1.these tenants will almost certainly be strangers to each other and living in cramped conditions. There may well be disputes leading to disruptive behaviour. I understand that there is not going to be any onsite supervision of the Boarding House. So there will be no way of stopping anti-social behaviours escalating in ways that may be threatening to the life and property of the tenants themselves and their neighbours.
3. Further to 1 the Boarding House will increase significantly traffic movements on a street already used extensively for through traffic from Parramatta Road to Railway Street and the East Street By-Pass of Shopping Centre. It will also be impacted on by the said traffic movements since some tenants will have to reverse into traffic.
4. Further to 1.the tenants will very likely all own vehicular transport - that is cars or motor cycles. The intended bedrooms would suggest a minimum of twelve such. As said above I understand there is some expectation of 18. There does not seem an adequate provision for parking same. The large number of duplexes ALRAEADY allowed by Council in this street has

ALREADY created crowded parking in areas of the street. I quite frequently cannot park in front of my own house and cannot do so as I type this for example. This Boarding House with its very inadequate car and motor cycle parking spaces will exacerbate this.

5. Further to 4. The public transport here is woeful; being worse than it was 60 years ago! The scheduled bus service does not operate from 9.15am to 3.45 pm, and then only on weekdays. It is very doubtful that the requirements of the State Govt for the day to day needs of the residents of affordable housing would be met. They do not meet mine!
6. The Boarding House will have 12 Bedrooms. This would be twice the size of the average of any two free standing dwelling s or duplexes existing already in the street. Since the planned structure is to resemble a large house this seems to resemble a large free standing dwelling [house] and should be assessed accordingly.
7. The number of people in the Boarding House [18] can be compared with 9 who live in numbers 20, 24 and 26 Ostend Steet. Clearly this crowding is NOT in concert with the norm of this street.
8. Evidence suggests that the planned structure is in itself inadequate in terms of
   a, the open space provided is too small
   b. the windows of the top floor intrude on the privacy of people living i nd

   c. the kitchenette and bathrooms do not have access to natural light! I should like to point out to Council that this is not a street in a suburb of Mumbai or Victorian London but one in twenty first century Australia.
   d. the outdoor clothes drying area is in shadow for a third of the year.
   e. the motor cycle parking area is too close to the fence and will cause noise issues for those trying to live in
   f. apparently some of the tenants are going to be expected to ride bicycles. The location of the provided parking invites theft.
   g. cars will have to reverse across the driveway to get into the street. This is unsafe – see 3 above
   h. one of the car parking spaces [no 1] appears to be so close to the fence line as to make it actually impossible to reverse out at all.

This has all the hallmarks of a very 'dodgy' plan to exploit vulnerable people by deviously exploiting what the developer thinks loopholes in legislation and council Development Plans and this to put up a structure in an area eminently unsuitable for such.
It relies on Cumberland Council not being awake to this chicanery.
We are lucky that you are awake to it, are we not?

I request that any personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 [PIPP Act]

Yours faithfully

Harley Pearman

From:
Sent: Tuesday, 24 March 2020 3:59 PM
To: Records Department
Subject: OBJECTION to Application No DA2019/0502

Dear Councillors,

Please accept my letter of disputation re the above application/development proposed for 3 Ostend Street, Lidcombe.

My husband and I have lived at since the 1970s where we raised all our children. I am very well acquainted with the local residents and there is a great sense of neighbourhood connection, resulting in the formation of a united syndicate to REJECT this application.

I strongly reject and dispute the proposal of a 12-room 2-storey boarding house in the street for the following reasons:

1. It contradicts the residential premise of the street. All houses in Ostend Street are single dwellings, so building a 12-room 2-storey property ruins the neighbourhood and is inappropriate for the area.

2. Myself and some neighbours go for our morning walks every day and as such I am extremely concerned for pedestrian safety with the amount of cars in and out of the driveway, should this development go ahead. A boarding house implies that there will be increased traffic in a quiet residential street. This lacks forethought in efficient town planning. Parking along Nicholas Street and in Ostend Street is already exhausted due to the factory workers on Nicholas Street and Bachell and Birnie Avenues. The increased traffic instigates a great deal of safety concerns. The corner of Ostend and Nicholas Streets is notoriously dangerous for car and pedestrian accidents. Residents are at greater risk if this proposal is passed. Please reconsider. There are many elderly and young Ostend Street residents who need to be protected from such traffic problems this development will inevitably create.

3. The safety of the residents will also be compromised by the influx of temporary residents, coming and going fulfilling the nature of a boarding house. I vehemently dispute the building of such a development for the safety of our kids in a quiet and otherwise very safe residential street. I babysit my grandchildren and I fear for their safety.

4. A boarding house is not appropriate for a residential area and there is no need for it. There are no universities, colleges, high schools or major industrial companies in the area and as such I question who this boarding house would be useful for. We don't need multiple strangers living in our street compromising our security, safety and livelihoods.

5. The threat of Covid-19 spreading must not be overlooked. It is not a wise decision to build a multi room boarding house (whereby increasing the amount of people) when the Government has instilled self-isolating and social distancing orders. Boarding house residents are not long term residents and as such, they are adding to the bio-hazards of potentially spreading the virus.

Please reconsider the construction of the two-storey 12-room boarding house. This construction jeopardises all our safety. It also compromises the residential element of our street. A boarding house is NOT acceptable for this street. And as such, I VEHEMENTLY dispute this development.

I can be contacted by return email, or by phone or

I look forward to hearing from you.

Kind Regards,

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Harley Pearman

From:
Sent: Wednesday, 1 April 2020 6:24 PM
To: Records Department
Subject: Attn: Harley Pearman - DA2019/ 0502 Objection

Dear Harley,

Application No. DA2019/0502
Property: 3 Ostend Street
Proposal: Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking.

My name is ıe owner of the property located at
I am writing to strongly object to this development. My daughter and I have started living here since 2013. We have a wonderful neighbourhood who care for each other. This is a very quiet street which suits seniors like me.

Unfortunately, I was shocked about this plan and I wish this plan not to go ahead for the reasons below:

1. The intersection of Ostend Street and Nicholas Street has dangerous blind spots. If you can access police accident report of last year for this particular intersection you will find there were at least 4 accidents last year. If this plan was going to go ahead with the DA2019/0504 on 1 Ostend Street, there would be danger of overcrowding parking along the streets creating more blind spots. This would not only danger to the local drivers but also to the family who have to cross the intersection by foot to the park.

2. The genuine aspect of the plan. According to the new development standard which allows Boarding House built with the purpose of Affordable Housing to be built on R2 Zone if it is limited to 12 rooms per site. The average size of the land is approximately 613 square meters. This size has to share with 12 rooms including car parks, reason number of toilets, kitchens, 2 fire escape exits. This plan does not give much promise to the healthy size of the room to be lived in. Unless they increase the high of the structure which would definitely add more to the danger mentioned in point 1 above. In addition, the developer does not disclose how much they will offer for each room after completion. Then how would we know if it is built genuinely for affordable housing scheme? Furthermore, if this plan was to go ahead, there was high chance developers would snap up old houses around the area to build the same projects. This could result "balloon" price again because developers competed for lands to build similar projects. To me using the purpose of Affordable Housing to be able to get around the R2 Zone restriction is just the interest of the developer not for the interests of the locals.

3. High density of people in a tight living area will add more noise, stress and crimes. Since this plan will have 12 rooms there is a high chance of more than 24 people living on this 613 squared meter.
The maintenance and security surveillance is at minimum for affordable housing building due to cost. Hence there is a high chance that the residents will let non-residents to share with them to reduce their own costs. This will tend to increase crimes around this peaceful areas when the neighbourhoods don't know who actually live in there, creating more stress and distrust.

Look Harley, I don't know at what stage of life are you now. But please put yourself in one of our shoes and try to make the best assessment for us, the residents who have been living here peacefully. I can share with you the beauty of this place. When I first moved to this place in the year of 2013, I heard many lovely stories from the my neighbours who have lived here for more than 20 years. They call this place home and we are fortunate enough to be able to live here. We understand the government tries their best to find a way to make affordable housing accessible. However, **as a tax payer I would love the scheme to be more precise in the best interest of the tax payers who want their contribution for the encouragement of growth not for the developer who like to use it to circumvent the restriction.** Also

we hope the affordable housing scheme can be built where there are easy access to public transportations as well as close proximity to college and library so the residents can upgrade their skills for better income. This area is not suitable for those purposes. Most of us drive to the shops. The bus has cut down its service schedules already. There is no point of building a high density living here. This would cost more stress to the residents who are already used to having established trust and quiet living here.

Finally, thank you for your time reading this wholehearted email. I know a lot of my neighbours are concerning about this projects would affect their livings. At this point of the year, we already have so many stress regarding the pandemic. Even after this pandemic ends we still need more time down the line to be able to adjust to the change it has affected us. So please Harley, put yourself in our shoes and help us to create an objecting panel to this project and the project DA2019/0504.

I was told I need to submit a separate email for the project DA2019/0504 so I will copy the content of this email for the email regarding project DA2019/0504.

Please do not hesitate to contact me at [redacted]. Thank you and please stay safe.
Best regards,

30th March 2020

Email: **Not Available**



Harley Pearman - Assessment Officer
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

Tôi là một cư dân về hưu tại số Tôi đã sống trong khu vực nhiều năm. Là một cư dân, tôi phản đối mạnh mẽ ứng dụng phát triển vì những lý do sau: -

- Dịch vụ xe buýt không tốt cho những người ở trong nhà trọ.

- Những người sống trong nhà trọ nấu ăn, ăn, tắm và ngủ trong cùng một phòng sẽ bẩn và khó giữ sạch sẽ. Làm thế nào bệnh sẽ được kiểm tra và dừng lại?

- Là một người về hưu, tôi không cần và không thể sử dụng nhà trọ.

- Có quá nhiều phòng ngủ cho nhà trọ được đề xuất, không có nhà nào trên phố với số lượng lớn phòng ngủ này.

- Không gian mở ngoài trời quá nhỏ cho ngôi nhà

- Có quá nhiều đất bê tông và đất tự nhiên để cây phát triển và nước mưa được hấp thụ.

- Nó không an toàn và an toàn cho phòng khách ở phía sau nhà.

- Cần đỗ xe máy để lái xe qua Vô hiệu hóa chỗ đỗ xe, điều này rất nguy hiểm.

- Quá nhiều xe ô tô đến và rời khỏi nhà trọ sẽ gây nguy hiểm cho cư dân, đặc biệt là đường lái xe dài có bãi đậu xe ở phía sau nhà.

- Quá nhiều người sống ở nhà trọ sẽ ồn ào và ra vào nhà sẽ làm phiền khu phố.

Tôi yêu cầu thông tin cá nhân của mình bị loại bỏ theo Mục 58 của Đạo luật bảo vệ thông tin cá nhân và quyền riêng tư năm 1998 (Đạo luật PPIP Đạo luật).

Harley Pearman

From:
Sent: Tuesday, 24 March 2020 4:05 PM
To: Records Department
Subject: OBJECTION to Application No DA2019/0502

Dear Councillors,

Please accept my letter of disputation re the above application/development proposed for 3 Ostend Street, Lidcombe.

My wife and I have lived at since the 1970s where we raised all our children. I am very well acquainted with the local residents and there is a great sense of neighbourhood connection, resulting in the formation of a united syndicate to REJECT this application.

I strongly reject and dispute the proposal of a 12-room 2-storey boarding house in the street for the following reasons:

1. It contradicts the residential premise of the street. All houses in Ostend Street are single dwellings, so building a 12-room 2-storey property ruins the neighbourhood and is inappropriate for the area.

2. My wife and some neighbours go for their morning walks every day and as such I am extremely concerned for their's and other pedestrians' safety with the amount of cars in and out of the driveway, should this development go ahead. A boarding house implies that there will be increased traffic in a quiet residential street. This lacks forethought in efficient town planning. Parking along Nicholas Street and in Ostend Street is already exhausted due to the factory workers on Nicholas Street and Bachell and Birnie Avenues. The increased traffic instigates a great deal of safety concerns. The corner of Ostend and Nicholas Streets is notoriously dangerous for car and pedestrian accidents. Residents are at greater risk if this proposal is passed. Please reconsider. There are many elderly and young Ostend Street residents who need to be protected from such traffic problems this development will inevitably create.

3. The safety of the residents will also be compromised by the influx of temporary residents, coming and going fulfilling the nature of a boarding house. I vehemently dispute the building of such a development for the safety of our kids in a quiet and otherwise very safe residential street. I babysit my grandchildren and I fear for their safety.

4. A boarding house is not appropriate for a residential area and there is no need for it. There are no universities, colleges, high schools or major industrial companies in the area and as such I question who this boarding house would be useful for. We don't need multiple strangers living in our street compromising our security, safety and livelihoods.

5. The threat of Covid-19 spreading must not be overlooked. It is not a wise decision to build a multi room boarding house (whereby increasing the amount of people) when the Government has instilled self-isolating and social distancing orders. Boarding house residents are not long term residents and as such, they are adding to the bio-hazards of potentially spreading the virus.

Please reconsider the construction of the two-storey 12-room boarding house. This construction jeopardises all our safety. It also compromises the residential element of our street. A boarding house is NOT acceptable for this street. And as such, I VEHEMENTLY dispute this development.

I can be contacted by return email, or by phone or

I look forward to hearing from you.

1

30th March 2020



Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I am a senior resident at No . I have lived in the area many years.
As a resident I strongly object to the development application for the following reasons:-

- The outdoor open space is too small for the house
- There's too much concrete and very soil natural soil for tree to grow and storm water to be absorbed.
- It's not safe and secure for the living room to be in the back of the house.
- Motorbikes parking needs to drive across Disable parking spot this is dangerous.
- Too many cars coming in and leaving the boarding house will be dangerous for the residents especially the long driveway with car park in the back of the house.
- Too many people living at the boarding house will be noisy and coming in and out of the house will disturb the neighbourhood.
- The bus service is not good for the people staying in the boarding house.
- The people living in the boarding house cook, eat, bath and sleep in the same room will be dirty and hard to keep it clean. How will disease be checked and stopped?
- As a retiree I don't need and cannot use the boarding house.

- There are too many bedrooms for the proposed boarding house, there's no house in my street with this large number of bedrooms.

I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

Harley Pearman

From:
Sent: Tuesday, 24 March 2020 5:47 PM
To: Records Department
Subject: Fw: STRONGLY OBJECT TO DEVELOPMENT APPLICATION DA 2019/0502

----- Forwarded message -----

To: council@cumberland.nsw.gov.au <council@cumberland.nsw.gov.au>
Sent: Tuesday, 24 March 2020, 10:09:11 am AEDT
Subject: STRONGLY OBJECT TO DEVELOPMENT APPLICATION DA 2019/0502

22nd March, 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Attention: Harley Pearman, Assessment Officer

Dear Sir/Madam,

Application No. DA2019/0502
Property: 3 Ostend Street
Proposal: Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking

I am a resident at . I live opposite No. 3 Ostend Street

I object strongly to the proposed D.P. application lodged in December 2019 to develop this site as a "New Age Boarding House".

This seems to be an experiment by Cumberland Council and the Developers to see if it gels with residents. To make matters worse it is proposed to erect two Boarding houses side by side, a monstrosity, an eye sore. Not inkeeping with the character of the street or neighbourhood.

Against Government policy regarding the Corona Virus where self isolation and social distancing in place where tenants have 1 common area to congregate, the lounge area.

Objection 1

Examining the plans I note there is **insufficient parking on the premises**, vehicles are restricted coming in and out of the property, not nearly enough turning point to exit the premises safely.

1

If a resident at No. 3 is entering the premises, and another resident at No. 3 is coming out, there is a blind spot which would wind up in a "head on collision" even at a slow speed

Also entering the premises and turning into the nearest parking spot close to the house, the vehicle could actually clip the corner of the house, rocking the foundation. **Architectural measurements are skinny. This could undermine the foundations.**

Objection 2

The intersection of Nicholas and Ostend and Dally Streets is well know to Fire Brigade, Police and Ambulance. Many accidents have occurred at this intersection (check police records) with a near fatality. I attended and assisted accidents at this intersection, the most serious was months on and he is still rehabilitating. This area is already heavily congested with traffic and erecting these houses will treble the congestion and accidents. Vehicles on Parramatta Road use Ostend Street as a short cut to avoid being stuck in traffic and to avoid paying tolls.

Objection 3

Another note on the plans is the proposed bins area on the boarder fence making it unhygienic to next door residents at premises I , there is no room to place bins anywhere else on the premises. **Would go against health and hygiene regulations.**

Objection 4

Pedestrians mainly young children with their parents going down to Phillips Park have to walk across these two boarding houses having to maneuver busy driveways is a safety issue, motor vehicles, motor bikes and bicycles entering and exiting numerous times, it's not a usual driveway with one motor vehicle in use at any given time.

Objection 5

Further examination of plans I note: **Is there a window in every room???**

The impact of Adverse Change of Character of the Area

These buildings are completely out of character they are a monstrosity and would not blend in with the present architecture of the street nor neighbourhood for that matter. Residents have to seek Council approval to erect a carport, an awning etc, yet you seek to approve these "motels"

This developer seeks to sneak into our established family area. Our lives being thrown into jeopardy by a greedy developer looking to make a quick dollar!

kind regards

Harley Pearman

From:
Sent: Thursday, 2 April 2020 2:49 PM
To: Records Department
Subject: Objection - Application Number DA2019/0502

Dear Sir/Madam,

Application Number - DA20190502
Property - 3 Ostend Street, Lidcombe NSW - 2141

I sident of is writing my concerns regarding the development application for the above property.

Below are my concerns:

> Side windows on the top floor are overlooking into our backyard so that means looking straight into our kitchen and lounge area. So no privacy for my family.
> 12 bedrooms dwelling definitely will cause hygiene and safety issues for our neighbours.
> Should have bus services in this area.
> 12 bedrooms dwelling means more peoples - more cars so this will cause an increase in road accidents as I have witnessed many road accidents on the corner of Ostend street.
> These 18 lodgers are a high scale boarding house so this is NOT suitable for our low-density residential area.

I very strongly oppose this development application.

Kind Regards

29 March 2020

Harley Pearman - Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

Att: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at-grade car parking**

I live at No. I have looked at the plans and I know the site well. As a local resident of Lidcombe I strongly object to the development application for the following reasons:-

Fails to comply with the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP):

The property DOES NOT meet the requirements for the State government's State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) for boarding houses and MUST comply with local development plan. The developer is using the ARHSEPP as part of the DA to circumvent R2 Zone – Low Density Residential building rules. This is an abuse of process. The DA must comply with the Auburn Local Environment Plan 2010 for R2 Zoning. The high density of the proposed boarding house contravenes the R2 low density zoning of the area.

Fails the Aims of ALEP2010 1.2(c) to protect areas from inappropriate development

The proposed construction will impose a significant population impact on the area and neighborhood due to the large number of bedrooms and persons who will be living there.

The development is not appropriate and incompatible with the distinctive local character of the area and neighborhood. The area has always been low density and the residents identify with this low density and the history and culture of the area. The people have a sense of belonging to the area and love the atmosphere and have emotional response because of the memories and relationship with the area. Many residents were born in the area and have lived or come back to retire in the same house.

Inadequate transport

The SEPP 2019 defines accessible area as: "400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday.".

Route 401 mentioned in the DA does not have one bus per hour servicing the bus stop between the stated times and days. The bus stop only operates between 6am and 9.30am and 3pm and 6.30pm between Mondays to Friday and does not operate on Saturday and Sunday.

Other issues

1. The development does not have sufficient deep soil for water and trees, there's too much concrete.
2. Privacy issues. Removing the 70+ years old tree in the rear of 3 Ostend Street would have impact on privacy of There's no replacement tree. In addition, the windows on the top floor are overlooking the neighbours open private space.
3. The private open space is too small in area; it needs to be greater than 50 square metres.
4. The kitchenette and bathrooms do not have windows to allow for natural light and ventilation.
5. The motorcycle parking area is too close to the fence causing noise issues for the house next door.
6. Garbage bins in 3 Ostend Street are too close to the fence causing odour issues to neighbouring No 5 Ostend house.

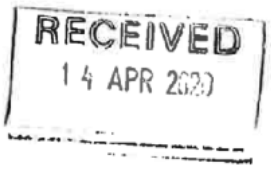
I request my personal information to be suppressed under Section 58 of the Privacy and Personal Information Protection Act 1998 ("PPIP Act").

Yours faithfully,

2nd April 2020

Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

ATTN: Harley Pearman, Assessment officer



Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at –grade car parking**

I am a resident at . As a long-time resident of Lidcombe I strongly object to the development applications for the below reasons:

1. The private open space is too small in area; it needs to be greater than 50 square meters.

2. There are a lot of concrete and hard surface and very little deep soil zone.

3. Windows on the top floor are overlooking the neighbours open private space.

4. The large number of people staying in the boarding house will bring along with it a significant increase in noise and movements that could result in an increase in anti-social behaviour as the boarding house will not have an onsite manager to resolve issues quickly. This could in turn disrupt residents, especially the many young families and elderly that reside on Ostend St and the park.

5. The proposed site for the boarding house is situated right next to Phillips Park, a place used by Lidcombe Public School for sports days, organised sporting teams for practices and games and many people in the community to enjoy. This area is very precious and sensitive to the community that needs to be restricted from this type of development.

6. Boarding house normally is not allowed at the proposed site unless special initiative to address issues but it had failed the suitability test of the State's government affordable rental housing scheme. There has been a number of boarding house developments recently in the local area so we have already have had our fair share of the state government in supporting the state's government initiative.

I request my personal information to be suppressed under Section 58 of Privacy and Personal Information Protection Act 1988("PPIP Act")

Yours faithfully,

2nd April 2020

Harley Pearman – Development Assessment Team
Cumberland Council
16 Memorial Avenue
Merrylands NSW 2160

RECEIVED
14 APR 2020

ATTN: Harley Pearman, Assessment officer

Dear Sir/Madam,

Application No. **DA2019/0502**
Property: **3 Ostend Street**
Proposal: **Demolition of existing structures and construction of a two storey boarding house comprising 12 rooms with at –grade car parking**

I am a resident at As a long-time resident of Lidcombe I strongly object to the development applications for the below reasons:

1. The eaves need to be at least 450mm from the wall of dwelling

2. Windows on the top floor are overlooking the neighbours open private space.

3. The area has always been low density, the proposal does not provide for the housing needs of the community within a low density residential environment. The proposal is designed/meant for very high density living. A boarding house is an inappropriate development for this area.

4. There will be significant impact to the demographic of the area because the tenants that a boarding house will provide for will be drastically different from the mainly families with children and seniors who currently live in standalone dwellings in the area.

5. A high turnover of boarding house resident who often stay short term will not allow them to integrate into the community harmoniously due to the rapid movement of people and enclave nature of a 12 bedroom boarding house.

6. The site does not meet the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) therefore Auburn LEP and DCP to be used to assessed the landscaped area, solar access, private open space, parking and accommodation size compliance.

I request my personal information to be suppressed under Section 58 of Privacy and Personal Information Protection Act 1988("PPIP Act")

Yours faithfully,

4/4/2020

(1)

RECEIVED
8 - APR 2020

Phone:

HARLEY PENNIMAN – Development Assess. Team.
Cumberland Council
16 Memorial Ave
Merrylands N.S.W. 2160

Attention: HARLEY PENNIMAN

RE: Application: DA2019/052
Property: 3 Ostend st. Lidcombe 2141
Proposal: Demolition of existing structures and construction of a 2 storey boarding house comprising of 12 rooms with at-grade carparkin

I and my wife (now deceased) have lived at since 1973.
We raised 4 sons here under great difficulty.
We saved and rebuilt a new residence.

1) We expected this neighbourhood to remain unchanged for our grandchildren to enjoy as much as we and our sons have done.
Australia gave 2 generation this friendly, family community to enjoy.
We expect this to continue for our next children generation.

2.) The surveys done for this proposal are not acceptable. We dispute the results and request council has independant surveys carried out.

3.) I have paid my rate dutifully for 47 years

and am with in my rights to expect council to consider my objections in favour of the present residents in stead of a new developers interest that is entirely financially based.

4.) The property has been owned by present owner for a relatively shorter period. Long standing residents should have the past rates paid taken into consideration.

5.) I rebuild the residence on our property some years ago and did not abuse the zoning code regulations.
My toilet could not be placed in my kitchen!
Are health regulations now permitting this.

6.) No manager on site leaves a serious potential for arguements to escalate between these proposed short term tenants.
This no doubt would lead to assaults at the site with police intervention.

7.) The intersection of 3 streets — Ostend, Daley and Nicholas is very dangerous.
Many accidents already occur.

8.) Increase of traffic coming/going will pose a further congestion to our street parking
Already families have 1 or 2 cars requiring street parking (children + visitors.)
The business area of Rachel + Bernie Ave also pose a problem as present as the workers presently park in Gallipoli, Nicholas and Ostend streets.

Trusting your department reconsiders this proposed carefully Signed:

Harley Pearman

From:
Sent: Thursday, 12 March 2020 9:55 PM
To: Records Department
Subject: Development application DA2019/0502

Hi

My name is and I own my home at in Lidcombe

I have recently been made aware of the proposed developments at numbers 1 & 3 Ostend street in Lidcombe to construct 2 x 12 bedroom boarding houses at that location

As a resident of the surrounding street, I would like to **lodge an objection to both of these boarding houses being constructed at that location**

Lidcombe has already been allowed to expand in the area close to the station through the construction of many high rise residential towers. In order to maintain the feel of the area, the overcrowding of the streets near Phillips park must stop.

When I moved into the area with my parents, we lived in Ostend street. At that time, the area comprised of mainly single dwellings. Over the past 5 or so years, these are being bought up and rapidly converted to duplexes. People no longer buy into Lidcombe to live there, but to make some quick money. These duplexes do not have enough parking for the number of rooms in them and result in cars taking up all of the street parking on a regular basis

To then extend this to boarding houses whereby 24 rooms will be constructed on 2 x 600sqm residential blocks, potentially adding 24 cars to the street every day. If this proposal is allowed to proceed, it will set a precedent for all of the streets containing the larger blocks and we will see the area change dramatically from being a family suburb, to a transitional suburb where people live for short periods, with people developing no firm roots in the community. Developers will see the opportunity and buy up the remaining blocks and convert all of these to boarding houses. Is the next logical step to have an apartment block pop up in one of these residential streets?

In addition to my objections listed above, I would like to ask if anyone has seen the number of car crashes that occur at the intersection of Ostend street and Nicholas street (the location for the 1 Ostend street boarding house)? This intersection is a traffic black spot and introducing more parked cars around this intersection will further reduce visibility at that intersection leading to more crashes. On the 3rd of January this year a car and a ute ended up in the park after another crash here.

Thank you

(

1

Harley Pearman

From:
Sent: Thursday, 12 March 2020 4:52 PM
To: Records Department
Subject: STRONGLY OBJECT DA2019/0505 and DA2019/0502

DA2019/0505 and DA2019/0502

Multiple Car Accidents on Corner of Ostend Street and Nicholas Street Lidcombe

There have been multiple car accidents on this corner hospitalising pedestrians where motor vehicle has climbed footpath and pinning male between car and fence at No. 1 Ostend Street. Check police reports for more accidents at same scene, almost one every month.

Area already conjested with traffic we cannot afford more cars these boarding houses will spill on our streets.

These builders are infiltrating the neighbourhood purchasing homes to turn into Boarding Houses. They have already tried to build in many Streets, Gallipolli, Bombay, John Street to mention a few (and knocked back) by residents who are furious about having their streets thrown into jeopardy by their greed to make a quick buck."

There was a time when people bought a Unit as an investment property, but this is not quick enough for these greedy investors. How can Cumberland Council call these huge "eye sores" "Low Density Residential"??????? and they are trying to erect two of them side by side.

With the rezoning by Cumberland Council to Low Density Residential you are giving them the "right of way" to go ahead and submit Development Applications. We were better off with Duplexes at least they were inkeeping with the ambience and demografic of the area.

By approving these Development Applications you are condoning investor's greed as they try to muscle into our neighbourhood. This is before you take in consideration parking issues, safety of the neighbourhood, noise and other major issues that can only arise from allowing to build on such small blocks of land. These blocks are meant for houses not Motels.

I strongly object to these developments.

DOCUMENTS ASSOCIATED WITH REPORT LPP043/20

Attachment 10

Petition Received

PETITION: STOP BOARDING HOUSES IN OSTEND STREET LIDCOMBE

Cumberland Council is currently assessing two development applications (DA 2019/0502) for the construction of boarding house comprising 12 bedrooms a 3 Ostend Street, Lidcombe. DA 2019/0504 and 1 Ostend St Lidcombe

RECEIVED 7 APR 2020

Residents in the Lidcombe area surrounding these developments strongly object to their construction. Our concerns are primarily, but not limited to:

- **Unsafe Traffic**

There have been numerous serious accidents in the local streets, including vehicles crashing into the fence of No. 1 Ostend Street. A pedestrian has also been hit by a car and forced into a fence. This will no doubt be exacerbated by the construction of the boarding house.

- **Parking Issues**

The area is close to a large business park which results in a significant amount of street parking already being used. This congestion is intensified being so close to Parramatta Road, the newly tolled M4 and being within walking distance of large events at Sydney Olympic Park.

- **Overdevelopment**

The Lidcombe area has become one of the densest residential areas in the city, with a 36% increase in population. The area surrounding this development is a low density (R2) residential area, which makes the proposed development totally out of step with the surrounds.

- **Access to Transport**

This area of Lidcombe has very limited access to transport and associated infrastructure. Given that, placing a development of this size will make it difficult for those residents to access transport which likely exacerbates the existing traffic and parking issues.

The undersigned call on Cumberland Council to refuse this development application.

Name	Address	Signature

Item No: LPP044/20

PLANNING PROPOSAL FOR A SENIOR HOUSING DEVELOPMENT, CORNER DUNMORE STREET AND PENDLE WAY, PENDLE HILL

Responsible Division: Environment & Planning
Officer: Executive Manager Development and Building
File Number: PP2020/0012

Lodged	24 April 2020	
Proponent	Keylan Consulting Pty Ltd on behalf of Fresh Hope Care	
Description of Land	Lots 1,2,8-12 DP 24728, Lot 2 and 3 DP 5545208, Lot A DP 335578, Lot 472 DP 1204429, Dunmore Street and Pendle Way, Pendle Hill	
Site Area	7.3 hectares	
Site Description and Existing use	Seniors housing development with a 190-bed Residential Aged Care Facility (RACF), 86 Independent Living Units (ILUs) a place of public worship (Pathways Community Church) and six single-storey residential dwellings.	
Proposal	Amendments to *Holroyd Local Environmental Plan 2013* to facilitate redevelopment of the site for a new and expanded seniors housing development with a 240-bed RACF facility, 650 residential ILUs and affordable key worker housing units, community facilities, allied health services and publicly accessible open space.	
Existing planning controls	Land zone	R2 Low Density Residential R3 Medium Density Residential R4 High Density Residential
	Height of building	9 metres 11 metres
	Floor space ratio	0.5:1 0.7:1 0.85:1
	Schedule 1 additional permitted uses	Nil

Requested planning controls	Land zone	R4 High Density Residential RE2 Private Recreation
	Height of building	12.5 metres 32 metres
	Floor space ratio	0.85:1 1.5:1
	Schedule 1 additional permitted uses	Additional permitted uses under Schedule 1 of 'food and drink premises' and 'medical centre'

Recommended planning controls	Land zone	R4 High Density Residential RE2 Private Recreation
	Height of building	12.5 metres 32 metres
	Floor space ratio	0.85:1 1.5:1
	Schedule 1 additional permitted uses	Additional permitted uses under Schedule 1 to allow development for including 'food and drink premises' and 'medical centre' uses on R4 zoned land
Heritage	The site contains two local heritage items, *Dunmore House* and *Ashwood House*, both of which are proposed to be retained.	
Disclosure of political donations and gifts	Nil	
Previous considerations	Nil	

SUMMARY:

This report provides an overview of a Planning Proposal Request submitted to Council on 24 April 2020 for a 7.3Ha site on the corner of Dunmore Street and Pendle Way, Pendle Hill.

The proposal seeks to facilitate redevelopment of the site for a new and expanded seniors housing development with a greater mix of land uses including a residential aged care facility, independent living units, affordable key worker housing, community facilities, allied health services and publicly accessible open space. This will be achieved by amending the Holroyd LEP 2013 to:

- Rezone part of the site from R2 Low Density Residential and R3 Medium Density Residential to part R4 High Density Residential and part RE2 Private Recreation
- Amend the maximum height of buildings that apply to the site from 9 metres and 11 metres to 12.5 metres to 32 metres
- Amend the FSR controls that apply to the site from 0.5:1, 0:7:1 and 0.85:1 to 0.85:1 and 1.5:1
- Introduce a Schedule 1 amendment to permit 'food and drink premises' and 'medical centre'.

The status of the Planning Proposal is shown in Figure 1.



Figure 1: Status of the Planning Proposal

REPORT:

Site Location and Context

The site is located on the corner of Dunmore Street and Pendle Way, Pendle Hill. The site is rectangular in shape and comprises of ten lots, being Lots 1 and 2, 8-12 DP 24728, Lot 2 and 3 DP 5545208, Lot A DP 335578, Lot 472 DP 1204429, with a total area of 7.3Ha.

The site is currently occupied by an existing seniors housing development that is operated by Fresh Hope Care and comprises a Residential Aged Care facility with capacity for 190 residents, 86 Independent Living Units and a place of public worship (Pathways Community Church). There are six single-storey residential dwellings along Pendle Way that also form part of the site.

The site has a street frontage to Dunmore Street of approximately 330 metres and street frontage to Pendle Way of 220 metres. There are a number vehicular access points from Dunmore Street and Pendle Way into the site. A footpath provides pedestrian access from the bus stop on Pendle Way into the centre of the site.

The site has a fall of approximately 11.5m to the east along the north south axis, with the highest topographical point being at Dunmore House and the lowest point being at the corner of Dunmore Street and Pendle Way. There is also a fall to the Bonds Spinning Mills site.



Figure 2: The Site

Local Context

The site is located approximately 300 metres from the Pendle Hill local centre and train station. Surrounding development includes:

- A mix of low density residential dwellings and low rise 3 storey residential flat buildings on Pendle Way.
- Low rise 3 storey residential flat buildings on Dunmore Street.
- Low density residential dwellings on Collins Street and Rowley Street.
- The Bonds Spinning Mill site that adjoins the eastern boundary and comprises of industrial warehouse buildings; however, this will evolve into a high density residential living environment when redeveloped.

Regional Context

The site is located in the suburb of Pendle Hill which is 4.5 kilometres west of Parramatta CBD and 25 kilometres west of the Sydney CBD.

Wentworthville local centre and Wentworthville train station are located approximately 1.5 kilometres to the east. The Westmead Health and Education Precinct is located approximately 3 kilometres to the east.

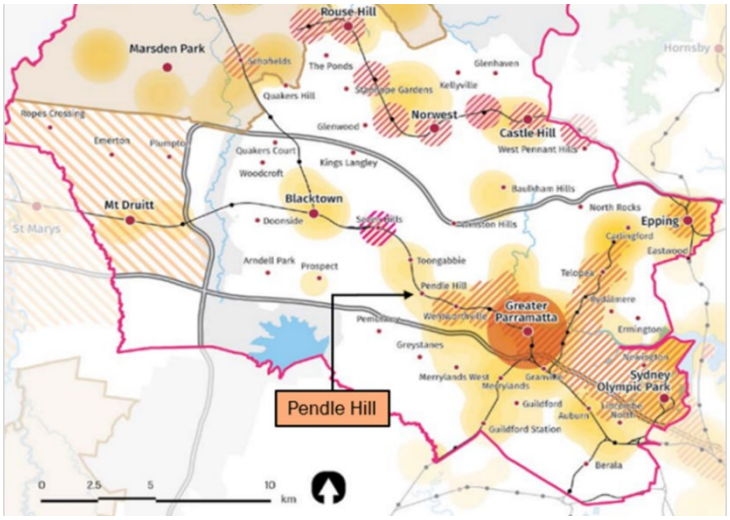


Figure 3: Regional Context

Current Planning Controls (Holroyd LEP 2013)

The site is zoned R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential, with maximum Height of Building controls of 9m and 11m and Floor Space Ratio controls of 0.5:1, 0.7:1 and 0.85:1 applying across the site. The site contains two local heritage items of Dunmore House (I94) and Ashwood House (I95). The adjoining Bonds Spinning Mills is identified as an archaeological site and includes a heritage item. These controls are shown graphically in Figures 4 to 7.

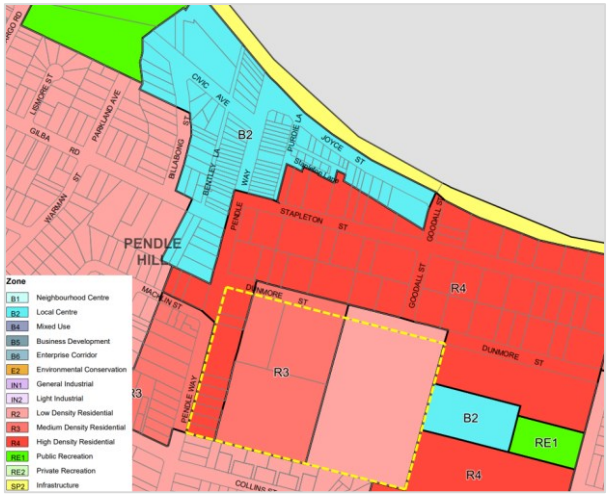


Figure 4: Current Land Use Zoning

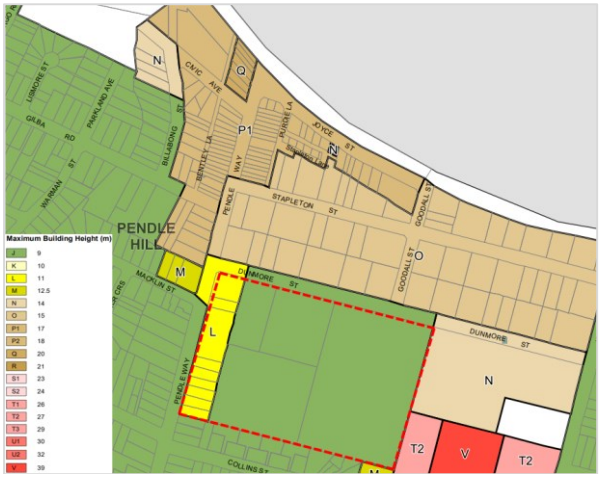


Figure 5: Current Height of Buildings

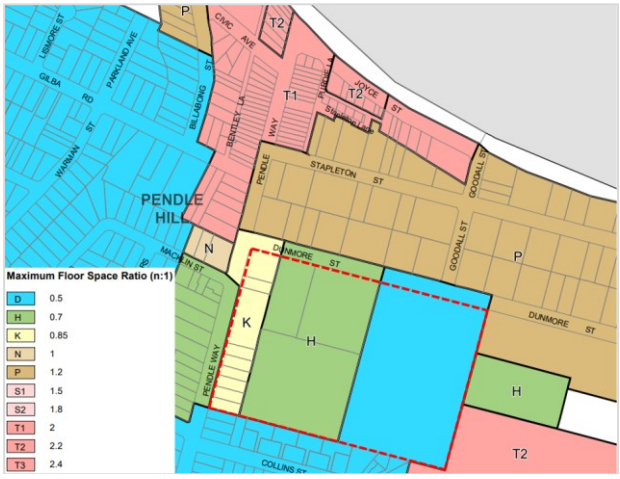


Figure 6: Current Floor Space Ratio



Figure 7: Current Heritage Items

Planning Proposal Request

The Planning Proposal seeks to amend the Holroyd LEP 2013 to:

- Rezone the site to R4 High Density Residential and RE2 Private Recreation
  i)
- Amend the maximum height of buildings to 12.5 metres and 32 metres
  ii)
- Amend the FSR controls to 0.85:1 and 1.5:1
  iii)
- Introduce a Schedule 1 amendment to permit 'food and drink premises' and 'medical centre'

The changes to planning controls identified in the Planning Proposal Request is outlined in Figures 8 to 11.

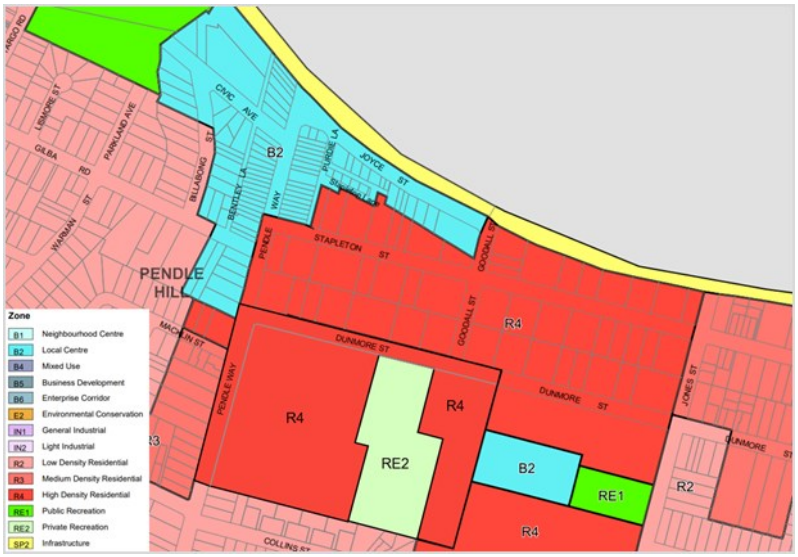


Figure 8: Proposed Land Use Zones in Planning Proposal Request

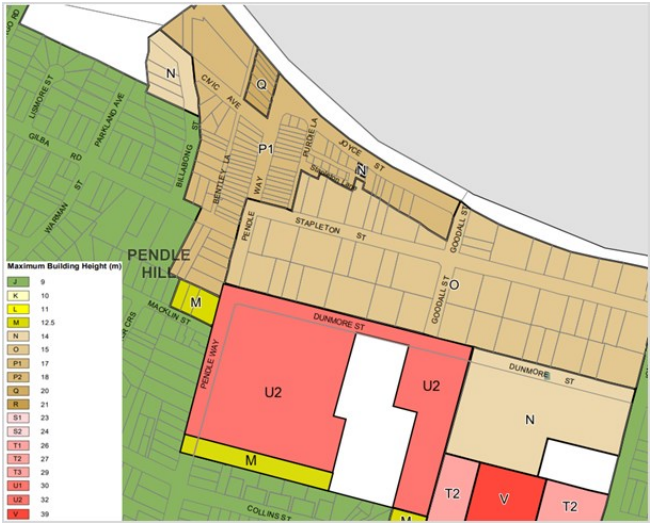


Figure 9: Proposed Height of Buildings in Planning Proposal Request

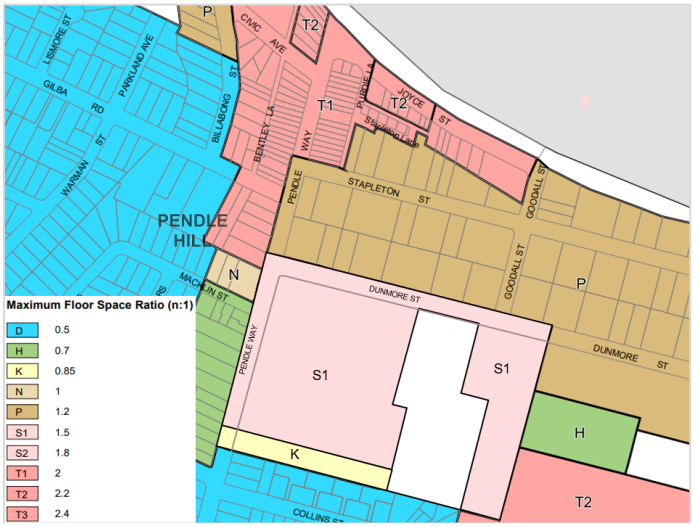


Figure 10: Proposed Floor Space Ratio in Planning Proposal Request

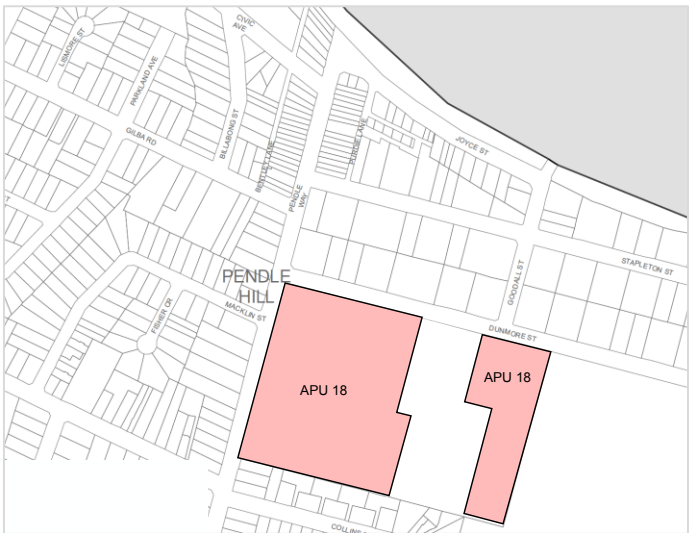


Figure 11: Proposed Additional Permitted Use in Planning Proposal Request

The intended outcome of the Planning Proposal is to facilitate redevelopment of the site for the purpose of a seniors living development including:

- Buildings of up to 8 storeys in height, comprising an indicative total of 650 independent living units (ILUs) and affordable housing units and a 240-bed residential aged care facility (RACF).
- Approximately 755 m^2 of community facilities floor space in the heritage listed Dunmore House and approximately 1,120 m^2 of non-residential floor space in the heritage listed Ashwood House.
- Basement level car parking to meet the required car parking demand.
- Approximately 51,709 m^2 (70% of the total site area) of open space (including publicly accessible communal and private open space), with the retention of significant vegetation on the site.
- New publicly accessible spaces throughout the site featuring new or upgraded vehicle and pedestrian through-site links.

The proponent has prepared a site-specific development control plan which sets out a detailed planning and design framework to guide the redevelopment of the site. This is consistent with the indicative masterplan as shown in Figure 12.



Figure 12: Indicative Masterplan

Public Benefit Offer

The proponent has proposed a public benefit offer that may include:

- The provision of affordable housing for low or very low-income households; and/or

- The provision and ongoing maintenance of landscaping, public footpath linkages and public furniture within the publicly accessible open space, including the open space curtilage, and/or
  iv)

- The refurbishment, ongoing maintenance and provision of community related uses at Dunmore House, and/or
  v)

- A substantial area of publicly accessible open space to be zoned RE2 Private Recreation and comprising Dunmore House and its curtilage.

Should Council endorse that the proposal proceed to a Gateway Determination, Council will negotiate a Voluntary Planning Agreement with the proponent to ensure that any public offer for the site maximises outcomes for the wider community and is consistent with the Cumberland Planning Agreements Policy.

Strategic Merit Assessment

There is strategic merit in progressing the proposal to the next phase of assessment based on the following grounds.

Economic and Social Benefits

- There are significant opportunities for aged care and retirement living in the Cumberland area, with unmet demand for 4,320 aged care beds and 2,110 retirement living dwellings by 2036. The proposed redevelopment's net addition of 50 aged care beds and approximately 564 dwellings contributes in meeting this forecast demand.

- The proposed café is likely to complement rather than compete with similar nearby businesses. Economic analysis submitted to support the proposal predicts that 80% of all sales at the proposed café would be from within the proposed development. This indicates that the proposed development would not have an impact on the viability of nearby centres including Pendle Hill, the Bonds site and Wentworthville.

- The proposed medical centre is likely to complement rather than compete with nearby businesses. The medical suites (or consulting rooms) at the proposed redevelopment will host visiting GPs and allied health professionals by appointment (usually organised by the facility's management on a set schedule) and as such will not be utilised by non-residents. This indicates a low level of impact on medical facilities in Pendle Hill and Wentworthville.

- The retirement living and aged care facility would generate approximately 320 direct ongoing jobs, plus a further 290 indirect jobs located in the wider economy.

- The proposal will involve the investment of hundreds of millions of dollars on site and support an estimated 140 full time equivalent direct construction-related jobs per year, and a further 430 full time equivalent indirect jobs elsewhere in the economy.

- The proposal is likely to add approximately 930 new permanent residents to the area (excluding aged care residents) and 320 workers who can contribute to the local economy through spending in nearby centres including Pendle Hill, Wentworthville and the adjoining Bonds site.

Built Form

- The increase in the scale and density of development on the site is balanced through the design and siting of the proposed buildings and the provision of appropriate setbacks and gradual height transitions.

- The proposed site-specific development control plan provides certainty that the key elements of the masterplan will be implemented even if the site is sold to another owner, which is considered unlikely.

Heritage

- The established heritage curtilage around both Dunmore House and Ashwood House provides adequate separation between the indicative built forms to negate the impact of the change to the LEP controls (see Figure 13).

- The proposed incorporation of a through-site link to the former Bonds Spinning Mills site reinforces the historic relationship between the two sites.

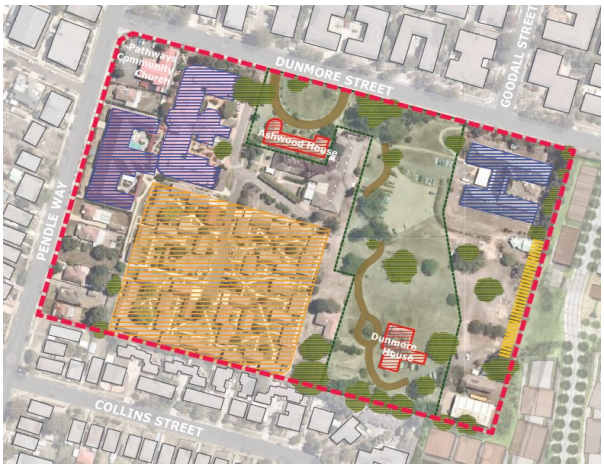


Figure 13: Existing Heritage Items and Curtilage

Traffic

- The proposal is not expected to compromise the safety or function of the surrounding road network. On any weekday or Saturday peak hour, the site is expected to generate between 135 and 145 vehicle trips (90 to 100 more vehicle trips than the existing facility).

Greater Sydney Region Plan

The proposal is consistent with the following objectives of the Greater Sydney Region Plan:

- Objective 10 – Greater housing supply as the proposal will increase the supply of housing for aged care and people with a disability.

- Objective 11 – Housing is more diverse and affordable as the proposal will deliver accessible housing to a broad spectrum of seniors housing to cater for an ageing population.

Central City District Plan

The proposal is consistent with the following Planning Priorities of the Central City District Plan:

- Planning Priority C4 – Fostering healthy, creative, culturally rich and socially connected communities, as the site is well connected to a number of strategic and local centres by public transport.

- Planning Priority C5 – Providing housing supply, choice and affordability with access to jobs, service and public transport, as the proposal will contribute towards providing purpose built seniors housing to cater for an ageing population. The proposal will also increase the housing supply in the Cumberland area, assisting Council to meet its dwelling targets.

- Planning Priority C20 – Adapting to the impacts urban and natural hazards and climate change, as the master plan assists to mitigate the urban heat island effect by increasing tree canopy cover on the site.

Cumberland 2030: Our Local Strategic Planning Statement

The proposal is consistent with the following key Local Planning Priorities:

- Local Planning Priority 5 – Delivering hosing diversity to suit changing needs, as the proposal will supply increase housing options for an ageing population.

- Local Planning Priority 6 – Deliver affordable housing suitable for the needs of all people at various stages of their lives, as the future redevelopment will incorporate a number of accommodation options to enable people form a variety of backgrounds and socio-economic status to age in place.

CONCLUSION:

It is recommended that the Planning Proposal Request be reported to Council seeking a resolution that the Proposal be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. This recommendation is made as:

- The proposal will increase the supply of seniors housing, residential aged care facilities and affordable key worker housing to meet forecast demand in the Cumberland area.

- The proposal will lead to the creation of a vibrant on-site community with the inclusion of an additional 930 new permanent residents within the independent

living units, affordable key worker housing units and the residential aged care facility.

- The proposal has the potential for approximately 320 ongoing aged care and retirement living jobs on the subject site, with additional jobs generated throughout the wider local economy.

- The proposal will support the provision of new allied health services to support the on-site population.

- The proposal supports the retention and adaptive reuse of existing heritage buildings on the site, including the potential for Dunmore House to be provided for community related uses.

CONSULTATION:

The Planning Proposal Request and supporting documents were exhibited for a period of 28 days, from 1 June 2020 to 29 June 2020 as required by Cumberland's Planning Proposal Notification Policy. Council received a total of 23 submissions, including one submission in support from a Member of Parliament, Dr. Hugh McDermott MP, 17 in support and 5 objecting. Key issues are summarised below:

In Support

- The proposal will significantly benefit the local community by increasing the supply of diverse housing options, facilitating intergenerational living.

- The site will be a genuine community hub for onsite residents and the surrounding community to come together, minimising social isolation.

- The sites close proximity to the train station will allow for increased mobility and access for the community.

- The proposal will deliver 320 direct jobs in aged care and retirement living and 290 indirect jobs. The future construction will involve the investment of hundreds of millions of dollars and will provide direct construction-related jobs and indirect jobs in the community.

Opposed

- Pathways Community Church expressed strong opposition to any development that would remove the property and ministry without the due process of discussion and permission.

- Proposed building heights and density, especially in relation to privacy, overshadowing, traffic, parking and noise.

- Urban design consideration where a corridor created by the 2 storey high wall near Collins Street will create blind spot and lead to crime.

- Traffic impacts for roundabouts at Pendle Way/Magowar Road/Collins Street and Dunmore Street/Jones Street.

- Asbestos management during the redevelopment.

- Concerns about the safety and security of residents by opening the site up to the public.

General

- Suggestion to relocate the entry/exit to Pendle Way.

- Request for RE1 Public Recreation instead of RE2 Private Recreation to ensure public access, better integration and connectivity between the site and adjoining Bonds site.

- Need for the protection and enhancement of views to and from Dunmore House.

- Voluntary Planning Agreement needs to provide better public outcomes and should be similar to the Agreement for the Bonds site.

No significant issues were raised that would require Council not to consider requesting a Gateway Determination for the Planning Proposal. The concerns regarding landowner permission associated with the Planning Proposal have been responded to separately by Council.

The planning proposal relates to changes in planning controls and does not involve a detailed assessment of any buildings or structures on the site. Issues raised in submissions such as vehicular access, overshadowing, privacy and safety will be considered and addressed as part of a future development application for the site.

Should Council endorse that the proposal proceed to a Gateway Determination, Council will negotiate a Voluntary Planning Agreement with the proponent to ensure that any public offer for the site maximises outcomes for the wider community and is consistent with the Cumberland Planning Agreements Policy.

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 a number of 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 the Cumberland Local Planning Panel recommend that the Planning Proposal Request be reported to Council, seeking a resolution to forward a Planning Proposal to the Department of Planning, Industry and Environment for a Gateway Determination.

ATTACHMENTS

1. Planning Proposal Request ⇩
2. Economic Assessment ⇩
3. Urban Design Report ⇩
4. Urban Design Peer Review ⇩
5. Transport Impact Assessment ⇩
6. Aboriginal Heritage Due Diligence ⇩
7. Historic Archaeology Assessment ⇩
8. Heritage Impact Statement ⇩
9. Preliminary Contamination Assessment ⇩
10. Social Impact Assessment and Management Plan ⇩
11. Summary of Submissions ⇩

DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 1

Planning Proposal Request

Planning Proposal

Dunmore Street, Pendle Hill

Amendments to the Holroyd Local Environmental Plan 2013



Prepared on behalf of Fresh Hope Care

Submitted to Cumberland City Council

April 2020

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Cover image: Photomontage of the Fresh Hope Care Pendle Hill site (Source: John Haycraft)

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Date	17 April 2020

Table of contents

Executive Summary **1**

1. Introduction **6**

1.1 Fresh Hope Care 6
1.1.1 Historical context 7
1.1.2 Core activities 7
1.2 Project team 8
1.3 Consultation with Council 8

2. The site and locality **10**

2.1 Subject site 10
2.1.1 Site topography 12
2.1.2 Existing site features 13
2.2 Surrounding development 19
2.3 Bonds Spinning Mills site 21

3. Existing planning controls **24**

3.1 Land use zones 24
3.2 Height of buildings 25
3.3 Floor space ratio 25
3.4 Heritage 26
3.5 New Cumberland Local Environmental Plan 27

4. The Planning Proposal **29**

4.1 Part 1: Objectives and intended outcomes 29
4.2 Part 2: Explanation of provisions 34
4.3 Part 3: Justification 34
4.3.1 Section A: Need for a Planning Proposal 34
4.3.1.1 Cumberland 2030: Our Local Strategic Planning Statement 35
4.3.1.2 Cumberland Community Strategic Plan 2017-27 37
4.3.1.3 Draft Cumberland Local Housing Strategy 37
4.3.1.4 Affordable Interim Housing Policy 40
4.3.1.5 Cumberland Open Space and Recreation Strategy 2019-2029 41
4.3.1.6 Cumberland Community Facilities Strategy 2019-2029 41
4.3.2 Section B: Relationship to Strategic Planning Framework 42
4.3.2.1 Greater Sydney Region Plan – A Metropolis of Three Cities 42
4.3.2.2 Central City District Plan 45
4.3.3 Section C: Environmental, Social and Economic Impact 51
4.3.3.1 Built form, urban design and public domain 52
4.3.3.2 Traffic, access and car parking 60
4.3.3.3 Aboriginal heritage 67
4.3.3.4 Non-Aboriginal heritage 67
4.3.3.5 Heritage 69
4.3.3.6 Contamination 74
4.3.3.7 Social impact 75
4.3.3.8 Economic impact 77
4.3.3.9 Biodiversity 79
4.3.4 Section D: State and Commonwealth interests 83
4.4 Part 4: Mapping 83
4.5 Part 5: Community consultation 83
4.6 Part 6: Project timeline 84

5. Conclusion **85**

Figures

Figure 1: Subject site 10
Figure 2: Site location 11
Figure 3: Site context 11
Figure 4: Site topography and contours 13
Figure 5: Site boundary and immediate context 14
Figure 6: Site characteristics 15
Figure 7: View to Dunmore House looking south 15
Figure 8: View to Dunmore House looking east 16
Figure 9: View from Dunmore House looking west 16
Figure 10: View from within Dunmore House looking north-east to Dunmore Street 17
Figure 11: View to Ashwood House looking south-east 17
Figure 12: Views to Shaw House and Dunmore House from Dunmore Street – looking south 18
Figure 13: Internal roads and ILUs on the site 18
Figure 14: Surrounding land use zones 19
Figure 15: Residential development along Dunmore Street, Pendle Hill 20
Figure 16: Residential development – intersection of Dunmore Street and Pendle Way 20
Figure 17: Small-scale retail on Pendle Way in the Pendle Hill local centre 21
Figure 18: Location of the Bonds Spinning Mills site 21
Figure 19: Concept masterplan for the Bonds Spinning Mills site 23
Figure 20: Current land use zones 24
Figure 21: Maximum Height of Buildings 25
Figure 22: Floor Space Ratio Map 26
Figure 23: Listed heritage items 27
Figure 24: Proposed Land Zoning Map 31
Figure 25: Proposed Height of Buildings Map 31
Figure 26: Proposed Floor Space Ratio Map 32
Figure 27: Proposed Additional Permitted Uses Map 32
Figure 28: Structure Plan 36
Figure 29: Walking catchment from the subject site 38
Figure 30: Centres framework 40
Figure 31: Central River City 43
Figure 32: Central City District 46
Figure 33: Proposed masterplan 53
Figure 34: Proposed masterplan shown in context to the Bonds Spinning Mills site 53
Figure 35: Indicative building heights and proposed uses 55
Figure 36: Indicative section along the southern site boundary 56
Figure 37: Interface along the southern site boundary 56
Figure 38: Open space distribution 57
Figure 39: Green spine 58
Figure 40: Pedestrian circulation 58
Figure 41: Key intersections assessed 61
Figure 42: Site proximity to Pendle Hill train station 65
Figure 43: Surrounding train network 66
Figure 44: Surrounding bus route network 67
Figure 45: Archaeological potential of the site 68
Figure 46: Location of Dunmore House and Ashwood House 69
Figure 47: Dunmore House – northern elevation and lawn 70
Figure 48: Interior of Dunmore House 70
Figure 49: Ashwood House 71
Figure 50: Recommended heritage curtilage 72
Figure 51: Dunmore House heritage curtilage 73
Figure 52: Ashwood House heritage curtilage 73
Figure 53: Economic Assessment study area 78
Figure 54: Ecological constraints 81

Tables

Table 1: Project Team 8
Table 2: Consultation with Council 9
Table 3: Legal description of the land 12
Table 4: Amended development controls for the Bonds Spinning Mills site 22
Table 5: Summary of proposed amendments to the HLEP 2013 30
Table 6: Relevant objectives of the Greater Sydney Region Plan 45
Table 7: Relevant objectives of the Central City District Plan 48
Table 8: Relevant State Environmental Planning Policies 49
Table 9: Section 9.1 Directions by the Minister 51
Table 10: Existing traffic generation 61
Table 11: Future traffic generation estimates 62
Table 12: Future traffic generation estimates – Bonds Spinning Mills site 62
Table 13: Intersection operation – future development and the Bonds Spinning Mills site 63
Table 14: Car parking requirements for the developed site 64
Table 15: Bicycle parking requirements for the developed site 65
Table 16: Areas of environmental concern 75

Appendices

Appendix A	Proposed Amendments to Mapping under the Holroyd Local Environmental Plan 2013 (Keylan Consulting)
Appendix B	Voluntary Planning Agreement Letter to Cumberland City Council (Keylan Consulting)
Appendix C	Site Survey (Vince Morgan Surveyors)
Appendix D	Urban Design Report (GM Urban Design and Architecture)
Appendix E	Landscape Architecture Report (Taylor Brammer Landscape Architects)
Appendix F	Transport Impact Assessment (GTA Consultants)
Appendix G	Aboriginal Due Diligence Assessment (Artefact)
Appendix H	Non-Aboriginal (Historic) Archaeological Assessment (Artefact)
Appendix I	Heritage Impact Statement (Weir Phillips Heritage and Planning)
Appendix J	Conservation Management Plan (Weir Phillips Heritage and Planning)
Appendix K	Preliminary Contamination Assessment (Geotechnique)
Appendix L	Economic Assessment (Ethos Urban)
Appendix M	Comprehensive Social Impact Assessment and Social Impact Management Plan (Elton Consulting)
Appendix N	Preliminary Tree Assessment (Eco Logical Australia)
Appendix O	Ecological Constraints Assessment (Eco Logical Australia)
Appendix P	Urban Design Peer Review (Architectus)

Abbreviations

AIHP	Affordable Interim Housing Policy
Applicant	Fresh Hope Care
BC Act	*Biodiversity Conservation Act 2016*
BOS	Biodiversity Offsets Scheme
CBD	Central Business District
CEEC	Critically Endangered Ecological Community
CLHS	Cumberland Local Housing Strategy
CMP	Conservation Management Plan
Council	Cumberland City Council
CPW	Cumberland Plain Woodland
DA	Development Application
DP	Deposited Plan
DPIE	Department of Planning, Industry and Environment
EA	Economic Assessment
ECA	Ecological Constraints Assessment
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPI	Environmental Planning Instrument
FSR	Floor space ratio
GFA	Gross floor area
HDCP 2013	Holroyd Development Control Plan 2013
HLEP 2013	*Holroyd Local Environmental Plan 2013*
ICO	Interim Conservation Order
ILU	Independent Living Unit
LEP	Local Environmental Plan
LGA	Local government area
LoS	Level of Service
PCA	Preliminary Contamination Assessment
PTA	Preliminary Tree Assessment
RAC	Residential Aged Care
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
TIA	Transport Impact Assessment
UDR	Urban Design Report
VPA	Voluntary Planning Agreement

KEYLAN consulting pty ltd

Executive Summary

This Planning Proposal has been prepared by Keylan Consulting Pty Ltd (Keylan) on behalf of Fresh Hope Care (the Applicant) and relates to a site that is occupied by a seniors housing development and related uses at Dunmore Street, Pendle Hill in the Cumberland Local Government Area (LGA).

The Planning Proposal seeks to amend the current land use zones and development controls that apply to the site to enable its future redevelopment for increased seniors housing, affordable key worker housing, community facilities, allied health services and publicly accessible open space.

The Churches of Christ Property Trust is the legal owner of the site and holds the property as trustee for Fresh Hope Care (Fresh Hope's retirement living and residential aged care Agency).

Fresh Hope is the public facing brand of Churches of Christ in NSW and is a not-for-profit Christian organisation supporting local communities. Fresh Hope operates a number of Agencies including Fresh Hope Care. These include FreshHope Housing Inc, a registered Community Housing Provider.

Fresh Hope Care is a public benevolent institution.

The vision for Fresh Hope Care's site at Pendle Hill is the creation of a truly integrated development that will be a built expression of the values of Fresh Hope Care, creating a community which is connected to the urban and social fabric of Pendle Hill.

The site

The site encompasses an area of approximately 7.3 hectares with frontage to Dunmore Street and Pendle Way in Pendle Hill. The site is located approximately 4.5 kilometres west of the Parramatta Central Business District (CBD), 7 kilometres north of the Fairfield City Centre and 25 kilometres west of the Sydney CBD. The Pendle Hill local centre and Pendle Hill train station are located approximately 300 metres to the north.

The existing seniors housing development on the site is operated by Fresh Hope Care and comprises a Residential Aged Care (RAC) facility with capacity for 190 residents, 86 Independent Living Units (ILUs) and a place of public worship (Pathways Community Church). There are six single-storey residential dwellings along Pendle Way that also form part of the site.

The site also includes two local heritage items – Dunmore House and Ashwood House which will be retained on the site as part of the proposal.

The Planning Proposal

The Panning Proposal seeks to amend the site's land use zones, maximum building height and floor space ratio (FSR) controls, as set out in the *Holroyd Local Environmental Plan 2013* (HLEP 2013). The Planning Proposal also seeks to include a Schedule 1 amendment for additional permitted uses, including 'food and drink premises' and 'medical centre' uses in the proposed R4 High Density Residential Zone.

The primary objective of the Planning Proposal is to facilitate higher density development on a site that will continue to be used for seniors housing, as well as affordable key worker housing, community facilities, allied health services and publicly accessible open space. Should the Planning Proposal be supported in its current form, the site is envisaged to support approximately 650 residential ILUs and affordable key worker housing units and a 240-bed RAC facility.

The amendments proposed to the existing land use zones and development controls that apply to the site are summarised in the table below.

Planning control	Existing land use zones and development controls	Proposed land use zones and development controls
Land use zone	R2 Low Density Residential R3 Medium Density Residential R4 High Density Residential	R4 High Density Residential RE2 Private Recreation
Height of buildings	9 metres 11 metres	12.5 metres 32 metres
Floor space ratio	0.5:1 0.7:1 0.85:1	0.85:1 1.5:1
Schedule 1 Additional permitted uses	N/A	Additional permitted uses under Schedule 1 to allow development for including '*food and drink premises*' and '*medical centre*' uses on R4 zoned land

Strategic context

The Planning Proposal has been prepared in consideration of the following strategic plans and policies prepared by the NSW State government and Cumberland City Council (Council):

- *Greater Sydney Region Plan – A Metropolis of Three Cities*
- *Central City District Plan*
- *Cumberland 2030: Our Local Strategic Planning Statement*
- *Cumberland Community Strategic Plan 2017-27*
- *Draft Cumberland Local Housing Strategy*
- *Affordable Interim Housing Policy*
- *Cumberland Open Space and Recreation Strategy 2019-2029*
- *Cumberland Community Facilities Strategy 2019-2029*

The Planning Proposal demonstrates consistency with the relevant objectives and actions set out in the above listed strategic plans and policies. In particular, the Planning Proposal provides for increased housing supply, including seniors housing and affordable key worker housing, open space and community facilities on a site that is strategically located close to the Pendle Hill local centre and Pendle Hill train station.

The strategic justification for the Planning Proposal and detailed consideration of the above listed strategic plans and policies is discussed in Section 4.3.1 and Section 4.3.2.

Statutory context

The Planning Proposal has been prepared in accordance with the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and in consideration of the Department of Planning, Industry and Environment's (DPIE's) *A guide to preparing Planning Proposals* (2018) and *A guide to preparing local environmental plans* (2018). The Planning Proposal is supported by technical information and investigations to justify the proposed amendments.

An assessment has also been undertaken against the relevant environmental planning instruments (EPIs) that apply to the site and Local Directions issued by the Minister for Planning and Public Spaces under section 9.1 of the EP&A Act (formerly section 117). The Planning Proposal is consistent with the statutory controls, including the relevant EPIs and Local Directions.

Environmental, social and economic considerations

The Planning Proposal is accompanied by various technical reports and studies that assess the relevant environmental, social and economic issues to the proposed amendments to the HLEP 2013, including the following:

- built form, urban design and public domain
- traffic, access and car parking
- contamination
- Aboriginal heritage
- non-Aboriginal (archaeological) heritage
- European heritage
- economic impacts
- social impacts
- biodiversity

An Urban Design Peer Review was undertaken by Architectus to provide an independent analysis of the proposed masterplan, including consideration of the appropriateness of the proposed building height and FSR controls for the site. The Peer Review found the proposed masterplan to be strategically appropriate for new development at the height and densities proposed and in alignment with the *Central City District Plan* and the *Cumberland Local Strategic Planning Statement*.

The Planning Proposal is found to have a minimal and acceptable environmental impact and will provide net social and economic benefits for Pendle Hill and the wider Cumberland LGA. These issues are discussed in further detail in Section 4.3.3.

Public benefits

The Planning Proposal will deliver significant public benefits, including:

- an increase in the supply of seniors housing, residential aged care facilities and affordable key worker housing to meet the forecast demand in the Cumberland LGA
- a significant capital investment from future construction activities associated with the redevelopment of the site, estimated to be in the hundreds of millions of dollars

- the creation of a vibrant on-site community with the inclusion of an additional 930 new permanent residents within the ILUs, affordable key worker housing units and the RAC facility
- the potential for approximately 320 ongoing aged care and retirement living jobs, with additional jobs generated throughout the wider local economy
- the provision of new allied health services to support the on-site population
- the retention and adaptive reuse of existing heritage buildings on the site, including the potential for Dunmore House to be provided for community related uses
- the provision of significant landscaped communal open space areas and a pedestrian network that will be accessible to the general public and will be owned and maintained by Fresh Hope Care
- the provision of approximately 51,709 m² of open space, which equates to around 70% of the total site area

The Planning Proposal is accompanied by a letter that outlines the items that Fresh Hope Care may include in a letter of offer to enter into a Voluntary Planning Agreement (VPA) with Council. Such items may include the provision of affordable key worker housing, the refurbishment of Dunmore House for future community related uses, and a substantial area of publicly accessible open space within the proposed RE2 Private Recreation zone.

Next steps

The Planning Proposal is submitted to Council. The intent is for Council to support the proposed amendments to the HLEP 2013 and refer the Planning Proposal (as the Planning Proposal authority) to DPIE for review and subsequent issue of a Gateway determination.

Following the issue of a Gateway determination, Fresh Hope Care will continue to liaise closely with Council while also commencing comprehensive consultations with DPIE, relevant State agencies and community stakeholders, prior to the formal public exhibition of the Planning Proposal.

Conclusion

The primary objective of the Planning Proposal is to facilitate higher density residential development on the site that will continue to be used for seniors housing, as well as affordable key worker housing, community facilities, allied health services and publicly accessible open space.

There is a compelling strategic justification for the Planning Proposal as it:

- retains the primary land use of the site (residential) while continuing to provide additional and improved housing for seniors, affordable key worker housing, community facilities and public open space
- supports an increase in the supply of seniors housing and affordable key worker housing in an area that is strategically located with access to public transport services, social infrastructure and services in the Pendle Hill local centre
- will contribute to the housing supply targets for the Cumberland LGA, as set out in the NSW State government's strategic planning framework including the *Greater Sydney Region Plan* and *Central City District Plan*
- provides an appropriate transition in building height, bulk and scale across the site that provides a suitable response to the surrounding local character and the adjoining Bonds Spinning Mills site

- provides an appropriate transition in building height, bulk and scale to the adjoining low density residential development located to the south of the site
- provides an opportunity for future allied health services to be provided on the site to service the future on-site population
- provides an appropriate response to the existing heritage items, including the refurbishment and adaptive reuse of the heritage listed Dunmore House for community related uses
- incorporates publicly accessible communal open space areas that will be enhanced with public furniture, pedestrian linkages and landscaping and maintained by Fresh Hope Care.

1. Introduction

This Planning Proposal has been prepared by Keylan Consulting Pty Ltd (Keylan) for on behalf of Fresh Hope Care (the Applicant), to support amendments to the *Holroyd Local Environmental Plan 2013* (HLEP 2013). The Planning Proposal relates to a 7.3 hectare site with frontage to Dunmore Street and Pendle Way, Pendle Hill in the Cumberland Local Government Area (LGA).

The site is currently occupied by a seniors housing development comprising a Residential Aged Care (RAC) facility with capacity for 190 residents, 86 Independent Living Units (ILUs), a place of public worship (Pathways Community Church) and six single-storey residential dwellings along Pendle Way. The site also includes two local heritage items – Dunmore House and Ashwood House. The seniors housing development and residential dwellings along Pendle Way are owned and managed by Fresh Hope Care.

The amendments sought as part of the Planning Proposal relate to the site's current land use zones, maximum height of buildings and floor space ratio (FSR) controls. The Planning Proposal also includes a Schedule 1 amendment for additional permitted uses including 'food and drink premises' and 'medical centre' uses in the proposed R4 High Density Residential Zone to enable the provision of allied health uses, café and take away food and drink premises in Ashwood House to support the needs of the future on-site population (note that it is not proposed to provide a 'pub' or 'small bar' on the site, which also fall under the broader definition of 'food and drink premises').

The primary objective of the Planning Proposal is to facilitate higher density development on the site that will continue to be used for seniors housing, as well as affordable key worker housing, community facilities, allied health services and publicly accessible open space. Should the Planning Proposal be supported in its current form, the site is envisaged to support approximately 650 residential ILUs and affordable key worker housing units and a 240-bed RAC facility.

The Planning Proposal will facilitate a logical transition in building height to the adjoining Bonds Spinning Mills site, which was recently rezoned from IN2 Light Industrial to R4 High Density Residential, B2 Local Centre and RE1 Public Recreation. The development controls across the Bonds Spinning Mills site were also amended to provide for increased building heights (to a maximum of 39 metres) and FSR controls (to a maximum of 2.2:1).

The Planning Proposal is submitted to Cumberland City Council (Council). The intent is for Council to support the proposed amendments to the HLEP 2013 and refer the Planning Proposal (as the Planning Proposal authority) to the Department of Planning, Industry and Environment (DPIE) for review and subsequent issuing of a Gateway determination.

The Planning Proposal has been prepared in accordance with the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and in consideration of the DPIE's *A guide to preparing Planning Proposals* (2018) and *A guide to preparing local environmental plans* (2018). The Planning Proposal is supported by technical information and investigations to justify the proposed amendments.

1.1 Fresh Hope Care

The Applicant for this Planning Proposal is Fresh Hope Care. The Churches of Christ Property Trust is the legal owner of the site and holds the property as trustee for Fresh Hope Care (Fresh Hope's retirement living and residential aged care Agency).

Fresh Hope is the public facing brand of Churches of Christ in NSW and is a not-for-profit Christian organisation supporting local communities. Fresh Hope operates a number of Agencies including Fresh Hope Care. These include FreshHope Housing Inc, a registered Community Housing Provider.

Fresh Hope Care is a public benevolent institution and operates 7 Independent Retirement Living Villages and 8 Residential Aged Care Facilities across NSW.

1.1.1 Historical context

Fresh Hope Care has provided residential care to Western Sydney for over 80 years. The agency commenced operations on the subject site at Pendle Hill in 1938 through the provision of housing for elderly women. To this day, Fresh Hope Care continues to provide high quality care and support for older people on the subject site.

A chronological history of activities carried out at the site is provided below:

- during the 1930's depression, the Churches of Christ acquired the site
- in the years following acquisition of the site, the Churches of Christ identified a need for housing for older women living in sub-standard conditions. As a result, Ashwood House was developed using charitable funds
- in May 1938, the first guests entered Ashwood House
- in 1955, a government grant funded the development of a pair of living units on the site
- in 1975, the Churches of Christ Nursing Home was constructed on the site
- in July 1979, Shaw House and Crawford House were constructed on the site
- in 2001, management of the site was transferred to the Churches of Christ which, under the banner of 'Fresh Hope', continue to manage the site today.

1.1.2 Core activities

Fresh Hope Care is committed to providing a stimulating environment where personalised care promotes the physical, social, emotional and spiritual wellbeing of each individual by promoting the spirit of self-determination.

Within the **Independent Living Retirement Villages**, the organisation provides a secure, independent living environment for a younger cohort of the elderly population.

As part of the **Residential Aged Care** services, the organisation offers a range of services from short-term respite stay to permanent care, dementia support and palliative care.

FreshHope Housing Inc, an agency of Fresh Hope, is a registered **Community Housing** provider and is actively developing a portfolio of emergency accommodation and affordable housing options for the community.

Up to 40% of Fresh Hope Care's aged care offering is concessional, with care provided to those who do not have the financial capacity to secure care with other providers.

1.2 Project team

The project team formed to deliver the Planning Proposal is outlined in Table 1.

Discipline	Consultant
Project Management	9 Springs
Urban Planning	Keylan Consulting
Urban Design	GM Urban Design and Architecture
Landscape Design	Taylor Brammer Landscape Architects
Survey	Vince Morgan
Contamination	Geotechnique
Aboriginal and non-Aboriginal (archaeological) Heritage Assessments	Artefact
Heritage Impact Statement and Conservation Management Plan	Weir Phillips Heritage and Planning
Traffic Impact Assessment	GTA Consultants
Comprehensive Social Impact Assessment and Social Impact Management Plan	Elton Consulting
Economic Assessment	Ethos Urban
Ecological Constraints Assessment and Preliminary Tree Assessment	Eco Logical Australia
Urban Design Peer Review	Architectus

Table 1: Project Team

1.3 Consultation with Council

Fresh Hope Care and its project team have undertaken extensive consultation with Council throughout the preparation of the Planning Proposal, which has assisted in the refinement of the proposed land use zones and development controls that are proposed for the site.

Fresh Hope Care will continue to consult with Council following the lodgement of the Planning Proposal. A summary of consultation activities carried out with Council to date is provided in Table 2.

Date	Location	Matters discussed
28 May 2019	Cumberland City Council offices, Auburn	• Introduction of the project team to Council. • Overview of Fresh Hope Care and its association with the site. • Overview of the heritage items on the site and confirmation that a Conservation Management Plan (CMP) for the site is being prepared. • Overview of the site context, site analysis, design principles and proposed built form across the site. • Discussion on the site's context in relation to the adjoining Bonds Spinning Mills site. • Discussion on public benefit offerings that are being considered, which will be detailed in a VPA letter. • Discussion on on-going consultation with Council officers and Councillors.
4 July 2019	Cumberland City Council offices, Auburn	• Overview of refinements made to the proposed masterplan following feedback from Council in the previous meeting. • Fresh Hope Care advised of its intention to incorporate a small amount of allied health services on the site to service the future on-site population. Council requested this be considered

Date	Location	Matters discussed
		as part of a Social Impact Assessment and that any health services should not create competition for surrounding health precincts. • Council advised that the Planning Proposal will be referred to the Heritage Committee for advice and input. Council advised that the proposed building behind Ashwood House would require careful consideration. • Council advised that the proposed FSR and height of buildings controls need provide a degree of flexibility across the site to ensure that future DAs do not require the use of multiple clause 4.6 requests (variations to standards) or further Planning Proposals. • Council advised that the Planning Agreements Policy would apply due to the change in land use and increased FSR and height of buildings. • Council advised of the submission requirements to be provided as part of the Planning Proposal, including: o Heritage study o Traffic study o Social impact assessment o Economic consideration o Urban design analysis o Planning Proposal report
28 January 2020	Cumberland City Council offices, Merrylands	• Council advised that it wishes to explore opportunities to use Dunmore House for community uses. • Council envisages a diversity of users for Dunmore House which may be utilised through a casual booking system with or without an anchor tenant. • Council is supportive of Fresh Hope Care's vision for the open space curtilage, including making it accessible to the local community and residents on the Bonds Spinning Mills site. • Council advised that the Planning Proposal will need to address how the open space curtilage will be activated and to address the Cumberland Open Space and Recreation Strategy that was recently exhibited. • Council advised that it is aiming to increase affordable housing across the whole LGA. Fresh Hope Care will need to demonstrate, through a legal mechanism, that units remain as affordable housing and are not sold off. • Fresh Hope Care will confirm with Council officers the affordable housing target (as a percentage).
26 February 2020	Cumberland City Council offices, Merrylands	• Councillors were provided with a briefing of the Planning Proposal from the project team. The briefing included discussion on the following: o background of Fresh Hope Care as an organisation o site and strategic planning context o heritage considerations o built form considerations o open space distribution o community benefits.

Table 2: Consultation with Council

2. The site and locality

2.1 Subject site

The subject site comprises an area of approximately 7.3 hectares with frontage to Dunmore Street and Pendle Way, Pendle Hill in the Cumberland LGA. The legal description of the land subject to this Planning Proposal is provided in Table 3 below.

The site is located approximately 4.5 kilometres west of the Parramatta Central Business District (CBD), 7 kilometres north of the Fairfield City Centre and 25 kilometres west of the Sydney CBD.

The Pendle Hill local centre and Pendle Hill train station (serviced by the T1 North Shore & Western Line and the T5 Cumberland Line) are within walking distance of the site and are located approximately 300 metres to the north. Wentworthville local centre and Wentworthville train station is located approximately 1.5 kilometres to the east. The Westmead Health and Education Precinct is located approximately 3 kilometres to the east.

The site is physically bound by Dunmore Street to the north, Pendle Way to the west, low density residential development to the south and former industrial land to the east that was recently rezoned for high density residential development, commercial uses and public recreation (the Bonds Spinning Mills site).

The land subject to this Planning Proposal, shown in context to the surrounding locality, is identified in Figure 1 to Figure 3.

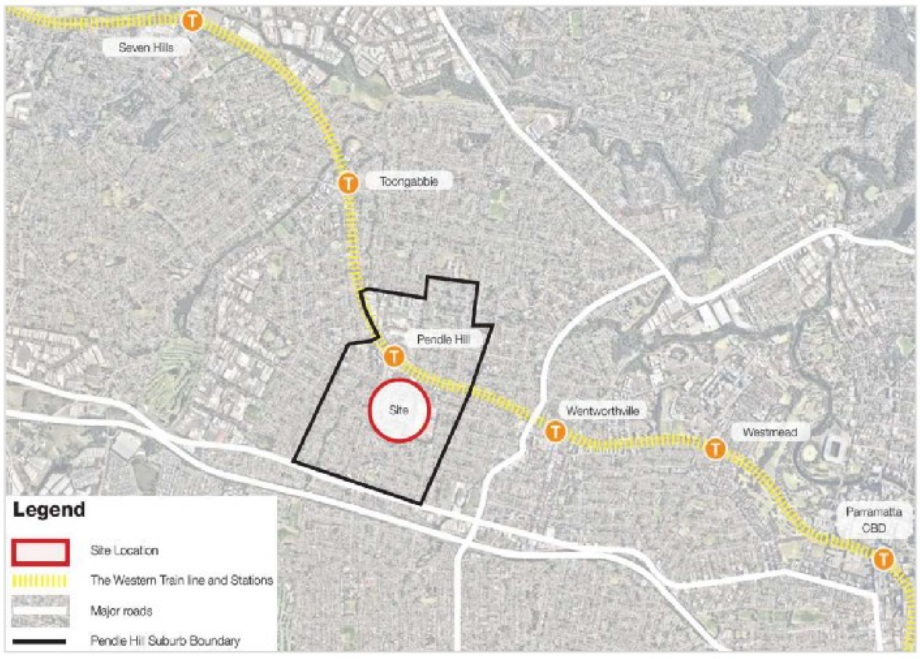


Figure 1: Subject site (Source: Taylor Brammer Landscape Architects)



Figure 2: Site location (Source: Taylor Brammer Landscape Architects)

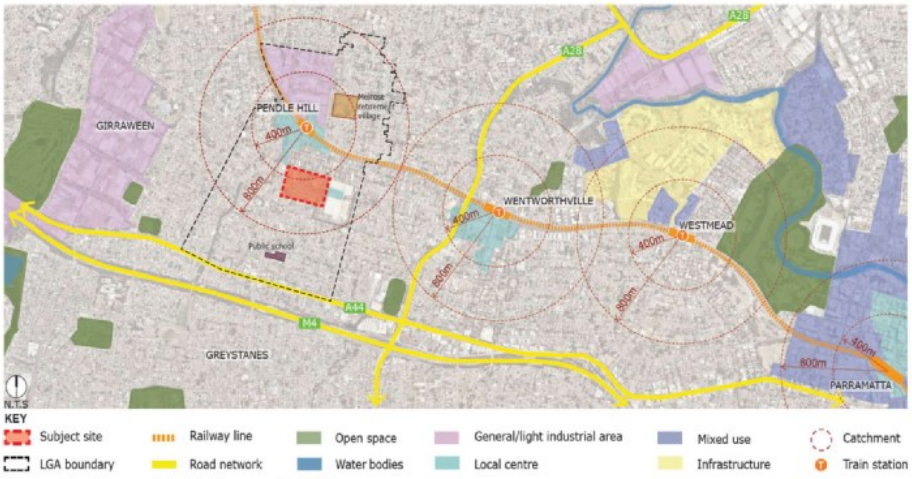


Figure 3: Site context (Source: GMU)

The legal description of the land subject to this Planning Proposal is provided in Table 3.

Address	Lot and DP	Area
284 Dunmore Street, Pendle Hill	Lot 1 DP24728	1,631 m^2
105 Pendle Way, Pendle Hill	Lot 2 DP24728	645 m^2
93 Pendle Way, Pendle Hill	Lot 8 DP24728	645 m^2
91 Pendle Way, Pendle Hill	Lot 9 DP24728	645 m^2
87 Pendle Way, Pendle Hill	Lot 10 DP24728	645 m^2
85 Pendle Way, Pendle Hill	Lot 11 DP 24728	645 m^2
83 Pendle Way, Pendle Hill	Lot 12 DP24728	645 m^2
282 Dunmore Street & 95 Pendle Way, Pendle Hill	Lot 472 DP1204429	8,167 m^2
268-280 Dunmore Street, Pendle Hill	Lot A DP335578	9,044 m^2
222-266 & 282 Dunmore Street & 89 Pendle Way, Pendle Hill	Lot 2 DP554208	1.744 ha
222-266 Dunmore Street, Pendle Hill	Lot 3 DP554208	3.299 ha

Table 3: Legal description of the land

2.1.1 Site topography

The topography of the site is gently undulating with Dunmore House located at the high point of the site (RL 64.50). Dunmore House is visible with clear sight lines from Dunmore Street, creating a view corridor to and from its elevated position. Ashwood House is elevated to a lesser extent from Dunmore Street (54.50).

The low point of the site is located at the corner of Dunmore Street and Pendle Way (RL 48.00). There is a significant cross slope to the adjoining Bonds Spinning Mills site to the east.

The site topography and contours are shown in Figure 4.



Figure 4: Site topography and contours (Source: Taylor Brammer Landscape Architects)

2.1.2 Existing site features

The site has frontages of approximately 330 metres to Dunmore Street (to the north) and 220 metres to Pendle Way (to the west).

The site currently accommodates a seniors housing development including RAC facilities (190 bed capacity in Ashwood House, Crawford Lodge and Shaw House), 86 ILUs and a place of public worship (Church of Christ Pendle Hill). The seniors housing development is owned and operated by Fresh Hope Care.

The RAC facilities provide housing and care options for older persons who are unable to continue living independently. The care options ranges from personal care to assistance with daily activities to nursing care provided on a 24-hour basis. The ILUs comprise housing designed for older persons who require little or no assistance with daily activities but wish to enjoy the benefits of living in a retirement community.

The site also has an internal road network and associated infrastructure, on-site car parking areas, landscaped open space and manicured gardens that contain various mature trees and native vegetation. Vehicle access and egress is provided from Dunmore Street.

Two local heritage items listed under Schedule 5 of the HLEP 2013 (Environmental heritage) are located on the site. These items include:

- Dunmore House (Item No. I94) – a nineteenth century Victorian homestead located at the high point of the site with views to and from Dunmore Street
- Ashwood House (Item No. I95) – a mid-twentieth century brick structure with circular carriage driveway fronting Dunmore Street

Figure 5 identifies the site and immediate context. Site characteristics including the location of ILUs, RAC facilities and significant trees on the site are shown in Figure 6.

The heritage listed Dunmore House and Ashwood House, as well as other site features, are shown in Figure 7 to Figure 13.



Figure 5: Site boundary and immediate context (Source: GMU)



Figure 6: Site characteristics (Source: GMU)



Figure 7: View to Dunmore House looking south (Source: Taylor Brammer Landscape Architects)



Figure 8: View to Dunmore House looking east (Source: Keylan)



Figure 9: View from Dunmore House looking west (Source: Keylan)



Figure 10: View from within Dunmore House looking north-east to Dunmore Street (Source: Keylan)



Figure 11: View to Ashwood House looking south-east (Source: Keylan)



Figure 12: Views to Shaw House and Dunmore House from Dunmore Street – looking south (Source: Google Maps)



Figure 13: Internal roads and ILUs on the site (Source: Keylan)

2.2 Surrounding development

There are a variety of land uses and development types in proximity to the site, with the predominant land use being residential. Along Dunmore Street, immediately to the north of the site are medium density residential flat buildings that are generally three to four storeys in height and located on land zoned R4 High Density Residential.

Approximately 300 metres to the north of the site is the Pendle Hill local centre which includes a range of small-scale retail services and commercial uses close to Pendle Hill train station including a supermarket, medical facilities and restaurants. This area is zoned B2 Local Centre.

Medium and low density residential development is located to the west and south of the site, generally comprising one and two-storey detached dwellings on land zoned R3 Medium Density Residential (land fronting Pendle Way) and R2 Low Density Residential (land adjoining the site to the south). However, the built form character of the surrounding area is changing with residential flat buildings up to three and four storeys in height recently developed along Pendle Way and Macklin Street, close to the subject site.

Land adjoining the site to the east includes redundant industrial buildings and associated infrastructure which were formerly used for manufacturing and the distribution of textiles (associated with the Bonds clothing brand). This land was recently rezoned to allow for high density residential development, commercial and public recreation uses (the Bonds Spinning Mills site) and is discussed further at Section 2.3.

Further to the east is Wentworthville train station and Wentworthville town centre which provides a range of commercial and retail services on land zoned B2 Local Centre.

The land use zones surrounding the site, as specified under the HLEP 2013, are shown in Figure 14. Surrounding development including residential buildings along Dunmore Street and Pendle Way and retail development in the Pendle Hill local centre are shown in Figure 15 to Figure 17.

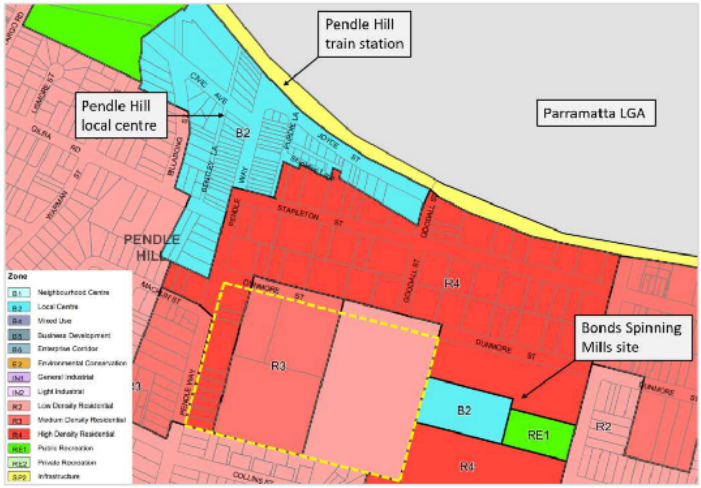


Figure 14: Surrounding land use zones (Base source: HLEP 2013)



Figure 15: Residential development along Dunmore Street, Pendle Hill (Source: Google Maps)



Figure 16: Residential development – intersection of Dunmore Street and Pendle Way (Source: Google Maps)



Figure 17: Small-scale retail on Pendle Way in the Pendle Hill local centre (Source Google Maps)

2.3 Bonds Spinning Mills site

The Bonds Spinning Mills site encompasses an area of approximately 8 hectares and adjoins the subject site to the east. The land was formerly used for industrial activities including the manufacturing and the distribution of textiles and was the first spinning mill in the Southern Hemisphere. The site is known as the birthplace of the Bonds clothing brand.

The Bonds Spinning Mills site in context to the subject site is shown in Figure 18.



Figure 18: Location of the Bonds Spinning Mills site (Base source: Cumberland City Council)

On 10 November 2015, JBA on behalf of JST (NSW) Pty Ltd lodged a Planning Proposal with Council that sought to amend the existing land use zone, maximum building height, FSR and minimum lot size controls that applied to the Bonds Spinning Mills site.

The November 2015 Planning Proposal was a revised version of previous schemes that were submitted to Council in 2013 and 2014 (both of which were not supported by Council and, therefore, did not proceed to Gateway).

The November 2015 Planning Proposal sought to enable the redevelopment of the site for high density residential development, as well as up to 6,000 sqm of commercial uses in retained heritage buildings, public open space provisions including a new 2.5 hectare local park and the creation of internal roads and pedestrian linkages through the site.

In April 2016, Council resolved to proceed with the proposed amendments to the HLEP 2013 on the Bonds Spinning Mills site.

In August 2016, a Gateway determination was issued by the (then) Department of Planning and Environment and community consultation was carried out in September and October 2016.

The amendments to the HLEP 2013 were formerly gazetted on 20 October 2017 and are outlined in Table 4.

Development control	Former development control	Gazetted development control
Land Use Zone	IN2 Light Industrial	R4 High Density Residential B2 Local Centre RE1 Public Recreation
Maximum Building Height	None applicable	12.5 metres to 39 metres (3 storeys to 12 storeys)
Floor Space Ratio	None applicable	0.7:1 to 2.2:1
Minimum Lot Size	1,200 square metres	900 square metres (R4 zone only)

Table 4: Amended development controls for the Bonds Spinning Mills site

The concept masterplan for the Bonds Spinning Mills site, shown in context to the adjacent land owned by Fresh Hope Care to the east (the subject site), is shown at Figure 19.



Figure 19: Concept masterplan for the Bonds Spinning Mills site (Base source: Cumberland City Council)

3. Existing planning controls

The HLEP 2013 sets out the legislative framework for land use and development in the Cumberland LGA through the application of land use zones and development controls. This Planning Proposal seeks to amend the land use zones, maximum building height and FSR controls that currently apply to the site by way of an amendment to the HLEP 2013.

In summary, the Planning Proposal seeks to:

- rezone the site to R4 High Density Residential and RE2 Private Recreation
- amend the height of building controls to range from 12.5 metres to 32 metres
- amend the FSR controls to range from 0.85:1 to 1.5:1
- introduce a Schedule 1 amendment to permit 'food and drink premises' and 'medical centre' uses in the proposed R4 High Density Residential zone

The relevant land use zones and development controls that currently apply to the site are outlined in Section 3.1 to Section 3.4. The proposed amendments that are sought as part of the Planning Proposal are described in Section 3.5.

3.1 Land use zones

The site currently comprises the following land use zones under the HLEP 2013:

- R2 Low Density Residential (eastern part of the site)
- R3 Medium Density Residential (central part of the site), and
- R4 High Density Residential (western part of the site).

The current land use zones are shown in Figure 20.

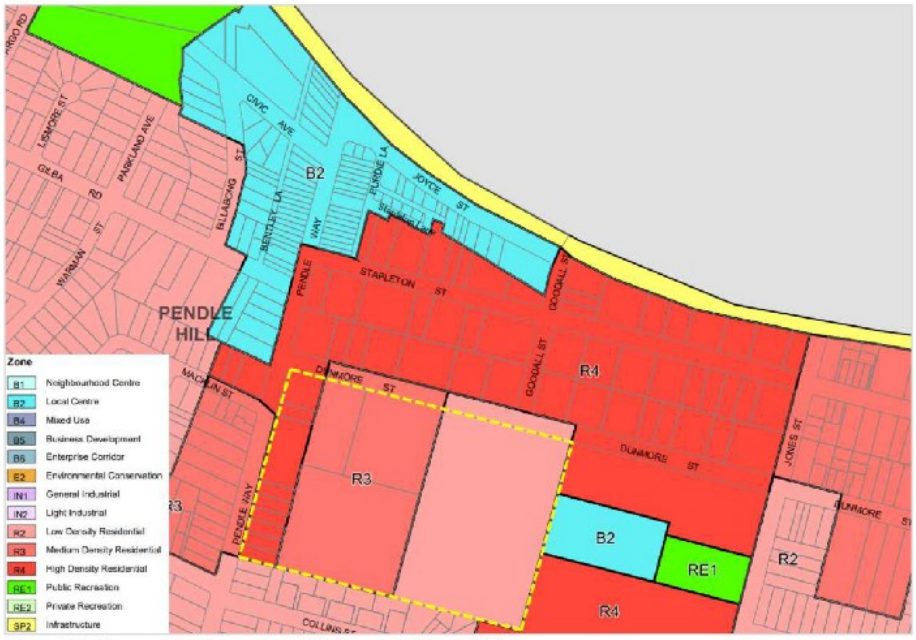


Figure 20: Current land use zones (Source: HLEP 2013)

3.2 Height of buildings

A maximum building height of 9 metres applies to the majority of the site. Land at the western extent of the site (land that is zoned R4 fronting Pendle Way) has a maximum building height of 11 metres. The maximum height of buildings is shown in Figure 21.

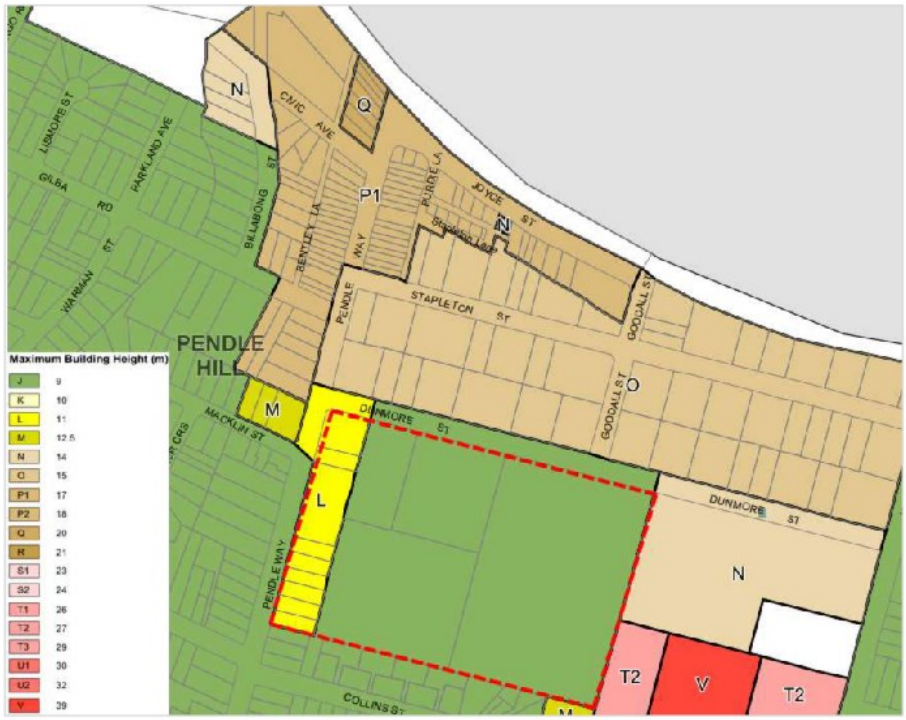


Figure 21: Maximum Height of Buildings (Base source: HLEP 2013)

3.3 Floor space ratio

The maximum FSR permissible on the site includes:

- 0.5:1 (eastern part of the site, zoned R2 Low Density Residential)
- 0.7:1 (central portion of the site, zoned R3 Medium Density Residential), and
- 0.85:1 (western part of the site, zoned R4 High Density Residential).

The FSR controls that apply to the site are shown in Figure 22.

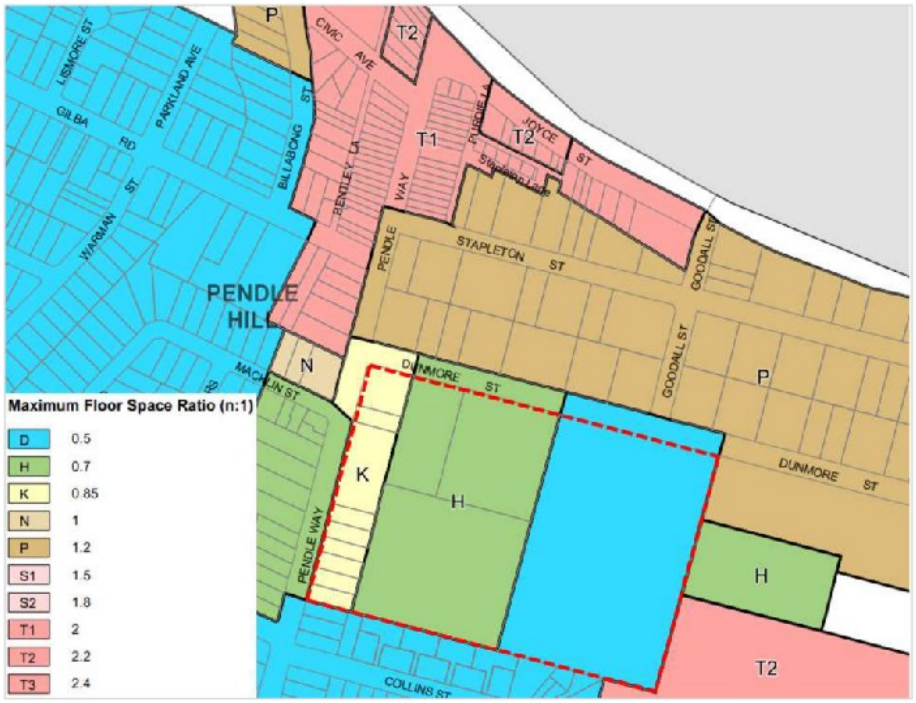


Figure 22: Floor Space Ratio Map (Base source: HLEP 2013)

3.4 Heritage

Schedule 5 of the HLEP 2013 (Environmental heritage) lists two items of heritage significance on the site, including:

- Item no. I94: "Dunmore", Victorian Italianate residence and garden setting (on Lot 3 DP 554208), and
- Item no. I95: "Ashwood House", Inter-war Georgian Revival residence (on Lot A DP 335578).

The site is located adjacent to the following items of heritage significance:

- Item no. I109: Bonds administrative building, storage building, cutting room and cotton bale stores, and
- Item no. A7 (archaeological site): Bonds site (on Lot 1 DP 735207).

The heritage items that apply to the site and adjoining land under the HLEP 2013 are shown in Figure 23.



Figure 23: Listed heritage items (Base source: HLEP 2013)

3.5 New Cumberland Local Environmental Plan

In 2016, Cumberland became an amalgamated Council with the former Auburn and Holroyd Councils and the Woodville Ward within the City of Parramatta Council. The amalgamation has resulted in Council operating under three separate local environmental plans (LEPs) including the HLEP 2013, the *Auburn Local Environmental Plan 2011* and the *Parramatta Local Environmental Plan 2013*.

Council is currently in the process of consolidating its three LEPs with the aim of ensuring a clearer and simplified planning framework with consistent land use and development controls across the entire Cumberland LGA.

In September 2019, Council resolved to endorse the draft Cumberland LEP and to submit the LEP planning proposal to DPIE for a Gateway determination. Consultation on the draft planning proposal for the new Cumberland LEP will be undertaken by Council, subject to receiving a Gateway determination from DPIE.

Council commenced public exhibition of the new Cumberland LEP on 1 April 2020, with written submissions requested to be provided to Council by 8 May 2020.

Land use tables proposed to be included in the new Cumberland LEP have been drafted by Council. The draft land use table for land zoned R4 proposes numerous permissible uses, in addition to those currently permitted in the R4 zone under the existing HLEP 2013. This includes 'food and drink premises' and 'medical centre' uses, both of which are relevant uses to this Planning Proposal (proposed as additional permitted uses on part of the site).

Should the new Cumberland LEP come in effect in advance of this Planning Proposal proceeding, the proposed Schedule 1 amendment will not be required as both 'food and

drink premises' and 'medical centre' uses will be permissible in the R4 zone under the new LEP.

The new Cumberland LEP does not propose any changes to the current land use zones or development controls that apply to the subject site.

4. The Planning Proposal

The Planning Proposal has been prepared in accordance with Section 3.33(2) of the EP&A Act which outlines the required contents of a Planning Proposal. Accordingly, this Planning Proposal includes:

- a description of the site and the surrounding locality (refer Section 2)
- a statement of the objectives or intended outcomes of the proposed instrument (refer Section 4.1)
- an explanation of the provisions that are to be included in the proposed instrument (refer Section 4.2)
- the justification for those objectives, outcomes and provisions and the process for their implementation, including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under section 9.1 of the EP&A Act (refer Section 4.3)
- maps to be adopted by the proposed instrument (refer Section 4.4)
- details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument (refer Section 4.5)
- details on the proposed project timeframe for the completion of the Planning Proposal (refer Section 4.6).

The Planning Proposal has also been prepared in accordance with DPIE's *A Guide to Preparing Local Environmental Plans* (2018) and *A Guide to Preparing Planning Proposals* (2018).

4.1 Part 1: Objectives and intended outcomes

The objective of the Planning Proposal is to:

Amend the *Holroyd Local Environmental Plan 2013* to enable the redevelopment of the site for increased seniors housing, affordable key worker housing, allied health services, community facilities and publicly accessible open space.

The intended outcomes of the Planning Proposal are to enable the future redevelopment of the site which provides a unique opportunity to:

- increase the supply of seniors housing and affordable key worker housing on a site that is strategically located close to public transport, social infrastructure, jobs and services in the Pendle Hill local centre
- meet unmet, strong demand for retirement living dwellings and aged care beds in the Cumberland LGA
- provide future allied health services and café premises in Ashwood House to service the on-site population
- create an appropriate transition in building height, bulk and scale across the site that responds to the surrounding local character, the adjoining Bonds Spinning Mills site (to the east) and adjoining low density residential development (to the south)
- establish built form and urban design principles for future development on the site
- provide an appropriate response to the significance of the local heritage items on the site including the potential adaptive reuse of both Dunmore House and Ashwood House
- make Dunmore House available for community related uses
- create publicly accessible communal open space areas

The amendments proposed to the existing land uses and development controls applicable the site are summarised in Table 5.

Planning control	Existing development controls	Proposed development controls
Land use zone	R2 Low Density Residential R3 Medium Density Residential R4 High Density Residential	R4 High Density Residential RE2 Private Recreation
Height of buildings	9 metres 11 metres	12.5 metres 32 metres
Floor space ratio	0.5:1 0.7:1 0.85:1	0.85:1 1.5:1
Schedule 1 Additional permitted uses	N/A	Additional permitted uses under Schedule 1 to allow development for the purposes of '*food and drink premises*' and '*medical centre*' on R4 zoned land

Table 5: Summary of proposed amendments to the HLEP 2013

Schedule 1 of the HLEP 2013 (Additional permitted uses) permits a range of additional uses that are not identified in the Land Use Table or standard provisions for zoning and/or permitted land uses. The Planning Proposal seeks to include a new Schedule 1 amendment for 'food and drink premises' and 'medical centre' uses on land zoned R4. The proposed masterplan envisages small-scale consulting medical suites (i.e. allied health services) and potentially a café and/or take away food and drink premises which would be provided within Ashwood House (located in the R4 zone) to service the on-site population (note that it is not proposed to provide a 'pub' or 'small bar' on the site, which also fall under the broader definition of 'food and drink premises').

As discussed at Section 3.5, the new Cumberland LEP (proposed by Council) seeks to include 'medical centre' and 'food and drink premises' as uses that are permitted with consent in the R4 zone. Therefore, should the new Cumberland LEP come into effect in advance of the Planning Proposal proceeding, the proposed Schedule 1 amendment would not be required.

The proposed amendments to the HLEP 2013 maps including the Land Zoning Map, Height of Buildings Map, Floor Space Ratio Map and Additional Permitted Uses Map are shown in Figure 24 to Figure 27, respectively.

The proposed amendments to the relevant maps under the HLEP 2013 are provided in **Appendix A**.

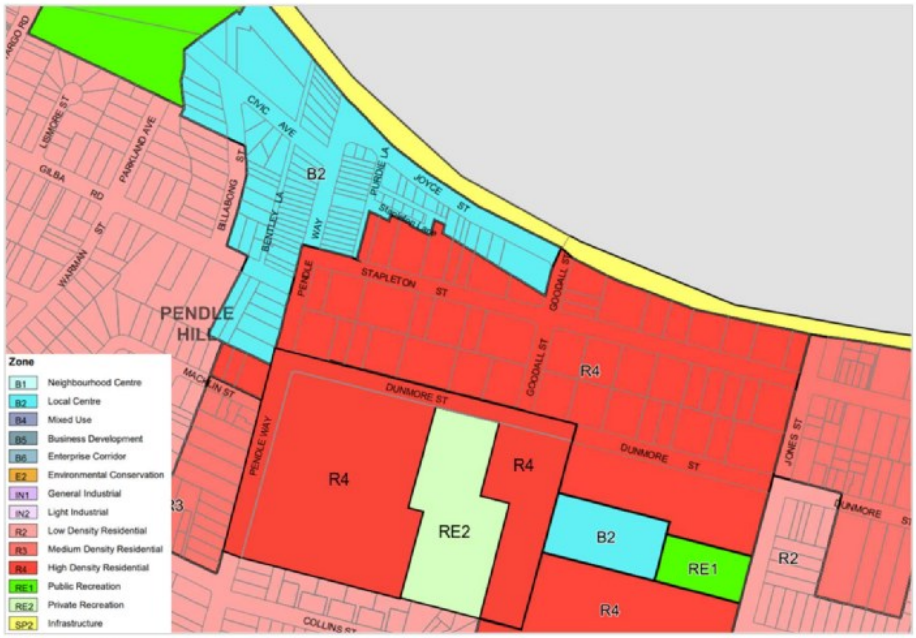


Figure 24: Proposed Land Zoning Map (Source: Keylan)

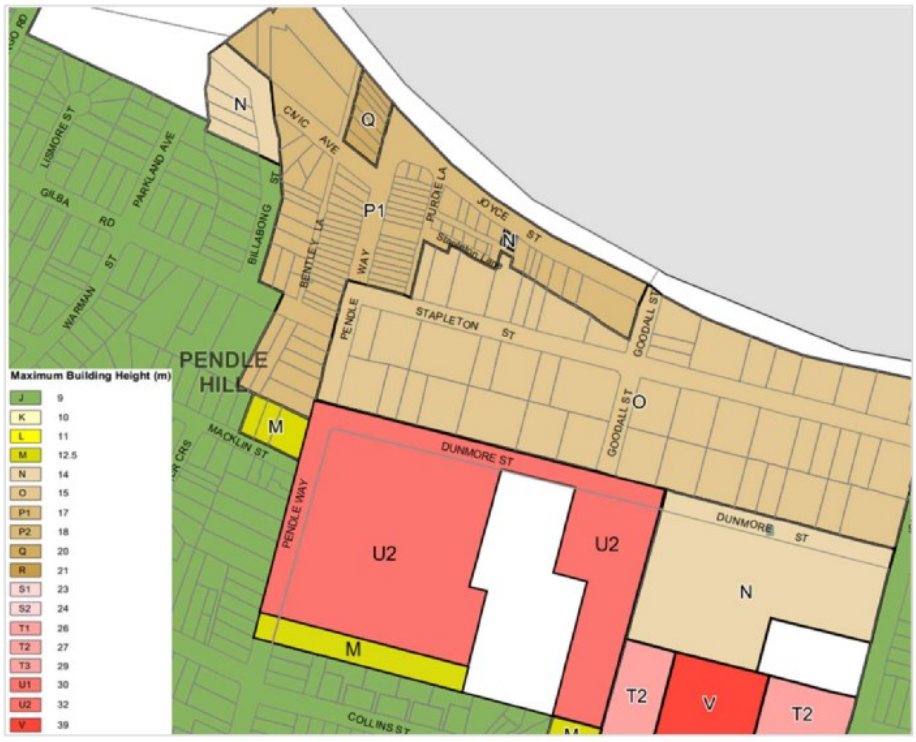


Figure 25: Proposed Height of Buildings Map (Source: Keylan)

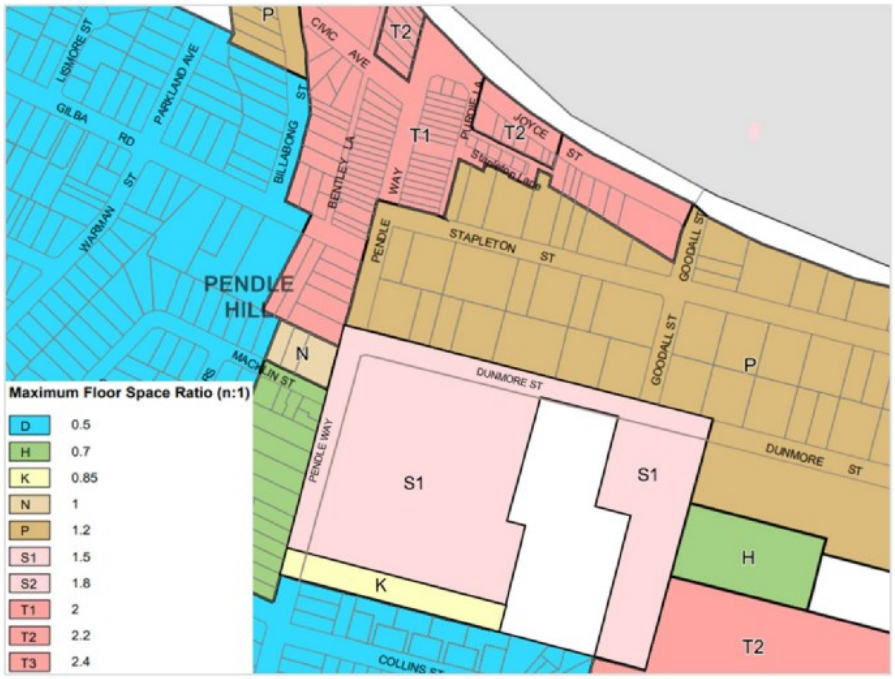


Figure 26: Proposed Floor Space Ratio Map (Source: Keylan)



Figure 27: Proposed Additional Permitted Uses Map (Source: Keylan)

Constraints and opportunities

The constraints and opportunities for the future redevelopment of the site are described in detail in the Urban Design Report (UDR) prepared by GM Urban Design and Architecture (GMU) (**Appendix D**) and are summarised below.

Constraints to future development on the site include:

- the presence of listed heritage items on the site (Dunmore House and Ashwood House) which restrict the area of future development to outside of their respective heritage curtilages
- the heritage items require a transition in scale and visual considerations, including vistas and vegetation that require protection
- the future built form on the site will require careful consideration of overshadowing and privacy issues to the existing low density residential development to the south
- the topography across the site rises from RL 48.00 to RL 64.50 which is a level difference of approximately 11.5 metres and presents challenges to the siting of future buildings and infrastructure
- there is a significant cross-slope to the adjoining Bonds Spinning Mills site to the east which presents challenges in providing pedestrian connectivity between the two sites
- there are numerous significant trees that require protection.

The site **opportunities** include:

- the size of the subject site, being a large consolidated land parcel in single ownership, which provides the opportunity for staged built form redevelopment of the site and provision of significant open space areas that can be made accessible to the public
- the strategic location of the site being within walking distance to goods and services in the Pendle Hill local centre and public transport services including Pendle Hill train station
- the increased maximum building heights and FSR controls on the adjoining Bonds Spinning Mills site will set a taller skyline profile for the locality and provide opportunity for the site to act as a transitional area that provides balance to the adjacent building heights and densities
- the potential adaptive reuse of existing heritage buildings, including the opportunity for Dunmore House to be refurbished and made available for community related uses
- the existing mature trees, vegetation and landscaped lawns will contribute toward good quality communal open spaces by providing shade and softened edges
- there is potential for pedestrian connectivity to be provided between the site and the adjoining Bonds Spinning Mills site with a through-site link
- the provision of aged care facilities provides opportunity for ageing in place, allied health services and jobs creation.

Voluntary Planning Agreement

The Planning Proposal is accompanied by a letter that outlines the items that Fresh Hope Care may include in a letter of offer to enter into a Voluntary Planning Agreement (VPA) with Council (**Appendix B**), including:

- the provision of affordable housing for low or very low-income households, and/or
- the provision and ongoing maintenance of landscaping, public footpath linkages and public furniture within the publicly accessible open space, including the open space curtilage, and/or

- the refurbishment, ongoing maintenance and provision of community related uses at Dunmore House, and/or
- a substantial area of publicly accessible open space to be zoned RE2 Private Recreation and comprising Dunmore House and its curtilage.

A formal VPA letter of offer will be provided to Council following negotiations, at which time a value can be calculated and attributed to the benefits being offered. The VPA offer will only be entered into should the Planning Proposal proceed to Gateway.

4.2 Part 2: Explanation of provisions

The Planning Proposal seeks to achieve the intended outcomes outlined under Part 1 (refer Section 4) by:

- amending the HLEP 2013 **Land Zoning Map**, Sheet 4 (LZN_004)
- amending the HLEP 2013 **Height of Buildings Map**, Sheet 4 (HOB_004)
- amending the HLEP 2013 **Floor Space Ratio Map**, Sheet 4 (FSR_004)
- amending the HLEP 2013 **Additional Permitted Uses Map**, Sheet 4 (APU_004)
- including a new clause under **Schedule 1 Additional permitted uses** of the HLEP 2013 to permit '*food and drink premises*' and '*medical centre*' uses on the proposed R4 zoned land

The proposed amendments to the relevant maps under the HLEP 2013 are provided in **Appendix A**.

The R4 High Density Residential zone is considered the most appropriate land use zone for the site to increase the supply of seniors housing and affordable key worker housing in the form and scale envisaged in the proposed masterplan. This is consistent with the recent transition of the adjoining Bonds Spinning Mills site. The proposed ongoing use of the site for seniors housing is permissible within the R4 zone.

A rezoning of the site is considered to be justifiable from a strategic planning point of view as it is a robust and transparent means of facilitating the transition of the site to provide for a logical expansion the R4 zone from the adjoining Bonds Spinning Mills site, Pendle Hill local centre and Pendle Hill train station.

Further, the rezoning of the site increases the diversity of housing options in the Cumberland LGA, which is aligned with the various strategic planning policies that have been endorsed by Council. These policies are discussed in further detail in Section 4.3.1.

4.3 Part 3: Justification

4.3.1 Section A: Need for a Planning Proposal

Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

The Planning Proposal is consistent with the goals and priorities outlined in the following strategic plans and reports that have been prepared and endorsed by Council:

- *Cumberland 2030: Our Local Strategic Planning Statement*
- *Cumberland Community Strategic Plan 2017-27*
- *Draft Cumberland Local Housing Strategy*
- *Affordable Interim Housing Policy*
- *Cumberland Open Space and Recreation Strategy 2019-2029*

- *Draft Cumberland Community Facilities Strategy 2019-2029*

The above listed plans are addressed in further detail below.

4.3.1.1 Cumberland 2030: Our Local Strategic Planning Statement

The *Cumberland 2030: Our Local Strategic Planning Statement* (LSPS) outlines a plan for the Cumberland LGA's economic, social and environmental land use needs over the next 10 years with a focus on housing, transport, employment, public spaces and parks. Council resolved to endorse the LSPS at its meeting on 18 March 2020.

The LSPS forecasts the population of the Cumberland LGA to increase by an additional 60,000 persons. This population growth will include a range of age groups from all life-stages including older persons (over 55's). Planning the delivery of housing, services and infrastructure is required to meet the varying needs of different population groups. The LSPS lists 16 Planning Priorities and sets out specific actions to deliver these priorities consistent with Council's and the community's future vision for the LGA. The Planning Priorities relate to the following key areas:

- Access and movement
- Housing and community
- Economy, employment and centres
- Environment and open spaces

Using the Planning Priorities as a basis, the LSPS will be relied upon to inform decision making including the making of LEPs and DCPs. Further, the LSPS seeks to address both State and local strategic planning priorities with the goal of achieving a highly liveable, environmentally sustainable and socially diverse urban area.

The LSPS includes a structure plan that provides the land use vision for the Cumberland LGA. The structure plan aligns with the regional and district strategic directions outlined in the *Greater Sydney Region Plan* and the *Central City District Plan*.

A framework of centres is identified on the structure plan that aim to support the land use vision of the LGA. Pendle Hill is identified as a 'local centre' within the structure plan. Local centres are envisaged as highly accessible areas that are well serviced by public transport and provide access to key social and employment destinations as well as to the broader strategic centres. The Pendle Hill local centre in context to the broader LGA structure plan is shown in Figure 28.



Figure 28: Structure Plan (Base source: Local Strategic Planning Statement)

In reference to the 16 Planning Priorities outlined in the LSPS, the Planning Proposal will assist in achieving the following that are relevant to housing and community:

- **Planning Priority 5:** Delivering housing diversity to suit changing needs

The LSPS identifies housing needs for the future as an important part of the broader land use planning activities for the LGA. A short-term action required by Council is to review the existing planning controls to ensure housing meets current and future needs.

The Planning Proposal will facilitate an amendment to the existing planning controls through increased height of buildings and FSR provisions to allow for increased housing diversity and choice for older persons.

- **Planning Priority 6:** Delivering affordable housing suitable for the needs of all people at various stages of their lives

Housing affordability and mix are important considerations for both Council and the community. This is acknowledged by Council's endorsement of the *Affordable Interim Housing Policy* (AIHP) which aims to increase affordable housing options throughout the Cumberland LGA (the AIHP is addressed further below). The Planning Proposal provides for affordable key worker housing and will, therefore, increase the supply of housing options for very low and low income households that is located close to essential services and public transport.

4.3.1.2 Cumberland Community Strategic Plan 2017-27

The *Cumberland Community Strategic Plan 2017-27* (Community Strategic Plan) was adopted by Council in 2017. The Community Strategic Plan sets out the broader strategic directions for the Cumberland LGA through the 6 Strategic Goals and supporting activities over a 4 year delivery program. The 6 strategic goals include:

- Strategic Goal 1: A great place to live
- Strategic Goal 2: A safe accessible community
- Strategic Goal 3: A clean and green community
- Strategic Goal 4: A strong local community
- Strategic Goal 5: A resilient built environment
- Strategic Goal 6: Transparent and accountable leadership

Of particular relevance to the Planning Proposal is Strategic Goal 2 which aims to provide a safe and accessible community that has equal access to local services and facilities for vulnerable and at risk groups, including seniors. The Planning Proposal enables higher residential densities to provide increased housing stock and choice for seniors.

4.3.1.3 Draft Cumberland Local Housing Strategy

The Draft Cumberland Local Housing Strategy (Draft CLHS) identifies the priorities, objectives and initiatives for future planning, delivery and design of housing within the Cumberland LGA.

The Draft CLHS sets out five key priorities and supporting objectives to guide future housing development. The five priorities give effect to the housing priorities in the *Greater Sydney Regional Plan, Central City District Plan* and the Cumberland LSPS. The five priorities are addressed below.

Priority 1: Delivering housing diversity to suit changing community needs

Objective 1 under Priority 1 provides for a mix of dwelling types, sizes and tenure to meet demand within Cumberland's diverse community.

Under this priority, there is a strong emphasis on the forecast increase in people over 60 years of age. The Strategy states that it is essential a diverse housing mix is delivered to meet the changing demographic of the community. This priority also highlights the importance of collaboration between government and the private sector to deliver affordable housing. The Planning Proposal supports this priority by providing a mix of dwelling types for seniors housing as well as the provision of affordable key worker housing.

Priority 2: Promoting transit-orientated housing to support the 30 minute city

Objective 3 under Priority 2 provides for transit-orientated housing options to contribute to reductions in traffic and congestion and Cumberland's carbon footprint through increased patronage of public transport services, walking and cycling.

The Planning Proposal provides for increased seniors housing and affordable key worker housing on a site that is located within walking distance to the Pendle Hill local centre and Pendle Hill train station. The site's strategic location will increase the use of public transport and active transport, subsequently reducing reliance on the use of private vehicles. The site is conveniently located south of Pendle Hill train station and the Pendle Hill local centre, with the nearby signalised intersections providing controlled crossing locations on two of the three legs. Based on an average walking speed of five kilometres per hour, the site is within 10

minutes walking distance of the Pendle Hill local centre. The walking catchment from the site is shown Figure 29.

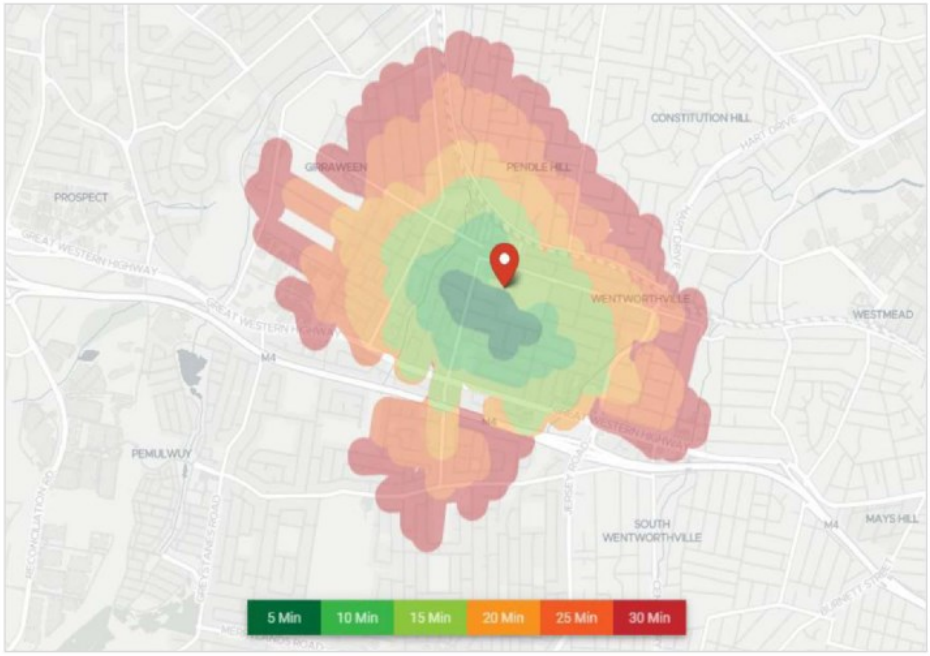


Figure 29: Walking catchment from the subject site (Source: GTA)

Priority 3: Facilitating housing that respects and enhances local character

Objective 1 under Priority 3 provides for changing needs of the community through the provision of a mix of housing that includes smaller homes on smaller lots and homes that support multi-generational living and ageing in place.

Under this priority, the housing needs of an increasingly diverse population is emphasised, which can be met by providing greater housing choice that is sensitive to the local character of the area. In delivering housing that supports and enhances local character, consideration is to be given to local heritage, access to local shops, services, transport, adaptable housing and needs of an ageing population.

The Planning Proposal supports this priority through the adaptive reuse of local heritage items on the site and through the provision of increased supply of seniors housing and affordable key worker housing with access to local shops, services and public transport in the nearby Pendle Hill local centre.

The Planning Proposal also provides appropriate transition in building height, bulk and scale across the site that responds to the surrounding local character, including the adjoining Bonds Spinning Mills site which provides for greater building heights and densities and the adjoining low density residential development located to the south. The retention of significant trees also ensures that the existing local character is maintained.

Priority 4: Valuing heritage and cultural diversity in housing

Objective 3 under Priority 4 provides for housing design to reflect the local character of identified heritage and cultural precincts within the Cumberland LGA.

The Planning Proposal includes various built form design principles that have been developed in consideration of the existing heritage listed items on the site. The Planning Proposal also establishes heritage curtilages around both Dunmore House and Ashwood House, encompassing the surrounding landscaped areas to ensure the character and significance of both items are retained as part of the future redevelopment of the site.

Priority 5: Infrastructure-led housing delivery

Objective 3 under Priority 5 provides for community and social infrastructure to be designed and integrated to ensure a return on investment for the community.

The Planning Proposal is accompanied by a letter that outlines the items that Fresh Hope Care may include in an offer to enter into a VPA with Council (**Appendix B**), including the following community and social infrastructure:

- the provision of affordable housing for low or very low-income households, and/or
- the provision and ongoing maintenance of landscaping, public footpath linkages and public furniture within the publicly accessible open space, including the open space curtilage, and/or
- the refurbishment, ongoing maintenance and provision of community related uses at Dunmore House, and/or
- a substantial area of publicly accessible open space to be zoned RE2 Private Recreation and comprising Dunmore House and its curtilage.

Centres framework

The Draft CLHS includes a strategic centres framework, consistent with centres framework provided in the LSPS. The subject site is located within approximately 300 metres walking distance to Pendle Hill local centre and Pendle Hill train station.

A 'local centre' is described in the Draft CLHS as usually including a small number of neighbourhood shops and are accessible through public transport services. They provide good accessibility to employment centres and local services within primary and secondary centres.

The Planning Proposal complements the strategic centres framework through the provision of additional seniors housing and affordable key worker housing that is located close to Pendle Hill local centre and Pendle Hill train station. The centres framework for the wider Cumberland LGA, provided in the Draft CLHS, is shown in Figure 30.

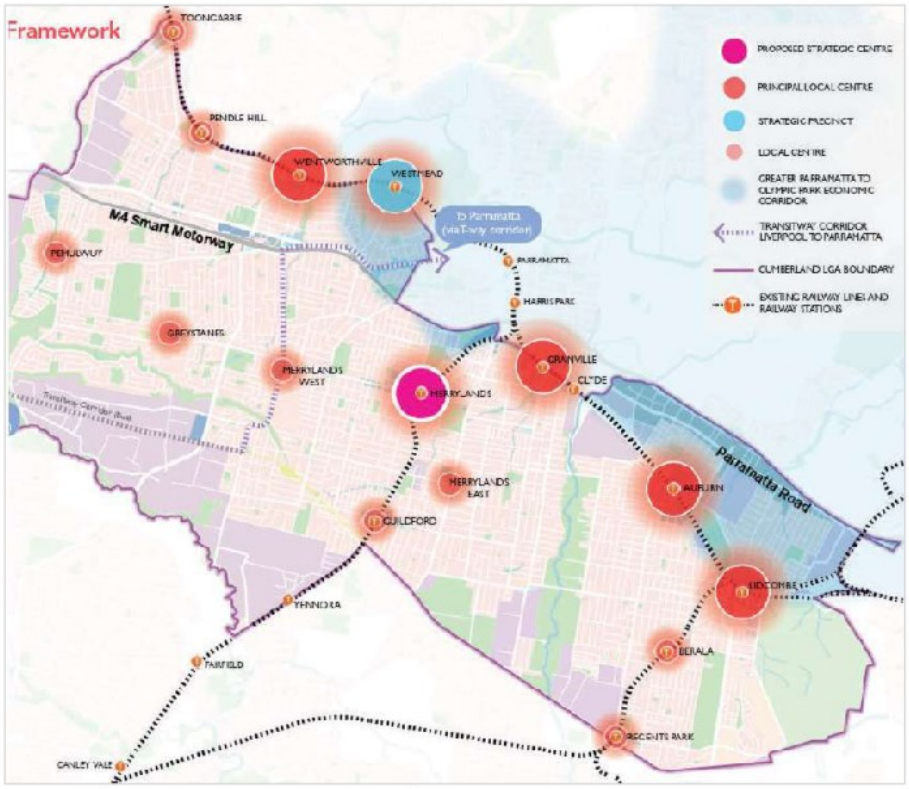


Figure 30: Centres framework (Source: Draft Cumberland Local Housing Strategy)

4.3.1.4 Affordable Interim Housing Policy

The AIHP aims to ensure the Cumberland LGA provides housing that is affordable, with a focus on households on low and very low incomes and key workers such as police, fire fighters, teachers, nurses and carers. The interim Policy sets out interim affordable housing measures for the Cumberland LGA, prior to the development of a more comprehensive Cumberland Affordable Housing Policy that will be prepared by Council.

The AIHP acknowledges that access to secure, appropriate and affordable housing as a basic requirement for all people and is an essential component of an inclusive and sustainable urban area. The AIHP includes the following objectives:

- *to ensure the Cumberland LGA includes housing that is affordable, with a priority for housing for households on low and very low incomes*
- *to support the provision of housing for key workers*
- *to support the achievement of affordable housing targets set by the District Plan*
- *to provide for the dedication of dwellings to Council for the purpose of affordable housing*
- *to enable Council to collect monetary contributions towards affordable housing*

The AIHP outlines a target for Planning Proposals to provide for 15% of any additional residential floor space for very low and low income households.

The target of 15% is in excess of the affordable housing target of 5-10% that is established in the *Central City District Plan* (District Plan) (discussed further at Section 4.3.2). Further, the *Cumberland Planning Agreements Guidelines* (September 2017) states that, where a planning proposal includes a residential component, at least 5% of the additional residential floor space is to be dedicated to Council as affordable housing for low and very low income households. In accordance with advice from Council officers, this 5% target has been assumed as the applicable target for this Planning Proposal.

Fresh Hope Care, together with its Community Housing Provider FreshHope Housing Inc, is committed to providing affordable housing in line with these affordable housing objectives and targets, which will be further progressed as part of the VPA. The commitment to provide affordable key worker housing on the site is detailed in the letter that outlines the items that Fresh Hope Care may include in a letter of offer to enter into a VPA with Council (**Appendix B**).

4.3.1.5 Cumberland Open Space and Recreation Strategy 2019-2029

The *Cumberland Open Space and Recreation Strategy 2019-2019* was adopted by Council in February 2020. The Strategy's guiding principles, strategic directions and actions focus on achieving social inclusion, connectivity, health and well-being, increased sport and recreation participation and social and environmental sustainability within Cumberland LGA.

The Planning Proposal provides for generous open space for recreational use, improvements to public domain areas and connectivity with surrounding open space areas. The proposed RE2 Private Recreation land use zone within the central portion of the site will be made available for public access and ongoing use and is to include children's play equipment for intergenerational living and public furniture. Further, the RE2 zoned land is proposed to provide space to host community events such as farmers' markets and Christmas carols, etc.

The Planning Proposal is considered to complement the strategic directions and actions of the Strategy. The future open space distribution across the site and design principles are outlined in further detail in Section 4.3.3.1.

4.3.1.6 Cumberland Community Facilities Strategy 2019-2029

The *Cumberland Community Facilities Strategy 2019-2029* provides direction for the future programming, management, planning and provision of community facilities in the Cumberland LGA. Community facilities are buildings provided for the community from which programs, activities, events, functions, services and resources can be provided and are valuable assets to the community. These buildings may be Council-owned facilities or privately-owned buildings that are leased by Council for use by the local community.

There is currently a shortage of bookable spaces in the Cumberland LGA for general community uses. Therefore, the Strategy provides for Council to explore various funding and delivery opportunities and mechanisms, beyond Council's general revenue, to provide for future community facilities. This may include the application of local infrastructure contributions, government grants and entering into VPAs between land owners and developers in lieu of contributions.

The Planning Proposal is accompanied by a letter that outlines the items that Fresh Hope Care may include in a letter of offer to enter into a VPA with Council, including the refurbishment and adaptive reuse of Dunmore House for community related uses (**Appendix B**). This will assist with the current shortage of community facilities in the Cumberland LGA and is consistent with the direction of the Strategy.

This is considered in further detail in the Social Impact Assessment prepared by Elton Consulting (**Appendix M**) and at Section 4.3.3.7.

Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal is considered the best means of achieving increased density and development of a large, consolidated site that is in single ownership.

Rezoning a large proportion of the site to R4 High Density Residential is considered the best means of providing an increase in the supply and diversity of seniors housing on the site. The higher density residential zoning is also considered appropriate for the site in context of the surrounding local area, and particularly in response to the adjacent Bonds Spinning Mills site which recently achieved rezoning approval and amended development controls to provide for taller buildings and increased residential densities.

The proposed RE2 Private Recreation zone is considered the best means of providing publicly accessible open space on the site, that will be owned and maintained by Fresh Hope Care.

The proposed inclusion of a Schedule 1 amendment for additional permitted uses, including 'food and drink premises' and 'medical centre' uses as part of the proposed R4 is considered the best means of providing future allied health services and a café and/or take away food and drink premises within Ashwood House, both of which are currently prohibited uses in the R4 zone under the HLEP 2013. Should the new Cumberland LEP (proposed by Council) come in effect in advance of the Planning Proposal proceeding, the Schedule 1 amendment will not be required as both 'food and drink premises' and 'medical centre' uses will be permissible in the R4 zone under the new LEP.

4.3.2 Section B: Relationship to Strategic Planning Framework

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)?

The Planning Proposal aims to give effect to the objectives and actions of the following metropolitan and district plans:

- *Greater Sydney Region Plan – A Metropolis of Three Cities*
- *Central City District Plan*

4.3.2.1 Greater Sydney Region Plan – A Metropolis of Three Cities

The *Greater Sydney Region Plan – A Metropolis of Three Cities* (the Plan) sets a 40-year vision to 2056 and establishes a 20-year plan for Greater Sydney to manage growth and change in the context of social, economic and environmental matters. The Plan was prepared concurrently with the *Future Transport Strategy 2056* and *State Infrastructure Strategy 2018-2038* to align land use, transport and infrastructure outcomes for Greater Sydney.

The overriding vision of the Plan is to rebalance Sydney into a metropolis of three unique but connected cities – the Eastern Harbour City, the Western Parkland City and the Central River City. The Plan sets out broad Priorities and Actions which focus on four themes – infrastructure and collaboration, liveability, productivity and sustainability.

The Cumberland LGA is within the Central River City with Greater Parramatta identified as the central core and metropolitan centre. The Plan states that the population of the Central River City is projected to increase from 1.3 to 1.7 million people over the next 20 years and will

see the transformation of many parts of the city from a suburban to an urban environment. The location of Pendle Hill, shown in context within the Central River City, is shown in Figure 31.

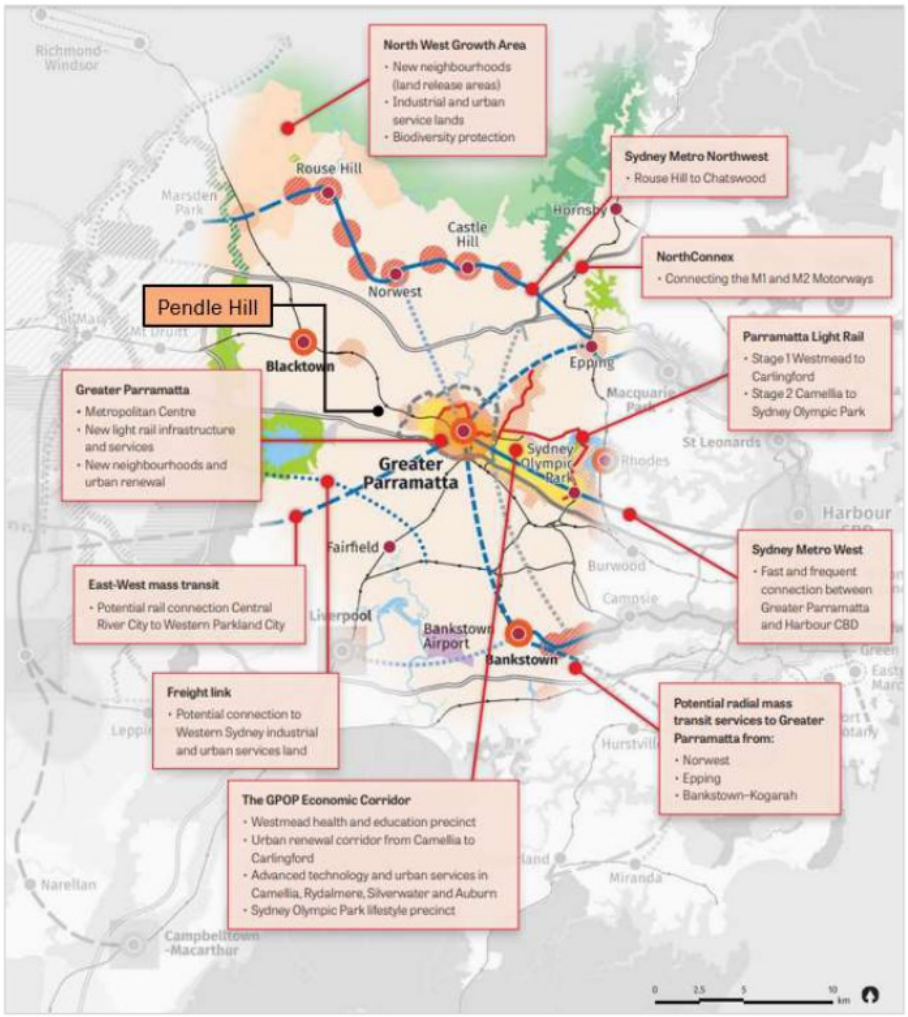


Figure 31: Central River City (Base source: Greater Sydney Region Plan)

Table 6 outlines how the Planning Proposal is consistent with the relevant objectives of the Region Plan.

Objective	Consistency
A city for people	
Objective 6: Services and infrastructure meet community's changing needs	• The site is strategically located in proximity to services and infrastructure including the Pendle Hill local centre located approximately 300 metres from the site and the Wentworthville local centre located approximately 1.5 kilometres from the site.

Objective	Consistency
	• The site has good access to infrastructure services including Pendle Hill train station located approximately 300 metres from the site and is serviced by public bus services along Dunmore Street and Pendle Way. • The Plan states that integrated planning for health services is required to make it easier for people to access a comprehensive health system, including allied health services. The Planning Proposal includes a Schedule 1 amendment to provide for allied health services that will service the on-site population.
Housing the city	
Objective 10: Greater housing supply	• The site is envisaged to accommodate approximately 650 ILUs and affordable key worker housing units and a 240-bed RAC facility which will contribute towards the housing supply targets for the Cumberland LGA. • The Planning Proposal also provides for a diverse range of aged care housing options, including a combination of ILUs and a RAC facility.
Objective 11: Housing is more diverse and affordable	• Objective 11 outlines the importance of housing diversity and affordability, considering housing needs for different communities and achieving housing equality across Greater Sydney area. • The NSW Government has identified that 725,000 additional homes are needed by 2036. Rezoning of the site to facilitate an increase in the number of seniors living units and affordable key worker housing units on site is consistent with this objective. • Housing affordability is identified as a key issue in the Plan. The provision of affordable key worker housing on the site for very low and low income households contributes to the NSW Government's overall supply of affordable housing. • Fresh Hope Care, together with its Community Housing Provider FreshHope Housing Inc, is committed to providing a component of affordable housing on the site, which will be further progressed as part of the VPA.
A city of great places	
Objective 13: Environmental heritage is identified, conserved and enhanced	• Objective 13 requires environmental heritage to be identified, managed and interpreted. • The existing heritage items on the site (Dunmore House and Ashwood House) are retained as part of the Planning Proposal and will undergo refurbishment to enable their adaptive reuse. • The height, bulk and scale of future development on the site will be strategically designed and organised in accordance with the design principles set out in the Urban Design Report (**Appendix D**) to ensure development demonstrates an appropriate relationship to the existing heritage items.
A well-connected city	
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	• Objective 14 outlines the relationship between connectivity and productivity and supports the creation of a '30-minute city' to ensure residents can access metropolitan centres within 30 minutes by public transport.

Objective	Consistency
	• The subject site is located within approximately 300 metres of Pendle Hill train station and there are bus stops provided along Dunmore Street and Pendle Way. Increasing the supply of seniors housing on site will allow for more residents to have a shorter commute time to metropolitan centres and contribute towards to creation of a 30-minute city.
A city in its landscape	
Objective 31: Public open space is accessible, protected and enhanced	• Green infrastructure is an important component in high density environments and is critical in promoting a sustainable, efficient and resilient community. • The Planning Proposal retains the majority of vegetation on the site, including areas of high-value vegetation within the proposed RE2 zone which will be accessible to the public. • The Planning Proposal also provides for a publicly accessible 'green spine' network across the site and through-site pedestrian link to the adjoining Bonds Spinning Mills site.
An efficient city	
Objective 34: Energy and water flows are captured, used and re-used	• Fresh Hope Care is committed to managing resource consumption by minimising waste, increasing energy efficiencies and lessening environmental impact where possible. Such measures will be explored in greater detail as part of future DAs for the site.

Table 6: Relevant objectives of the Greater Sydney Region Plan

4.3.2.2 Central City District Plan

The District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters in the Central City District which includes the Cumberland LGA. The District Plan identifies a number of Planning Priorities to achieve a liveable, productive and sustainable future for the district.

It provides the district level framework to implement the goals and directions outlined in the Regional Plan and is intended to be used to inform the preparation of Local Environmental Plans, Planning Proposals, and strategic land use and transport and infrastructure planning.

The subject site, shown in context to the broader Central City District, is indicated on Figure 32.

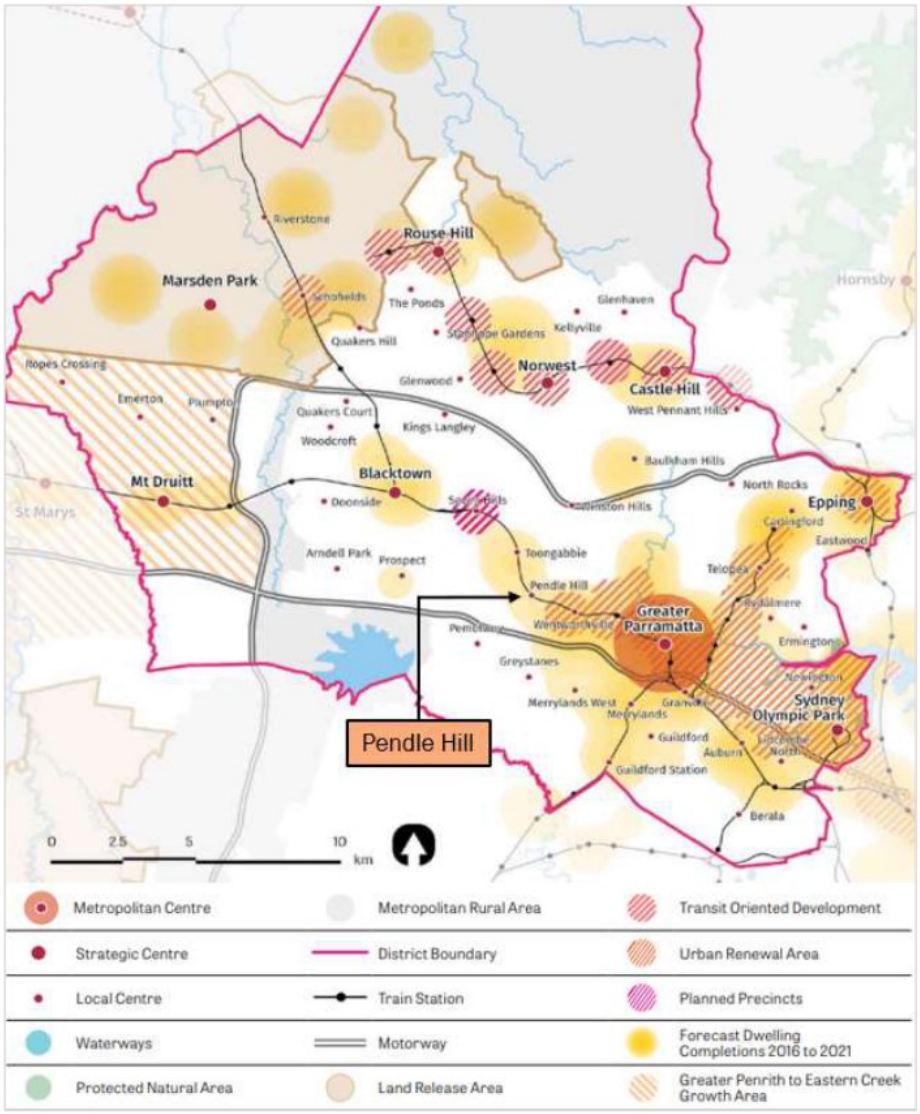


Figure 32: Central City District (Base source: Central City District Plan)

Table 7 outlines how the Planning Proposal is consistent with the relevant objectives of the District Plan.

Planning Priority	Consistency
Liveability	
C3: Providing services and social infrastructure to meet people's changing needs	• The District Plan forecasts a 183% proportional increase in people aged 85 and over, and a 95% increase in the 65 to 84 age group by 2036. To house the additional population, more diverse housing types and medium density housing is required to create opportunities for older people to

Planning Priority	Consistency
	continue living in their community, where being close to family, friends and established health and support networks is vital for wellbeing. The Planning Proposal addresses Priority C3 as it provides for additional seniors housing supply on the site, including approximately 650 ILUs and affordable key worker housing units and a 240-bed RAC facility. • The Planning Proposal provides for future social infrastructure including the refurbishment and adaptive reuse of Dunmore House for community related uses. The use of this facility by the local community will help respond to the different needs of local demographic groups.
C4: Fostering healthy, creative, culturally rich and socially connected communities	• The District Plan highlights the importance of creating healthy, creative, cultural and socially connected communities. • The Planning Proposal provides the opportunity to further expand the existing aged care facility that occupies the site and provides for on-site community facilities and allied health services.
C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport	• The District Plan requires housing supply to be coordinated with local infrastructure to create liveable, walkable and cycle-friendly neighbourhoods with direct, safe and universally designed pedestrian and cycling connections to shops, services and public transport. • The Planning Proposal facilitates increased supply of seniors housing that is in a highly accessible location being within approximately 300 metres walking distance of Pendle Hill local centre (i.e. access to shops and services) and Pendle Hill train station. The site is also serviced by a number of public bus routes.
C6: Creating and renewing great places and local centres and respecting the District's heritage	• The Central City District's heritage items are recognised as assets to the community, forming unique local identity and contributing to the creation of great places. • Heritage items on the site including Dunmore House and Ashwood House are retained as part of the proposal and will be adaptively re-used for allied health services (Ashwood House) and community related uses (Dunmore House). • A heritage curtilage has been established around each of the heritage items, which closely reflects the RE2 zoning across the site.
Productivity	
C9: Delivering integrated land use and transport planning and a 30-minute city	• The District Plan acknowledges that the vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan and strategic centre. The 30-minute city is a long-term aspiration that will guide decision-making on locations for new transport, housing, jobs, tertiary education, hospitals and other amenities. • The Planning Proposal provides for increased housing for seniors and affordable key worker housing that is within walking distance of Pendle Hill train station, which provides connection and access to metropolitan and strategic centres within 30 minutes, including Parramatta and Blacktown.

Planning Priority	Consistency
Sustainability	
C20: Delivering high-quality open space	• Planning priority addresses the need of open space in a growing community. Good open space helps to enhance streetscape quality, encouraging healthy and active lifestyle. • The Planning Proposal incorporates approximately 51,709 m² (70% of the total site area) of open space, including publicly accessible communal and private open space areas. All open space areas on the site will be owned and maintained by Fresh Hope Care.

Table 7: Relevant objectives of the Central City District Plan

Is the Planning Proposal consistent with a Council's Local Strategy or Other Local Strategic Plan?

Yes. The Planning Proposal is consistent with the following local strategies prepared by Council:

- *Cumberland 2030: Our Local Strategic Planning Statement*
- *Cumberland Community Strategic Plan 2017-27*
- *Draft Cumberland Local Housing Strategy*
- *Affordable Interim Housing Policy*
- *Cumberland Open Space and Recreation Strategy 2019-2029*
- *Cumberland Community Facilities Strategy 2019-2029*

The above listed local strategies are addressed in detail at Section 4.3.1.

Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

Relevant State Environment Planning Policies are considered in Table 8 below.

State Environmental Planning Policy	Discussion
State Environmental Planning Policy No. 55 – Remediation of Land	• The SEPP aims to provide for a State-wide consistent planning approach to the remediation of contaminated land, with various objectives and provisions, particularly to reduce the risk of harm to human health and the environment. • Clause 6 of the SEPP states that an environmental planning instrument should not include a zone that would change the use of the land, unless the planning authority is satisfied that the potential risk to human health has been considered. • Clause 7 of the SEPP requires the Council to consider whether a Site is contaminated and whether the Site is suitable for the proposed use (before or after remediation). • A Preliminary Contamination Assessment (PCA) undertaken by Geotechnique (**Appendix K**) concludes that the site has a low potential for contamination due to minimal exposure of soil to human health under the current land use and present site conditions. This is discussed further at Section 4.3.3.
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	• The SEPP aims to increase the supply and diversity of housing to meet the needs of seniors (aged 55 or more years) or people with a disability.

State Environmental Planning Policy	Discussion
	• The Planning Proposal is consistent with the broader aims of the SEPP as it proposes amendments to the existing development controls of the site that will enable the increased supply of seniors housing in an area that is strategically located with access to public transport services, social infrastructure and goods and services in the Pendle Hill local centre. • The design principles and development standards set out in the SEPP will be addressed as part of the future DAs for the site.
State Environmental Planning Policy (Affordable Rental Housing) 2009	• The SEPP aims to facilitate the effective delivery of new affordable rental housing, facilitate the retention and mitigate the loss of affordable rental housing and facilitate an expanded role for not-for-profit providers of affordable housing. • Fresh Hope Care, together with its Community Housing Provider FreshHope Housing Inc, is committed to providing a component of affordable housing on the site, which will be further progressed as part of the VPA. This is detailed in the letter that outlines the items that Fresh Hope Care may include in a letter of offer to enter into a VPA with Council (**Appendix B**).
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	• The SEPP aims to protect the biodiversity values of trees and other vegetation in non-rural areas. • The site has historically been utilised for seniors housing and aged care services and is clear of any natural vegetation. • The Ecological Constraints Assessment submitted as part of the Planning Proposal (**Appendix O**) states that the subject site includes approximately 0.67 hectares of planted native vegetation (highly modified), as well as landscaped gardens and lawns. • The SEPP will be further considered as part of any future DAs that propose the removal of vegetation from the site.

Table 8: Relevant State Environmental Planning Policies

Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 directions)?

Yes. The Planning Proposal is consistent with the Directions issued by the Minister for Planning and Public Spaces under section 9.1 of the EP&A Act (formerly section 117). The Directions that are relevant to the Planning Proposal are addressed in Table 9.

Relevant Ministerial Direction	Consideration
Environment and Heritage	
Direction 2.3: Heritage Conservation	The objective of Direction 2.3 is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance. The subject site includes two local heritage items including Dunmore House (Item No. I94) and Ashwood House (Item No. I95). No changes are proposed to the listing of these items under Schedule 5 of the HLEP 2013.

Relevant Ministerial Direction	Consideration
	Both Dunmore House and Ashwood House are envisaged as being integrated as part of the future redevelopment of the site. A letter that outlines the items that Fresh Hope Care may include in a letter of offer to enter into a VPA with Council is submitted as part of the Planning Proposal (**Appendix B**), which identifies the potential refurbishment and ongoing maintenance of Dunmore House and making it available to Council for community related uses. In regards to Aboriginal heritage, the Aboriginal Due Diligence Assessment prepared as part of the Planning Proposal (**Appendix G**) confirms there are no Aboriginal objects or areas of archaeological sensitivity located on the site.
Housing, Infrastructure and Urban Development	
Direction 3.1: Residential Zones	The objectives of Direction 3.1 is to: • encourage a variety and choice of housing types to provide for existing and future housing needs • make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services • minimise the impact of residential development on the environment and resource lands. The primary objective of the Planning Proposal is to facilitate higher density development on the site to increase the supply and mix of seniors housing and affordable key worker housing. The future redevelopment of the site will provide for a variety of housing types for older persons and is envisaged to accommodate approximately 650 ILUs and affordable key worker housing units and a 240-bed RAC facility. Future development on the site will make use of existing infrastructure and services including connections to water, sewerage, electrical and telecommunications infrastructure. The site has good access to local services and is strategically located within walking distance of the Pendle Hill local centre and within 1.5 kilometres of the Wentworthville town centre.
Direction 3.4: Integrating Land Use and Transport	The objectives of Direction 3.4 is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: • improving access to housing, jobs and services by walking, cycling and public transport • increasing the choice of available transport and reducing dependence on cars • reducing travel demand including the number of trips generated by development and the distances travelled, especially by car • supporting the efficient and viable operation of public transport services • providing for the efficient movement of freights

Relevant Ministerial Direction	Consideration
	The site has good access to public transport and is strategically located within approximately 300 metres walking distance of Pendle Hill train station (to the north). The site is also located within 1.5 kilometres of Wentworthville train station (to the east). Public bus services are available from stops located along Dunmore Street and Pendle Way.
Local Plan Making	
Direction 6.1: Approval and Referral Requirements	The objective of Direction 6.1 is to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The Planning Proposal does not include consultation, concurrence or referral above and beyond the existing provisions of the HLEP 2013. The Planning Proposal is consistent with this Direction.
Direction 6.3: Site Specific Provisions	The objective of Direction 6.3 is to discourage unnecessarily restrictive site specific planning controls. The Planning Proposal seeks to rezone the site consistent with the existing planning controls set out in the HLEP 2013. The Planning Proposal will expand the range of permitted uses in the proposed R4 High Density Residential zone to permit food and drink premises and medical centres. This is aimed at facilitating the delivery of allied health services and potentially a café to support the future on-site population. The Planning Proposal does not propose any additional local provisions under Part 6 of HLEP 2013 or any other specific controls that would be contrary to this Direction.
Metropolitan Planning	
Direction 7.1: Implementation of A Plan for Growing Sydney	The objective of Direction 7.1 is to give legal effect to the planning principles; directions and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney. *A Plan for Growing Sydney* has been replaced by the *Greater Sydney Region Plan*. The Planning Proposal demonstrates consistency with the relevant objectives of the Plan, which is addressed in greater detail at Section 4.3.2.

Table 9: Section 9.1 Directions by the Minister

4.3.3 Section C: Environmental, Social and Economic Impact

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?

The Planning Proposal will not adversely affect areas of critical habitat or any threatened species, populations or ecological communities, or their habitats.

The Planning Proposal seeks the inclusion of an RE2 zone within the central portion of the site which will facilitate the ongoing protection of significant vegetation, including areas categorised as having high ecological constraints.

Biodiversity is discussed in further detail in Section 4.3.3.9.

Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The Planning Proposal includes a detailed consideration of a range of relevant issues which demonstrates that it will have minimal environmental impact and is an appropriate response to the site and its context. These issues include:

- built form, urban design and public domain
- traffic, access and car parking
- contamination
- Aboriginal heritage
- non-Aboriginal (archaeological) heritage
- European heritage
- economic
- social
- biodiversity

4.3.3.1 Built form, urban design and public domain

An Urban Design Report (UDR) has been prepared by GMU (**Appendix D**). The UDR includes a proposed masterplan for the site that sets out specific design principles to ensure the overall vision of the site is achieved.

Masterplan
The UDR explores a number of potential built form strategy options for the site which includes consideration of various site opportunities and constraints. The proposed masterplan has evolved from the various options explored for the site and provides the following benefits:

- creation of a 'fine-grain' orthogonal distribution of built form across the site with an even distribution of open space
- higher scale buildings are concentrated toward the centre of the site, transitioning down to the edges and responding to the existing character
- opportunity for a future built form 'marker' at the corner of Dunmore Street and Pendle Way to visually identify the site, particularly when approaching the site from the north
- a future RAC facility that is sufficiently setback from Ashwood House
- the extension of Ashwood House to the east with a landscape buffer behind
- evenly fragmented buildings along Pendle Way to respond to the existing local context
- retention of the majority of significant trees.

The proposed Masterplan indicates the site has the potential to accommodate up to 16 buildings that would be distributed primarily within the central and western portions of the site. The specific location and design of all buildings on the site will be refined as part of future development applications (DAs) prepared for the site.

The proposed masterplan for the site is shown in Figure 33. The proposed masterplan layout, shown in context to the Bonds Spinning Mills site to the east, is shown in Figure 34.



Figure 33: Proposed masterplan (Source: GMU)



Figure 34: Proposed masterplan shown in context to the Bonds Spinning Mills site (Source: Taylor Brammer Landscape Architects)

Design principles

The UDR outlines design principles to be incorporated as part of the any future development on the site. Design principles for the site should aim to:

- respond to the natural and man-made elements of the site, the surrounding local character, the existing orthogonal street grid, heritage items and evolving built form scale of the area
- enhance the existing view lines to and from Dunmore Street
- celebrate and give precedence to the heritage components of the site while maintaining a heritage curtilage around Dunmore House, which should act as the organising principle and hierarchy of the rest of the site
- respond and take into consideration the building heights and scale of the adjoining Bonds Spinning Mills site
- create a gradual transition in scale to the existing fine-grain character of the local area
- create building groupings/clusters that in-turn provide inter-spaces for congregation while enhancing active and passive recreational uses for future residents and the local community
- preserve mature vegetation to complement the landscape setting, while providing new native plantings and aesthetically pleasing landscaping between buildings
- achieve design excellence and innovation through architectural expression and character
- create a simple and straight forward access network that incorporates the heritage driveway and provides a street address to all building clusters
- achieve sustainability through the creation of quality spaces and internal amenity while responding to the character of the site.

Building heights

The proposed masterplan provides for taller buildings (to a maximum of 8 storeys) at the centre of the site away from the edges and heritage items, transiting down to lower built form towards the site boundaries (to a maximum of 2 to 4 storeys). The height distribution across the site, as shown on the proposed masterplan, is summarised below:

- a maximum of 2 storeys to the east of Ashwood House and 6 storeys to the west to complement the existing low to medium density residential character along Dunmore Street
- a maximum of 5 storeys at the corner of Dunmore Street and Pendle Way which will provide a visible built form marker for the site, particularly when approaching from the Pendle Hill local centre
- a maximum of 4 storeys along Pendle Way with a well-articulated 3 storey street wall height to respond to the surrounding local context
- a maximum 3 storey pop-up with a 2 storey street wall along the southern site boundary to respond the adjoining low density residential dwellings
- a maximum of 3 to 5 storey buildings to the east and west of Dunmore House
- a maximum 6 to 8 storey RAC facility located towards the centre of the site to reduce overshadowing and visual impacts
- a maximum 8 storeys adjacent to the Bonds Spinning Mills site.

The indicative building heights, distribution across the site and proposed uses are shown on Figure 35.



Figure 35: Indicative building heights and proposed uses (Source: GMU)

The proposed masterplan is particularly sensitive to the existing low density residential development located to the south of the site (along Collins Street). A minimum 6 metre setback from the southern boundary is proposed as part of the masterplan, with a maximum 2 storey streetwall and 3 storey building height beyond. The reduced building heights along the southern boundary of the site provides an appropriate response to the existing low density character of this part of Pendle Hill.

An indicative section along the southern site boundary and indicative interface are shown in Figure 36 and Figure 37.

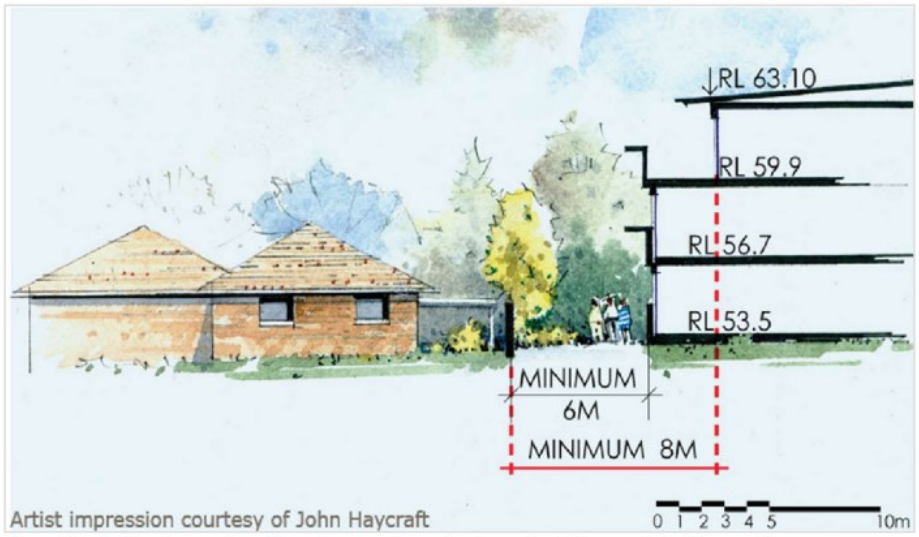


Figure 36: Indicative section along the southern site boundary (Source: John Haycraft)



Figure 37: Interface along the southern site boundary (Source: John Haycraft)

Open space

The Planning Proposal provides a generous amount of open space for recreational use, improvements to public domain areas and connectivity with adjoining open space areas on the Bonds Spinning Mills site. Approximately 51,709 m² (70% of the total site area) will consist of open space including publicly accessible communal and private open space areas.

The indicative masterplan includes deep soil zones for the growth of mature trees, communal open space adjacent to future buildings and rooftop gardens on some of the ILUs. The open space design principles are detailed in the Landscape Architecture Report (**Appendix E**) and are summarised below:

- provision of a publicly accessible 'green spine' network through the site
- mix of large evergreen and deciduous trees to provide shade and seasonal colour interest
- Eucalyptus with tall crowning habitat to allow for solar access to street level
- large deciduous trees to road junctions as wayfinding measures and feature elements
- publicly accessible pedestrian pathway network including future pedestrian linkages to the Bonds Spinning Mills site and associated retail centre
- provision of a children's playground and shaded seating areas
- planted terraces and rooftop gardens on some of the ILUs to provide communal open space for future residents including barbeque and dining spaces.

The indicative open space distribution across the site, green spine and pedestrian circulation network are shown in Figure 38 to Figure 40, respectively.



Figure 38: Open space distribution (Source: Taylor Brammer Landscape Architects)

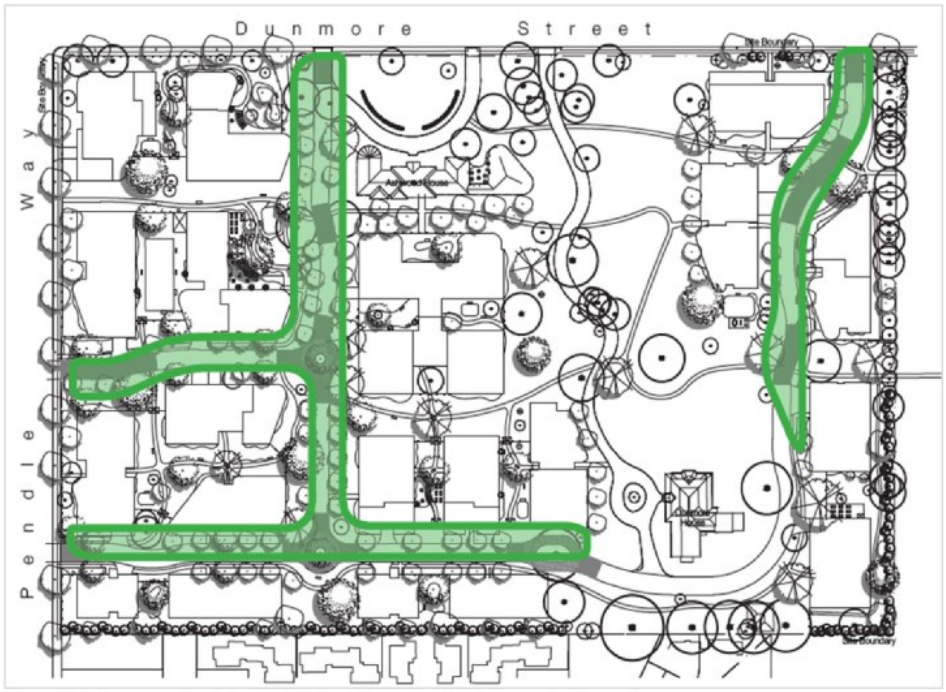


Figure 39: Green spine (Source: Taylor Brammer Landscape Architects)



Figure 40: Pedestrian circulation (Source: Taylor Brammer Landscape Architects)

Urban Design Peer Review

An Urban Design Peer Review was undertaken by Architectus (**Appendix P**) to provide an independent analysis of the proposed masterplan. The Peer Review provides comment on the appropriateness of the proposed building height and FSR controls for the site, the proposed masterplan and the proposed planning controls.

The Peer Review finds the proposed masterplan to be strategically appropriate for new development at the height and densities proposed, as:

- the planning controls for land surrounding all other railway stations between Parramatta and Blacktown have been subject to review and/amendments by Council or the NSW State government, either for the whole centre or individual sites. Therefore, change should be expected in Pendle Hill in the short to medium term
- Pendle Hill is identified as a local centre in the LSPS and aligns with the NSW State government's 30-minute city objectives set out in the Greater Sydney Region Plan and the District Plan
- the site is one of three large sites within 10 minutes walking distance of Pendle Hill railway station, which is consistent with the District Plan's preferred locations for additional residential density
- there is a precedent of 39 metre maximum building heights adjacent to the site on the Bonds Spinning Mills site and greater residential densities, which is located a further distance from the railway station
- maximum building heights of 24 metres (or greater) have been accepted on other large sites in the broader context that are distant from rail transport and local centres such as Wentworthville South, the Great Western Highway and in Parramatta North
- the site has the potential to provide important social infrastructure and open space, provide connections between Pendle Hill and the new local centre on the adjacent Bonds Spinning Mills site and support appropriate strategic growth of Cumberland.

The Peer Review provides the following comments in respect to the proposed masterplan for the site:

- the north-western corner of the site is its closest connection to Pendle Hill local centre and Pendle Hill train station and allows the opportunity for a built form marker to visually identify the site
- the RAC facility is the largest building proposed on the masterplan and there is a functional requirement for it to be located adjacent to Ashwood House, which is proposed to provide small-scale allied health services to support the on-site population. Its location in the centre of the site minimises impacts on surrounding properties and will be designed in wings that read as separate forms to minimise bulk
- internally all future buildings can achieve appropriate amenity, consistent with the objectives of SEPP 65 and the Seniors Living SEPP
- a gradual height transition in height from south to north assists in retaining good solar access to the existing properties south of the site
- the design provides a clear grid of east-west and north-south connections that ensure the site is permeable, legible and safe and considerable work has been undertaken to ensure that pedestrian paths allow for disabled access across the site
- there is an emphasis on landscape and planting, including through the public realm, private realm and within buildings in the form of rooftop gardens which should be further encouraged through delivery.

In summary, the Peer Review finds that the proposed masterplan in the UDR provides an appropriate response to its context, particularly through its:

- ***Strategically appropriate height and density*** *that are in alignment with the Central City District Plan and Council's Local Strategic Planning Statement*
- ***Excellent open space through-site links*** *that assist in providing public amenity including providing an important connection from the proposed neighbourhood centre on the Bonds Spinning Mills site to the existing Pendle Hill Local Centre and railway station*
- ***Appropriate interfaces to streets*** *including Dunmore Street and Pendle Way which respond to the existing built form conditions of each*
- ***Sensitive and appropriate interfaces to neighbours*** *through stepping down to their neighbours and also protecting their solar access*
- ***Good on site amenity outcomes*** *with regard to best practice standards*
- ***An appropriate level of flexibility in controls*** *to allow delivery of this project through future development applications which will be staged.*

On the basis of the above points, the Peer Review undertaken Architectus supports the Planning Proposal in its current form.

4.3.3.2 Traffic, access and car parking

A Transport Impact Assessment (TIA) has been undertaken by GTA Consultants (**Appendix F**). The TIA provides an assessment of the anticipated transport implications of the Planning Proposal, including:

- existing traffic and parking conditions surrounding the site
- car parking, emergency and service vehicle requirements
- pedestrian and bicycle requirements
- the traffic generating characteristics of the Planning Proposal
- suitability of the proposed access arrangements for the site
- the transport impact of the development proposal on the surrounding road network.

The TIA has assumed the developed site will provide for approximately 650 ILUs and affordable key worker housing units and a 240-bed RAC facility.

Surrounding road network and existing traffic generation
The key arterial roads located in proximity to the site include Cumberland Highway (Emert Street), Great Western Highway and M4 Western Motorway which are all within one kilometre of the site.

The TIA states that Goodall Street, Wentworth Avenue and Dunmore Street are classified Regional Roads that generally provide one traffic lane and one parking lane in each direction. Goodall Street and Dunmore Street have a posted speed limit of 50 kilometres per hour and Wentworth Avenue has a posted speed limit of 60 kilometres per hour near the site.

Dunmore Street and Wentworth Avenue are linked by Goodall Street which link Pendle Hill with Cumberland Highway to the east.

Key intersections located in proximity to the site are listed below and shown in Figure 41:

- Gilba Road / Pendle Way (roundabout)
- Goodall Street / Wentworth Avenue (signalised)
- Goodall Street / Dunmore Street (signalised)
- Dunmore Street / Pendle Way (signalised)

- Jones Street / Dunmore Street (roundabout)



Figure 41: Key intersections assessed (Base Source: SIX Maps)

Surveys of the above key intersections shown in Figure 41 were undertaken by GTA in May 2019. The intersection surveys were carried out during the morning (AM) and afternoon (PM) peak periods and at midday on a Saturday. The intersection survey data was analysed using SIDRA modelling.

The SIDRA analysis found that, under the existing road network conditions, the operation of all key intersections currently perform at either a Level of Service (LoS) A or LoS B during both the weekday AM and PM peak periods and midday Saturday, indicating an acceptable level of delay and queueing overall.

At the time the intersection surveys were carried out, GTA also undertook traffic counts at the existing site access driveways to ascertain the existing traffic generation to and from the site. The traffic count results are outlined in Table 10.

Peak Period	Inbound	Outbound	Total
Weekday AM	16	11	27
Weekday PM	12	20	32
Saturday Midday	23	33	56

Table 10: Existing traffic generation (Source: GTA)

Future traffic generation

The TIA has assumed the traffic generation of the site (once developed) based on the *Guide to Traffic Generating Developments* (RMS, 2002) and associated *Technical Direction: Updated Traffic Surveys* (TDT 2013/04a). The anticipated traffic generation from the developed site is outlined in Table 11.

Use	Quantity	Traffic generation rate (trips / hour)			Traffic generation estimates (trips / hour)		
		AM	PM	Sat	AM	PM	Sat
ILU/ AH	650	0.16 trips per dwelling	0.18 trips per dwelling	0.14 trips per dwelling	104	117	91
RAC	240	0.1 trips per dwelling	0.1 trips per dwelling	0.2 trips per dwelling	24	24	48
Total					**128**	**141**	**139**

Table 11: Future traffic generation estimates (Source: GTA)

As indicated in Table 11, the developed site is expected to generate between 128 and 141 vehicle movements during peak periods, which is an additional 100 to 110 vehicle movements to and from the site, compared to the current site conditions. The directional split of the additional vehicle movements is assessed in further detail in the TIA.

Traffic generated by the adjoining Bonds Spinning Mills site was also factored into the traffic assessment. The TIA notes that the Bonds Spinning Mills site was rezoned to support an additional 1,260 residential units, 3,160 square metres of supermarket use and 2,480 square metres of retail uses. A summary of the anticipated traffic generated from the adjoining (developed) site is outlined in Table 12.

Use	Size	Traffic generation rate (trips / hour)			Traffic generation estimates (trips / hour)		
		AM	PM	Sat	AM	PM	Sat
Residential	1,260 units	0.32 trips per dwelling	0.18 trips per dwelling	0.23 trips per dwelling	403	227	290
Retail - Supermarket	3,160sqm	58 trips per 1,000sqm	116 trips per 1,000sqm	110 trips per 1,000sqm	183	367	348
Retail - Speciality	2,840sqm	18 trips per 1,000sqm	35 trips per 1,000sqm	80 trips per 1,000sqm	50	99	227
Total					**636**	**693**	**865**

Table 12: Future traffic generation estimates – Bonds Spinning Mills site (Source: GTA)

Intersection analysis

SIDRA intersection modelling was carried out to assess the impact of increased traffic volumes from the developed site on surrounding key intersections.

The analysis finds that most intersections in proximity to the site will continue to operate at either a LoS A or LoS B once the site is fully developed. This remains the case even when the anticipated traffic volumes generated by the (developed) Bonds Spinning Mills site are factored into the analysis. The exception includes the Dunmore Street/Pendle Way and the Wentworth Avenue/Goodall Street intersections, which are expected to change from an existing LoS B to a LoS C (AM peak only).

The SIDRA modelling results for the five key intersections, accounting for both the developed site and the Bonds Spinning Mills site, are outlined in Table 13.

Intersection	Peak	Existing Level of Service (LOS)	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Pendle Way/ Gilba Road	AM	A	0.66	10	51	A
	PM	A	0.48	9	12	A
	Sat	A	0.36	11	11	A
Dunmore Street/ Pendle Way	AM	B	0.76	18	64	B
	PM	B	0.75	18	80	B
	Sat	B	0.70	18	54	B
Dunmore Street/ Goodall Street	AM	B	1.05	38	196	C
	PM	B	0.80	19	85	B
	Sat	B	0.80	16	77	B
Wentworth Avenue/ Goodall Street	AM	B	0.92	31	125	C
	PM	B	0.85	26	130	B
	Sat	B	0.59	21	72	B
Dunmore Street/ Jones Street	AM	A	0.62	11	15	A
	PM	A	0.60	12	37	A
	Sat	A	0.46	11	22	A

Table 13: Intersection operation – future development and the Bonds Spinning Mills site (Source: GTA)

In summary, the TIA finds that the Planning Proposal will not compromise the safety or functioning of nearby intersections and will not have a detrimental impact on the surrounding road network.

Site access

Vehicular access to the site will be provided via four new two-way private roads that will intersect with adjacent local roads including Dunmore Street and Pendle Way. The internal road network will service individual buildings and are described in further detail below:

- Road 1: two-way north-south alignment intersecting with Dunmore Street at an existing crossover location, approximately 95 metres east of Pendle Way
- Road 2: two-way north south alignment intersecting with Dunmore Street at an existing crossover location, approximately 40 metres east of Goodall Street
- Road 3: two-way east-west alignment intersecting with Pendle Way, approximately 50 metres south of Macklin Street
- Road 4: two-way east-west alignment intersecting with Pendle Way, approximately 130 metres south of Macklin Street

The new private roads are located more than 40 metres (centre to centre) from the nearest intersections on the opposite side of the road, consistent with the requirements of the *Holroyd Development Control Plan* (HDCP 2013). All internal roads will function as private roads and will be between six and eight metres in width to allow for two-way vehicle access.

The TIA recommends a footpath network of 1.8 metres in width (where possible) be established on at least one side of the internal road network to provide sufficient width for wheelchairs and mobility scooters to pass.

The indicative internal road network is shown in Figure 33 above.

Car Parking

The TIA notes that the HDCP 2013 requires car parking for seniors living or residential aged care development to be provided in accordance with *State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004* (Seniors Housing SEPP).

In assessing the minimum car parking requirements for the developed site, the TIA has assumed that:

- the 650 ILUs and affordable key worker housing units each comprise two bedrooms
- visitor car parking for the ILUs and affordable key worker housing units comply with the minimum requirement for residential flat buildings under the HDCP 2013
- the 240-bed RAC facility has a maximum of 100 staff

On this basis, car parking is to be provided in accordance with the following rates:

- ILUs and affordable key worker housing units – 0.5 spaces per bedroom
- ILUs and affordable key worker housing unit visitors – 1 space for 5 units
- RAC facility visitors – 1 space per 10 beds
- RAC facility staff – 1 space per 2 staff

Based on the above assumptions and car parking rates, the minimum car parking requirement for the developed site is 780 spaces, which is to be distributed proportionally across each of the future buildings (within basement car parks).

A summary of the car parking requirements is outlined in Table 14.

Building/ Use	Quantity	SEPP Parking Rate	Parking Requirement
RAC Visitors	240	1 space per 10 rooms	24
RAC Staff	50	1 space per 2 staff	24
ILU and AH Residents	650	0.5 spaces per bedroom	650
ILU and AH Visitors	650	1 space per 5 units [1]	82
Total			**780**

Table 14: Car parking requirements for the developed site (Source: GTA)

Accessible car parking and ambulance parking

The HDCP 2013 does not set out requirements for accessible car parking. Notwithstanding, the TIA notes that between 8 and 18 accessible spaces would be the minimum requirement for the site based on the requirements set out in the Australian Government's Disability (Access to Premises – Buildings) Standard 2010, National Construction Code of Australia and Australian Standards AS2890 – Parking Facilities.

The Seniors Housing SEPP requires one parking space suitable for an ambulance to be provided for residential aged care facilities. Therefore, the RAC facility will require one dedicated ambulance parking space. Ambulance parking is not required for the ILU facilities, however ambulance access to these facilities will be available via the internal road network.

Bicycle parking

The HDCP 2013 does not set out requirements for bicycle parking for seniors living or residential aged care developments. Therefore, the TIA assessed the requirement for bicycle parking consistent with the minimum requirements for residential flat buildings.

The TIA recommends bicycle parking be provided in accordance with the following:

- ILUs and affordable key worker housing units – 0.5 spaces per unit
- ILUs and affordable housing key worker unit visitors – 0.1 space for unit
- RAC visitors and staff – 0.1 space per bed

Based on the above bicycle parking rates, the minimum bicycle parking requirement for the developed site is 414 spaces, which will be distributed proportionally across each of the future buildings on the site.

The bicycle parking requirements for the developed site are summarised in Table 15.

Building/ Use	Quantity	DCP Parking Rate	Parking Requirement
RAC	240	0.1 spaces per bed	24
ILU and AH Residents	650	0.5 spaces per unit	325
ILU and AH Visitors		0.1 spaces per unit	65
Total			**414**

Table 15: Bicycle parking requirements for the developed site (Source: GTA)

Public transport
The site is located approximately 300 metres south of Pendle Hill train station (a six to eight minute walk) which is serviced by both the T1 North Shore & Western Line and the T5 Cumberland Line.

The site location in proximity to Pendle Hill train station is shown in Figure 42.

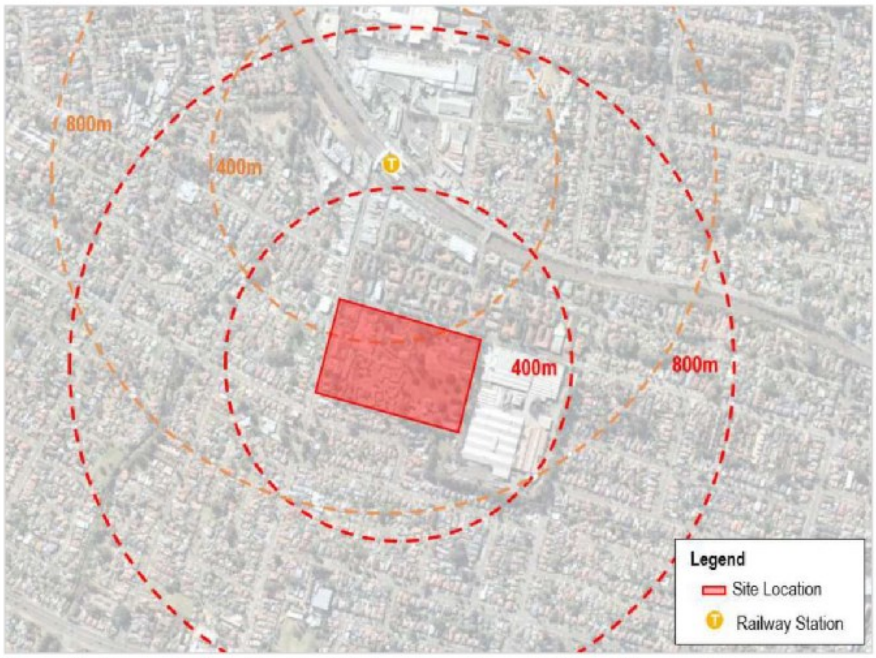


Figure 42: Site proximity to Pendle Hill train station (Source: GTA and Nearmap)

The TIA states that the T1 Line provides six services to and from the Sydney CBD during peak periods and half-hourly services during off-peak periods. The T1 Line and T5 Line collectively provide four to six services per day to and from the Parramatta CBD and Blacktown. The T5 Line also provides direct services to and from Richmond, Cabramatta and Liverpool.

Pendle Hill train station, shown in context to the broader Sydney Trains network, is shown in Figure 43.



Figure 43: Surrounding train network (Source: GTA and Transport for NSW)

The TIA states that there are three regular bus routes servicing the Pendle Hill locality, including the following:

- bus route 700: Blacktown to Parramatta, via Prospect, Pendle Hill, Wentworth Hill and Westmead with services every 15 minutes in peaks and 30 minutes interpeak. The nearest bus stops are along Smith Street and Pendle Way further south of the site
- bus route 705: Blacktown to Parramatta, via Lalor Park, Seven Hills, Toongabbie, Pendle Hill, Wentworth Hill and Westmead with services every 30 minutes in peaks and hourly interpeak. The nearest bus stops are adjacent to the site on Dunmore Street and at Pendle Hill railway station
- bus route 708: Northmead and Parramatta, via Constitution Hill, Pendle Hill, Wentworth Hill and Westmead with one service in the peak direction daily. The nearest bus stops are adjacent to the site on Dunmore Street and at Pendle Hill railway station

The surrounding bus route network is shown in Figure 44.



Figure 44: Surrounding bus route network (Source: GTA)

4.3.3.3 Aboriginal heritage

Artefact has undertaken an Aboriginal Due Diligence Assessment for the site (**Appendix G**), prepared in accordance with the OEH *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* and relevant legislation for the protection of Aboriginal objects and places.

The site is located within the boundaries of the Deerubbin Aboriginal Land Council. A search of the OEH Aboriginal Heritage Information Management System (AHIMS) database was undertaken on 15 April 2019. The AHIMS search identified 35 sites within a 3 kilometre radius of the site including 19 artefact sites. Of the identified sites, none are identified on the subject land.

The Aboriginal Due Diligence Assessment confirms there are no Aboriginal objects or areas of archaeological sensitivity located within the study area and no further Aboriginal archaeology assessment is recommended.

The Aboriginal Due Diligence Assessment acknowledges that proposed activity is for a rezoning only, however, it is recommended that if any Aboriginal objects are located during future works, these works should cease, and an Aboriginal heritage consultant be engaged to assess the find and recommend if further investigation or permits are required.

4.3.3.4 Non-Aboriginal heritage

Artefact has undertaken a Non-Aboriginal (Historic) Archaeological Assessment for the site (**Appendix H**). The Archaeological Assessment provides an overview of the land use history of the site and an assessment of the archaeological potential and significance of any archaeological remains that may be present on the site.

The Archaeological Assessment is informed through the identification and evaluation of historical land uses and associated features on the site. In addition, a site inspection was carried out in April 2019 to assess any exposed archaeological remains and to view evidence of past ground disturbance.

A detailed history of the early European settlement on the site, dating back to the early 1800's, is provided in the Archaeological Assessment. The report states that Dunmore House was the first building to be constructed on the site in the mid-1880's and was purchased by the Churches of Christ in 1934 for subsequent use as a boy's home/orphanage. Ashwood House was constructed as a purpose-built women's aged care facility in 1938. The residential villas currently located on the site (ILUs) were constructed over the following years.

The Archaeological Assessment categorises certain features across the site as having 'low to nil' up to 'moderate to high' archaeological potential. Dunmore House and associated structures are considered the most significant archaeological feature on the site.

The archaeological potential across the site is shown in Figure 45.



Figure 45: Archaeological potential of the site (Source: Artefact)

A detailed significance assessment for Dunmore House and Ashwood House is provided in the Conservation Management Plan (CMP) prepared by Weir Phillips Heritage and Planning (**Appendix J**) and is discussed further at Section 4.3.3.5.

The Archaeological Assessment has been prepared for the purposes of informing the proposed masterplan and has not assessed impacts to potential significant archaeology from any future development or construction activities.

The assessment confirms the Planning Proposal will not impact on potential archaeological resources. It is recommended that a detailed archaeological assessment and research design be prepared as part of any future DAs or other ground-breaking activities on the site. Any archaeological relics are to be protected under the *Heritage Act 1977* and shall not impacted without an approval issued by the Heritage Council of NSW.

Further, it is recommended that a Heritage Interpretation Strategy be prepared for the site, followed by a Heritage Interpretation Plan. The recommendations provided in the Archaeological Assessment will be considered as part of the future DAs for the site.

4.3.3.5 Heritage

Weir Phillips Heritage and Planning has prepared a Heritage Impact Statement (HIS) for the site (**Appendix I**). The HIS includes an assessment of significance for the heritage listed Dunmore House and Ashwood House, which are identified in Figure 46.



Figure 46: Location of Dunmore House and Ashwood House (Source: Weir Phillips Heritage and Planning)

A summary of the assessment of significance, as provided in the HIS, is provided below.

Statement of significance – Dunmore House
Dunmore House is a large Victorian Italianate residence built in 1885 by Sir William McMillan, Treasurer to Henry Parkes and an important figure in the Federation of Australia. The house was also inhabited by Edward Pearce (former Mayor of Parramatta, 1900-1904) and George A. Bond (founder of Bonds clothing brand), prior to its use as a boys' home and orphanage (1934-1980), and from that time, as an aged care facility.

The house is one of few remaining examples in the Cumberland region of the large "boom style" residences erected in the prosperous years of the late 19th century, and its subdivision is evidence of a period of speculation and haphazard urban development. It retains much of its original fabric and detailing, and remains a notable local landmark in local views, this role

considerably enhanced by the spacious grounds and mature early trees, which remain as a setting for the house.

Dunmore House was subject to an Interim Conservation Order (ICO) in 1986 and was listed in 1991.

External and internal views of Dunmore House as it stands today are shown in Figure 47 and Figure 48, respectively.



Figure 47: Dunmore House – northern elevation and lawn (Source: Weir Phillips Heritage and Planning)

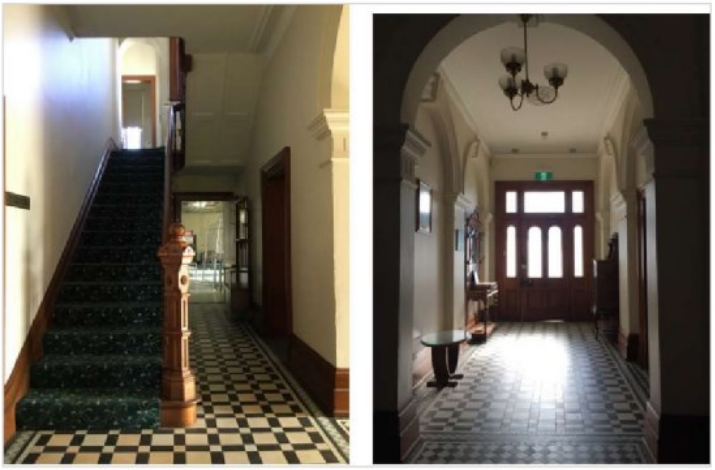


Figure 48: Interior of Dunmore House (Source: Weir Phillips Heritage and Planning)

Statement of significance – Ashwood House
Ashwood House, built 1938, is a large interwar Georgian Free Classical building. Constructed as an aged care residence, which remains its current use. The building has a partly modified front elevation. A substantial building was constructed c.1990 alongside its rear extension.

The house is a strong, albeit unusual example of an Interwar Free Classical / Georgian style building that eschews institutional regularity and scale to create a welcoming, even domestic scale to its appearance.

An external view of Ashwood House as it stands today are shown in Figure 49.



Figure 49: Ashwood House (Source: Weir Phillips Heritage and Planning)

The HIS finds that the Planning Proposal will have an acceptable impact on the heritage items both within the site and in the surrounding locality. The heritage curtilage around Dunmore House and Ashwood House is considered to provide adequate separation between the indicative, future built forms to negate the impact of change to the HLEP 2013 development controls. In summary, the HIS concludes that:

- no significant view corridors to the heritage items will be impeded or blocked by future development on the site
- when considered in context of the current (and future) skyline, which includes a taller built form, there will be a negligible heritage impact on Dunmore House and Ashwood House
- the inclusion of a through-site link to the former Bonds Spinning Mills site reinforces the historic relationship between the two sites
- the proposed masterplan designs on-site car parking as largely underground to ensure visual impacts are minimised and the landscape setting persevered and enhanced
- the proposed ongoing use of the site for seniors living and aged care is associated with the current and historic uses of the site.

Conservation Management Plan

The Planning Proposal is supported by a CMP prepared for Dunmore House and Ashwood House. The CMP provides an update of a previous CMP (prepared by Integrated Design Associates in 2014).

The CMP acknowledges that Dunmore House was subject to an Interim Conservation Order (ICO) in 1986 and was subsequently listed in 1991. The initial curtilage defined by the ICO applied only to Dunmore House and its relationship with Dunmore Street, with the curtilage reduced as part of the 1991 listing.

The CMP prepared by Integrated Design Associates in 2014 recommended that a combined and expanded heritage curtilage be established to include both Ashwood House and Dunmore House, as well as surrounding plantings and landscaped areas which together retain, permit and express an understanding of the item's history, significance and interrelationships.

The recommended heritage curtilage for the site is shown in Figure 50.

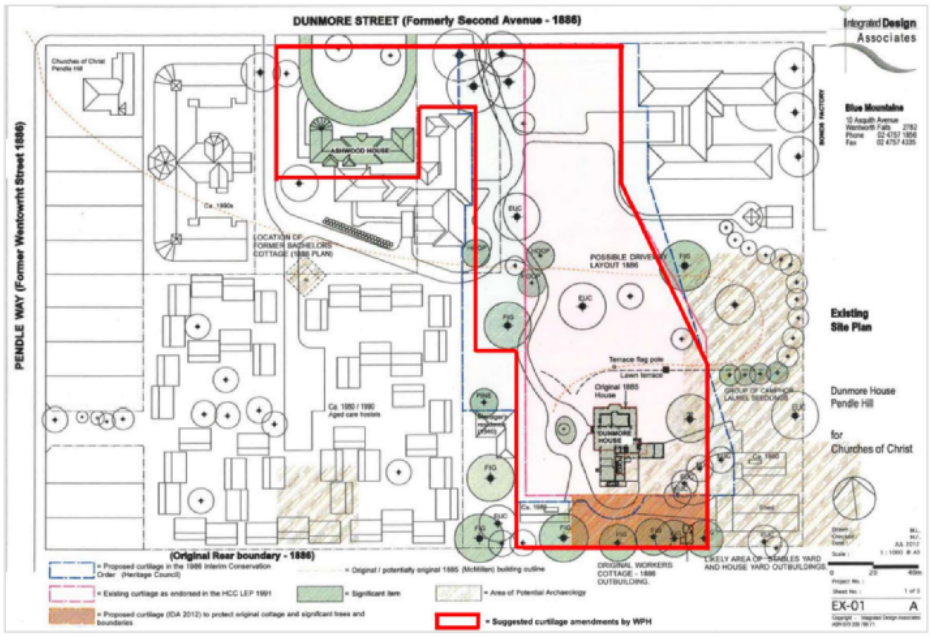


Figure 50: Recommended heritage curtilage (Source: Weir Phillips Heritage and Planning)

The Planning Proposal compliments the heritage curtilages that have been established around both items, including the surrounding landscaped areas. This is strengthened by the RE2 zone proposed within the central portion of the site, which has been aligned to closely reflect the recommended heritage curtilage shown in Figure 50.

The Landscape Architecture Report (**Appendix E**) sets out future design principles for the heritage curtilages. The curtilages for Dunmore House and Ashwood House are shown in Figure 51 and Figure 52, respectively.

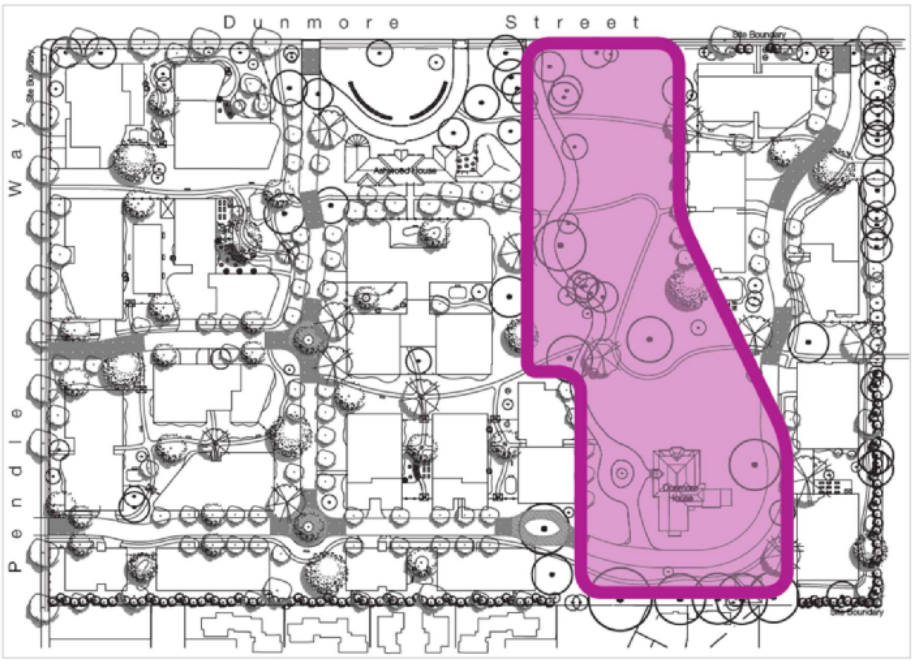


Figure 51: Dunmore House heritage curtilage (Source: Taylor Brammer Landscape Architects)

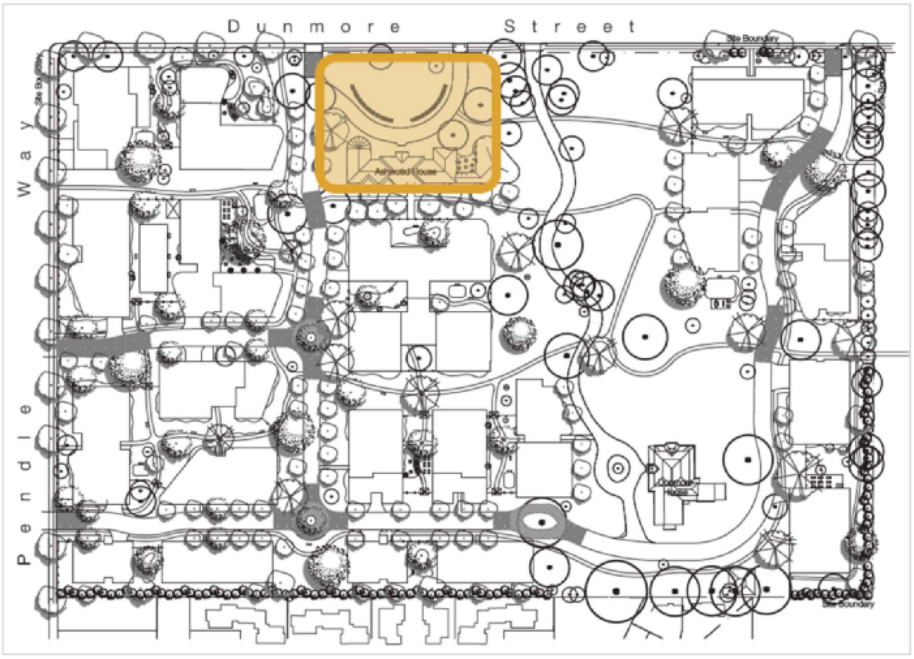


Figure 52: Ashwood House heritage curtilage (Source: Taylor Brammer Landscape Architects)

The design principles for each of the heritage curtilages are summarised below:

Dunmore House curtilage

- existing views from Dunmore Street to Dunmore House shall be retained
- Dunmore House and the surrounding landscape curtilage shall be made publicly accessible for community use
- existing landscape character of specimen trees within the lawn area to be retained as key wayfinding markers within the greater setting of Pendle Hill
- pedestrian connectivity shall be prioritised through the creation of a new supplementary network of pathways
- existing mature trees shall be supplemented with new screening vegetation to future built forms
- provision of a children's community playground within the heritage curtilage to create a hub of activity.

Ashwood House curtilage

- existing landscape setting of Ashwood House shall be retained and enhanced with the provision of specimen trees and ornamental rose gardens
- provision of supplementary evergreen tree and screening vegetation to the eastern boundary
- provision of native Frangipani species to provide green connectivity link between the rear of Ashwood House and the indicative future RAC facility behind.

4.3.3.6 Contamination

Geotechnique Pty Ltd has undertaken a Preliminary Contamination Assessment (PCA) for the site (**Appendix K**). The PCA has been prepared following a review of the site history and consideration of geological information to identify areas of potential contamination and to determine whether the site is likely to present a risk of harm to human health and the environment.

Aerial photography of the site from the 1950's onwards shows the site has slowly developed over the years with the progressive construction of residential buildings and associated structures. The adjacent residential land to the north, west and south have remained essentially the same during this period of time, while land to the east has been used for industrial and commercial activities.

Potential areas of environmental concern and associated contaminants identified in the PCA are outlined in Table 16 below.

Potential area of environmental concern	Details	Potential contaminants
Site features including residential buildings and associated fibro, timber, weatherboard and metal features	• Potential for metals and Organochlorine Pestidicdes (OCP) in the surface soil surrounding the houses due to possible pest control activities • Due to the age and nature of the houses, some buildings may also contain asbestos	• Heavy metals • OCP • Asbestos
The footprints of the existing features, including associated	• Potential for filling to have taken place beneath these features for cut and fill and levelling purposes	• Heavy metals • Total Recoverable Hydrocarbons (TRHs)

Potential area of environmental concern	Details	Potential contaminants
hardstand areas, driveways and pathways	• Fill material could have been imported from unknown sources • Based on past owners of the site, Lot 5 and Lot 10 in DP 24728 were owned by a panel beater and boilermaker • Possible pest control activities	• Volatile Organic Compounds (VOCs) including Benzene, Toluene, Ethylbenzene and Xylene (BTEX) • Polycyclic Aromatic Hydrocarbons (PAHs) • Polychlorinated Biphenyls (PCBs) • OCP • Phenols • Asbestos
Soil stockpiles	• Soil stockpiles may have been imported or generated within the site, with potential for these stockpiles to be contaminated	• Heavy metals • TRHs • BTEX • PAHs • OCPs • PCBs • Asbestos

Table 16: Areas of environmental concern (Source: Geotechnique)

The PCA concludes that the site has a low potential for contamination due to the minimal exposure of soil to human health under the current land use and present site conditions.

However, the PCA also states that as the site is proposed to be rezoned to enable high density residential development, there is potential for exposure of soils to humans and the environment during future activities on the site. Accordingly, the PCA provides the following recommendations that shall be considered as part of the future DAs for the site:

- a soil sampling and testing plan be implemented to address the potential for contamination at the site and to determine the need or otherwise for remediation to be carried out
- if any suspect materials are encountered during any stage of future earthworks/site preparation activities, additional contamination assessment should be carried out
- for any materials that are to be excavated and removed from the site, waste classification of the materials should be undertaken, prior to disposal at a licenced facility
- any imported soil should be assessed by a qualified environmental consultant to ensure suitability for the proposed use
- any imported fill should either be virgin excavated natural material or excavated natural material that does not contain any suspect materials (i.e. unusual staining, odour, discolouration or inclusions such as building rubble, asbestos or ash material, etc).

4.3.3.7 Social impact

Elton Consulting has undertaken a Social Impact Assessment (SIA) and prepared a Social Impact Management Plan (SIMP) to support the Planning Proposal (**Appendix M**). The SIA considers whether social impacts which may occur as a result of the Planning Proposal are either:

- Direct impacts: usually quantifiable impacts measured by social indicators, such as changes to the community in the areas of population, health and employment, etc.
- Indirect impacts: resulting from changes to more qualitative social indicators, such as community cohesion and sense of place

- Cumulative impacts: impacts which are successive, incremental or combined and which can arise from a single activity, multiple activities or from interactions with past, current and foreseeable future activities

In preparing the SIA, Elton Consulting carried out preliminary consultation activities with the current village residents and surrounding community members (comprising both residents and business owners). The consultation activities specifically involved:

- a three-question survey distributed to the current village residents
- three workshops with the current village residents involving those from both the ILUs and the RAC facilities
- a three-question online survey for surrounding residents, notified and invited to participate through a letter box drop

The SIA finds that the Planning Proposal will have the following **positive** direct, indirect and cumulative impacts:

- it will result in increased aged care and retirement housing to suit a diverse range of needs, including a combination of ILU and RAC housing to suit the physical and mental needs of older persons, while affordable key worker housing provides for those in vulnerable financial situations
- the future redevelopment of the site provides housing options and quality services for an older population in the established suburb of Pendle Hill where existing family, friend and support networks are available for current and potential future residents
- the estimated 320 jobs to be created on the site provides employment opportunities for medical and aged care staff that will service the needs of RAC residents (primarily) and some of the ILU residents
- the future redevelopment of the site provides for increased open space and community facilities to service the current and future residents
- there is potential for the wider community to access existing or new social infrastructure within the redeveloped site for gatherings, workshops, trainings, etc.
- the existing heritage items on the site will be enhanced for community appreciation and use
- there will be no impact on the proximity and access to local services, infrastructure and amenities in the Pendle Hill local centre, including close access to Pendle Hill train station.

The SIA also finds that the Planning Proposal will potentially have the following **negative** direct, indirect and cumulative impacts:

- future construction-related activities on the site will generate environmental impacts such as noise, dust and increased construction generated traffic
- impacts on the existing character of Pendle Hill being predominately low and medium density development
- an increased population on the site may lead to community tension and friction where there is currently a highly-valued sense of community
- existing residents will likely need to be re-accommodated in temporary housing at some stage during the future redevelopment of the site
- the future redevelopment of the site has the potential to interrupt social interactions and connections
- the future redevelopment of the site will increase the number of older persons (over 55 years of age) living on the site, which will increase the demand on existing health infrastructure and services including hospitals and ambulance services

- the redevelopment of the site and cumulative effect of the future Bonds Spinning Mills site will lead to additional pressure on existing services and spaces (i.e. community facilities and public open space areas), as well as increased vehicles on the local road network.

While the Planning Proposal seeks to establish inceased building heights and provide higher residential densities on the site, it is noted that the adjoining Bonds Spinning Mills site was recently rezoned to allow for even greater building heights and higher residential densities. The Planning Proposal and proposed masterplan are consistent with the evolving character of the surrounding area.

To address the potential negative social impacts of the Planning Proposal, the SIA recommends the preparation of the following:

- a Phasing Plan be developed to address the timing and impact of construction related activities on the site, including consideration of a staggered program of construction for the future redevelopment of the site
- a Construction Management Plan be prepared to identify and outline mitigation measures to reduce construction related impacts, in alignment with the Phasing Plan (which would be addressed through future development applications rather than at the Planning Proposal stage)
- a Communication Strategy be developed to inform existing residents on the site and the surrounding community of the progress, changes and plans for the redeveloped site.

It is considered that, through the preparation and implementation of the above listed plans, the social impact of the Planning Proposal can be appropriately mitigated.

4.3.3.8 Economic impact

Ethos Urban has undertaken an Economic Assessment (EA) to support the Planning Proposal (**Appendix L**). The EA provides an assessment of the market potential for additional seniors living facilities to be developed on the site, as well as the likely economic impact of providing affordable key worker housing and commerical uses including allied health/medical consulting suites and a café.

To assess the market opportunities and economic implications of the Planning Proposal, a study area encompassing a 10 kilometre radius from the site is established in the EA. The study area extends from Kellyville in the north, Ermington in the east, Eastern Creek in the west and Cabramatta in the south.

The EA states that significant growth in the study area is forecast, with approximately 83,070 additional residents aged 65 years and over between 2018 and 2036. The study area is shown in Figure 53.

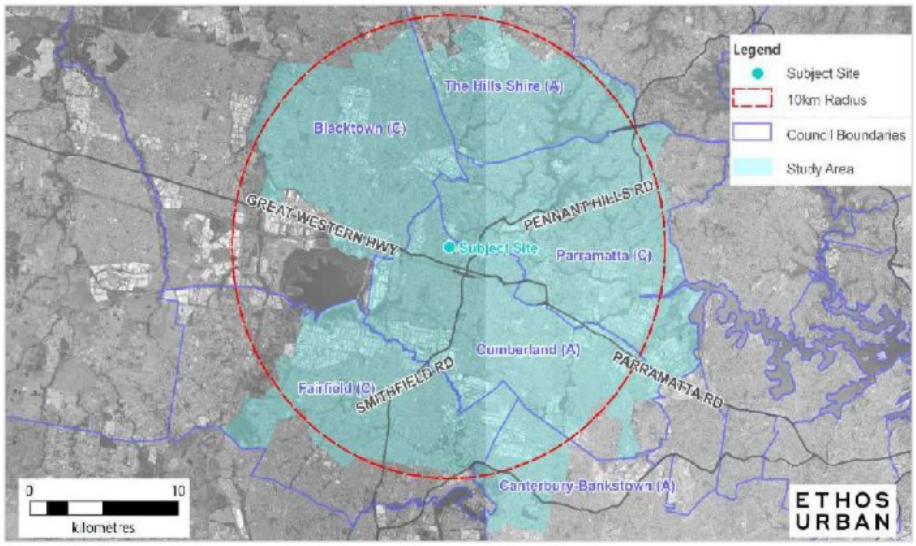


Figure 53: Economic Assessment study area (Source: Ethos Urban)

On the basis of the proposed masterplan prepared for the site, the EA considers the site has the potential to support approximately:

- 1,000 persons within the seniors living (ILUs) and affordable key worker housing units
- 240 persons in the 240-bed RAC facilities
- 290 direct jobs to serivce the residential aged care development (full-time, part-time and casual staff)
- 30 jobs to service the ILUs (full-time and part-time staff).

The key findings outlined in the EA are summarised below.

Additional aged care housing and affordable key worker housing on the site

- significant opportunities exist for aged care and retirement living in the study area, with unmet demand for 4,320 aged care beds and 2,110 retirement living dwellings by 2036
- the net addition of 50 aged care beds and approximately 564 dwellings comprising mostly of retirement living units (as proposed in the proposed masterplan) will help to meet this forecast demand
- opportunity exists for the success of future affordable key worker housing on the site given the tight housing market, strong growth in the healthcare and social services sectors and potential for 290 ongoing aged care jobs on the subject site.

Medical uses on the site

- medical consulting suites that provide flexible spaces for visiting medical and allied health services (e.g. physiotherapy, massage therapy, podiatry and other health and wellness services) are required for retirement living and aged care facilities to be competitive
- medical uses will be supported entirely by the on-site resident population
- as the consulting suites are for visiting practitioners, this will support the viability of nearby medical and allied health businesses, as opposed to creating additional competition.

Food and drink premises on the site

- a café offering at the site would largely be supported by the on-site resident and worker community and would have limited economic impact on nearby town centres.

Capital investment, jobs and expenditure

- construction costs associated with the future redevelopment of the site are estimated to be in the hundreds of millions of dollars, and will support an estimated 1,400 full-time equivalent construction-related jobs and a further 4,300 full-time equivalent indirect jobs supported elsewhere in the wider economy
- the retirement living and aged care facility on the site would generate approximately 320 direct ongoing jobs and a further 290 indirect jobs supported elsewhere in the wider economy
- the subject site, once developed, will add approximately 930 new permanent residents (excluding aged care residents) to the area and approximately 320 workers. A large proportion of the spending of these residents and workers will be directed to centres nearby, including Pendle Hill, Wentworthville and the nearby Bonds Spinning Mills site. With a future café provided at the subject site, attracting only a very small proportion of this spending, the overall impact on the trading performance of nearby centres from the proposed development will be positive.

4.3.3.9 Biodiversity

Eco Logical Australia has prepared a Preliminary Tree Assessment (PTA) (**Appendix N**) and an Ecological Constraints Assessment (ECA) for the site (**Appendix O**). The ECA was informed by a desktop review of the soil landscape mapping, threatened species database searches, previous vegetation mapping and other relevant studies. Both assessments were informed following an inspection of the site.

Preliminary Tree Assessment

The PTA identifies all existing trees on the site and provides an evaluation of their current overall health, condition and life expectancy. Based on this evaluation, a retention value (i.e. high, medium or low) was assigned to each individual tree species.

A total of 149 trees in total were inspected. The PTA provides the following conclusions:

- 33 trees have a high retention value and are recommended to be retained and protected where possible
- 79 trees have a medium retention value and are considered less critical and should be retained where possible, but are not considered a constraint to future development
- 37 trees have a low retention value and their removal is not considered a constraint to future development.

The PTA recommends an arboricultural impact assessment be prepared for any future construction on the site where trees are likely to be impacted. The construction method and design footprint should protect high and medium retention value trees, where possible. These matters will be addressed through future DAs for construction of the development.

Vegetation communities

The ECA has mapped the existing vegetation across the site as comprising:

- planted native vegetation that is native to NSW – approximately 0.67 ha
- remnant Cumberland Plain Woodland (Shale plains woodland) – approximately 0.15 ha

Cumberland Plain Woodland (CPW) is listed as a critically endangered ecological community (CEEC) under the *Biodiversity Conservation Act 2016* (BC Act). The CPW CEEC on the site is found to be in low condition, consisting of approximately 10 remnant trees including *Eucalyptus moluccana* (Grey Box) and *Eucalyptus tereticornis* (Forest Red Gum) species located along the northern site boundary (along Dunmore Street). Due to the trees' size, species and positioning, the ECA finds that they have not been planted and are, therefore, considered to be potential remnant CPW trees.

The ECA states that all the vegetation on the site is highly modified and consist of managed or landscaped gardens and lawn. Exotic species and weeds dominate the understorey and ground cover. In some areas, beneath the canopy of planted trees where conditions are shaded and moist, some native grasses and forbs are present.

Fauna habitat

The ECA finds that fauna habitat across the site to be relatively poor given its highly disturbed nature and lack of connection to any local or regional habitat corridors. The existing trees on the site would provide foraging habitat for common native fauna including birds, arboreal mammals and the threatened Grey-headed Flying-fox species. Scratch marks on the Grey Gum tree species planted along the eastern boundary of the site indicate that arboreal mammals (likely Brush-tailed Possums) are present.

There are two hollow bearing trees within the remnant CPW (shown in Figure 54 below). One occurs within a *Eucalyptus moluccana* located near the site entrance driveway. The hollow is approximately 10 centimetres diameter and located high in the tree. Another tree hollow occurs within a *Eucalyptus tereticornis* located along the northern property boundary. The hollow is approximately 30 centimetres wide and is located 2 metres from the ground. These tree hollows are potential habitat for threatened microbats and will require further assessment to determine their significance at the future DA stages.

Ecological constraints

The ECA has mapped the ecological constraints across the site based on a low, moderate or high constraint category, as described below:

- areas mapped as being a '**high**' ecological constraint include the potential remnant trees associated with the CPW CEEC, including the two hollow bearing trees which are potential habitat for threatened microbat species.
- areas mapped as being a '**moderate**' ecological constraint include areas that provide foraging and roosting habitat for locally common native fauna species (bird, bats and possums) and foraging habitat for the threatened Grey-headed Flying-fox.
- areas mapped as being a '**low**' ecological constraint comprise the majority of the site area and includes the remaining areas of vegetation, generally comprising weeds and exotic species

The ecological constraints across the site are shown in Figure 54.



Figure 54: Ecological constraints (Source: Eco Logical Australia)

The ECA states that, under the BC Act, the removal of more than 0.25 hectares of native vegetation will trigger the Biodiversity Offsets Scheme (BOS). There is approximately 0.67 hectares of planted native vegetation on the site, comprising both CPW CEEC and other planted native vegetation.

A significant proportion of vegetation mapped as being of either 'high' or 'moderate' value in the ECA will be retained as part of the Planning Proposal as it is located on land proposed to be rezoned from residential land use to RE2 Private Recreation. The clearing of any

vegetation from the site will be assessed in detail at the future DA stages to determine whether the BOS is triggered.

The ECA further states that the BOS is triggered when a development is likely to have a significant impact on threatened species, populations or communities. This will also be determined at the future DA stages, which will assess any impacts on the Grey-headed Flying-fox and threatened microbat species should vegetation removal form part of the application. In the event that the BOS is triggered, a Biodiversity Development Assessment Report will be prepared as part of future relevant DAs.

Summary
In summary, the Planning Proposal seeks to retain the existing land use across the site being primarily for seniors living and residential aged care. The Planning Proposal also seeks the inclusion of an RE2 zone within the central portion of the site which will facilitate the ongoing protection of significant vegetation, including areas categorised as having high ecological constraints.

The ecological impacts of any future development activities on the site, including the impact of any future vegetation removal will be assessed as part of future relevant DAs.

Has the Planning Proposal Adequately Addressed Any Social and Economic Effects?

Social and ecomonic impacts are comprehensively addressed in the EA (**Appendix L**) and SIA (**Appendix M**) and are discussed in Section 4.3.3.7 and Section 4.3.3.8, respectivly. A summary of the social and economic impact assessments is provided below.

The SIA finds that:

- the future redevelopment of the site provides housing options and quality services for an older population
- current and future residents will benefit from increased open space and the provision of community facilities
- the site benefits from its proximity and access to local services, infrastructure and amenities in the Pendle Hill local centre.

The SIA acknowledges there is the potential for negative social impacts, primiarily in relation to construction activities during site redevelopment works, changes to the low density local character of Pendle Hill and disruptions to existing residents who may need to be temporarily re-accommdated during the future redevelopment works.

While the Planning Proposal seeks to establish inceased building heights and provide higher residential densities on the site, it is noted that the adjoining Bonds Spinning Mills site was recently rezoned to allow for even greater building heights and higher residential densities. The Planning Proposal and proposed masterplan are consistent with the evolving character of the surrounding area.

In respect to the concerns relating to future construction activities on the site, it is considered that any impacts will be addressed as part of future relevant DAs.

Further, the SIA considers that any negative social impacts that may occur as a result of the Planning Proposal can be mitigated through the implementation of a Phasing Plan, Construction Management Plan and Communication Strategy.

The EA finds that:

- significant opportunities exist for aged care and retirement living in the study area
- opportunity exists for the success of future affordable key worker housing on the site given the tight housing market
- allied health services on the site would be supported by the future on-site population and will also support the viability of nearby medical and allied health businesses, as opposed to creating additional competition
- construction costs associated with the future redevelopment of the site are estimated to be in the hundreds of millions of dollars
- the site is envisaged to support an estimated 1,400 full-time equivalent construction-related jobs and a further 4,300 full-time equivalent indirect jobs supported elsewhere in the wider economy.

4.3.4 Section D: State and Commonwealth interests

Is there Adequate Public Infrastructure for the Planning Proposal?

Future development on the site will make use of existing public infrastructure and services including connections to water, sewerage, electrical and telecommunications infrastructure.

What are the views of State and Commonwealth Public Authorities Consulted in Accordance with the Gateway Determination?

Consultation with DPIE will be initiated once the Planning Proposal has been referred for its review and subsequent issuing of a Gateway determination. Consultation with other State and Commonwealth public authorities will also be carried out at the Gateway determination stage.

4.4 Part 4: Mapping

The Planning Proposal seeks to amend the following maps under the HLEP 2013:

- **Land Zoning Map** (Sheet LZN_004) – amend to rezone the site to R4 High Density Residential and RE2 Private Recreation, as shown in Figure 24
- **Height of Buildings Map** (Sheet HOB_004) – amend to include maximum building height controls of 32 meters (eastern and western extent of the site) and 12.5 metres (southern extent of the site), as shown in Figure 25
- **Floor Space Ratio Map** (Sheet FSR_004) – amend to permit a maximum FSR of 1.5:1 (eastern and western extent of the site) and 0.85:1 (southern extent of the site), as shown in Figure 26
- **Additional Permitted Uses Map** (Sheet APU_004)– amend to permit additional permitted uses on the site, as shown in Figure 27.

4.5 Part 5: Community consultation

Extensive community consultation activities were carried out with residents and the local community in informing the preparation of the SIA. This is discussed in further detail at Section 4.3.3.7.

Further community consultation will take place following a Gateway Determination.

4.6 Part 6: Project timeline

The proposed project timeframe for the completion of the Planning Proposal is dependent on the nature of any additional information that may be required by Council and DPIE, including the need for agency and community consultation.

Fresh Hope Care proposes to work in collaboration with Council, DPIE and other relevant agencies on a proposed project timeline which will include the following key milestones:

- anticipated commencement date (date of the Gateway determination)
- anticipated timeframe for the completion of any additional technical information required to support the Planning Proposal
- the timeframe for government agency consultation (pre- and post-exhibition, as required by the Gateway determination)
- commencement and completion dates for public exhibition period
- the timeframe for consideration of submissions
- the date of submission to DPIE to finalise the LEP
- anticipated date the Relevant Planning Authority will make the plan (if delegated).

5. Conclusion

The Planning Proposal has been prepared in accordance with section 3.33 of the EP&A Act, as well as DPIE's *A Guide to Preparing Local Environmental Plans* (2018) and *A Guide to Preparing Planning Proposals* (2018) and relevant section 9.1 Directions. The Planning Proposal is supported by technical information and investigations to justify the proposed amendments to the HLEP 2013.

The amendments sought as part of the Planning Proposal relate to the site's land use zone, maximum building height and FSR controls. The Planning Proposal also seeks the inclusion of a Schedule 1 amendment to allow additional permitted uses including 'food and drink premises' and 'medical centre' uses in the R4 High Density Residential Zone.

The primary objective of the Planning Proposal is to facilitate higher density development on the site that will continue to be used for seniors housing, as well as affordable key worker housing, allied health services, community facilities and publicly accessible open space. Should the Planning Proposal be supported in its current form, the site is envisaged to provide approximately 650 ILUs and affordable key worker housing units and a 240-bed RAC facility.

The Planning Proposal is accompanied by a letter that outlines the items that Fresh Hope Care may include in a letter of offer to enter into a VPA with Council. Such items may include the provision of affordable key worker housing, the refurbishment of Dunmore House for future community related uses, and a substantial area of publicly accessible open space within the proposed RE2 Private Recreation zone.

The Planning Proposal demonstrates consistency with the aims and objectives set out in the NSW State government's strategic plans including the *Greater Sydney Region Plan* and *Central City District Plan* by providing increased housing diversity for older persons in the Cumberland LGA and by providing affordable key worker housing for very low and low income households.

The Planning Proposal also demonstrates consistency with the goals and objectives set out in the following strategic plans and reports that have been prepared and endorsed by Council:

- *Cumberland 2030: Our Local Strategic Planning Statement*
- *Cumberland Community Strategic Plan 2017-27*
- *Draft Cumberland Local Housing Strategy*
- *Affordable Interim Housing Policy*
- *Cumberland Open Space and Recreation Strategy 2019-2029*
- *Cumberland Community Facilities Strategy 2019-2029*

The Planning Proposal will provide for a logical transition to the adjoining Bonds Spinning Mills site which was recently rezoned to provide for greater building heights and FSR provisions.

Consistent with DPIE's guidelines, there is a convincing strategic justification for the Planning Proposal as it:

- retains the primary land use of the site (residential) while continuing to provide additional and improved housing for seniors, affordable key worker housing, allied health services, community facilities and publicly accessible open space

- supports an increase in the supply of seniors housing and affordable key worker housing in an area that is strategically located with access to public transport services, social infrastructure and goods and services in the Pendle Hill local centre
- will contribute to the housing supply targets for the Cumberland LGA, as set out in the NSW State government's strategic planning framework including the *Greater Sydney Region Plan* and the *Central City District Plan*
- provides an appropriate transition in building height, bulk and scale across the site that provides a suitable response to the surrounding local character and the adjoining Bonds Spinning Mills site
- provides an appropriate transition in building height, bulk and scale to the adjoining low density residential development located to the south of the site
- provides an appropriate response to the existing heritage items, including the refurbishment and adaptive reuse of the heritage listed Dunmore House for community related uses.

The Planning Proposal will also deliver significant public benefits to the local community and the wider Cumberland LGA, including:

- an increase in the supply of seniors housing, residential aged care facilities and affordable key worker housing to meet the forecast demand in the Cumberland LGA
- a significant capital investment from future construction activities associated with the staged redevelopment of the site, estimated to be in the hundreds of millions of dollars
- the creation of a vibrant on-site community with the inclusion of an additional 930 new permanent residents within the ILUs, affordable key worker housing units and the RAC facility
- the potential for approximately 320 ongoing aged care and retirement living jobs on the subject site, with additional jobs generated throughout the wider local economy
- the provision of new allied health services to support the on-site population
- the retention and adaptive reuse of existing heritage buildings on the site, including the potential for Dunmore House to be provided for community related uses
- the provision of landscaped communal open space areas that will be accessible to the general public and maintained by Fresh Hope Care.

The Planning Proposal was subject to a Peer Review undertaken by Architectus who found that the proposed masterplan for the site to be appropriate in response to the site's context. In particular, the Peer Review found the proposed masterplan to be strategically appropriate in response to the building heights and densities proposed on the site, which align with the District Plan and the LSPS. Further, the Planning Proposal provides for excellent open space and through-site links, sensitive and appropriate interfaces to adjoining development, good on-site amenity outcomes and an appropriate level of flexibility in controls to allow delivery of the project through future development applications.

In consideration of the above listed strategic justification and public benefits, it is considered that a compelling case is provided to Council to refer the Planning Proposal (as the Planning Proposal authority) to DPIE for review and subsequent issue of a Gateway determination.

DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 2

Economic Assessment

Appendix L

Economic Assessment prepared by Ethos Urban

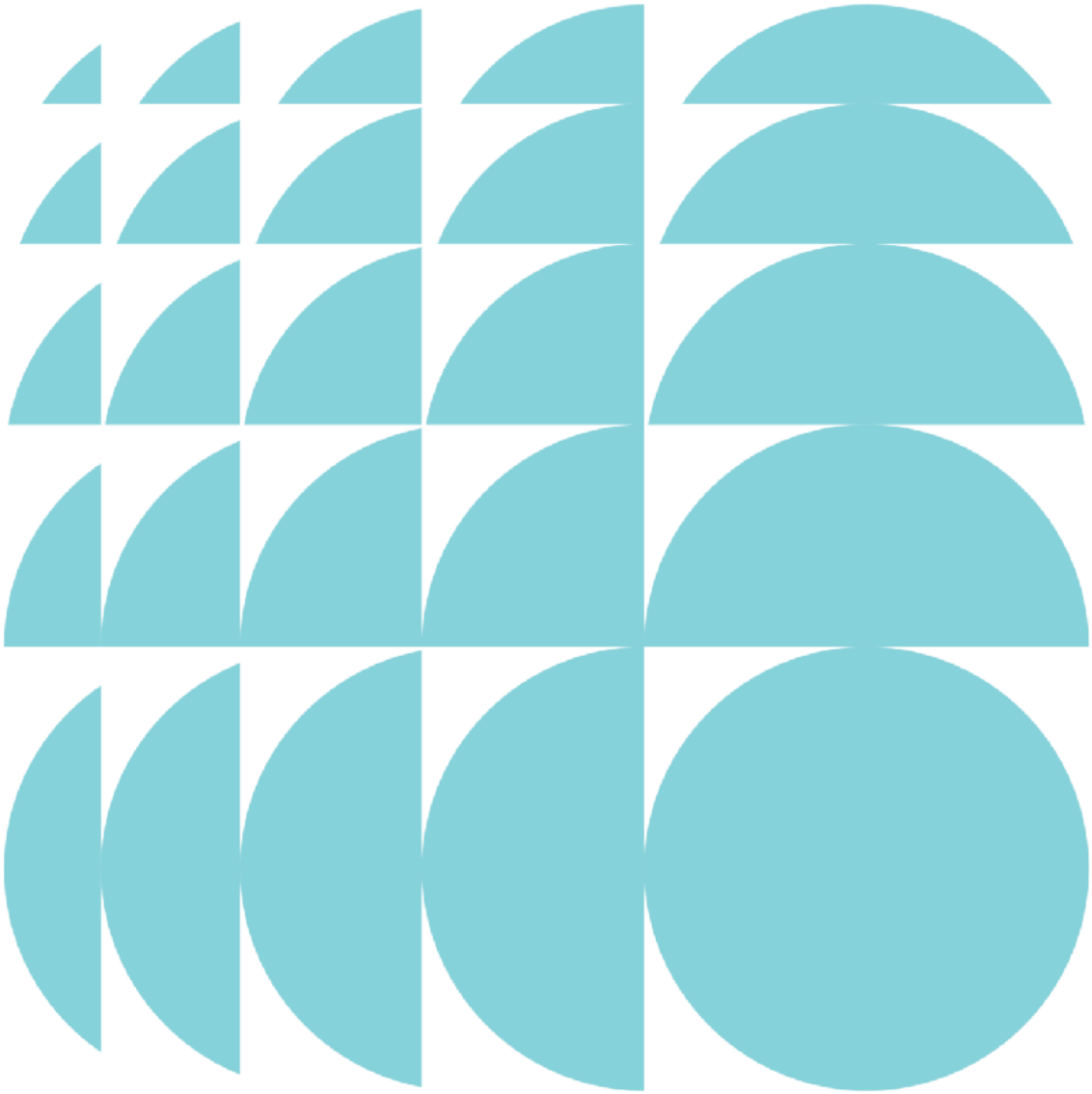
Planning Proposal
Dunmore Street, Pendle Hill | April 2020

ETHOS URBAN

Pendle Hill Seniors Living Economic Assessment

Prepared for Fresh Hope Care

March 2020



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Final report	Rajiv Mahendran	26 February 2020	Nick Brisbane	10 March 2020

Disclaimer

Every effort has been made to ensure the accuracy of the material and the integrity of the analysis presented in this report. However, Ethos Urban Pty Ltd accepts no liability for any actions taken on the basis of report contents.

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Contents

Introduction 1

1 Context Analysis 2

1.1 Subject Site and Local Context 2

1.2 Proposed Redevelopment 4

1.3 Policy Context 4

2 Economic and Demographic Overview 7

2.1 Study Area 7

2.2 Population Trends and Forecasts 7

2.3 Socio-demographic Profile 8

2.4 Residential Building Approvals Trends 10

2.5 Employment and Labour Force Trends 11

2.6 Summary 13

3 Market Assessments 15

3.1 Residential Aged Care 15

3.2 Independent Retirement Living 16

3.3 Other Complementary Uses 18

4 Case Studies 21

4.1 Uniting Care Westmead 21

4.2 Aveo Bella Vista 22

4.3 Shine Birtinya (Stockland) 23

5 Economic Impacts 24

5.1 Investment Attraction and Construction Employment 24

5.2 Ongoing Employment Opportunities 24

5.3 Impacts on Pendle Hill and Wentworthville Town Centres 25

5.4 Summary 26

6 Summary of Main Findings 28

Introduction

Fresh Hope Care (FHC) currently operate a seniors living facility comprising residential aged care and independent retirement village units at Dunmore Street, Pendle Hill (the 'subject site'), and are proposing a redevelopment of the site and a number of adjacent properties owned by FHC along Pendle Way. The redevelopment will include demolition of existing retirement living dwellings and construction of new independent living units, additional residential aged care suites, affordable key worker housing, community facilities and commercial uses including medical consulting suites and a café.

Ethos Urban was engaged by FHC to assess the market potential and the economic implications of the proposed redevelopment.

Objective

To provide an assessment of the market potential for additional seniors living facilities as well as the likely economic impact of affordable key worker housing and commercial uses such as medical consulting suites and a café.

This Report

This report contains the following sections:

Section 1: Context Analysis

Section 2: Economic and Demographic Overview

Section 3: Market Assessments

Section 4: Case Studies

Section 5: Economic Impacts

Section 6: Summary of Main Findings

1 Context Analysis

This Section provides an overview of the subject site, the local context, the proposed development and planning policy relevant to the site and proposed redevelopment.

1.1 Subject Site and Local Context

The 7.3ha subject site is located approximately 300m south of Pendle Hill Station and Pendle Hill town centre, and 4.4km west of the Parramatta CBD. Situated in Cumberland Council, the subject site already supports a 190-bed residential aged care facility, an 86-unit independent retirement living facility, several single residential dwellings and two heritage buildings.

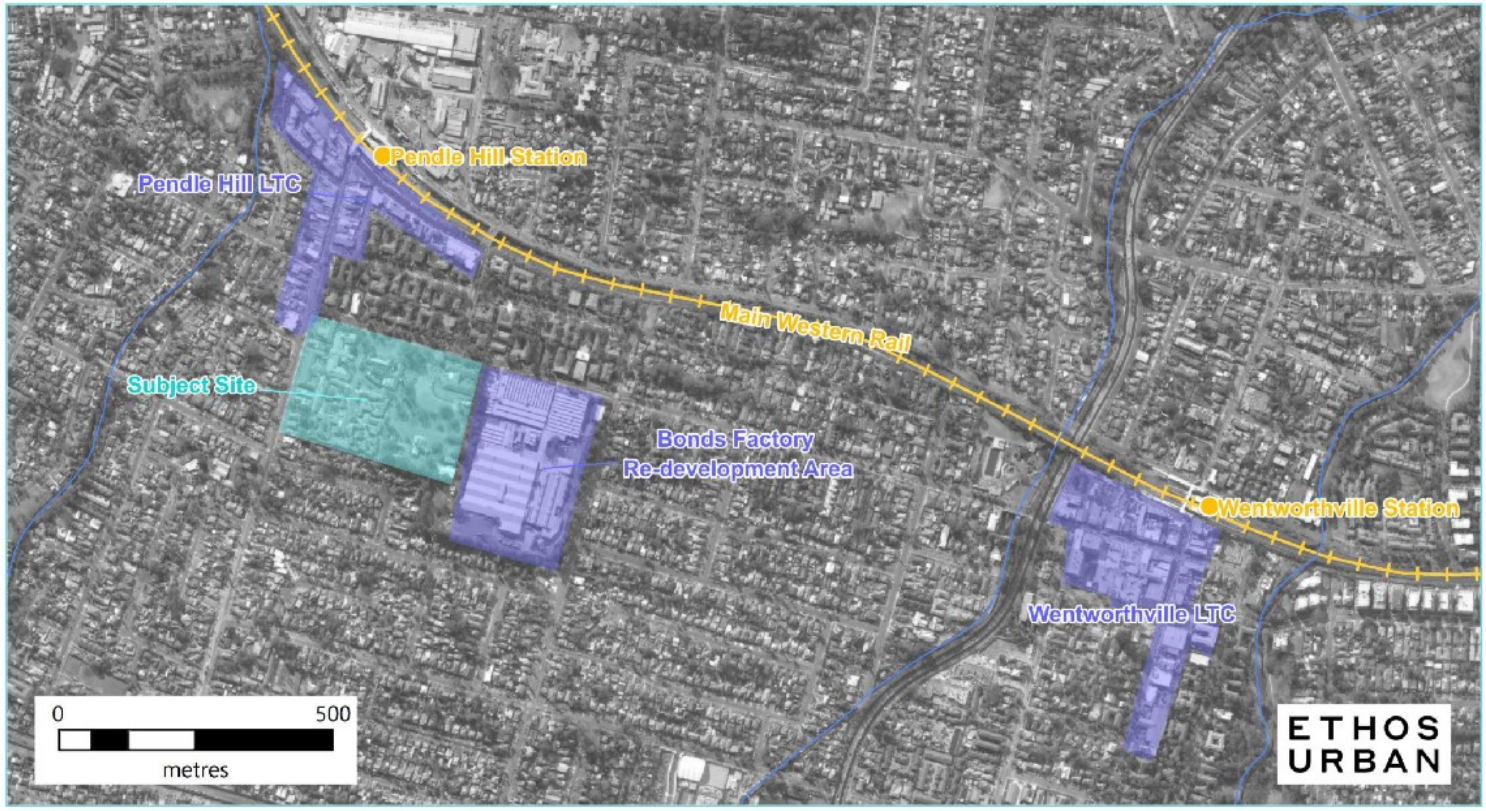
Medium-density housing of two to four-storeys is situated to the north of the subject site along Dunmore Street. To the west is a mix of one to two-storey dwellings while one three-storey apartment building has recently been developed. Traditional one to two-storey residential dwellings occupy land to the south. To the east side of the subject site is a largely unused former Bonds Factory which was rezoned in 2017 for high density and has development approval for 1,600 dwellings, commercial and retail uses. According to Cordell Connect construction is expected to begin in May 2020 and completion in May 2025.

Pendle Hill local town centre is located directly adjacent to the Pendle Hill Train Station, approximately 300m north of the subject site. Anchored by a small Woolworths Metro store, the centre provides a limited array of convenience retailing and take away food services for the surrounding community.

The centre appears to be successfully performing its role as a local centre and benefits from having a train station, being located within a medium-density residential area which is experiencing some infill development, and also being accessible to an employment area located to the immediate north of the train station. Based on ABS Census data for 2016, this employment area accommodates approximately 950 jobs.

Wentworthville town centre is located directly adjacent to the Wentworthville Train Station, approximately 1.2km east of the subject site. The centre offers a wide range of commercial and retail services including a post office, take away foods, medical centre, allied health uses, chemist, etc. The centre appears to be performing relatively well with a low vacancy rate of only 3% of shopfronts.

Figure 1.1 Local context



Source: Ethos Urban

1.2 Proposed Redevelopment

The proposed redevelopment of the subject site is planned to occur in multiple stages. The indicative masterplan yields approximately 650 independent living and affordable key worker housing units and a 240-bed age care facility. In addition, complementary community and commercial services such as medical consulting suites, and a café is proposed to be incorporated into Dunmore House and Ashwood House, respectively.

The proposed redevelopment represents a net increase of 564 units and 50 residential aged care beds.

Figure 1.2 illustrates the proposed masterplan for the proposed redevelopment.

Figure 1.2 Proposed Master Plan



Source: Taylor Brammer Landscape Architects, GMU Urban Design and Architecture, Thomson Adseett Architects, February 2020

1.3 Policy Context

A range of government policies support the growth and development of the local area with projects such as the proposed redevelopment of the Pendle Hill site in line with these strategies. A high-level

summary of the most relevant policies adopted and proposed that would support the redevelopment of the Pendle Hill site are outlined below.

The **Central City District Plan** underpins the Greater Sydney Region Plan, A Metropolis of Three Cities, and is a key component of the vision to boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth.

One of the key objectives of the Plan is to promote and increase liveability stating:

> *Central City District will be the fastest growing District over the next 20 years with demand for an additional 207,500 dwellings. This will be provided through urban renewal, land release and infill development.*
>
> *The focus of growth will be on well-connected walkable places that build on local strengths and deliver quality public places (p8).*

The Central City District Plan outlines future population growth of 550,500 persons over the period to 2036 with the fastest growing age groups being 65-84 years (+96,600 persons, a +95% increase) and 85+ years (+25,500 persons, a +183% increase). This ageing population will require additional accommodation facilities as well as supporting amenities such as those proposed at the Pendle Hill site.

In response to the ageing population, the Plan outlines the following:

> *More diverse housing types and medium density housing, as well as the design of walkable neighbourhoods, will create opportunities for older people to continue living in their community, where being close to family, friends and established health and support networks improves people's wellbeing.*
>
> *Coordinated and additional health, social and aged care services and collaborative responses across government and industry are needed to meet the expected increase in demand for local aged care facilities and respite services, including home care options (with associated visitor parking). This approach will also need to address care for people with specific needs such as those with dementia and the frail aged.*
>
> *The NSW Ageing Strategy 2016–2020, prepared by the NSW Department of Family and Community Services, responds to the opportunities and challenges of the ageing population. This strategy focuses on five priority areas including health and wellbeing, working and retiring, housing choices, getting around and inclusive communities (p28).*

The proposed redevelopment of the Pendle Hill site will assist in promoting additional population growth, housing choice and increased amenity through urban renewal and promoting a walkable, well-connected neighbourhood benefiting from existing access to the transport, infrastructure and services.

The proposed redevelopment of the Pendle Hill site outlines plans to include a provision of affordable key worker housing units targeting key workers, likely to be on-site workers. This provision is also in line with objectives in the Plan to allow opportunities to support housing affordability and diversity measures including "*more compact housing, either on smaller land lots or through a proportion of smaller apartments of innovative design to support moderate-income households and particularly key workers and skilled workers in targeted employment areas such as health and education precincts" (p44).*

The Plan highlights that the Cumberland Council's draft Employment and Innovation Lands Strategy and Land Use Planning Framework outlines the desire to grow in key sectors including allied health, further supporting projects such as the Pendle Hill redevelopment.

The proposed redevelopment of the Pendle Hill site will help to serve the ageing community and will assist in meeting the objectives outlined the Central City District Plan.

The **Cumberland 2030: Our Local Strategic Planning Statement Draft** highlights plans for the region's economic, social and environmental land use needs over the next 10 years.

The population within the Cumberland municipality is projected to grow from around 225,700 in 2016 to over 300,000 by 2036. This population is estimated to require almost 30,000 additional dwellings over this period.

Key planning priorities in the Housing and Community and Economy, Employment and Centres categories have been outlined that align to the redevelopment of the Pendle Hill site including:

> *5. Delivering housing diversity to suit changing needs*
>
> *6. Delivering affordable housing suitable for the needs of all people at various stages in their lives*
>
> *9. Providing high quality, fit-for-purpose community and social infrastructure in line with growth and changing requirements*
>
> *11. Promoting access to local jobs, education opportunities and care services (p30)*

The Statement also specifically outlines a key action being *"Development focused on housing diversity around centres and transit node/rail stations – 800 m walking catchment" (p35).* The proposed redevelopment is consistent with this action being some 300 metres from the Pendle Hill Train Station.

The Statement also outlines a hierarchy of centres within the municipality; with Pendle Hill identified as a 'local centre' - providing services and facilities to meet the needs of the local community. The nearby Wentworthville centre is designated as a higher 'principal local centre' (along with Auburn, Granville and Lidcombe) - providing services and facilities to meet the needs of the broader local community.

The proposed redevelopment of the Pendle Hill site would be consistent with the centre hierarchy, whereby additional facilities and services planned to be provided at the site will primarily focus on serving the immediate population within the site itself, and will not impact on remaining facilities within the Pendle Hill local centre. As a result, any impact would be even more limited on the principal local centre at Wentworthville, which will continue to serve the broader community (this will be discussed in more detail in Section 5).

Taking the above into account, the proposed redevelopment of the Pendle Hill site is well supported by the existing and proposed government policies and strategic framework.

2 Economic and Demographic Overview

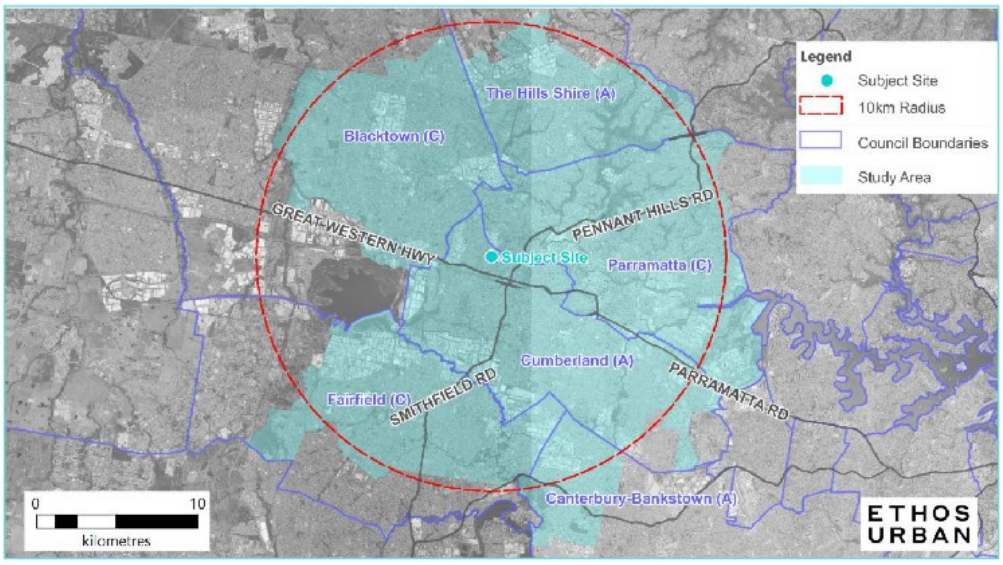
This Section provides an overview of the economic and demographic trends within the surrounding area relevant to the proposed redevelopment including population, demographics, residential development and employment trends.

2.1 Study Area

In suburban settings, retirement living and aged care developments are largely (60% to 70%) occupied by people that have been living within 10km of the site. As such, to understand the market opportunity and economic implications of the proposed redevelopment, a Study Area representing a 10km radius of the subject site has been identified for the purpose of providing an overview of relevant trends.

As shown in Figure 2.1, the Study Area extends to Kellyville in the north, Ermington in the east, Eastern Creek in the west and Cabramatta in the south. This includes parts of the Blacktown, Hills Shire, Cumberland, Parramatta, Canterbury-Bankstown and Fairfield council areas.

Figure 2.1 Study Area



Source: Ethos Urban

2.2 Population Trends and Forecasts

Benchmarks for independent retirement living are based on persons aged 65 years or older, while for aged care benchmarks are based on persons aged 70 years or older. The following historical and forecast population focuses on these age cohorts and compares them to the overall population in the Study Area.

The Study Area retirement living population (i.e. aged 65 years or over) increased by +3.1% per year over the 2014 to 2018 period, compared with the aged care population at +3.7% per year and the overall population at +2.1% per year. The recent rate of population growth for the total Study Area population is higher compared to the average for Greater Sydney over the same period of 2.0% per

year. The stronger rates of population in the older age cohorts reflects a continued ageing of the population which will support demand for independent retirement living and aged care facilities.

The official demographer of NSW (NSW Department of Planning and Environment) has forecast strong growth in both the retirement living and aged care population to 2036, with forecast growth of an additional 4,620 retirement living and 3,870 aged care persons per year between 2018 and 2036. These trends are outlined in Table 2.1.

Table 2.1 Study Area Historical and Forecast Population, 2014 – 2036

	2014	2018	2021	2026	2031	2036
Population						
Aged 65 and over	96,710	109,340	122,560	146,150	169,680	192,410
Aged 70 and over	64,710	74,830	85,780	104,170	124,850	144,440
Total population	802,160	870,260	929,220	1,015,040	1,100,220	1,184,090
Average annual growth (No.)						
Aged 65 and over		3,160	4,410	4,720	4,710	4,550
Aged 70 and over		2,530	3,650	3,680	4,140	3,920
Total population		17,030	19,650	17,160	17,040	16,770
Average annual growth (%)						
Aged 65 and over		3.1%	3.9%	3.6%	3.0%	2.5%
Aged 70 and over		3.7%	4.7%	4.0%	3.7%	3.0%
Total population		2.1%	2.2%	1.8%	1.6%	1.5%

Source: Australian Bureau of Statistics (Cat No 3218.0.), Department of Planning and Environment, *Population Projections*, 2018

Note: Figures have been rounded

2.3 Socio-demographic Profile

The socio-economic profile for the Study Area is summarised in Table 2.2 and compared to the Greater Sydney area. The main points are as follows:

- Median household incomes in Study Area ($30,750) is significantly lower than the Greater Sydney average (-17.9%).
- Residents born in Australia make up 50.2% of the Study Area population, around 11.7%-points lower than Greater Sydney indicating a diverse resident population.
- Dwelling occupancy of 94.1% is higher than Greater Sydney (92.3%) and reflects a relatively tight housing market with strong demand drivers and limited supply.
- High representation of family households (78.8%) compared to the Greater Sydney average (73.7%).

Table 2.2: Study Area Socio-demographic Profile, 2016

Category	Study Area	Greater Sydney
Income		
Median individual income (annual)	$30,750	$37,460
Variation from Greater Sydney median	-17.9%	na
% of persons (15 years or older) earning $1,000pw or more	30.3%	37.3%
Median household income (annual)	$82,730	$92,200
Variation from Greater Sydney median	-10.3%	na
% of Households earning $2,500pw or more	26.1%	31.8%
Age Structure		
Median Age (years)	34.0	36.4
Country of Birth		
Australia	50.2%	61.9%
Other Major English-Speaking Countries	3.9%	7.6%
Other Overseas Born	46.0%	30.5%
% speak English only at home	*41.7%*	*62.0%*
Household Composition		
Couple family with no children	20.7%	23.8%
Couple family with children	44.1%	37.5%
Couple family - Total	64.9%	61.3%
One parent family	12.4%	11.1%
Other families	1.5%	1.3%
Family Households - Total	78.8%	73.7%
Lone person household	17.8%	21.7%
Group Household	3.4%	4.6%
Dwelling Structure (Occupied Private Dwellings)		
Separate house	63.5%	57.2%
Semi-detached, row or terrace house, townhouse etc.	14.7%	14.0%
Flat, unit or apartment	21.5%	28.2%
Other dwelling	0.4%	0.5%
Occupancy rate	*94.1%*	*92.3%*
Average household size	3.1	2.8
Tenure Type (Occupied Private Dwellings)		
Owned outright	28.4%	30.0%
Owned with a mortgage	34.1%	34.2%
Rented	37.0%	35.1%
Other tenure type	0.6%	0.7%
Housing Costs		
Median monthly mortgage repayment	$2,130	$2,240
Variation from Greater Sydney median	-4.9%	0.0%
Median mortgage as a share of median household income	30.9%	29.2%
Median weekly rents	$410	$450
Variation from Greater Sydney median	-8.9%	0.0%

Source: Australian Bureau of Statistics, Census of Population and Housing 2016

The ethnic profile of a region can have an influence on the demand for independent retirement living. Analysis of ABS 2016 Census shows that older people born in selected regions such as North-Western Europe or Oceania have a greater propensity to live in retirement living accommodation than older persons born in other regions such as North Africa, Southern and Eastern Europe or Asia. Table 2.3 shows the propensity for older persons to live in retirement living accommodation by country of birth.

In 2016, the Study Area contained a low proportion (48.7%) of residents aged 65 years or over born in regions where there is a high propensity to live in retirement living accommodation. Conversely, the Study Area has a high proportion of older residents born in regions where there is a relatively low share of residents living in retirement living accommodation. These regions include South-East Asia, North Africa and the Middle East.

While the country of birth may reflect a low propensity for Study Area residents to live in retirement living accommodation, demand for such accommodation is also driven by the overall scale of growth in the number of older persons within the Study Area. As shown in Section 2.2, the number of persons aged 65 years or over in the Study Area is currently estimated at approximately 110,000 persons and is forecast to increase by approximately 80,000 persons over the next 18 years – a proportion of which will choose to live in retirement living accommodation.

Table 2.3: Place of Birth of Study Area Residents Aged 65 and Over, 2016

Region	Retirement living penetration rate (Australia)	Study Area	Greater Sydney
North-West Europe	7.3%	8.1%	11.5%
Oceania and Antarctica	5.7%	39.5%	52.8%
Sub-Saharan Africa	5.3%	1.0%	1.3%
Sub-total	***6.0%***	***48.7%***	***65.6%***
Americas	3.1%	2.7%	2.0%
Southern and Central Asia	2.6%	4.7%	2.2%
South-East Asia	1.3%	9.2%	5.0%
North Africa and the Middle East	1.0%	10.2%	4.9%
North-East Asia	1.0%	8.5%	6.1%
Southern and Eastern Europe	1.2%	16.0%	14.2%
Sub-total	***1.4%***	***51.3%***	***34.4%***
Total	**5.1%**	**100.0%**	**100.0%**

Source: Australian Bureau of Statistics, Census of Population and Housing, 2016

2.4 Residential Building Approvals Trends

There is a clear demand and market acceptance for higher density residential living in the Study Area. In 2019 year to August, 59.8% of new building approvals were for flats/apartments with four or more storeys compared to 13.4% for semi-detached/townhouse products with two or more storeys in 2019 year to August and 23.3% for separate houses. Recent trends in the share of new dwelling building approvals are shown in Table 2.4.

Table 2.4 Study Area New Dwelling Building Approvals, 2015 – 2019 (year to August)

Dwelling Type	2015	2016	2017	2018	2019 YT August
Houses	21.2%	22.8%	23.6%	24.1%	23.3%
Semi-detached/ townhouses - One storey	2.2%	2.1%	5.0%	3.0%	3.0%
Semi-detached/ townhouses - Two or more storeys	10.5%	12.1%	12.8%	11.7%	13.4%
Flats/apartments - One to two storeys	1.5%	0.7%	0.6%	0.2%	0.0%
Flats/apartments - Three storeys	2.4%	1.8%	2.0%	2.1%	0.5%
Flats/apartments - Four or more storeys	62.2%	60.5%	56.1%	58.8%	59.8%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Source: Australian Bureau of Statistics, Building Approvals (Cat. No.8731.0)

2.5 Employment and Labour Force Trends

Employment within the Study Area has experienced strong growth over the period 2011 to 2016, with 117,760 jobs added or growth of 60.9% over the 5-year period. The main industries contributing to this growth were the health care and social assistance services (+26,150 jobs), public administration and safety (+15,720 jobs), construction (+14,390 jobs) and financial and insurance services (+10,380 jobs).

Growth in the labour force was more moderate over the period, with an additional +69,610 workers or growth of 28.8% between 2011 and 2016. The health care and social assistance services (+12,870 employed persons), construction (+10,410) and professional, scientific and technical services (+9,600) industries were the largest contributors to growth.

Both the workforce and labour force experienced significant declines in the manufacturing and wholesale trade industries over the period.

Table 2.5 Study Area Employment Trends (Workforce), 2011 - 2016

Industry	2011	2016	Change, 2011 - 2016	
	% Share	*% Share*	*No.*	*% Growth*
Primary Sector				
Agriculture, Forestry and Fishing	0.2%	0.2%	350	116.7%
Mining	0.1%	0.1%	330	300.0%
Sub-Total	***0.2%***	***0.4%***	***680***	***165.9%***
Secondary Sector				
Manufacturing	20.0%	12.0%	-1,320	-3.4%
Construction	7.2%	9.1%	14,390	103.7%
Sub-Total	***27.2%***	***21.1%***	***13,070***	***24.8%***
Tertiary Sector				
Producer Services				
Electricity, Gas, Water and Waste Services	1.3%	1.2%	1310	54.1%
Transport, Postal and Warehousing	7.0%	6.0%	4,950	36.4%
Information Media and Telecommunications	1.0%	1.1%	1,360	69.7%
Financial and Insurance Services	3.8%	5.7%	10,380	142.6%
Rental, Hiring and Real Estate Services	1.4%	1.7%	2,420	89.0%
Wholesale Trade	9.9%	5.9%	-830	-4.3%
Sub-Total	***24.4%***	***21.5%***	***19,590***	***41.5%***
Consumer Services				
Retail Trade	11.9%	11.0%	11,030	47.9%
Accommodation and Food Services	4.7%	5.3%	7,430	81.9%
Arts and Recreation Services	1.4%	1.4%	1,610	58.5%
Administrative and Support Services	2.4%	3.3%	5,670	123.5%
Professional, Scientific and Technical Services	5.9%	6.3%	8,110	71.3%
Public Administration and Safety	4.7%	7.9%	15,720	174.7%
Education and Training	7.8%	7.6%	8,700	57.9%
Health Care and Social Assistance	9.5%	14.3%	26,150	143.1%
Sub-Total	***48.2%***	***57.1%***	***84,420***	***90.6%***
Sub-Total Tertiary Sector	***72.6%***	***78.5%***	***104,010***	***74.1%***
Total	**193,300**	**311,060**	**117,760**	**60.9**

Source: Australian Bureau of Statistics, *Census of Population and Housing*, 2011 - 2016

Table 2.6 Study Area Employment Trends (Labour Force), 2011 - 2016

Industry	2011	2016	Change, 2011 - 2016	
	% Share	*% Share*	*No.*	*% Growth*
Primary Sector				
Agriculture, Forestry and Fishing	0.3%	0.3%	310	50.8%
Mining	0.1%	0.1%	180	75.0%
Sub-Total	***0.4%***	***0.4%***	***490***	***57.6%***
Secondary Sector				
Manufacturing	12.5%	8.3%	-4,430	-14.6%
Construction	8.2%	9.7%	10,410	52.4%
Sub-Total	***20.7%***	***18.0%***	***5,980***	***11.9%***
Tertiary Sector				
Producer Services				
Electricity, Gas, Water and Waste Services	1.1%	0.9%	220	8.6%
Transport, Postal and Warehousing	6.6%	6.4%	3,930	24.7%
Information Media and Telecommunications	2.4%	2.5%	1,800	30.4%
Financial and Insurance Services	6.4%	6.7%	5,200	33.3%
Rental, Hiring and Real Estate Services	1.4%	1.6%	1,620	46.3%
Wholesale Trade	6.7%	4.7%	-1,450	-9.0%
Sub-Total	***24.7%***	***22.8%***	***11,320***	***19.0%***
Consumer Services				
Retail Trade	11.4%	11.1%	6,820	24.6%
Accommodation and Food Services	5.8%	6.9%	7,260	51.5%
Arts and Recreation Services	1.2%	1.3%	1,130	38.0%
Administrative and Support Services	3.5%	4.0%	3,850	45.0%
Professional, Scientific and Technical Services	7.4%	8.8%	9,600	53.6%
Public Administration and Safety	6.0%	5.8%	3,530	24.3%
Education and Training	7.0%	7.6%	6,760	40.1%
Health Care and Social Assistance	11.9%	13.4%	12,870	44.8%
Sub-Total	***54.3%***	***58.8%***	***51,820***	***39.5%***
Sub-Total Tertiary Sector	***78.9%***	***81.6%***	***63,140***	***33.1%***
Total	**241,980**	**311,590**	**69,610**	**28.8%**

Source: Australian Bureau of Statistics, *Census of Population and Housing*, 2011 - 2016

2.6 Summary

Historical population growth in residents aged 65 years and older has been strong at 3.1% per year between 2014 and 2018, and is forecast to grow by 3.2% per year to 2036, adding 83,070 residents aged 65 years and older to the Study Area. This will contribute to demand for independent retirement living and aged care facilities.

The Study Area has an above average proportion of overseas born residents (49.8%), family households (78.8%) and below lower median personal incomes ($30,750) compared to Greater Sydney benchmarks.

There is a clear preference for higher density dwelling types in the Study Area, with 59.8% of new building approvals for flats/apartments with four or more storeys, and 13.4% for semi-detached/townhouse products with two or more storeys in 2019 year to August.

Employment growth in the Study Area's workforce and labour force was led by the health care and social assistance industry, which added +26,150 jobs and +12,870 workers to the area respectively, between 2011 and 2016.

3 Market Assessments

This Section provides market and demand assessment for the various components of the redevelopment including aged care, retirement living and complementary commercial uses.

3.1 Residential Aged Care

Section 2.2 outlined the strong growth in the aged care population (population aged 70 years and over) over the 18 years to 2036. The Department of Health has indicated that the target benchmark provision rate of residential aged care services is 78 beds per 1,000 residents over the age of 70.

Demand for residential aged care beds in the Study Area was 6,110 beds in 2019 and is expected to grow at an average annual rate 300 beds per year to approximately 11,270 beds by 2036. As at June 2019 and according to Department of Health data, 6,405 residential aged care beds existed in the Study Area. An additional 550 beds (not including Fresh Hope Care's redevelopment) across five projects are under construction or have development approval to 2025, according to Cordell Connect. Assuming all projects with development approval are delivered, the Study Area will be undersupplied by 40 beds by 2021 and by 2036 will be undersupplied by 4,320 beds. These projections are outlined in Table 3.1.

A further six projects with an estimated yield of 680 beds have development applications submitted, it is uncertain whether these projects will be delivered and have been excluded from the analysis in Table 3.1. However, even assuming these projects are delivered in-line with their current yield estimates addition demand for aged care beds will be approximately 3,640 beds by 2036.

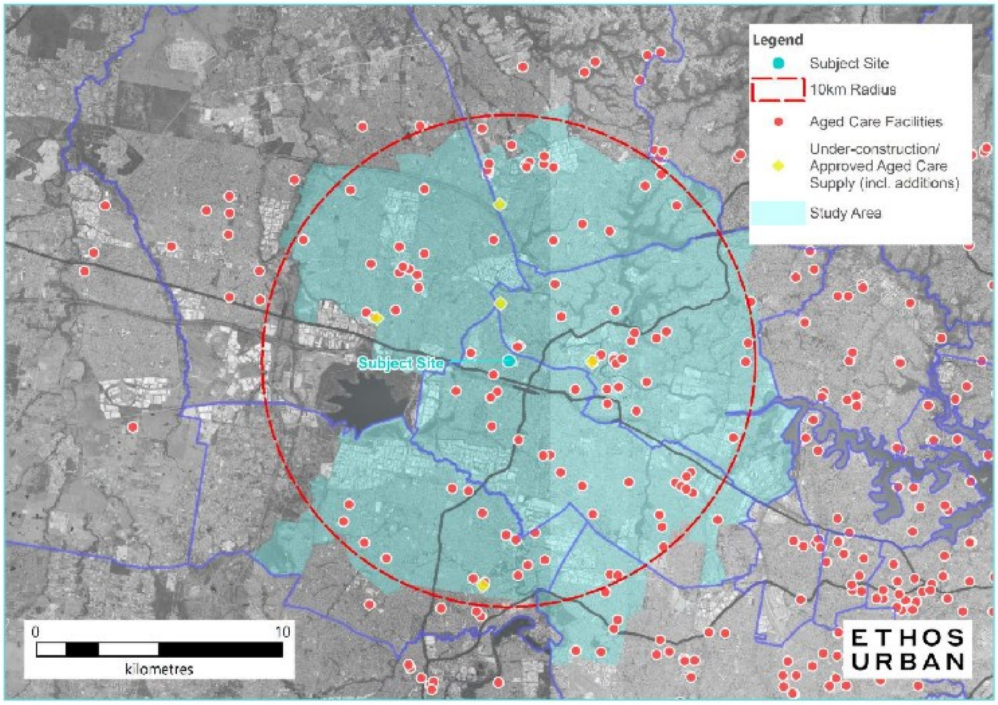
The indicative master plan for Fresh Hope Care's proposed redevelopment will deliver an additional 50 residential aged care beds; these additional beds will help to service the increasing demand for aged care services in the Study Area.

Table 3.1 Aged Care Demand and Supply Forecast, 2019 - 2036

	2019	2021	2026	2031	2036
Residents aged 70 and over	78,320	85,780	104,170	124,850	144,440
Aged care requirement per 1,000 people 70 and over	78	78	78	78	78
Study Area demand	6,110	6,690	8,130	9,740	11,270
Available residential beds	6,405	6,654	6,954	6,954	6,954
Net demand	***-295***	***40***	***1,180***	***2,790***	***4,320***

Source: NSW Department of Plannning and Environment, *Population Projections* 2018; Department of Health, *Aged Care Service List*, 2019, Cordell Connect

Figure 3.1 Aged Care Supply, as at June 2019



Source: Department of Health, *Aged Care Service List*, 2019; Cordell Connect

3.2 Independent Retirement Living

The proposed redevelopment will result in a net increase of 564 dwellings, mostly comprising of independent living units. The subject site is well suited to this form of development having regard to a number of key features typically desired by retirement living residents including the public transport (Pendle Hill train station) and local convenience retailing (Pendle Hill local centre, future retailing at the Bonds site) both within easy walking distance from the subject site. A range of higher-order health facilities, including hospitals, are also located nearby in Parramatta and Westmead. Furthermore, the market has illustrated a strong acceptance for medium and higher-density dwellings as evidenced by the majority of new dwelling building approvals being for dwellings of four or more storeys (refer Section 2.4).

In 2016, the Study Area had a retirement living penetration rate of 2.6%, that is 2.6% of residents aged 65 years and older living in retirement living accommodation, which is below the national average of approximately 5.0%.

Furthermore, the Study Area has a high proportion of older residents born overseas, particularly from China, India, and South East Asia all of which have a relatively low propensity to live in retirement living accommodation.

Another factor contributing to the relatively low penetration rate is the limited number of sites available for 'traditional' retirement living development in the Study Area compared to outer suburban areas. In the past, the retirement living industry has largely preferred single-storey development, which requires significant areas of land. However, this has changed in recent years with the industry now developing more 'vertical' developments. The Property Council of Australia Retirement Village Census for 2018 indicated that 13% of new retirement living developments were 'vertical' and a

further 16% were a combination of vertical and single-storey developments. This compared to 9% of new developments in 2017 being vertical and 6% being a combination of vertical and single storey.

Having regard for the cultural influences in the Study Area, it may be unreasonable to expect the market penetration of retirement living in the Study Area to increase to the national average of approximately 5%. However, it would be reasonable to assume that the penetration rate of retirement living in the Study Area will increase with the increased market acceptance of medium and higher-density (or vertical) retirement living facilities.

An analysis of the potential demand for retirement living in the Study Area is shown in Table 3.2 and assumes a market penetration of 3.9%, which represents the mid-point between the estimated market penetration in 2016 in the Study Area and the national average.

With a retirement living population of 109,340 persons aged 65 years or over in 2018, demand for retirement living in the Study Area is estimated at approximately 3,010 dwellings. This assumes an average household size of 1.4 persons per retirement living dwelling. Based on the population forecasts presented in Section 2.2 and the above assumptions, demand for retirement living dwellings is forecast to increase to approximately 4,660 dwellings by 2031.

The Study Area had an estimated supply of approximately 2,440 retirement living dwellings in 2018 and a further 740 retirement living dwellings are under-construction or have development approval (excluding the proposed redevelopment). On this basis, an undersupply of approximately 640 retirement living dwellings will exist in the Study Area by 2021. Fresh Hope Care's proposed re-development will provide an additional 564 dwellings comprising mostly of independent living units that offer an opportunity to meet a share of this forecast demand.

A further two projects have submitted development applications with a total estimated yield of 640 retirement living dwellings. There is a level of uncertainty as to whether these projects will be delivered, however, even assuming they are delivered there would still be unmet demand for 200 dwellings by 2026 and 840 dwellings in 2031.

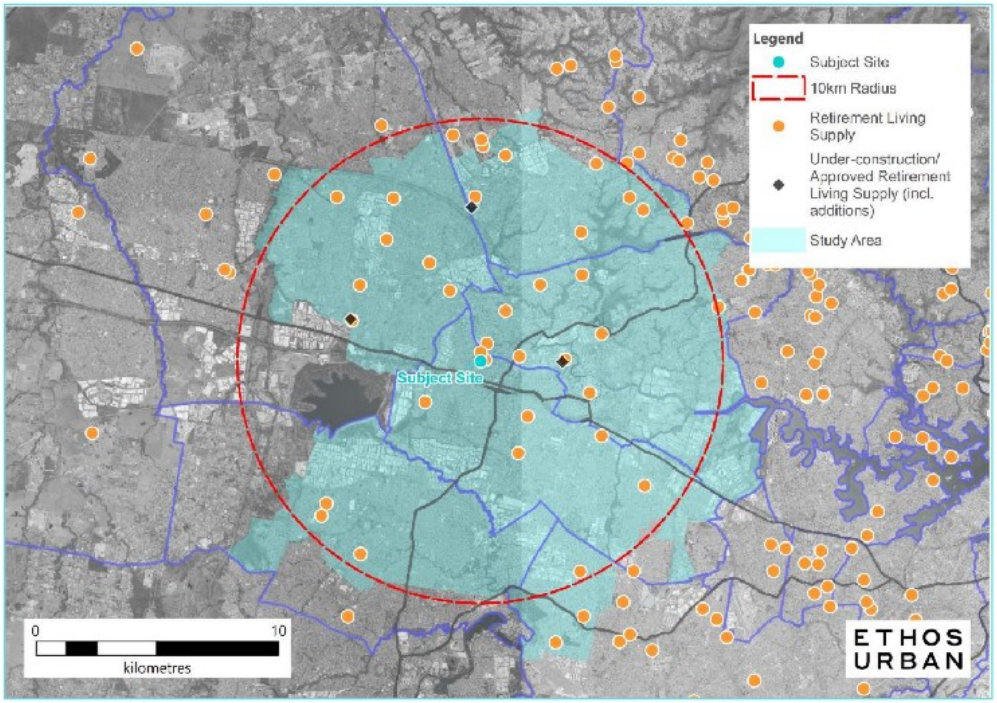
It should be noted that this analysis assumes a relatively low market penetration rate of 3.9% compared to the national average of approximately 5%.

Table 3.2: Retirement Living Demand and Supply Forecast, 2018 - 2036

	2018	2021	2026	2031	2036
Aged 65 and over	109,340	122,560	146,150	169,680	192,410
Assumed penetration rate	3.9%	3.9%	3.9%	3.9%	3.9%
Retirement living demand (persons)	4,210	4,720	5,630	6,530	7,410
Household size	1.4	1.4	1.4	1.4	1.4
Retirement living demand (dwellings)	3,010	3,370	4,020	4,660	5,290
Supply	2,440	2,732	3,181	3,181	3,181
Net demand	***570***	***640***	***840***	***1,480***	***2,110***

Source: NSW Department of Plannning and Environment, *Population Projections* 2018, Ethos Urban, Cordell Connect

Figure 3.2 Study Area Retirement Living Supply, as at 2018



Source: Ethos Urban; MapInfo; Cordell Connect

3.3 Other Complementary Uses

Affordable Key Worker Housing

Since 2006, some inner and middle ring subregions of metropolitan Sydney have experienced a net loss of key workers, meaning that more key workers left the subregion than moved in according to the *Key Worker Housing Affordability in Sydney* report prepared by the University of Sydney in 2018.

With median mortgage repayments and rents largely in-line with the Greater Sydney median and a tight housing market at 94.3% occupancy (refer to Table 2.2), the affordable key worker housing component of the proposed redevelopment will provide a secure housing alternative for key workers that will be supported at the subject site.

Furthermore, the health care and social assistance industry has accounted for both the highest growth in the number of jobs and employed residents in the Study Area in recent years (refer Section 2.5). Providing affordable key worker housing to accommodate health and related professionals will continue to be a key challenge for the broader area. The proposed development of affordable key worker housing at the subject site provides an opportunity to meet this need in a location that is well serviced by public transport and close to a large number of health-related jobs.

Retail (café) Assessment

The Study Area has an average per capita food catering expenditure of approximately $1,790 per year in 2019 based on MarketInfo, which is a micro-simulation model which estimates per capita retail spending at a small area level based on a variety of official data sources. MarketInfo is commonly used in the field of retail-economics.

Accounting for the development of 650 dwellings, comprising mostly of retirement living units, it is assumed approximately 1,000 permanent residents will live at the Subject Site once the proposed redevelopment is completed (excluding aged care residents). These residents will spend approximately $1.8 million a year on food catering.

The market share of this resident spending on food catering which could be captured by a café at the subject site would depend on a large variety of factors including the quality of the operator, its opening hours, the extent to which it caters to the desires of its customers, marketing, etc. The proposed location within a heritage building, specifically Ashwood House, would provide an attractive setting for a café.

Assuming a café could capture a market share of 20% of food catering spending of residents, this equates to approximately $360,000 in sales from residents on the subject site, or approximately a dollar a day. This level of market share is considered achievable.

In addition, a café at the subject site would also attract sales from residents, visitors and workers at the aged care facility, plus sales from residents in the immediate surrounding area. Assuming 20% of café sales were from these sources, total estimated sales at the café would be in the order of $450,000 a year. This is considered a viable level of sales for a café at this location.

Importantly, more than 80% of sales would be sourced from within the proposed development at the subject site, meaning the development of a café would not have an impact on the viability of nearby centres including Pendle Hill, the Bonds site and Wentworthville.

Medical and Healthcare

To maintain competitiveness, the inclusion of space for visiting allied healthcare services at the proposed redevelopment is critical. This is a common feature of many retirement living and aged care developments throughout Australia as evidenced by the case studies outlined in Section 4. Many of the approved retirement living developments in the region also include such facilities (e.g. St Hedwig Village, Blacktown and Aveo Norwest/Bella Vista, Bella Vista).

The facilities will consist of small, flexible space capable of accommodating visiting medical and healthcare practitioners, many of whom are likely to operate in the nearby region thereby supporting viability of local medical and healthcare businesses. Complementary allied health services such as pathology, massage therapy, physiotherapy and other health and wellness facilities will also use the space.

While the proposed medial consulting suites will not affect nearby facilities, there are five medical centres and three dental clinics in the Pendle Hill and Wentworthville Local Town Centres. One of these medical centres offers five allied health services (ultrasound, podiatry, physiotherapy, cardiology and dietary); however, residents living on-site with limited mobility will not be able to access these services, further underpinning the need for medical consulting suites on site. Existing facilities in the surrounding area are largely small businesses with two to three GPs.

Conclusions

There are significant opportunities for aged care and retirement living in the Study Area, with unmet demand of 4,320 residential aged care beds and 2,110 retirement living dwellings to 2036. The proposed redevelopment's net addition of 50 aged care beds and 564 dwellings, comprising of mostly retirement living units, will help to meet a share of this forecast demand.

A tight housing market, strong growth in the healthcare and social services, public administration and safety industries, and 190 ongoing direct-care jobs (outlined in Section 5.3) supported onsite indicate a strong opportunity for affordable key worker housing at the subject site.

Potential exists for a café at this subject site. The success of the café will largely rely on the quality of the operator; however, preliminary sales analyse indicates potential for a café to achieve sales in the order of $450,000 a year. The majority of these sales will be derived from residents, workers and visitors to the subject site.

Medical consulting suites are a standard requirement to be competitive in the retirement living and aged care industry, such facilities focus on servicing the needs of the aged care and retirement living residents on site, ensuring residents receive the level of care they need while also providing a level of flexibility for doctors and allied health professionals.

4 Case Studies

4.1 Uniting Care Westmead

Table 4.1 Uniting Care Westmead

Facility name	Uniting Care Westmead
Suburb	Westmead
Status	Under construction (estimated to be completed late 2020)
Number of ILUs	217
Number of residential care places	114
Onsite facilities	Consulting rooms for health professionals, centre for healthy ageing, club room, library and café.
Notes	Residents move in Sept 2020

Source: Ethos Urban Research





Source: NearMaps, Uniting Care

4.2 Aveo Bella Vista

Table 4.2 Aveo Bella Vista

Facility name	Aveo Bella Vista
Suburb	Bella Vista
Status	Construction ongoing (Staged over the next 5 to 6 years)
Number of ILUs	446
Number of residential care places	144
Onsite facilities	Resident bistro and bar, health and wellness suite including physiotherapy and remedial massage
Notes	First stage (64 villas) completed

Source: Ethos Urban Research





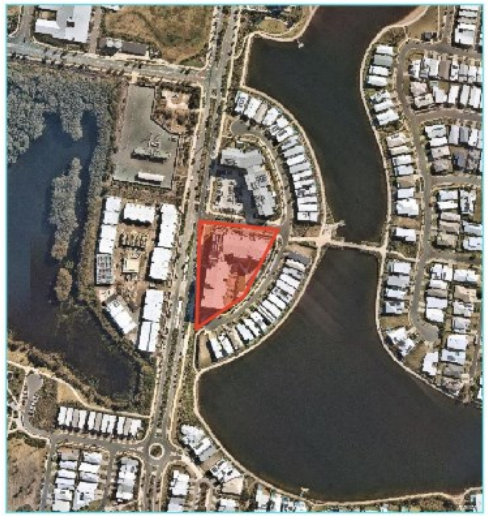
Source: NearMaps, Aveo

4.3 Shine Birtinya (Stockland)

Table 4.3 Shine Birtinya

Facility name	Shine Birtinya
Suburb	Birtinya
Status	Completed
Number of ILUs	140
Number of residential places	-
Onsite facilities	Wellness centre, medical consulting room, resident bar
Notes	-

Source: Ethos Urban Research





Source: NearMaps,Stockland

5 Economic Impacts

This Section provides an overview of the potential economic impacts and implications of the proposed redevelopment at the subject site.

5.1 Investment Attraction and Construction Employment

As this report is to support a planning proposal application only, detailed estimates of construction-related investment at the subject site are yet to be finalised; however, given the scale of the redevelopment, it is likely the construction costs will be in the order of hundreds of millions of dollars, staged over a number of years.

Based on industry benchmarks and the consultant's experience, construction costs associated with the redevelopment of the Fresh Hope Care retirement living, affordable key worker housing and aged care facility would generate an estimated 1,400 direct construction job years (job years refers to the total number of jobs supported over the construction period). Assuming development is phased over five to ten years, an average of approximately 70 to 140 jobs per year would be directly involved throughout the construction period. These jobs would support the local construction industry.

In terms of indirect (or flow-on) construction employment, the ABS multiplier for 'residential construction' (4.1) has been used for the purpose of this analysis. On this basis, the 1,400 direct construction job years (staged over a period) would generate a further 4,300 indirect job years in the local and wider economy over the life of the construction project.

These indirect jobs associated with construction would be spread throughout the local, regional, State and national economies, and in a wide range of industries which represent the complex linkages between industries that supply the construction sector.

In total, over the staged construction phase of the project an estimated 5,700 job years would be supported.

5.2 Ongoing Employment Opportunities

Direct Employment

The proposed aged care facility will directly employ an estimated 290 persons on an ongoing basis, including full-time, part-time and casual positions. These jobs will comprise both 'direct care' and 'non-direct care' positions.

Approximately 65% of jobs (or around 190 jobs) will be involved in 'direct care' occupations which include personal care attendants, registered nurses, enrolled nurses, personal care and allied health professionals. These include full-time, part-time and casual positions.

The balance of the 100 jobs will be involved in 'non-direct care' which largely includes ancillary care occupations such as cleaning rooms, providing meals and other services that support the personal care provided by direct care staff, and employees who have responsibility for ensuring that the buildings, property and gardens are maintained.

These employment estimates are based on benchmarks derived from the *National Aged Care Workforce Census and Survey, 2016* prepared by the National Institute of Labour Studies for the Department of Health and other industry research.

A retirement living facility comprising approximately 650 dwellings will employ approximately 30 persons including full-time and part-time employees. These jobs will cover a range of roles typically provided in independent retirement living facilities including village manager, social manager, maintenance managers and personnel, food services for the village-run café, sales and marketing, contracts and account managers.

Table 5.2 summarises the estimated direct employment associated with the proposed Fresh Hope Care retirement living and aged care facility.

Table 5.2 Estimated Direct Ongoing Employment

Type of job	Jobs
Aged Care	290
Retirement living	30
Total employment	**320**

Source: Department of Health - National Aged Care Workforce Census and Survey, 2016; Ethos Urban
Note: Figures have been rounded

Additional employment would also be generated by any of the potential complementary uses such as visiting health consultant suites and community facilities.

Indirect Employment

In addition to ongoing direct employment, indirect or 'flow-on' employment benefits would be generated for the wider economy. According to Australian National Accounts information, the employment multiplier for the health services sector is 1.9. Thus, for every 10 health-service jobs directly created, another nine are indirectly created in the wider economy through the multiplier effect.

On this basis, an estimated 290 indirect jobs would be created in the local and wider economy as a result of the proposed redevelopment. These jobs would be supported throughout the wider economy as a result of the employment multiplier effect and the complex linkages between industries that supply the aged care industry.

In total, the proposed Fresh Hope Care retirement living, and aged care facility would generate approximately 610 ongoing direct and indirect jobs.

5.3 Impacts on Pendle Hill and Wentworthville Town Centres

Aged Care

The median annual wage for an employee in the residential aged care sector (direct care employee) is estimated at approximately $47,100 (in 2018/19 dollars), noting that many aged care jobs are permanent part-time positions. This estimate is based on information provided in the National Aged Care Workforce Census and Survey, 2016 adjusted using the CPI.

Having regard for the estimated direct employment of 290 jobs at the proposed Fresh Hope Care aged care facility, an estimated $13.7 million in direct and ongoing wages would be generated by the aged care component of the development. A proportion of these wages would be spent locally on retailing and services, housing and so on.

Retirement Living and Affordable Housing

The proposed redevelopment will add a net additional 564 retirement living and affordable housing units and will support a total population of approximately 1,000 persons (excludes aged care

residents). Currently, 74 residents reside in independent retirement living on the site, therefore, the proposed development will add an additional 926 persons (or approximately 930 persons) to the site (excluding those living in aged care).

The spending of these residents supports local businesses. In communities such as Pendle Hill and Wentworthville, retiree-populations are important for many small businesses providing a source of customer revenue throughout business-hours on a year-round basis.

Study Area residents have an average total retail spending of approximately $12,200 per capita; retail spending of additional residents living at the subject site will amount to approximately $11.3 million a year on this basis. A large proportion of this spending will be directed to local retailers at Pendle Hill, Wentworthville and the nearby Bonds site. Assuming 80% of retail spending is retained within the Cumberland municipality, this equates to approximately $9.0 million in local retail sales.

Based on industry benchmarks, one full-time retail job is created for every $175,000 in retail spending, therefore, the total retail spending by additional residents at the subject site would support approximately 50 retail jobs, many of which would be provided locally.

Retail spending accounts for approximately 35% of total household spending; therefore, the eventual population at the subject site would contribute to total household spending of approximately $32.3 million a year. A proportion of this total household spending would be directed to local businesses at Pendle Hill and Wentworthville including businesses/operators associated with travel, health, insurance, financial advice etc.

Retail spending and total household spending estimates are based on analysis of the MarketInfo retail spending model and the ABS Household Expenditure Survey figures outlined above are expressed in constant 2018/19 dollars.

Café

As outlined in Section 3.3, the proposed café at the subject site will have a minimal impact on surrounding centres, given it is estimated to achieve sales of only $450,000 and more than 80% (or approximately $360,000) would be sourced from residents, workers and visitors to the subject site.

The café sales analysis assumes only 20% of the total available spending on food catering by residents at the subject site is directed to the proposed café ($1,790 per person, as outlined in Section 3.3). This means 80% of spending by residents at the subject site, estimated at approximately $1.4 million a year, will be directed to food catering retailers elsewhere. It is likely food catering retailers in Pendle Hill, Wentworthville and the Bonds site will benefit from this uplift in spending.

Medical Suites

Medical suites (or consulting rooms) at the proposed re-development will host visiting GPs and allied health professionals by appointment (usually organised by the facility's management on a set schedule) and as such will not be utilised by non-residents. Hence, there will be no negative impact on the various medical facilities in Pendle Hill and Wentworthville. In fact, the visiting GPs and allied health professionals are likely to be sourced from existing centres in Pendle Hill and Wentworthville supporting the long-term sustainability of local medical and allied health businesses.

5.4 Summary

Table 5.3 summarises the economic impacts generated by the proposed retirement living and aged care development.

Table 5.3 Economic Impacts Summary

Estimated impacts	Value
Investment attraction	***In the order of hundreds of millions***
Construction employment	***5,700***
Direct	1,400
Indirect	4,300
Ongoing employment (aged care and retirement living)	***610***
Direct	320
Indirect	290
Additional aged care wages	$13.7m
Impacts on local centres	
Additional retail spending by residents (excluding aged care) at the subject site (after accounting for turnover at on-site café)	$10.9m
Retail jobs created by additional resident spending	50
Other	
Contributing to training and up-skilling of aged care workers	
Opportunity for seniors to 'age in place'	
Opportunity for inter-generational connections with key workers	

Source: Ethos Urban

Note: Figures have been rounded.

6 Summary of Main Findings

The main findings from the analysis presented in this report are as follows:

- Significant growth in the older population is forecast in the Study Area, with approximately 83,700 additional residents aged 65 years between 2018 and 2036.
- Significant opportunities for aged care and retirement living in the Study Area exist, with unmet demand for 4,320 aged care beds and 2,110 retirement living dwellings by 2036. The proposed redevelopment's net addition of 50 aged care beds and approximately 564 dwellings, comprising mostly of retirement living units will help to meet this forecast demand.
- Given the tight housing market, strong growth in the health care and social services sectors, public administration and safety industries, and 290 ongoing aged care jobs at the subject site, an opportunity for affordable key worker housing for key workers at the subject site exists.
- A café offering at the proposed redevelopment would be largely supported by the resident and worker community and would have limited impact on nearby town centres.
- Medical consulting suites that provide flexible spaces for visiting medical and allied health services (e.g. physiotherapy, massage therapy, podiatry, and other health and wellness services) are required for retirement living and aged care facilities to be competitive. These facilities are supported entirely by the resident community. As the consulting suites are for visiting practitioners, they will support the viability of nearby medical and allied health businesses, as opposed to creating additional competition.
- Construction costs of the redevelopment are estimated to be in the hundreds of millions and staged over a number of years. This level of investment would support an estimated 1,400 FTE direct construction-related job years. A further 4,300 FTE indirect job years would be supported elsewhere in the economy.
- The retirement living, and aged care facility would generate approximately 320 direct ongoing jobs, plus a further 290 indirect jobs located in the wider economy.
- The proposed development will add approximately 930 (excluding aged care residents) new permanent residents to the area plus approximately 320 workers. A large proportion of the spending of these residents and workers will be directed to centres nearby, including Pendle Hill, Wentworthville and the nearby Bonds site. With a café provided at the subject site only attracting a very small proportion of this spending, the overall impact on the trading performance of nearby centres resulting from the proposed development will be positive.

DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 3

Urban Design Report

Appendix D

Urban Design Report
prepared by
GM Urban Design and Architecture

Planning Proposal
Dunmore Street, Pendle Hill | April 2020



URBAN DESIGN REPORT

DUNMORE STREET, PENDLE HILL

MARCH 2020

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Job number 19027
Date created 10/01/2020

GMU implements and maintains an internal quality assurance system.

Issue	Date	Status	Prepared by	Reviewed by
A	11/ 03 /2020	Draft for review	DR	KC
B	09/ 04 /2020	Final	DR	KC

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CONTENTS

1. INTRODUCTION 4
- 1.1 EXECUTIVE SUMMARY 4
- 1.2 THE BRIEF 5
- 1.3 METHODOLOGY 5
- 1.4 PENDLE HILL - METROPOLITAN STRATEGY 6
- 1.5 THE CURRENT HOLROYD LEP 2013 AND DCP CONTROLS 8
- 1.6 DRAFT CUMBERLAND LSPS 10
- 1.7 REVIEW OF STRATEGIES IN RELATION TO THE SUBJECT SITE 10

2. SITE AND ITS CONTEXT 11
- 2.1 LOCAL CONTEXT 12
- 2.2 IMMEDIATE CONTEXT 14
- 2.3 EXISTING BUILDING HEIGHTS 15
- 2.4 HEIGHT OPPORTUNITY 16
- 2.5 SITE CHARACTERISTICS 18
- 2.6 SITE CONSTRAINTS AND OPPORTUNITIES 20

3. MASTERPLAN 23
- 3.1 VISION 24
- 3.2 DESIGN PRINCIPLES 25
- 3.3 MASTERPLAN, OPEN SPACE AND ROAD NETWORK - OPTIONS EXPLORED 26
- 3.4 MASTERPLAN 27
- 3.5 BUILDING HEIGHTS AND USES 29
- 3.6 SITE SPECIFIC URBAN DESIGN GUIDELINES 32

4. FINAL RECOMMENDATIONS 37
- 4.1 PROPOSED STATUTORY CONTROLS 38
- 4.2 FINAL CONCLUSION 39

CONTENTS



1. INTRODUCTION

1.1 EXECUTIVE SUMMARY

GM Urban Design and Architecture (GMU) has been engaged to provide urban design advice for the site located at Dunmore Street, Pendle Hill.

The site is owned by the Churches of Christ and currently operates as an aged care provider by their subsidiary, Fresh Hope Care. As per the projected population increase in the over 65 age group in the Central City District Plan, the provision of aged care facilities on the subject site will assist in providing services as well as employment opportunities to the local community, which is a positive outcome.

GMU together with the project team have developed the proposed masterplan. As part of the process, feedback from a peer reviewer has also been incorporated to achieve a more cohesive masterplan. Consultations with Council have also assisted in understanding the desired outcomes for this subject site.

The proposed densities and heights as part of this Planning Proposal respond to the surrounding existing context and intended to achieve a built form transition from the heights on the Bonds Spinning Mills site. The Planning Proposal provides for an appropriate transition in building heights and density from the adjoining Bonds Spinning Mills site.

The indicative Masterplan shows the potential to accommodate up to 16 buildings that would be distributed primarily within the central and western portions of the site totalling approximately 7.3 hectares. The tallest height of the proposal at approximately 8 storeys is concentrated to the centre of the subject site which assists in minimising overshadowing as well as view impacts to the surrounding buildings. It achieves a well-considered outcome for the streetscape by maintaining the 3-4 storey street wall height as envisioned by the current controls. The specific location and design of all buildings will be determined in accordance with a future site- specific Development Control Plan and subject to future Development Applications (DAs).

The buildings are set within a landscaped setting whilst maintaining the identified heritage curtilage. An approximate of 5.1 hectares of open space/ landscaped areas have been provided which are intended to be used as ornamental gardens, children's playgrounds and community facilities etc.

The Planning Proposal seeks amendments to the Holroyd Local Environmental Plan 2013 (HLEP) as follows:

- Rezone the site to R4 (High Density Residential) and RE2 (Private Recreation)
- Amend the maximum height of buildings to range from 12.5 metres to 32 metres
- Amend the FSR controls to range from 0.85:1 to 1.5:1
- Introduce a Schedule 1 amendment to permit 'food and drink premises' and 'medical centre' uses in the proposed R4 High Density Residential zone

In conclusion, the future development of the subject site will be a well-integrated solution responsive to the unique characteristics of the context.



Figure 1. View from Dunmore street looking at Ashwood House

1.2 THE BRIEF

GM Urban Design and Architecture (GMU) has been appointed by Fresh Hope Care to undertake an urban design study of the potential development for the site located at Dunmore Street, Pendle Hill.

The purpose of this study was to analyse the potential heights, density and built form massing configuration that provides a well thought out outcome based on a comprehensive urban design analysis of the site, its immediate context and an understanding of the evolving changes in the area.

The study has also considered the broader planning framework for the Pendle Hill centre and the intent of the applicable controls in relation to its context. This urban design report sets a vision for the site and forms part of the supporting documentation included as part of the Planning Proposal.



Figure 2. Aerial photo of the subject site (Source : Nearmap) N.T.S

1.3 METHODOLOGY

As part of the urban design analysis that led to the findings presented in this report, GMU has conducted a review of the applicable State and Local Government strategies and controls as well as a comprehensive analysis of the subject site and its surrounding context.

An extensive analysis of the existing and future desired character of Pendle Hill and the surrounding centres has provided us with an in-depth understanding of the opportunities and constraints of the subject site and its immediate context. GMU has also reviewed the history of the site including its current and previous uses.

GMU in collaboration with the project team conducted a built form analysis and testing of the potential built form options in response to the existing natural topography of the subject site as well as the existing and future character of the surrounding context which informed the height strategy.

GMU has also reviewed the advice provided by the various consultants. As part of the design process, a peer reviewer reviewed the proposed masterplan. The feedback and recommendations received are reflected in the proposed masterplan.

The analysis, review and testing has informed the proposed design principles and general conclusions and recommendations presented in the later chapters of this report.

In formulating the views expressed in this report, GMU has:

- Visited the site and its immediate and broader context
- Reviewed the Greater Sydney Region Plan - 'A Metropolis of Three Cities' (GSC)
- Reviewed the Central City District Plan(GSC)
- Reviewed a number of Council and State Government strategies in relation to Pendle Hill, such as:
  - Draft Cumberland Local Strategic Planning Statement (LSPS)
  - Cumberland Community Strategic Plan 2017-27
  - Draft Cumberland Open Space and Recreation Strategy 2019-29
  - Cumberland Employment and Innovation Lands Strategy 2019
- Reviewed and analysed the current planning controls for the subject site and Pendle Hill in general
- Reviewed Planning Proposals and recent approvals or Development Applications (DAs) under assessment or approved in the vicinity of the subject site
- Developed the Masterplan together with the project Architects (Thomson Adsett) and reviewed the following reports:
  - Heritage Report and Conservation Management Plan by Weir Phillips Heritage
  - Landscape Report by Taylor Brammer
  - Planning Report by Keylan Consulting
  - Preliminary tree assessment by Eco Logical Australia
  - Ecological constraints assessment by Eco Logical Australia
  - Peer review by Architectus
  - Traffic report by GTA
  - Survey information by Vince Morgan
- Considered the subject site and block from various vantage points and its visibility from the surrounding area
- Tested potential overshadowing, view impacts and built form transition to the adjoining properties
- Met with Council staff for pre-lodgement meetings to understand their views, issues and opinions as well as to seek their preliminary feedback on the Planning Proposal
- Worked collaboratively with other consultants to provide a comprehensive and well thought out scheme for the subject site

1.4 PENDLE HILL - METROPOLITAN STRATEGY

The subject site is located at Dunmore Street, Pendle Hill. It is approximately 25 km north-west of the Sydney CBD, approximately 5 km west of Parramatta and approximately 25 km from the proposed Western Sydney Airport. Employment centres near the subject site include Greater Parramatta, Westmead and Wentworthville.

The subject site is located in close proximity to the train station (approximately 300m) and covers approximately 7 hectares of land, which opens opportunities for an integrated development that in combination with the redevelopment of the adjacent Bonds Spinning Mills site can act as a catalyst of the revitalisation of the centre as a whole.



Figure 3. Aerial showing Pendle Hill in context (Source : Nearmap) N.T.S

A METROPOLIS OF THREE CITIES

This publication by the Greater Sydney Commission identifies the site as being located within the Central River City that promotes liveability, productivity and sustainability. The plan emphasises on the connectivity between the various centres. It also envisions that the most significant urban transformation is to occur within the Central River City region.



Figure 4. Central River City vision (Source: A Metropolis of Three Cities)

The focus of the Central River City is for large improvements in transport connectivity. The plan envisions a well connected Central River City which provides easy access to the other centres via public transport.

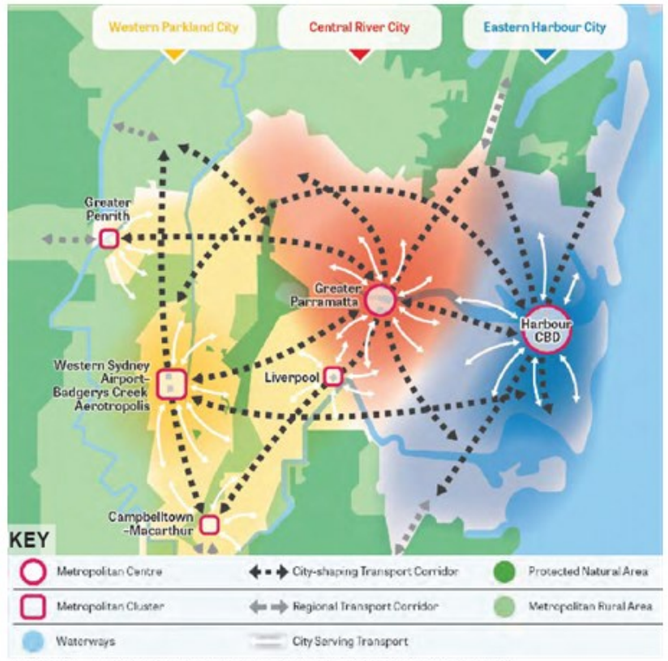

Figure 5. Vision to 2056 (Source: A Metropolis of Three Cities)

One of the objectives listed within the plan is to achieve a 'fine grain' urban, of human scale that is walkable and has a mix of land uses. The walkable spaces promote community connections, safety and increase activity along the streets.

The plan states that: *"Improving liveability in urban environments necessitates place-based planning for a mix of high quality places that engage, activate and connect people and communities."*

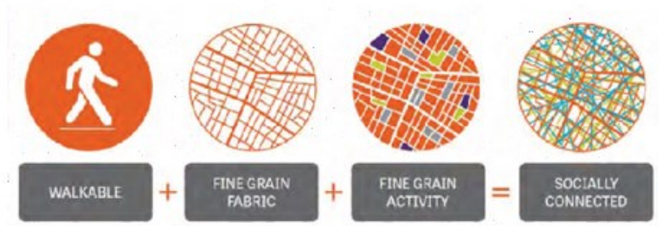

Figure 6. Fine grain walkable places (Source: A Metropolis of Three Cities)

CENTRAL CITY DISTRICT PLAN

Pendle Hill is located within the Cumberland Local Government Area (LGA) and is identified as a Local Centre as per the plan. It is located along the train line with an 800m walking catchment and good connectivity. The train station lies on the Cumberland line as well as the North Shore, Northern and Western lines. The centre is located in proximity (approximately 5 km) to Greater Parramatta which is identified as a Metropolitan Centre inclusive of a heath, education, innovation and research precincts.

Central City District Plan constitutes the key strategic instrument for the district, nominating a vision and overarching priorities for the area that will inform its future development.

The future of the district includes:

- *Developing the economy with jobs and skills growth*
- *Supporting cohesive and socially dynamic communities*
- *Establishing transport connections*
- *Transforming Westmead health and education precinct to an innovation district*
- *Retaining industrial and urban services land*
- *Linking and enhancing parks, bushland, playgrounds and waterways*

The key priorities of the district include:

- *Planning for a city supported by infrastructure*
- *Providing services and social infrastructure to meet people's changing needs*
- *Providing housing supply, choice and affordability with access to jobs, services and public transport*
- *Creating and renewing great places and local centres, and respecting the District's heritage*
- *Delivering higher quality open space*

The plan states that the Cumberland Council suburbs will grow to provide a diversity of housing and jobs for the community."*A 183 per cent proportional increase in people aged 85 and over, and a 95 per cent increase in the 65–84 age group, is expected by 2036.*" The plan also suggests that there should be a diverse housing choice provided for this demographic with additional healthcare services.

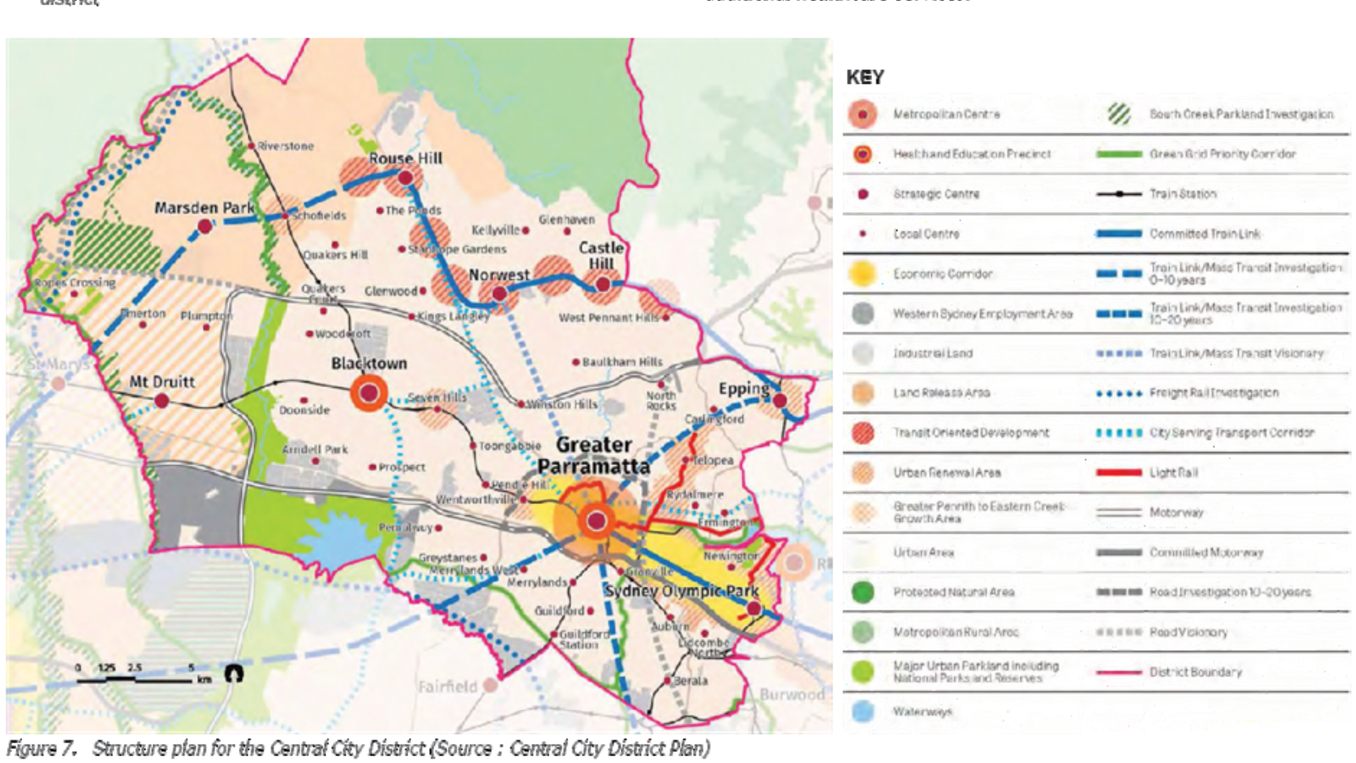

Figure 7. Structure plan for the Central City District (Source : Central City District Plan)

CENTRES HIERARCHY

Other comparable centres within the LGA and of the same hierarchy as Pendle Hill include: Toongabbie, Seven Hills and Wentworthville having a maximum height of building that ranges from 20m to 25m excluding Wentworthville that has a maximum height of building of 62m as it has been identified as one of the Urban Renewal Areas within the plan. All of these centres also lie on the train line.

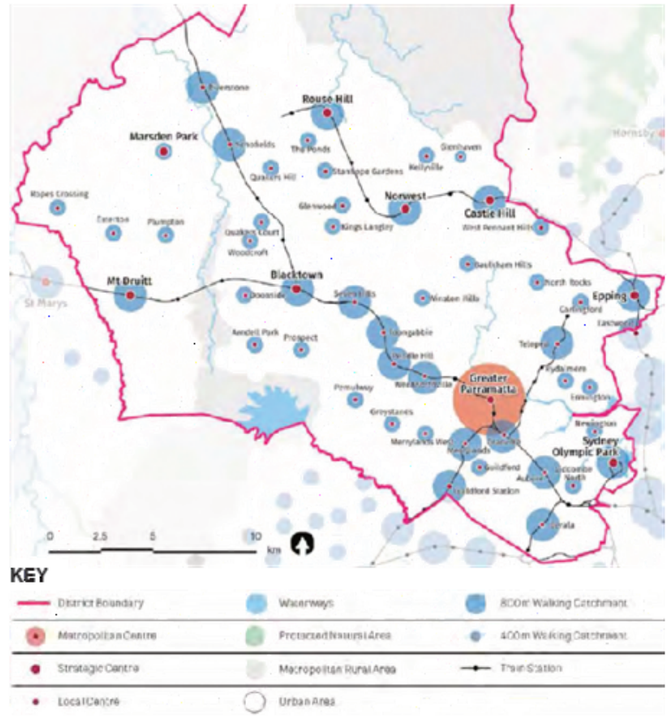

Figure 8. Central City District - centres (Source : Central City District Plan)

1.5 THE CURRENT HOLROYD LEP 2013 AND DCP CONTROLS

GMU has reviewed the current applicable controls for the subject site and its surrounding context to understand its current development potential. The permissible controls including zoning, height of building, FSR and heritage are discussed below.

HOLROYD LEP 2013

ZONING

- The subject site is currently zoned as R2 (Low Density Residential), R3 (Medium Density Residential) and R4 (High Density Residential)
- The lands immediately around are also zoned as R4 (High Density Residential) with an R2 zoning (Low Density Residential) along the southern boundary
- The Bonds Spinning Mills site to the east of the subject site has been rezoned to include B2 (Local Centre) and RE1 (Public Recreation)
- The B2 (Local Centre) zone of Pendle Hill is located to the north-west of the subject site around the train station

HEIGHT OF BUILDING (HOB)

- The subject site has a permissible height of building of 9m for the majority of the land, including 11m along the western boundary
- The height to the north of the subject site is 15m
- The heights to the east of the subject site have been amended to include heights varying from 14m up to 39m, which leads to an uneven distribution with most sites on the western side of the centre having only a 9m allowance
- A significant concentration of height is located away from the identified local centre around the train station and within reasonable distance to the subject site

FLOOR SPACE RATIO (FSR)

- The applicable FSRs for the subject site include 0.5:1, 0.7:1 and 0.85:1
- The sites to the north have an FSR of 1.2:1 and the site to the east of the subject site has amended FSRs which range from 0.7:1 up to 2.2:1

HERITAGE

- There are 2 heritage items that are identified within the subject site
  - I94 - Dunmore, Victorian Italianate residence and garden setting
  - I95 - Ashwood House, Inter-war Georgian Revival residence
- There are no conservation areas identified in the immediate context
- The site to the east of the subject site is identified as an archaeological site and includes a heritage item

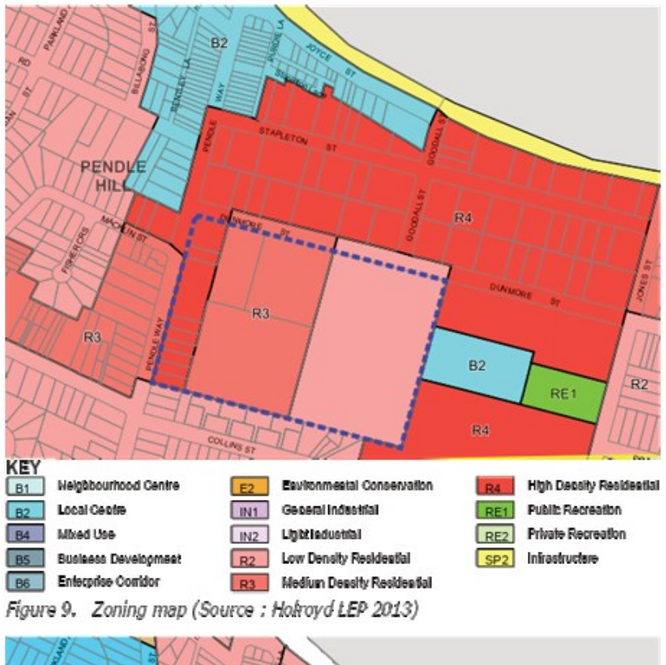

Figure 9. Zoning map (Source : Holroyd LEP 2013)

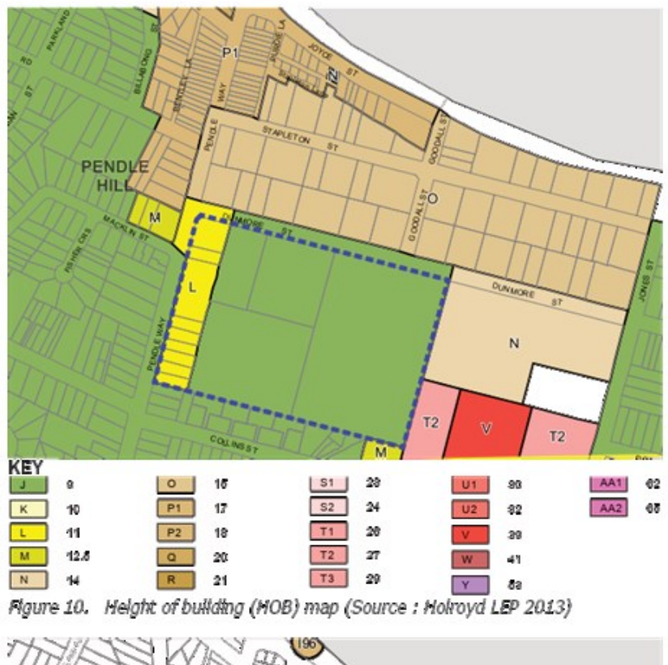

Figure 10. Height of building (HOB) map (Source : Holroyd LEP 2013)



Figure 11. Floor Space Ratio (FSR) map (Source : Holroyd LEP 2013)



Figure 12. Heritage map (Source : Holroyd LEP 2013)

HOLROYD DCP 2013

The following controls apply to the residential flat buildings within the Cumberland LGA:

SETBACKS AND SEPARATION

- *The minimum setback for residential flat buildings from the principal street frontage shall correspond to the existing prevalent building setback, but be no less than 6 metres*
- *The minimum rear setback for a residential flat building shall be:*
  - *up to four storeys- 20% the length of the site, or 6 metres, whichever is greater*
  - *five storeys or more - 30% the length of the site*
- *Separation between any adjoining buildings, between portions of the same building or where there is more than one building on an allotment shall be: For residential up to 4 storeys:*
  - *12 metres between habitable rooms and balconies*
  - *9 metres between habitable rooms and balconies and non-habitable rooms*
  - *6 metres between non-habitable rooms*

  For residential between 5- 8 storeys
  - *18 metres between habitable rooms and balconies*
  - *13 metres between habitable rooms and balconies and non-habitable rooms*
  - *9 Metres between non-habitable rooms*
- *An minimum upper storey setback of 3m is required for all floors above 4 storeys*

HEIGHT AND DEPTH

- *The minimum floor to ceiling heights shall be:*
  - *2.7 metres for habitable rooms*
  - *2.4 metres for non habitable rooms*
- *Council may consider internal plan depths deeper than 18 metres for some forms of residential flat development, where it can be demonstrated that satisfactory solar access and ventilation is achieved through higher floor to ceiling heights or wider frontages*

OPEN SPACE

- *Communal open space should be located adjacent to surrounding public open spaces such as reserves and public through site links where appropriate*
- *Communal open space shall be integrated with the site and designed with uses such as circulation, BBQ or play areas or passive amenity*

BUILDING APPEARANCE

- *Facades are to be composed with an appropriate scale, rhythm and proportion, which responds to the building's use and desired contextual character*
- *Buildings located on corner sites are to be articulated to address each street frontage and shall define prominent corners*
- *Express important corners by giving visual prominence to parts of the facade, for example, a change in building articulation, material, colour or roof expression*
- *Roofs may be articulated, or broken down its massing on large buildings, in order to minimise the apparent bulk or to relate to a context of smaller building forms*

ACCESS AND PARKING

- *Separate and clearly distinguish between pedestrian and vehicular access ways through landscaping and detailing*
- *Only basement carparking will be permitted for residential flat buildings*
- *Vehicle access points shall be limited to a minimum*

Modifications to the applicable LEP controls will be discussed in Chapter 4 of this report. Please note that this report also provides site specific urban design guidelines to ensure that the vision and objectives put forward as part of this report are achieved.

1.6 DRAFT CUMBERLAND LSPS

With the increased growth in population of approximately 30% in the Cumberland LGA, there is a requirement for strategies that accommodate and cater for this growth.

Pendle Hill falls under the Wentworthville Ward and is identified as a local centre that provides both retail and services to the community. One of the key characteristics of this ward is that the residents of this community appear to be more engaged and connected.

'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.'

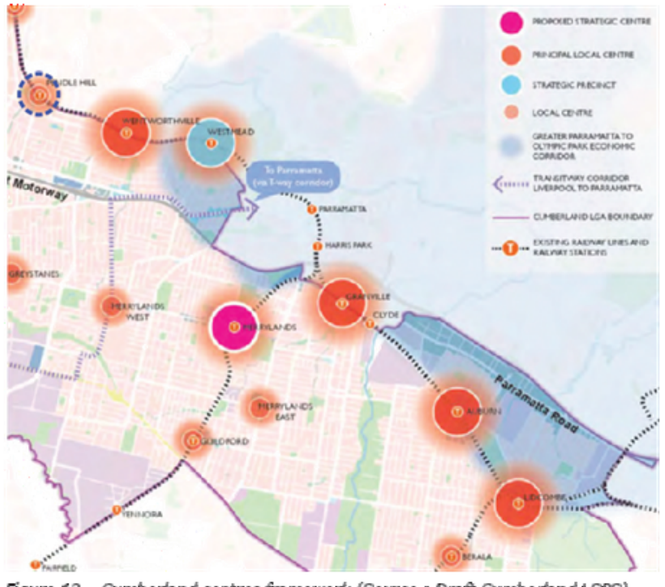

Figure 13. Cumberland centres framework (Source : Draft Cumberland LSPS)

A few of the planning priorities within the planning statement include:

- *Strengthening Cumberland's position in the District through collaboration*
- *Improving accessibility within the town centres*
- *Delivering housing diversity to suit the changing needs*
- *Delivering affordable housing suitable for the needs of all people at various stages of their lives*
- *Promoting access to local jobs, education opportunities and care services*
- *Protecting, enhancing and increasing natural and green spaces*

1.7 REVIEW OF STRATEGIES IN RELATION TO THE SUBJECT SITE

DRAFT CUMBERLAND OPEN SPACE AND RECREATION STRATEGY 2019-29 (adopted on 19th February 2020, final version not available at the time of the writing of this report)

The strategy provides a direction for open space and recreation facilities for the Cumberland LGA. There will be a significant increase in the population by 2036 with the fastest growing age group being over 70.

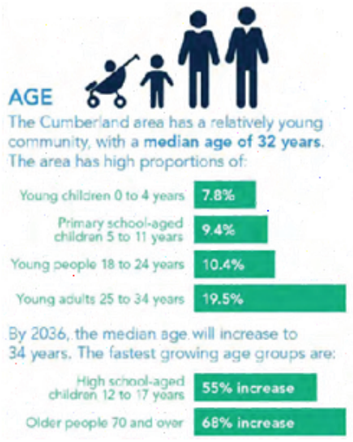

Figure 14. Cumberland community profile (Source : Draft Cumberland open space and recreation strategy 2019-29)

According to the strategy the community has identified priorities which include giving parks and open/recreational spaces importance, addition of more community gathering spaces in town centres and having a linked network of green and open spaces.

The WHO recommends that a minimum of 9 sqm of open space is required per person. Pendle Hill currently falls short of this benchmark with a projected further reduction by 2036. Therefore, Pendle Hill has been identified as one of the priority areas to increase or embellish the existing open space as well as to strengthen the connections to the neighbouring open spaces within the LGA.

CUMBERLAND COMMUNITY STRATEGIC PLAN 2017-27

This document sets out the vision based on the needs and wants of the community. The main strategic goals of this plan include:

- *A great place to live*
- *A safe accessible community*
- *A clean and green community*
- *A strong local economy*
- *A resilient built environment*
- *Transparent and accountable leadership*

CUMBERLAND EMPLOYMENT AND INNOVATION LANDS STRATEGY 2019

This strategy will seek to develop a land use planning framework to set the direction for employment and innovation land within the LGA. It seeks to develop an innovative ecosystem and grow a number of key sectors like food and beverage, creative industries and allied health amongst others.

The strategy identifies that allied health services are not well represented within the LGA and is a sector that would contribute to the employment generation of the area. Allied health has therefore been categorised as a target industry sector.

CONCLUSION

In conclusion, the Planning Proposal demonstrates consistency with the relevant objectives and actions set out in the NSW State government and Council's strategic plans and policies. The subject site presents an excellent opportunity for an increased provision of seniors housing and aged care services, which will benefited by the site's strategic location close to the Pendle Hill local centre. Being recognised as one of the local centres in close proximity to the health and education precinct and located along the train line provides for future development opportunities. Additionally, with the projected growth for the Cumberland LGA, there is a need and necessity for both housing as well as employment.

The subject site is a large consolidated parcel of land that has the potential for development as well as to improve public domain and open space. It can also positively contribute to provide a built form balance between the higher density to the east and the centre. The proposal will also contribute to the economy in terms of employment and services to the community.

2. SITE AND ITS CONTEXT



2.1 LOCAL CONTEXT

LOCAL CHARACTERISTICS

Area characteristics

The existing local centre of Pendle Hill comprises of both commercial as well as retail activities and is concentrated mainly to the south of the train station. These buildings range between 1-2 storeys in height along Pendle Way with 4 storey buildings along Civic Street.

Located to the north of the station is an industrial area (shown in light purple), characterised by warehouse style buildings ranging between 1-2 storeys in height. 3-4 storey residential developments are located to the immediate south of the main retail strip, surrounding the subject site.

Low and medium density residential development is the predominant land use in proximity to the subject site with 1-2 storey low density detached dwellings along the southern boundary. A recently approved residential and mixed use development with higher density and height is located to the east of the subject site at 190-220 Dunmore Street (Bonds Spinning Mills site).

Site location and connectivity

The subject site is within a 300m radius from the Pendle Hill train station to the south east. It is served by:

- The Hillsbus service (routes 700,705 and 708) with fairly frequent buses that run between Blacktown and Parramatta.

There is a general absence of dedicated cycle routes within the LGA.

Amenities

The retail as well as commercial uses to the south of the train station, service the local community. It should be noted that the proposal for the Bonds Spinning Mills site also includes a local centre which could in turn be accessed by the surrounding community including future residents of the subject site. Other facilities include:

- The Pendle Hill Public School is located within a 10 minutes walking distance to the south of the subject site.
- There are a number of parks and reserves also located within a 10 minute walking distance including Civic Park, Yulunga Reserve and Stapleton St Park .
- The Melrose retirement village is located to the north of the train line and is approximately a 9 minutes walk from the subject site.

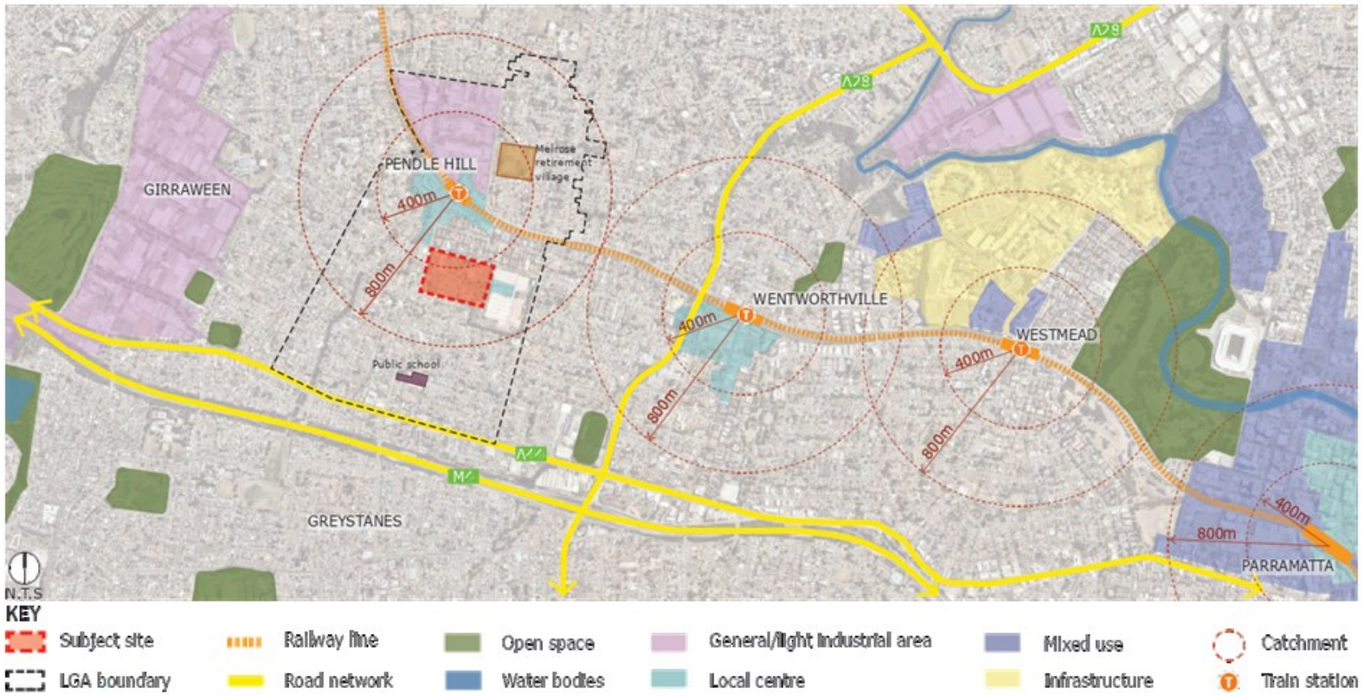

Figure 15. Context map

Existing uses on site

The functions available on site include a church (Pathways Community Church), seniors housing and retirement aged care facilities under the management of Fresh Hope Care, who have managed the site for over 82 years.

Pendle Hill to the south of the railway line could be characterised as an origin/dormitory precinct, which means that residents leave from and return to it everyday after work. It also has a small provision of jobs to the north of the railway line within the industrial area.



Figure 16. Local context of the centre

PHOTOGRAPHIC ILLUSTRATION OF LOCAL CONTEXT



Figure 17. Key map



Figure 18. Retail and commercial shops at the local centre



Figure 19. Industrial buildings to the north of the station



Figure 20. Pendle Hill train station



Figure 21. Existing detached dwellings along Pendle Way



Figure 22. Existing residential flat buildings along Dunmore Street



Figure 23. Bonds Spinning Mills site

2.2 IMMEDIATE CONTEXT

GMU has analysed the immediate context in the vicinity of the subject site. The following are the main characteristics of the area:

- The main street (Pendle Way) connecting the train station and main retail strip with the subject site is Pendle Way.
- Dunmore Street which is the main access street to the subject site connects the site to Wentworthville.
- Views into the subject site from Dunmore Street and vistas from Goodall Street.
- Bus stops are located along Dunmore Street as well as Pendle Way increasing connectivity to centres like Parramatta and Blacktown.
- Low/medium density developments are located to the north, west and south of the subject site.
- Glimpses, among existing vegetation, of the subject site can be seen from Collins Street in between the existing low density detached dwellings.
- The surrounding area is characterised by a 'fine-grain' pattern of small lot configurations with a variety of buildings ranging from 1 to 4 storeys.
- There are a number of dispersed trees located along the boundaries of the subject site:
  - Groupings of highly significant mature trees along the northern boundary/ Dunmore Street interspersed with the existing driveways
  - Continuous strip of trees along the eastern boundary
  - To the rear of Dunmore House along the southern boundary, there are groupings of mature trees whilst the pattern of trees approaching the western boundary are sporadic
  - The western boundary is devoid of any trees
- To the east of the subject site, Nos. 190-220 Dunmore Street (Former Bonds Spinning Mills site) currently in disuse has large industrial buildings unsuitable for its future intended use. There is an approved planning proposal for the site to redevelop as a new residential neighbourhood site with a mixed use precinct.
  - The proposal has a maximum allowable height of 39m and an FSR of 2.2:1. The proposal anticipates a change in character in terms of density and height away from the traditional town centre core.
- There is a significant slope from east to west with land within the subject site located at a higher topography elevation than the adjoining Bonds Spinning Mills site. Views to the Parramatta CBD are visible along Jones Street.

Our analysis shows that given that the subject site is one large consolidated parcels of land located to the south of the railway line and adjacent to the recently approved planning proposal for the Bonds Spinning Mills site, the subject site has redevelopment potential to support the evolving character of the precinct.

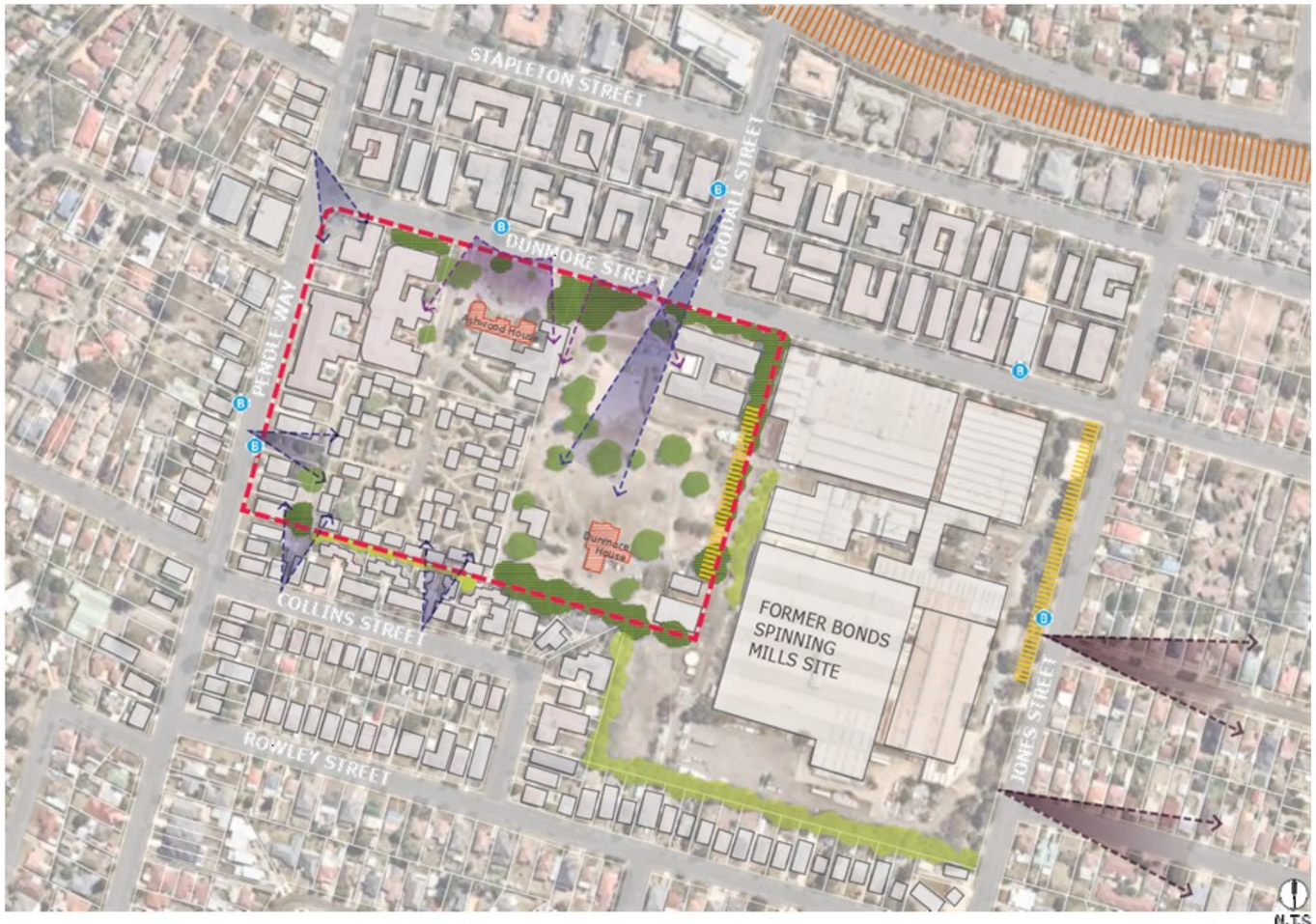

Figure 24. Immediate context

2.3 EXISTING BUILDING HEIGHTS

GMU's analysis shows that Pendle Hill at present is characterised by 1-2 storey low scale detached residential dwellings with 3-4 storey residential flat buildings mainly concentrated to the south of the Railway line and to the north of Dunmore Street. The heights of the existing buildings in the immediate context are as follows:

- 3-4 storey walk-ups located to the north of the subject site.
- 1-2 storey detached dwellings located along Pendle Way.
- Collins Street to the south of the subject site is also characterised by 1-2 storey detached dwellings.
- There is a new approved and built development at the corner of Pendle Way and Mackin Street that is approximately 3 storeys.
- The Bonds Spinning Mills site currently has large industrial buildings that are 1-2 storeys high. However, the approval on the site allows for the buildings to be built up to 12 storeys (39m). This would be the tallest built form of the precinct once developed.

The existing and approved heights show a diversity in terms of density and height for the centre and its surrounds.

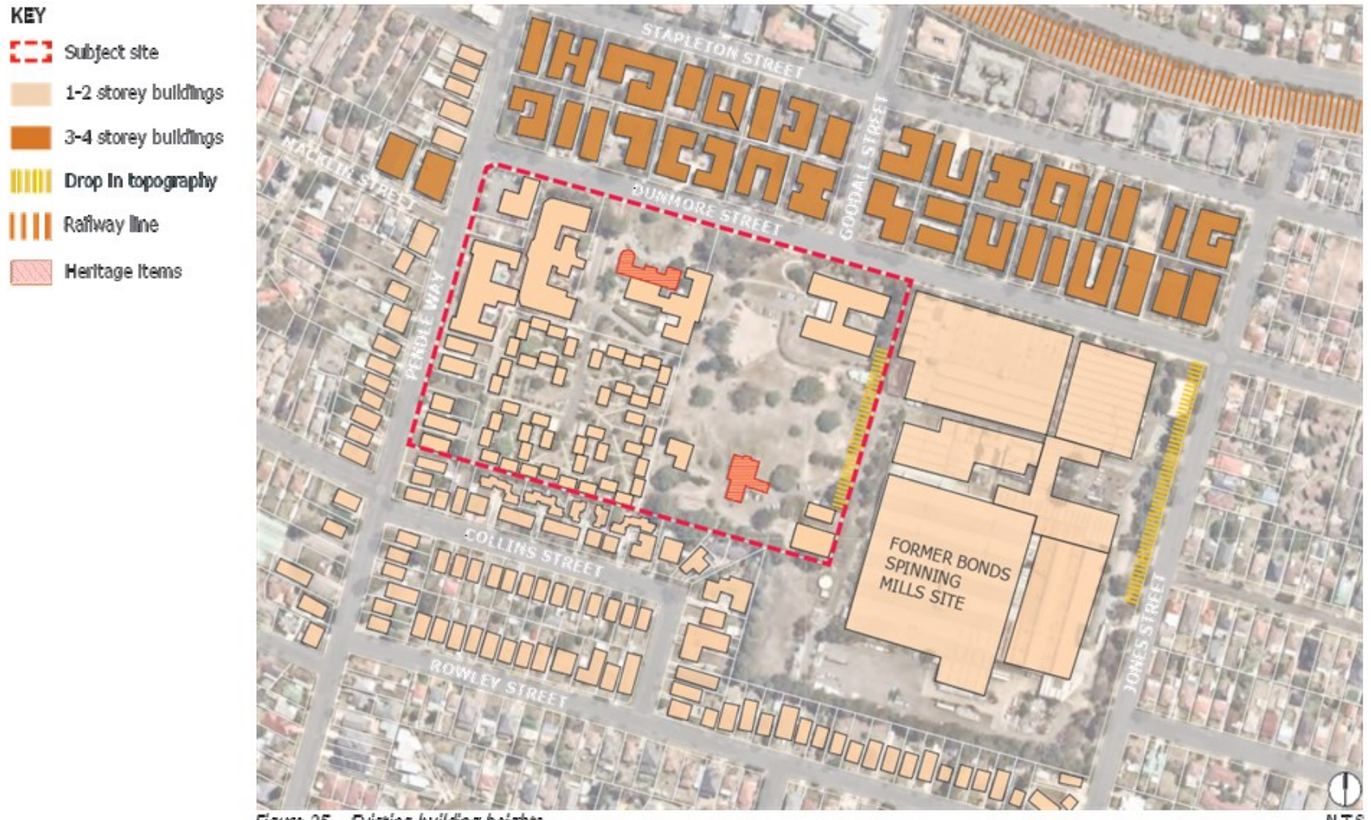

Figure 25. Existing building heights

N.T.S



Figure 26. Walk-ups along Dunmore Street



Figure 27. Detached dwellings along Collins Street



Figure 28. Recent developments along Pendle Way

2.4 HEIGHT OPPORTUNITY

As shown in the sections below, there is an opportunity for increase in scale on the subject site in order to transition down from the approved scale on the adjacent site (Bonds Spinning Mills site). The approved planning proposal at 12 storeys (39m) will be the tallest point in contrast with the existing developments around.

As seen in Figures 31 and 33, the 12 storeys within the existing context will be the apex of an evolving 'bell curve' for the centre. A 'bell curve' creates focal points for visual references and orientation and offers coherent gradation in height profile from high density to low density areas [1]. It is a good urban design principle to balance the height across the precinct such that there is a smooth transition in the built form to avoid sharp transitions and the predominance of the apex and the surrounding development.

Given that the predominant building height to the north of Dunmore Street is 3-4 storeys, an ideal street wall height on the subject site to compliment the existing character would be 4 storeys as seen in Figure 31. As seen in Figures 31 and 33, a height that ensures a gradual transition from the approved heights at the Bonds Spinning Mills site to the surroundings is a height generally between 4-8 storeys. The subject site has the opportunity to act as a transitional site in terms of scale and density between the approval on the Bonds Spinning Mills site and the existing 2-4 storey surrounding development.



Figure 29. Map showing existing and approved heights N.T.S

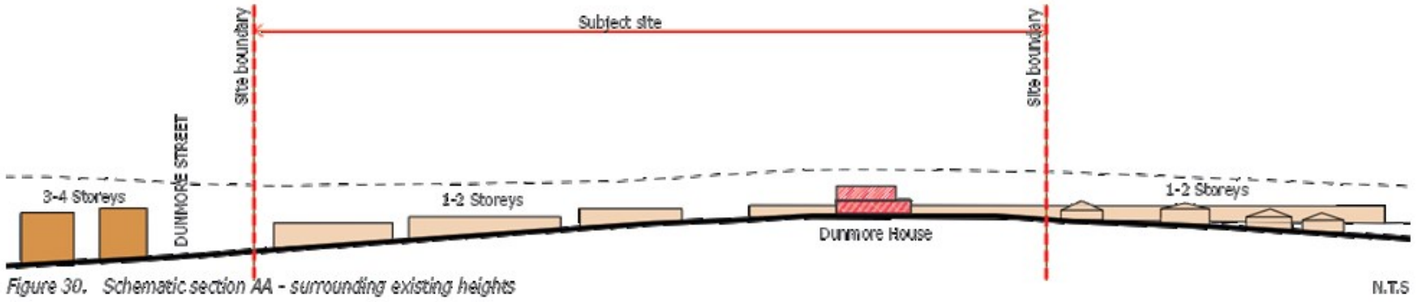

Figure 30. Schematic section AA - surrounding existing heights N.T.S

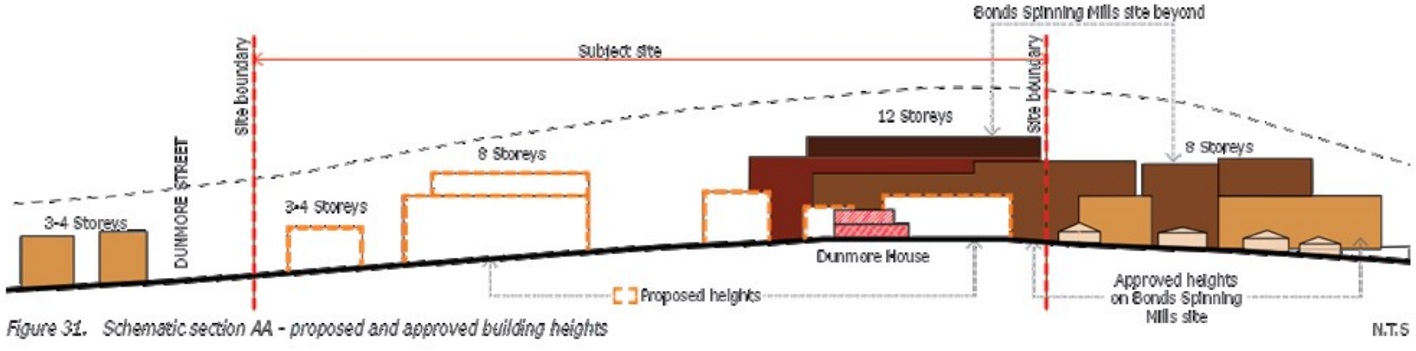

Figure 31. Schematic section AA - proposed and approved building heights N.T.S

[1] - K.Al-Kodmany and M.M Ali, 2013, *The future of the City - Tall Buildings and Urban Design*, WIT Press, Southampton

Based on the evolving character of the centre discussed in chapters 2.1-2.3, the subject site has the potential for the orderly redevelopment of the subject site. Considering the change and density that is occurring to the south of the train line mainly to the west of Pendle Way and the Bonds Spinning Mills site, it is appropriate to reconsider the height strategy of the subject site especially along Pendle Way and Dunmore Street.

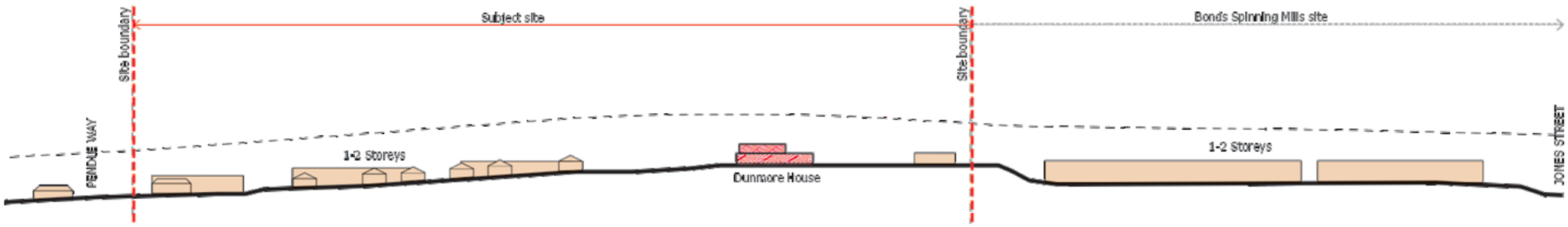

Figure 32. Schematic section BB - surrounding existing heights

N.T.S

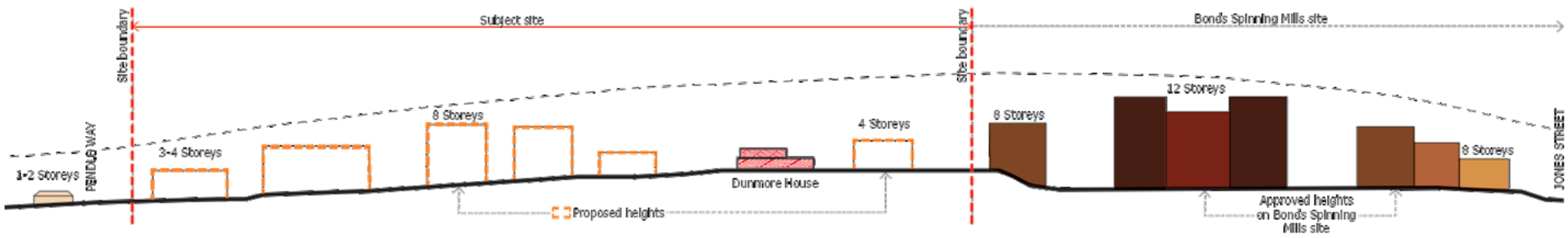

Figure 33. Schematic section BB - proposed and approved building heights

N.T.S

2.5 SITE CHARACTERISTICS

The subject site is a large consolidated site with a total area of 73,142 sqm (7.3 ha). It is located to the south east of the local main street (Pendle Way) and has direct access to the Pendle Hill local centre and Pendle Hill train station. It has frontages to both Dunmore Street as well as Pendle Way with the provision of footpaths along both these roads.

The subject site currently operates as an aged care provider and has 4 Residential Aged Care Facilities (RACFs), two along Pendle Way and two along Dunmore Street to the east as well as a cluster of Independent Living Units (ILUs), south of Ashwood House. Located at the corner of Pendle Way and Dunmore Street is the Pathways Community Church.

There are two heritage items that are located on the subject site, namely Ashwood House (I95) (currently operates as a RACF) and Dunmore House (I94). The setting of Dunmore House is such that it sits within the identified heritage curtilage and has access via a heritage driveway.

Set within a strong landscape setting, the subject site also includes a number of identified significant trees. The northern, southern and eastern boundaries are lined with trees which form part of the 'green' outlook and character of the subject site. The existing streetscape is characterised by low to medium density buildings along Pendle Way but with the proposal on the Bonds Spinning Mills site, the streetscape especially along Dunmore Street will be transformed significantly. Similarly there are changes in the character along Pendle Way and Mackin Street where single storey detached dwellings are being redeveloped as 3 storey apartment buildings. The landscape character which complements the heritage items should be retained wherever possible in order to strengthen the heritage items for the benefit of the existing community.

The subject site has a drop of approximately 11.5m to the east along the north south axis with the highest topographical point being at Dunmore House and the lowest point being at the corner of Dunmore Street and Pendle Way. The variation in the topography opens opportunities to cascade the proposed heights with the sloping terrain. The proposal must however also respond to the surrounding context. There is also a drop to the Bonds Spinning Mills site.



Figure 35. Site topography (courtesy of Taylor Brammer)



Figure 34. Site characteristics

PHOTOGRAPHIC ILLUSTRATION THE SUBJECT SITE



Figure 36. Key map



Figure 37. Dunmore House



Figure 38. Ashwood House



Figure 39. Existing vegetation



Figure 40. Existing heritage driveway



Figure 41. View towards Dunmore Street from Dunmore House



Figure 42. View of existing RACF from Pendle Way



Figure 43. Existing ILU



Figure 44. Existing RACF (Shaw House)

2.6 SITE CONSTRAINTS AND OPPORTUNITIES

CONSTRAINTS

GMU has analysed the subject site and its immediate context in terms of existing constraints which have informed the potential future development of the subject site in terms of built form distribution, open space and transition of scale. This page discusses and illustrates the constraints found on the subject site.

The **heritage listed items** within the subject site (Ashwood House and Dunmore House) contribute to the character of the site; however, they restrict the area of the development to outside their curtilage and require transition in scale and visual consideration of their location on site. The identified **heritage curtilage** along with the existing heritage driveway is an area which approximately covers 19,520 sqm and has an irregular shape. This **restricts the development** area as it contains significant vistas and vegetation that need to be protected.



Figure 45. Heritage items within the identified heritage curtilage

The **main vistas** are from the verandah and front garden of Dunmore House to the walkups located to the north of Dunmore Street. There are **minor views** across the site mainly from the surrounding streets and these views and vistas are part of the character of the site and add to the **visual permeability** of the site.

The **topography raises** from RL 48.00 to RL 64.50 as shown in Figure 47. This is approximately 11.5m of difference and presents **challenges** in the siting of the buildings and the provision of **universal access** through the subject site.

The **Bonds Spinning Mills** site located to the east has a perceptible drop in topography as perceived from the subject site. The approved proposal comprises of a local centre with open space located in line with the existing open space of the subject site. Therefore it is important to maintain the established **view lines** as well as the landscape connections. However, given the drop in topography,it will be challenging to achieve a universally accessible pedestrian connection.



Figure 46. Constraints

There are 35 identified **significant trees** within the subject site mainly located within the heritage curtilage. The significant trees with root protection zones along with the existing vegetation need to be **preserved** as they add to the character and setting of the subject site.



Figure 47. Topography and visual/landscape connection to the Bonds Spinning Mills site

The **low density** detached dwellings are located along the southern boundary, to the north of Collins Street. They vary from 1-2 storeys + pitched roofs and are located approximately 3m from the boundary of the subject site. Due to the close proximity of these dwellings, the proposed built form requires careful consideration in order to reduce any potential **overshadowing** and **privacy** issues.



Figure 48. Low density detached dwellings along the southern boundary

The above constraints led to the formulation of design principles along with the opportunities of the subject site discussed in the next section of this report.

OPPORTUNITIES

GMU has analysed the subject site and its immediate context in terms of existing opportunities which have informed the potential future development of the subject site in terms of built form distribution, open space and transition of scale. This page discusses and illustrates the opportunities found on the subject site.

The **strategic location** within 300m from the Pendle Hill train station will assist in improving accessibility and connectivity of the subject site with other strategic centres like Parramatta and Blacktown. Additionally, proximity to the **main retail strip** will provide **amenities and convenience** for the future residents.

The subject site is a large **consolidated** site with frontage to both Dunmore Street as well as Pendle Way. There are **large areas** of land spread across the subject site, excluding the heritage curtilage, that are available for major built form **redevelopment** as well as open space **improvements**.



Figure 49. Large areas of land available within the subject site

There is potential to retain and **adaptively reuse** the existing **heritage items** with community facilities at Dunmore House and allied health services as well as a cafe within Ashwood House. The heritage **curtilage** also has the potential to be upgraded to have greater **community benefits** and include facilities such as children's playground and ornamental gardens. The existing mature **trees and vegetation** will contribute to **good quality** communal open **spaces** by providing shade as well as softening of the edges.

The **approved** heights and density on the **Bonds Spinning Mills** will set a **taller skyline profile** for the precinct. The subject site needs to act as a **transitional** site such that the proposed heights and density strike a balance between the main retail strip, the Bonds Spinning Mills site and the surrounding context. The existing **visual link** to the Bonds Spinning Mills site also needs to be maintained and enhanced in order to assist with **way-finding** for the future residents.



Figure 50. Opportunities

The provision of **seniors housing, aged care facilities** and **affordable key worker housing** on the subject site will provide an opportunity for **ageing in place**, intergenerational living, allied health services and also provide **employment** opportunities for the community.



Figure 51. Approved development, topography and visual link to the Bonds Spinning Mills site

The change and **slope** of the existing topography, creates a **visual hierarchy** within the subject site when viewed from Dunmore Street. It also assists in creating visual interest in terms of **open vistas** to the surrounding which need to be **preserved** as part of the existing character.



Figure 52. Vistas from Dunmore Street

The above opportunities along with the constraints discussed previously led to the formulation of the design principles that are elaborated in the next chapter.

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3. MASTERPLAN



3.1 VISION

The proposed development on the existing site (owned and operated by the aged care provider Fresh Hope Care) located at Dunmore Street, Pendle Hill will play an important role in contributing to the additional supply of seniors housing, aged care facilities and affordable key worker housing. It is strategically located with access to public transport, social infrastructure and goods and services within the Pendle Hill local centre. The Planning Proposal also provides an appropriate transition in building height and density from the Bonds Spinning Mills site to the surrounding low density residential development.

The proposed development will take advantage of the high amenity landscaped setting, which will be enhanced by a series of public as well as private open spaces connecting to the generous, open and publicly accessible heritage curtilage.

The proposal will concentrate taller heights to the centre, transitioning down to the edges of the site. The height distribution will minimise overshadowing and visual impacts to the surrounding developments and the public domain. The heights along the boundaries will present a 'human-scaled' streetscape of 4 storeys responding to the existing character whilst maintaining a 'green' outlook and enhancing the street landscape character. Careful consideration has been given to the transition in scale to the 1-2 storey detached dwellings facing Collins Street along the southern boundary.

Future development on the site near the corner of Dunmore Street and Pendle Way is envisaged to become a built form marker when approaching the site from Pendle Hill train station. The two existing heritage items (Ashwood and Dunmore House) will be retained and adaptively reused.

The development will also increase and enhance the pedestrian experience as well as the connectivity to the surrounding public domain along both Pendle Way and Dunmore Street. A number of through site links will strengthen the connection between the train station/main street (Pendle Way) and the Bonds Spinning Mills site. A series of communal open spaces at the ground level interconnected with the public open space will provide additional amenity for the future residents with a pedestrian link enhancing the site's accessibility and connection to the future local centre at the Bonds Spinning Mills site. All links will have high quality landscape features and the landscape design will assist in demarcating the private from the publicly accessible areas. Provision of roof terraces on some of the future buildings such as the proposed RACF and selected ILUs will further complement the overall landscape strategy.

Given the proximity to the main street (Pendle Way) and its likely future development, the proposal will deliver a well considered built form with ample open space, amenities which will make a positive contribution to the community and the evolving neighbourhood character.



Figure 53. View looking at Dunmore House from the heritage curtilage

3.2 DESIGN PRINCIPLES

Based on the analysis undertaken in chapter 2, GMU formulated a series of design principles for the site. The future development on the subject site, should aim to:

- Respond to the contributory natural and man-made elements of the surrounding character and existing orthogonal street grid, heritage and the existing and evolving built form scale of the area.
- Enhance the existing view lines to and from Dunmore Street.
- Celebrate and give precedent to the heritage component of the site whilst maintaining the curtilage around Dunmore House. The beautiful setting of Dunmore House should act as the organising principle and hierarchy for the rest of the site.
- Respond and take into consideration the approved heights and scale of the Bonds Spinning Mills site and the adjoining low density residential development.
- Create a gradual transition in scale to the immediate existing 'fine-grain' character of the area.
- Preserve the existing mature vegetation of the site and improve and complement the landscape setting with lush understorey planting of native species and aesthetically pleasing landscape in-between buildings.
- Create groupings/clusters of buildings that in turn create inter-spaces for congregation as well as enhance both the active and passive recreational uses for future residents and the local community.
- Minimise visual impacts and respond to the existing heritage on site.
- Achieve design excellence through architectural expression and character. Suggest innovation as well as respond to the heritage setting.
- Create a simple and straightforward access network that incorporates the existing heritage driveway and gives a street address to all proposed building clusters. The internal street network has been designed to ensure servicing of all future buildings is achievable.
- Imbue sustainability through quality of spaces and internal amenity whilst responding to the character of the site.

The above principles led to the investigation of conceptual strategies for the placement of built form and open space on the subject site. These are discussed in the next section of this report.

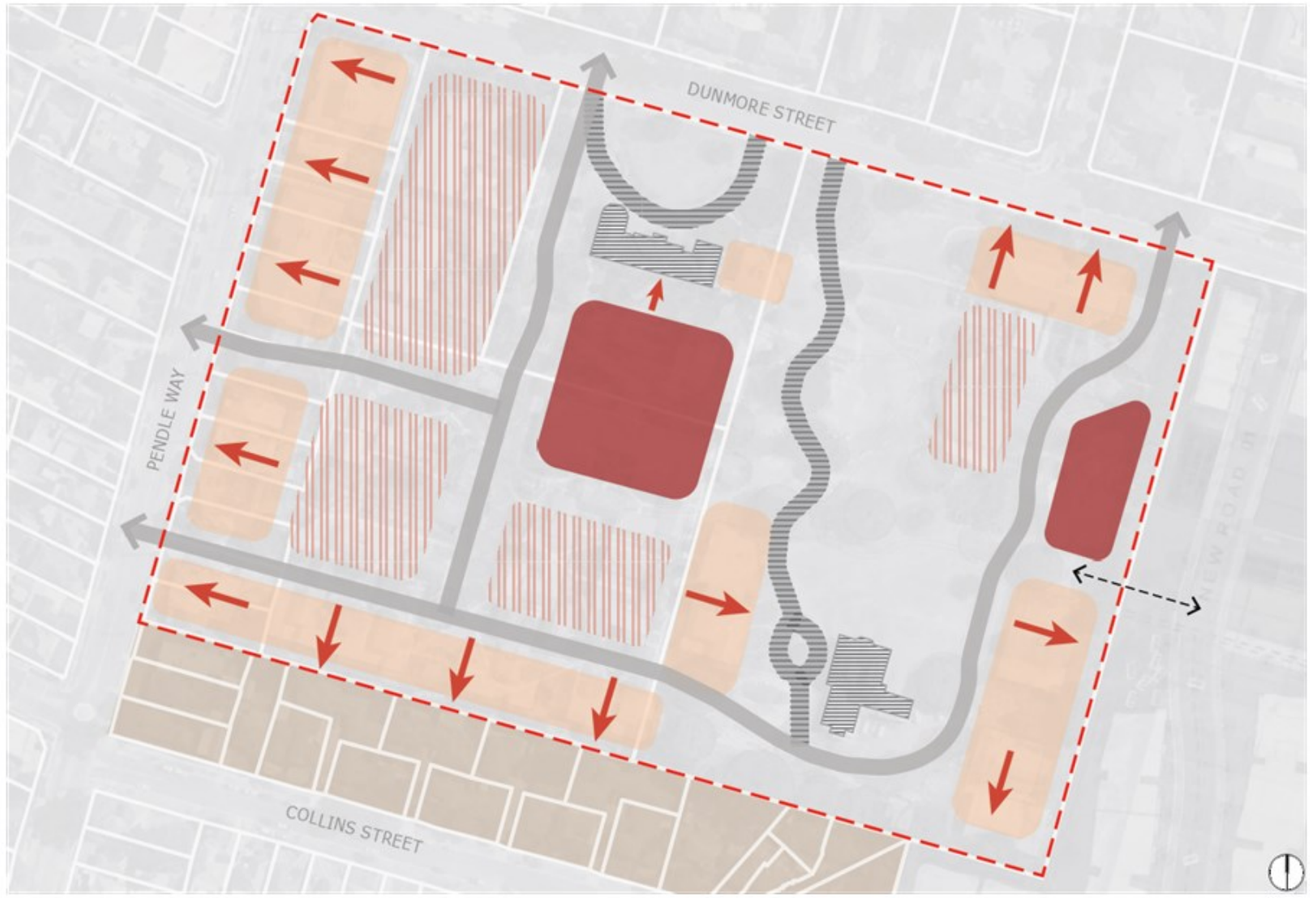

Figure 54. Part diagram illustrating the design principles

3.3 MASTERPLAN, OPEN SPACE AND ROAD NETWORK - OPTIONS EXPLORED

GMU explored a number of strategy options for the subject site. Out of the many strategies options A, B and C had a greater number of positive elements in their response to the various opportunities and constraints found in the subject site and were investigated in more detail as follows:

OPTION A

Pros

- 'Fine-grain' orthogonal distribution of built form across the subject site
- Allied health addition/ extension behind Ashwood House to the south
- Higher scale concentrated to the centre of the site transitioning down to the edges, responding to the existing character
- Retention of majority of significant trees

Cons

- Lack of a built form marker at the intersection of Dunmore Street and Pendle Way
- Taller height located in close proximity to Ashwood House
- Lack of vegetative buffer behind Ashwood House
- 7 vehicular access points along Dunmore Street (including the heritage driveway)
- No vehicular access along Pendle Way
- Dependency on the existing heritage driveway as a carriageway
- Road 1 deliverable only after the demolition of the existing RACFs
- Road 3 in conflict with the traffic light at the intersection of Dunmore Street and Goodall Street

OPTION B

Pros

- 'Fine-grain' orthogonal distribution of built form across the subject site
- Addition/ Extension to Ashwood House to the south and east
- Higher scale concentrated to the centre of the site transitioning down to the edges
- The proposed road network forms a simple and practical loop
- Boulevard provision deliverable with or without demolition of RACFs
- Retention of majority of significant trees

Cons

- 5 vehicular access points along Dunmore Street including heritage driveway
- No vehicular access along Pendle Way
- Lack of a built form marker at the intersection of Dunmore Street and Pendle Way
- Taller height immediately behind Ashwood House with no green buffer
- Addition/ Extension to larger facilities especially to the east of Ashwood House, thereby reducing the open space between the buildings
- Lack of internal road access to the building at the corner of Pendle Way and Dunmore Street
- Convoluted internal road network and road encroachment into the curtilage

OPTION C

Pros

- 'Fine-grain' orthogonal distribution of built form across the subject site
- Proposed built form marker at the corner of Dunmore Street and Pendle Way to assist with wayfinding
- Split RACF height sufficiently set back from Ashwood House
- Addition/ Extension to Ashwood House to the east with landscape buffer behind
- Higher scale concentrated to the centre of the site transitioning down to the edges, responding to the existing character
- 3 vehicular access points along Dunmore Street and 2 from Pendle Way ensuring connectivity and street address to all the buildings
- Evenly fragmented buildings along Pendle Way to respond to the context
- Retention of majority of significant trees

Cons

- Access to the building at the corner of Pendle Way and Dunmore Street from the boulevard through connecting basements

Based on the number of pros outweighing the constraints, Option C was chosen as the preferred built form strategy for the site. The masterplan is discussed in the next section of this report.



Figure 55. Option A



Figure 56. Option B



Figure 57. Option C

3.4 MASTERPLAN



Figure 58. Proposed masterplan in context (courtesy of Taylor Brammer)

The proposed masterplan is an evolution of the various options explored (refer to chapter 3.3). The concepts were further developed after envelope testing by the project architects (Thomson Adsett), to ensure appropriate articulation of envelopes and siting of the buildings against the topography. Taylor Brammer, landscape architects, further developed the open space strategy. The internal road network was developed in collaboration with Taylor Brammer and GTA.

The proposed development is well integrated with the surrounding context through its contribution to the open space network, pedestrian connectivity and a balanced built form massing within a lush landscape setting.

As part of the design process, Architectus was appointed as a peer reviewer to provide an independent review on the proposed masterplan. Architectus' feedback and comments assisted in further developing the masterplan (refer to Figure 59).

The masterplan includes the following attributes:

- The proposed built form is distributed around the site following a clear and orthogonal grid with an even distribution of open spaces
- Pavilion style buildings (average length of 45m) interspersed with communal open spaces
- Greater height at the centre away from the edges and the heritage items and the north east boundary, transitioning to lower built form ranging from 2-4 storeys towards the other boundaries
- A large north south open space with pedestrian access and good landscape amenity in alignment with Dunmore House
- An entry boulevard located to the west of Ashwood House lined with mature trees for a greater sense of arrival
- High quality private as well as public open spaces. The communal open spaces at the ground level are interconnected improving the site's accessibility and permeability
- Rooftops of a number of proposed buildings to be used as additional communal open space with excellent solar and residential amenities
- Retention and enhancement of the existing vegetation and landscape character. Approximately 95% of the identified high significant trees have been retained
- Improvements to the streetscape along both Pendle Way as well as Dunmore Street
- Adaptive reuse of Dunmore House and Ashwood House
- Provision of affordable key worker housing as a 2 + recessed roof form along the southern boundary

The proposed distribution of heights and uses are discussed in the next section of this report.



Figure 59. Proposed masterplan (courtesy of Taylor Brammer)

3.5 BUILDING HEIGHTS AND USES

The proposed heights are distributed such that the tallest heights are concentrated at the centre of the site gradually transitioning down towards the site edges. The height distribution on the proposed masterplan is as follows:

- 4 storeys to the west of the entry point to proposed road 1 and 2 storeys adjoining Ashwood House fronting Dunmore Street to complement the existing character across the street as well as the proposed development on the Bonds Spinning Mills site
- 4 storeys to the west of proposed road 2 along Dunmore Street which is consistent with the Bonds Spinning Mills site
- 5 storeys at the corner of Pendle Way and Dunmore Street as a built form marker
- 4 storeys along Pendle Way with a well articulated 3 storey streetwall height to respond to the surrounding context
- 2-storey building plus a partial third storey along the southern boundary to respond to the lower density detached dwellings facing Collins Street. See Figure 60 for artist impression



Figure 60. Interface at the southern boundary

- 3-5 storeys medium density buildings around Dunmore House to preserve the heritage item
- 6 and 8 storey RACF mainly concentrated towards the centre to minimise overshadowing and visual impacts
- 8 storey building (B3) to the east of proposed road 2 stepping with the slope
- Buildings generally stepped with the topography e.g. buildings G3 and G5 step down by 3 storeys, A3 steps down from 7 to 6 storeys. s

Primarily functioning as a seniors housing and aged care provider the proposed uses on the site include Independent Living Units (ILUs), Residential Age Care Facilities (RACFs), affordable key working housing, community facilities and allied health services. The uses on the proposed masterplan are as follows:

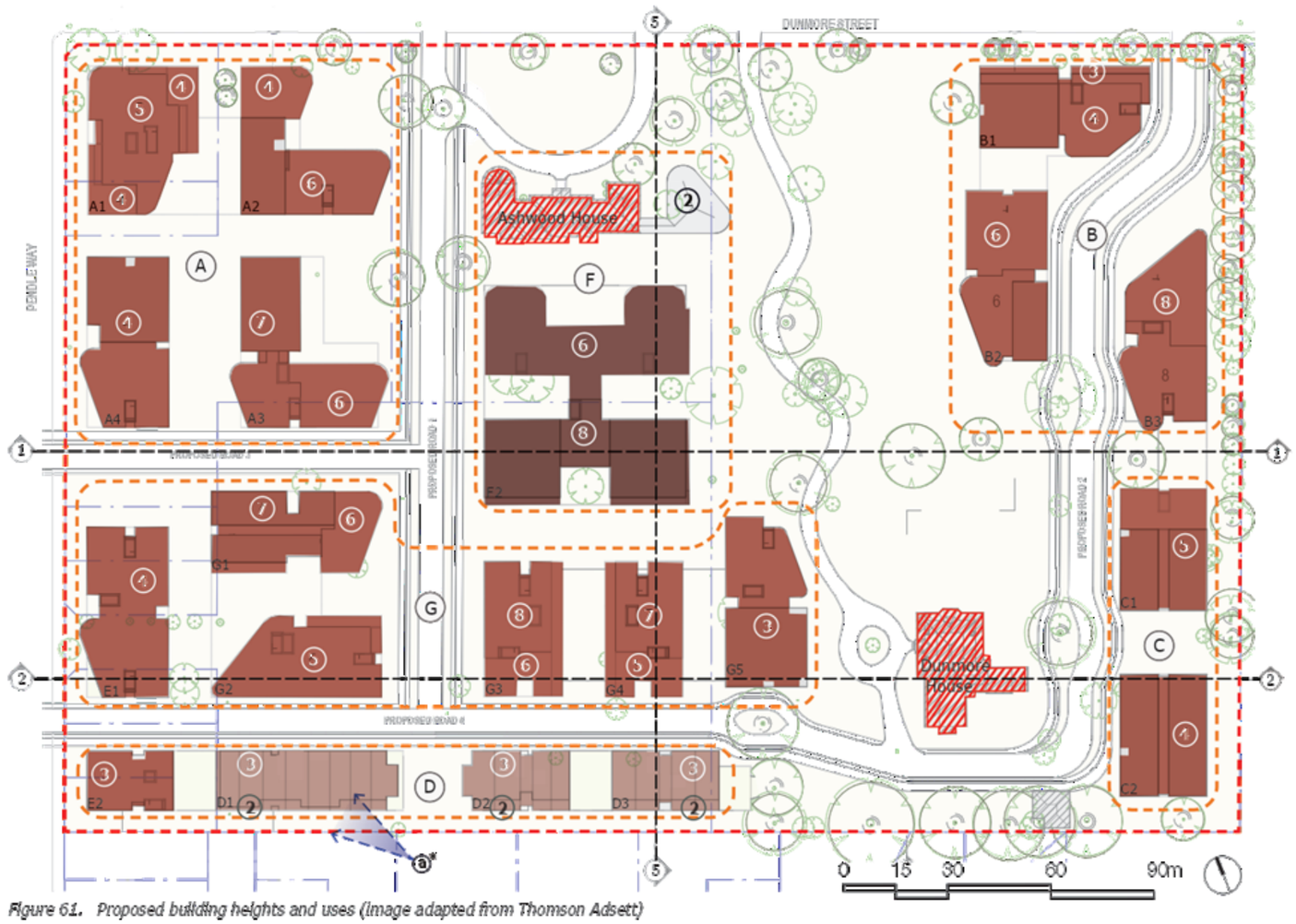

Figure 61. Proposed building heights and uses (image adapted from Thomson Adsett)

- The ILUs are distributed among 16 buildings divided into a number of clusters (namely A, B, C and G)
- The RACF is located to the immediate south of Ashwood House. Ashwood House along with the allied health extension will function as a health hub. However, it should be noted that in building F2, the RACF is intended for the first 6 levels with ILUs on the top 2 levels, to the south
- Cluster D houses the affordable component with the building along Pendle Way intended to be used as an ILU

Please refer to the site sections overleaf.

KEY

- Site boundary
- Proposed RACF
- Proposed ILUs
- Heritage Item
- Proposed clusters
- Proposed admin/ allied health hub
- Proposed affordable key worker housing

* Indicative location of the artist impression

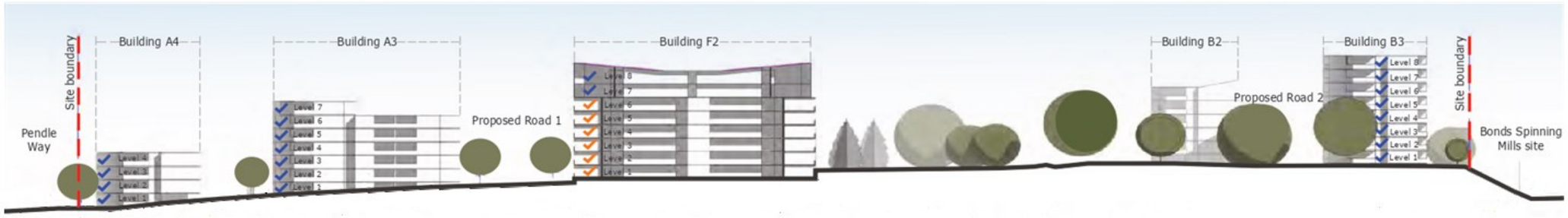

Figure 62. Section 1 (image adapted from Thomson Adsett) N.T.S

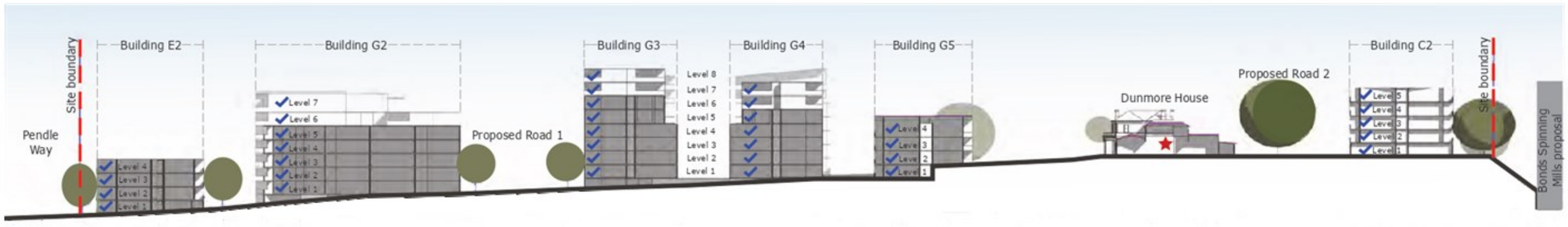

Figure 63. Section 2 (image adapted from Thomson Adsett) N.T.S



Figure 64. Section 5 (image adapted from Thomson Adsett) N.T.S

KEY

- Proposed ILUs
- Proposed RACF
- Existing heritage item
- Proposed allied health hub
- Proposed affordable key worker housing



Figure 65. View of the proposal from Dunmore Street

3.6 SITE SPECIFIC URBAN DESIGN GUIDELINES

To guide the future development of the subject site GMU and the project team formulated high levels of site specific design guidelines. Their aim is to achieve an appropriate built form and high levels of design excellence throughout all stages of the development process.

Building Heights and Streetwall Response

Objectives

- To provide increased opportunities for height and density to support the future provision of seniors housing and aged care services on site
- To achieve an appropriate height transition in response to the existing and future desired context within the area
- To concentrate height in the right places, minimising any adverse visual impact to the surrounding context
- To minimise any adverse shadow impacts to the public open spaces within and around the site
- Maintain 'fine-grain' proportions along the southern boundary to complement what is currently permissible across the southern boundary (2-storey+roof form)

Controls

- Maximum building height of up to 8 storeys (centre and east) with height transition down to 7 , 6, 5 and 4 storeys to the edges
- Maximum building height of up to 8 storeys (centre) with height transition down to 3 and 2 storeys along the southern boundary
- Maximum building height of up to 4 storeys along Pendle Way transitioning down 3 storeys at the south west corner
- Maximum building height of up to 4 storeys along Dunmore Street
- Maximum building height of up to 5 storeys at the corner of Pendle Way and Dunmore Street, to emphasise the corner
- Proposed building heights and street response should generally comply with Figures 67 and 68

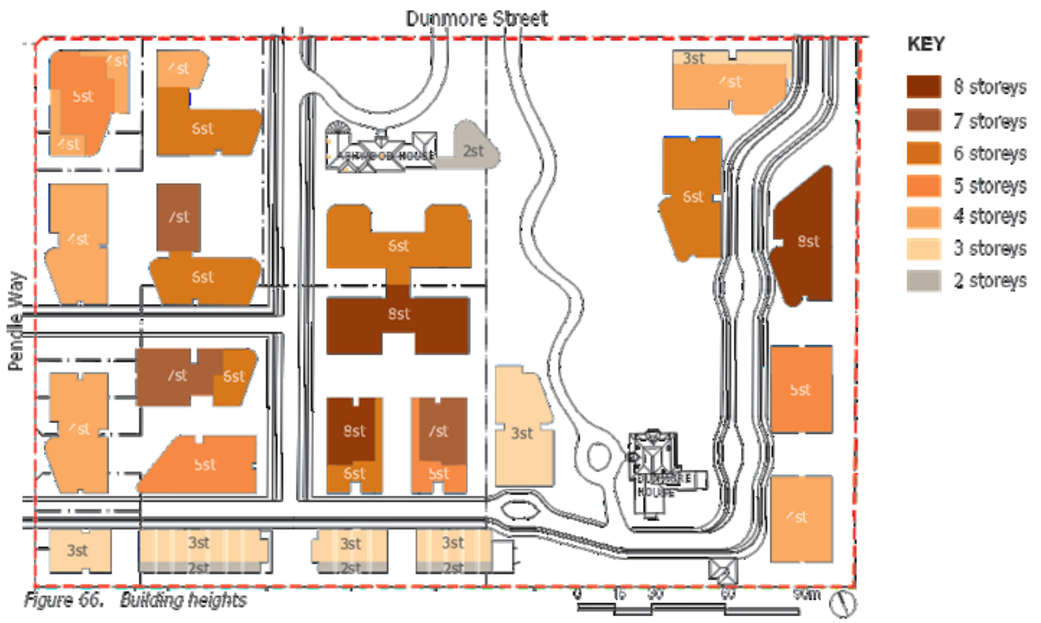

Figure 66. Building heights

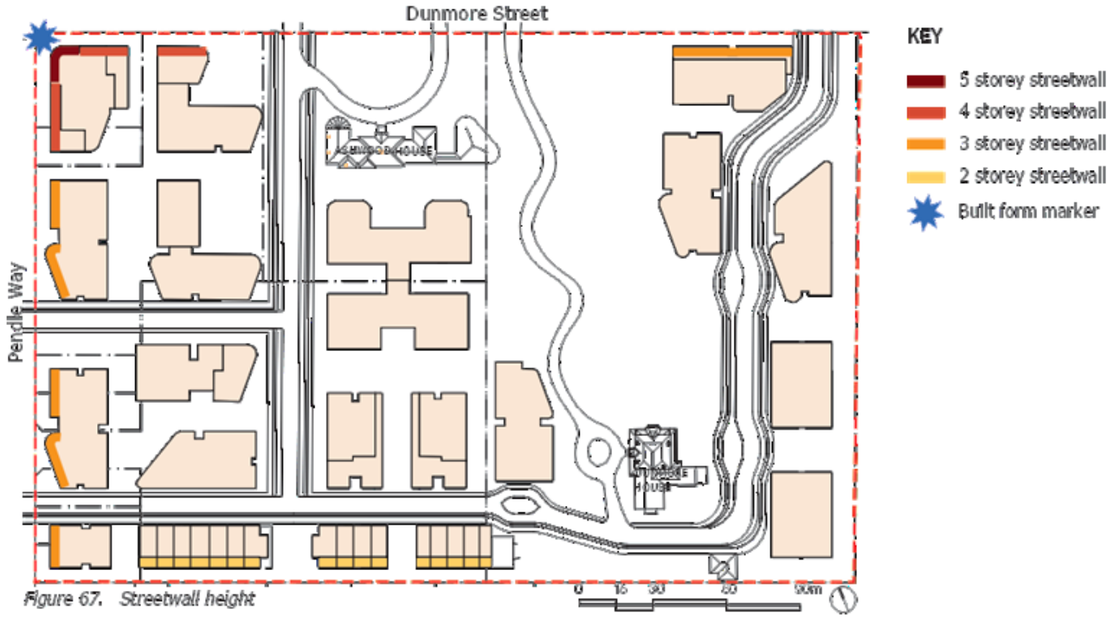

Figure 67. Streetwall height

Building Setbacks and Separation

Objectives

- To achieve appropriate separation distances between built forms, ensuring the amenity for the future residents
- To achieve desirable setbacks to contribute to the prevailing streetscape and existing and future character of the area
- To achieve appropriate scale along the streets and pedestrian links to enhance the human scale for pedestrians
- To preserve privacy and improve acoustic privacy to the surrounding developments
- To maintain high levels of visual and acoustic privacy to the lower density detached dwellings across the southern boundary

Controls

- Minimum 6m setback to Pendle Way
- Minimum 6m setback to Dunmore Street
- Minimum 6m setback to the southern boundary
- Minimum 10m setback to the eastern boundary
- Minimum 12m primary separation distance between all the buildings proposed on site
- Minimum 12m separation distance between Ashwood House and the proposed RACF (F2) to the immediate south. Additional separation up to 23m towards the centre of the building
- Minimum 18m separation distance between the buildings along the eastern boundary
- Minimum 16m separation distance between the proposed RACF (F2) and the buildings to the immediate south (G3 and G4)
- Minimum 18m separation distance between the buildings either side of proposed road 3
- Minimum 15m separation distance between the buildings either side of proposed road 4
- For the buildings above 4 storeys, the proposed secondary setback will be in accordance with the required setbacks as per the Apartment Design Guidelines (ADG)
- Provide horizontal shelving along all balconies and windows facing the southern boundary approximately at the top of the balustrade and sill height as shown in Figures 69 and 70
- Building street setbacks and separations are to conform generally to the dimensions shown in Figure 68

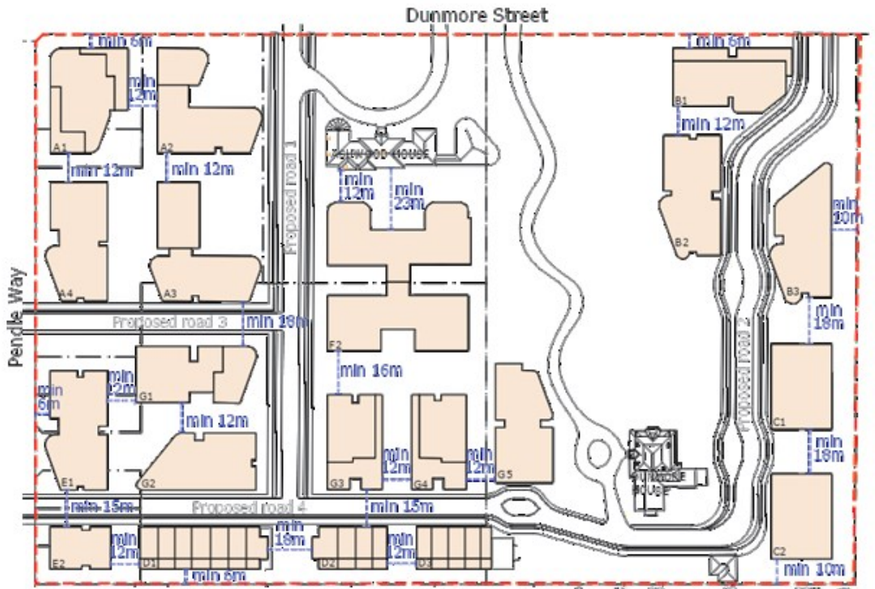

Figure 68. Setbacks and separation

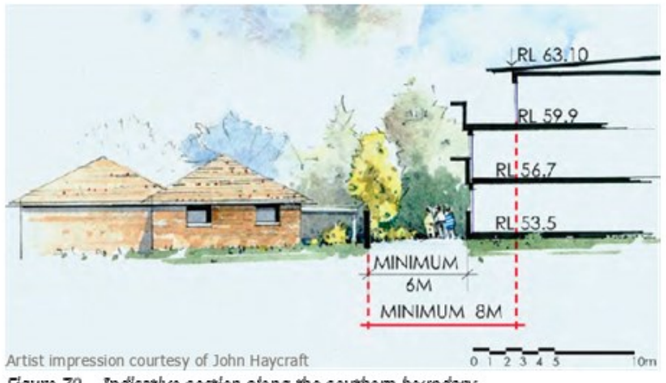

Figure 70. Indicative section along the southern boundary



Figure 69. Horizontal shelves



Figure 71. Interface along the southern boundary

Open Space and Deep Soil Zone

Objectives

- To provide a series of generous public open spaces for recreational uses, improving the quality of the public domain and connectivity with surrounding open spaces
- To provide sufficient communal open space and rooftop gardens to cater for passive and active recreation opportunities for future residents
- To provide adequate deep soil zones for the healthy growth of mature trees on site and allowing water filtration and the reduction of stormwater run-off
- To provide high quality street landscaping around the perimeter of the site to enhance the quality of the built environment
- To mitigate any visual impacts behind Ashwood House

Controls

- Provide a north-south landscaped public open space to enhance the identified heritage curtilage as per Figure 70, contributing to public amenity and enhancing the area's connectivity
- Provide pocket parks with varied landscape features within the clusters of buildings connecting to the publicly accessible open space
- Provide communal open spaces at the ground level and rooftop areas with a variety of facilities including seating, BBQ facilities, shelters,etc
- Ground level courtyards to all ground level ILUs as per the Apartment Design Guidelines (ADG)
- Minimum 6m for deep soil zone along Pendle Way, Dunmore Street and along the southern boundary
- Minimum 10m for deep soil zone along the eastern boundary
- Provide high quality evergreen trees and screening along the eastern and southern boundary
- Retain and enhance the landscape setting of both Ashwood House and Dunmore House
- Provide a landscaped buffer zone (south of Ashwood House) of at least 6-8m in width for the provision of tall screening trees
- Open space and deep soil zone should generally be provided in line with Figures 72 and 73

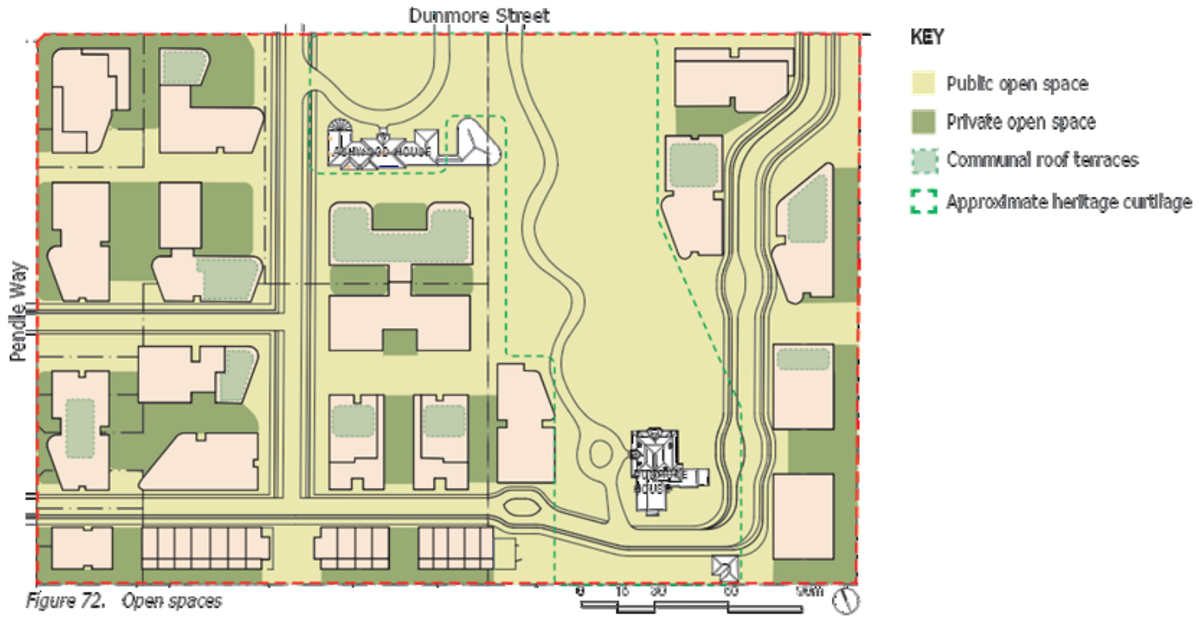

Figure 72. Open spaces

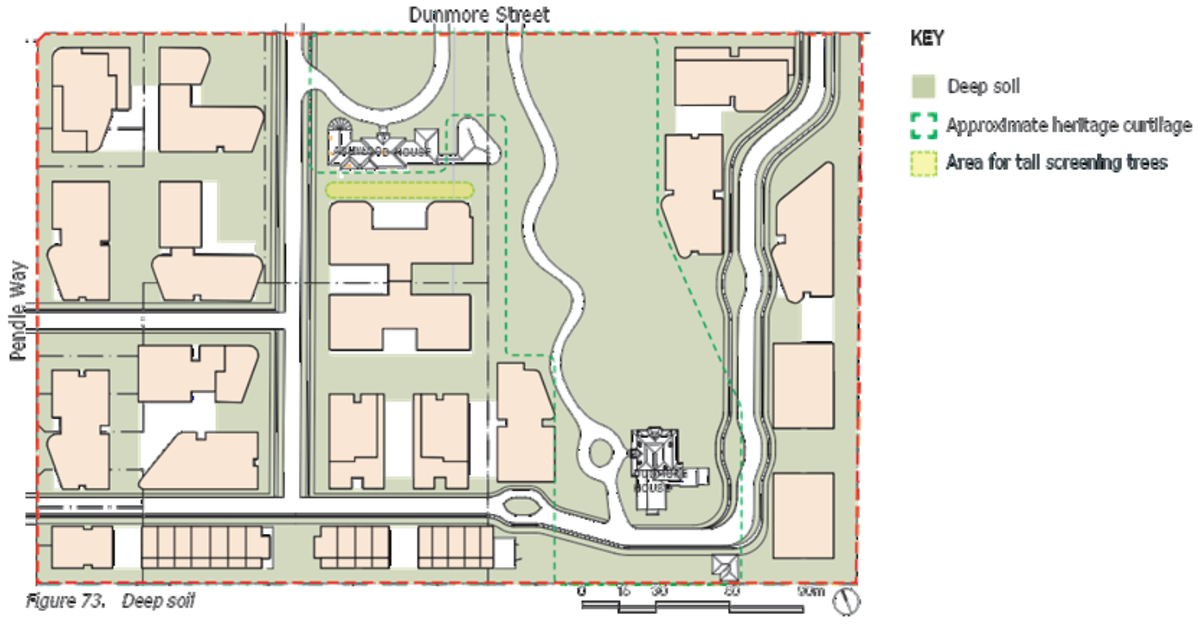

Figure 73. Deep soil

Vehicular/Residential Access and Public/Pedestrian Links

Objectives

- To improve the site's accessibility and strengthen the connection to surrounding destinations
- To provide a number of residential access points to activate street frontages and internal open spaces, providing passive surveillance to the public
- To reduce the traffic impact to Pendle Way and Dunmore Street and improve the public domain for pedestrians

Controls

- Restrict vehicular access directly to buildings fronting Pendle Way
- Vehicular access points should be encapsulated within the building footprints. If access is not within the building, high quality landscape and driveway design should be incorporated to ensure a landscaped streetscape and to mitigate the visual and acoustic privacy issues for the residents
- Majority of the vehicular access points to be incorporated within the subject site
- Pedestrian footpath should be separated from the vehicular access with a planting strip - minimum 1.8m wide
- Provide resident/pedestrian access points along both Pendle Way and Dunmore Street
- Provide at least 4 new public through-site links connecting the subject site with the main retail strip and the Bonds Spinning Mills site
- Provide a private pedestrian links interconnected with the new public links
- Vehicular/residential access and public/pedestrian links should generally comply with Figures 74 and 75

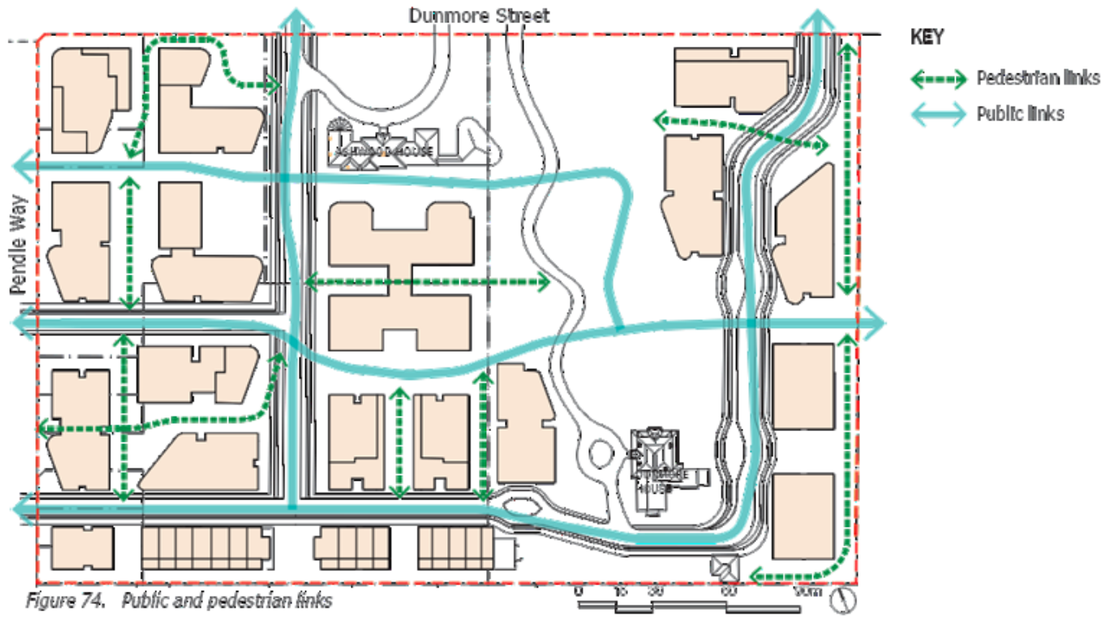

Figure 74. Public and pedestrian links

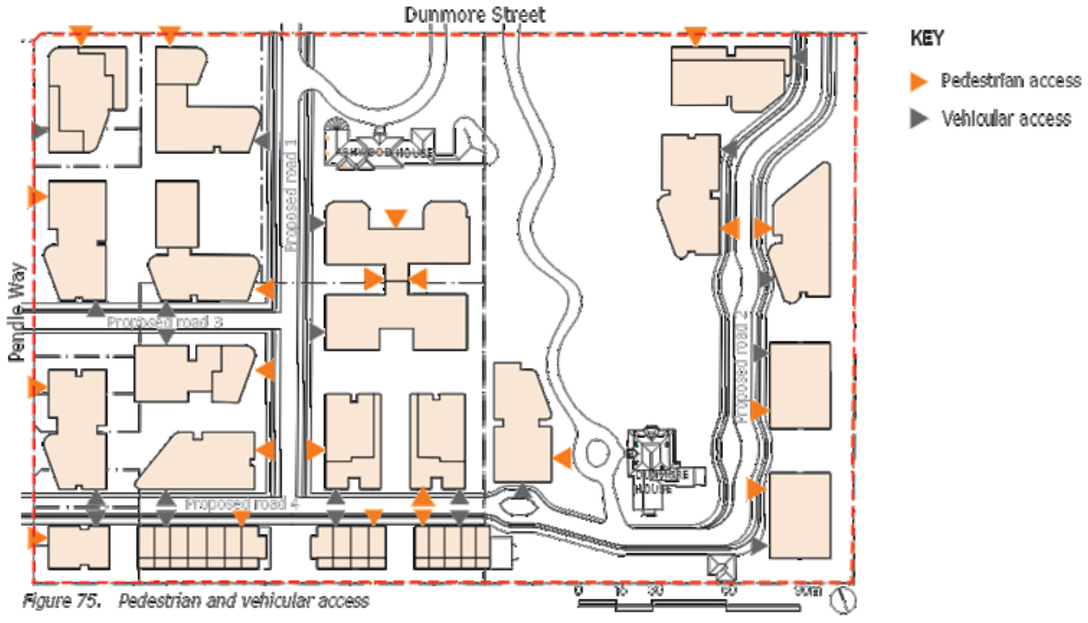

Figure 75. Pedestrian and vehicular access

Solar Access and Overshadowing

Objectives

- To minimise overshadowing impacts to surrounding public domain and private developments
- To provide reasonable amount of solar access to new public open spaces within the site

Controls

- Sculpt the proposed built form to create fast moving shadows to surrounding residential development between 9am and 3pm in mid-winter
- Provide a minimum of 2 hours of solar access to the main private open spaces of the surrounding residential properties and to the public open space between 9am and 3pm in mid-winter

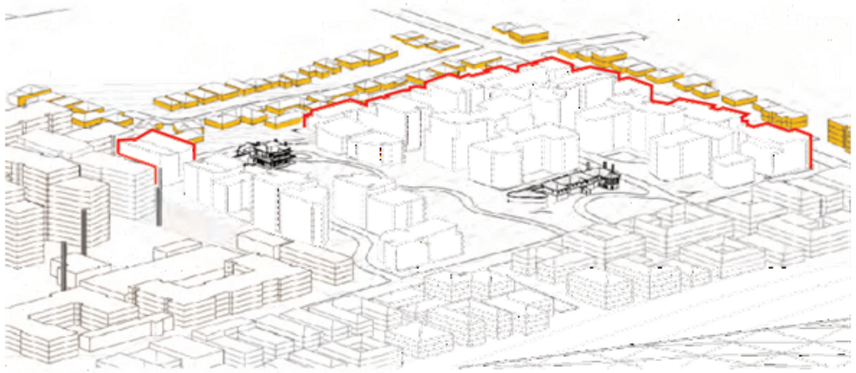

Figure 76. Sun eye diagram -22 June 9am (Image adapted from Thomson Adsett)



Figure 77. Sun eye diagram -22 June 12pm (Image adapted from Thomson Adsett)

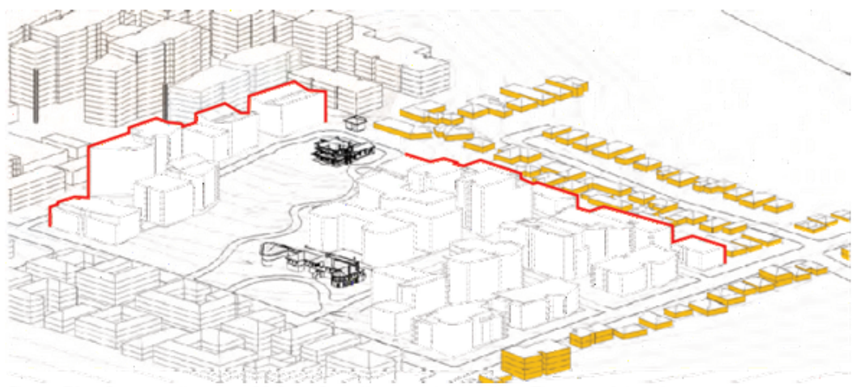

Figure 78. Sun eye diagram -22 June 3pm (Image adapted from Thomson Adsett)

4. FINAL RECOMMENDATIONS



4.1 PROPOSED STATUTORY CONTROLS

Below are the outcomes of the proposed massing translated into the controls to be included within the Holroyd Local Environmental Plan (HLEP) 2013. For details regarding the changes to the LEP, please refer to the main Planning Proposal report prepared by Keylan Consulting.

ZONING

The subject site is currently zoned as R2 (Low Density Residential), R3 (Medium Density Residential) and R4 (High Density Residential) under the HLEP 2013. Based on the analysis and studies undertaken in this report, the proposal seeks an amendment to RE2 (Private Recreation) to the identified heritage curtilage and R4 (High Density Residential) for the rest of the subject site as per the map in Figure 79.



Figure 79. Proposed zoning map (courtesy of Keylan Consulting)

HEIGHT OF BUILDING (HOB)

The subject site has a permissible height of building of 9m for the majority of the land, including 11m along the western boundary. The proposal seeks an amendment to the maximum heights as per Figure 80, with 32m for the majority of the site, no specified height limit for the identified heritage curtilage and 12.5m along the southern boundary.



Figure 80. Proposed height of building map (courtesy of Keylan Consulting)

FLOOR SPACE RATIO (FSR)

The applicable FSRs for the subject site include 0.5:1, 0.7:1 and 0.85:1. The proposal seeks to provide an FSR of 1.5:1 for the majority of the site, no specified FSR for the identified heritage curtilage and 0.85:1 along the southern boundary. The proposed FSR changes are as per Figure 81.



Figure 81. Proposed floor space ratio map (courtesy of Keylan Consulting)

4.2 FINAL CONCLUSION

GMU together with the project team have undertaken extensive analysis of the future of Pendle Hill and of the potential role the subject site could play in the future growth of the centre. We have developed a masterplan through comprehensive evidence based analysis to ensure an appropriate built form outcome for the subject site.

In light of GMU's analysis, the report has concluded that the proposed redevelopment can contribute to the continuing revitalisation and transformation of Pendle Hill. The Planning Proposal will play an important role in contributing to the additional supply of seniors housing, aged care facilities and affordable key worker housing with access to public transport, social infrastructure and goods and services. It will also provide an appropriate transition in building height and density from the adjoining Bonds Spinning Mills site to the surrounding low density residential development whilst reinforcing the site's 'green' character through the proposed open spaces and improvements to the publicly accessible open space network within and around the subject site.

The subject site with frontages to both Pendle Way and Dunmore Street presents a great opportunity to provide a holistic development that will ensure the continuing delivery of high quality aged care facilities and seniors housing within a high-quality landscape setting. It also responds to the surrounding existing and future context in terms of built form, amenity and streetscape character.

The report has arrived at the proposed built form after careful consideration of a number of options through a thorough urban design analysis of any potential visual and overshadowing impacts to the surrounding areas and the amenity of the future residents. This process has also undergone a rigorous design process with the project team, a peer review process and consultation with Council staff and Councillors.

Based on the above, GMU encourage Council to support the Planning Proposal and the suggested amendments including LEP zoning, height of building and FSR as per Chapter 4.1 including the potential site specific guidelines suggested in Chapter 3.7 of this report.



Figure 82. View of open space and built form distribution from Dunmore Street

CUMBERLAND CITY COUNCIL

GMU
Urban Design & Architecture

Project 19027 - PENDLE HILL - 230-290 DUNMORE STREET
Prepared for FRESH HOPE CARE
Job number 19027
Date Issued 09 / 04 / 2020



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DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 4

Urban Design Peer Review

Appendix P

Urban Design Peer Review prepared by Architectus

Planning Proposal
Dunmore Street, Pendle Hill | April 2020

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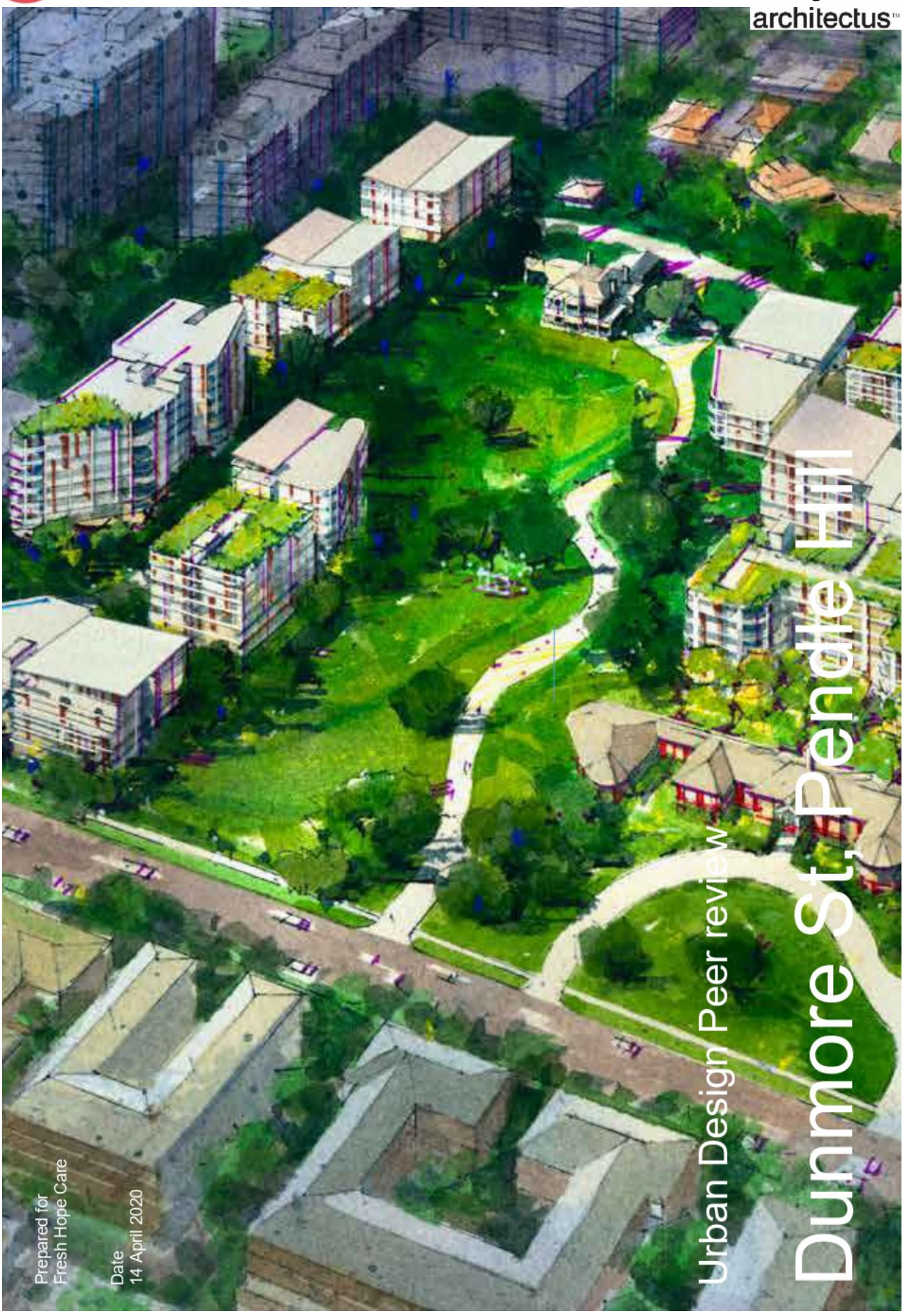

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This report is considered a draft unless signed by a Principal



Greg Burgon
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Contents

1. Introduction 4
- 1.1 Preliminary 4
- 1.2 Key findings 4
- 1.3 The site and proposal 4

2. Assessment 8
- 2.1 Strategic context, height and density 8
- 2.2 Assessment of Indicative Masterplan 11
- 2.3 Proposed Planning Controls 13

3. Conclusion 14

1. Introduction

1.1 Preliminary

Architectus has been engaged by Fresh Hope Care to provide independent urban design advice and peer review of a Planning Proposal relating to increases to density and height at Dunmore Street, Pendle Hill. This report provides the final review of the proposal as intended for submission to Cumberland Council as a Planning Proposal.

This review is set out as follows:

- Introduction – including the site, proposal and context
- Assessment including:
  - Assessment of strategic context, including appropriateness of height and density.
  - Assessment of proposed masterplan
  - Assessment of proposed planning controls
- Conclusions and recommendations

In preparing this review, we have relied on the following documents:

- Urban Design Report – GMU – Dated 9/4/2020
- Landscape Report – Taylor Brammer – Revision A 17 February 2020

1.2 Key findings

The key findings of this review are that the proposal is strategically and contextually appropriate for the site, including through provision of:

- **Strategically appropriate height and density** that are in alignment with the Central City District Plan and Council's Local Strategic Planning Statement
- **Excellent open space through-site links** that assist in providing public amenity including providing an important connection from the proposed neighbourhood centre on the Bonds Spinning Mills site to the existing Pendle Hill Local Centre and railway station
- **Appropriate interfaces to streets** including Dunmore Street and Pendle Way which respond to the existing built form conditions of each
- **Sensitive and appropriate interfaces to neighbours** through stepping down to their neighbours and also protecting their solar access
- **Good on site amenity outcomes** with regard to best practice standards
- **An appropriate level of flexibility in controls** to allow delivery of this project through future development applications which will be staged.

1.3 The site and proposal

The site is located at Dunmore Street Pendle Hill as shown in Figure 1 below. Under the current planning controls, the site is under a split land use zone – R4 along Pendle Way to the west, stepping back to R3 and R2 behind. These zones have associated maximum Floor Space Ratios of 0.85:1, 0.7:1 and 0.5:1 respectively. Building heights range between 9m to 11m. The Planning Proposal seeks to amend the current land use zones and development controls that apply to the site to enable its future redevelopment for increased seniors housing, affordable key worker housing and open space uses.



Figure 1 Site location



Figure 2 Illustration of proposed development – aerial view



Figure 3 Illustrative Master Plan (Taylor Brammer / GMU / Thomson Adsett)



Figure 4 Proposed building heights (GMU adapted from Thomson Adsett)

Important to the site's context is the Bonds Spinning Mills site to the east, where a Planning Proposal (lodged in 2016) has recently changed the controls to include increased heights up to 39 metres (12 storeys) and Floor Space Ratios of 0.7:1-2.2:1. This development is located further east of the Pendle Hill local centre and railway station than the subject site. The concept image for this development (as shown in the Planning Proposal documentation for the Bonds Spinning Mills site) is shown below.

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Figure 5 – Artists Impression – Bonds Spinning Mills site
(the subject site is located directly behind this proposal)



Figure 6 – Indicative masterplan in context with the Bonds Spinning Mill Site
One of the important factors for Architectus in supporting this masterplan is that the bulk and scale of buildings proposed is much more sensitive and in context with neighbours than the longer buildings already approved on the Bonds Spinning Mills site

2. Assessment

2.1 Strategic context, height and density

As the proposal includes significant changes to building height and density, Architectus has undertaken a strategic urban context review. Our experience in this kind of review and implementation across strategic centres include the following key work within the context of Pendle Hill:

- The Parramatta City Centre Strategy – which has led to the current Planning Proposal for changes to planning controls in the Parramatta CBD.
- Wentworthville Centre Urban Design and Built Form Controls (Holroyd/Cumberland Councils, 2015-2018).

In brief, we consider the proposal to be a strategically appropriate location for new development at the densities proposed, subject to local impacts, as:

- Although Pendle Hill has not yet received the attention of a major strategic review by Council or State Government, planning controls for land surrounding all other railway stations between Parramatta and Blacktown has been reviewed and/ or amended, either for the whole centre or individual sites. Change should be expected in Pendle Hill in the short to medium term.
- Pendle Hill is noted as a 'local centre' in the Draft Cumberland Local Strategic Planning Statement, however, is only one of two of these centres that have a railway station and therefore align with State Government's 30-minute city objectives set out in the Greater Sydney Region Plan and District Plan.
- The site is one of three large sites within 10 minutes' walk of Pendle Hill railway station, consistent with the District Plan's preferred locations for additional residential density. These large sites are likely to come forward for development before the smaller sites including the local shops closer to the railway station.
- There is a precedent of 39m approved building heights adjacent to the site on the Bonds Spinning Mills site, further from the railway station. The heritage constraints on the Spinning Mills site were a key influence in setting its height of building controls, with the taller buildings on the southern portion of the site.
- Heights of 24m or greater have been accepted on other large sites in the broader context that are distant from rail transport and centres such as Wentworthville South, the Great Western Highway and Parramatta North.
- The site has the potential to provide important social infrastructure and open space, provide connections between Pendle Hill and the new local centre on the adjacent site and support appropriate strategic growth of Cumberland.

Based on this analysis Architectus has created a high level structure plan for what we would anticipate the future of Pendle Hill would redevelop into, to ensure that this proposal can form part of a cohesive development of the centre in the future. Our key analysis in developing an understanding of the context and its implications for the site is shown over the following pages.

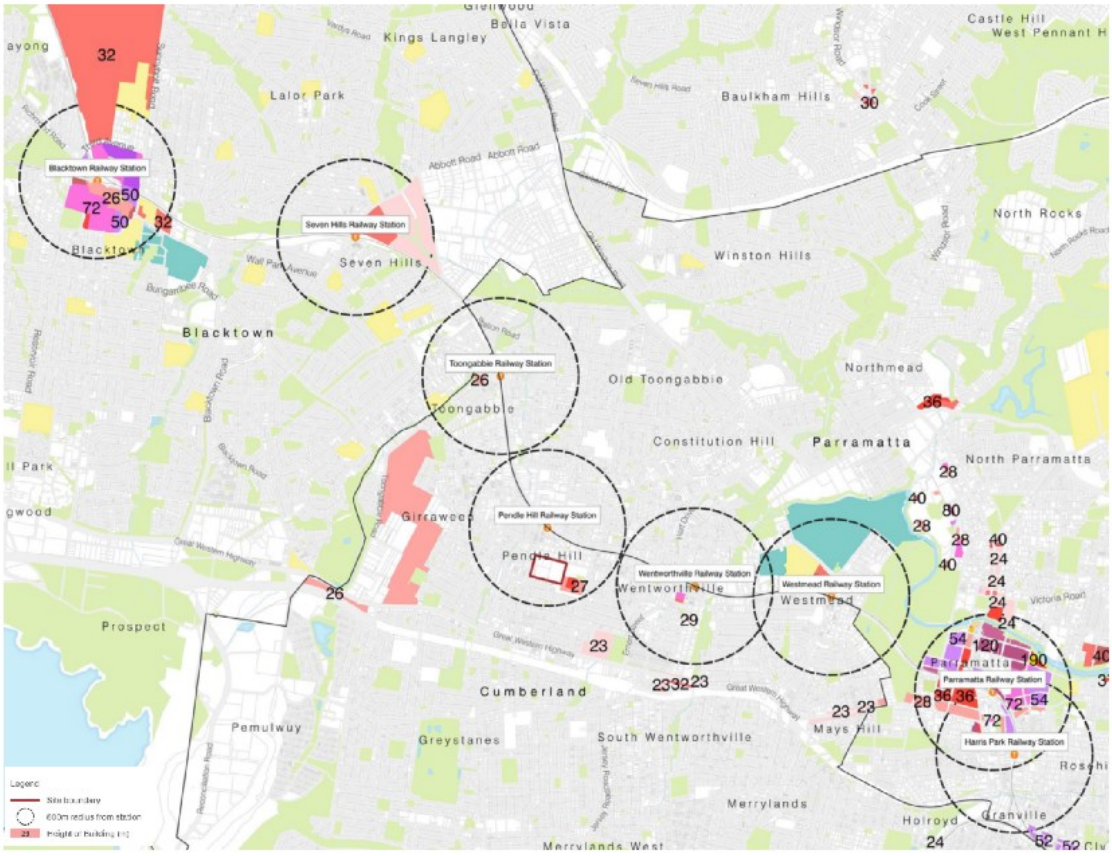

Figure 7 – Existing Height of Building controls between Parramatta and Blacktown – Pendle Hill is the last train station between Parramatta and Seven Hills to have significant rezonings nearby. Generally, large sites have been seen as appropriate for heights of 24-31m, even outside 10 minutes' walk to a railway station.



Figure 8 Key comparison sites

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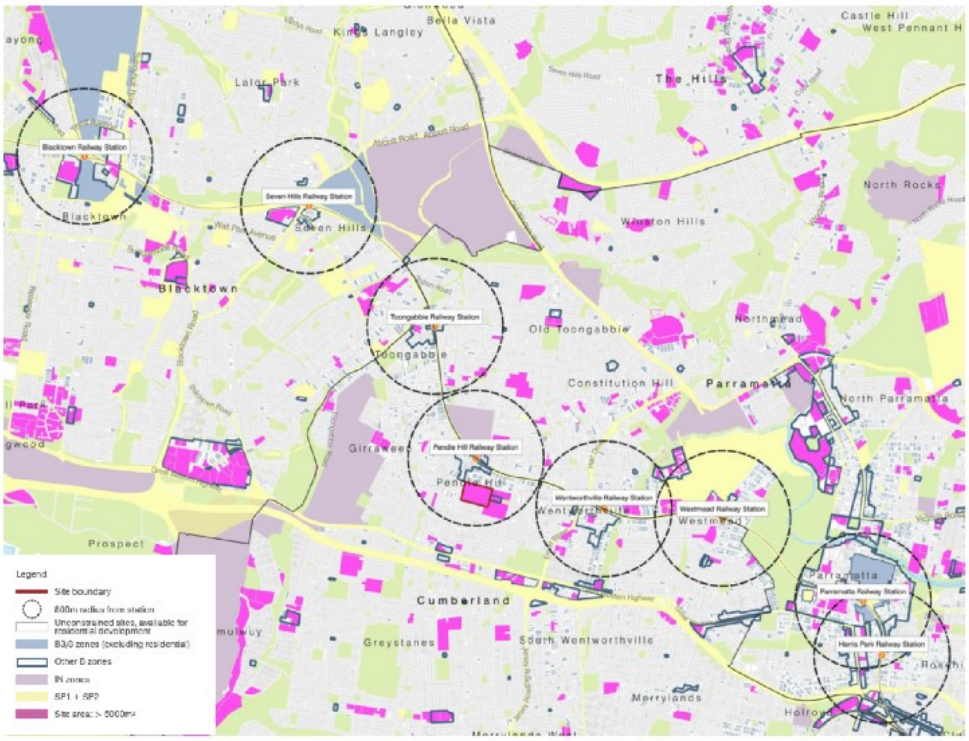

Figure 9 – Large sites along the Western Railway line between Parramatta and Blacktown – The site is one of the largest sites within 10 minutes' walk of a railway station available for redevelopment in this part of Sydney.

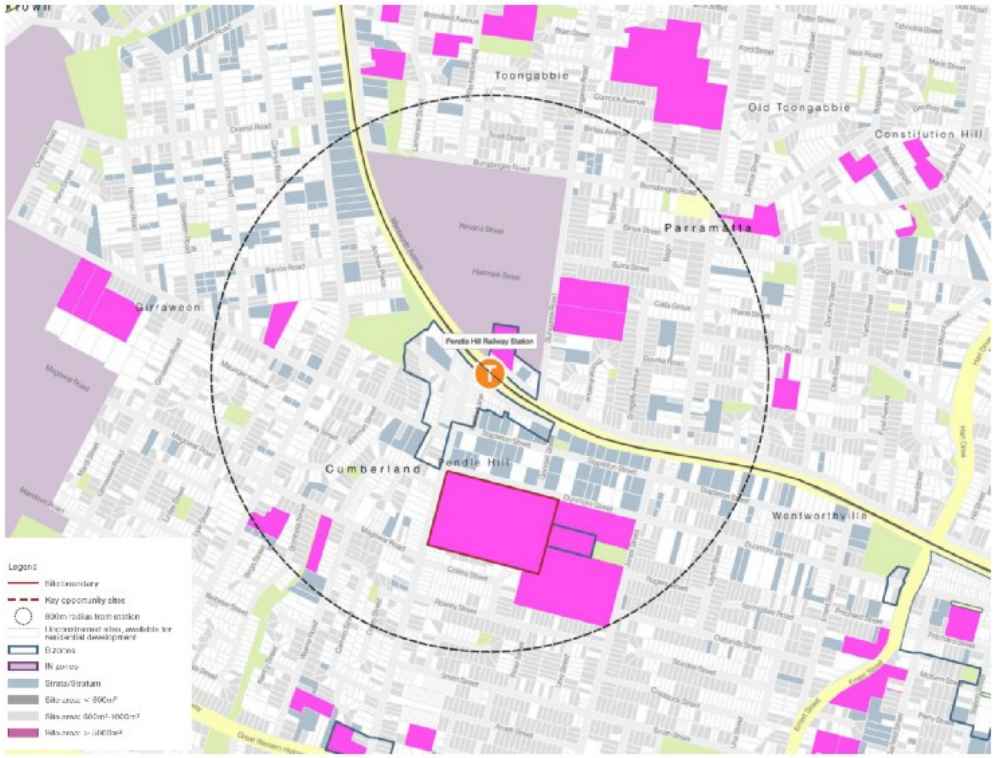

Figure 10 Large sites in Pendle Hill – The subject site is one of three major sites outside Pendle Hill Centre (the others being the already rezoned Bonds Spinning Mills site to the east and to the north over the railway line)

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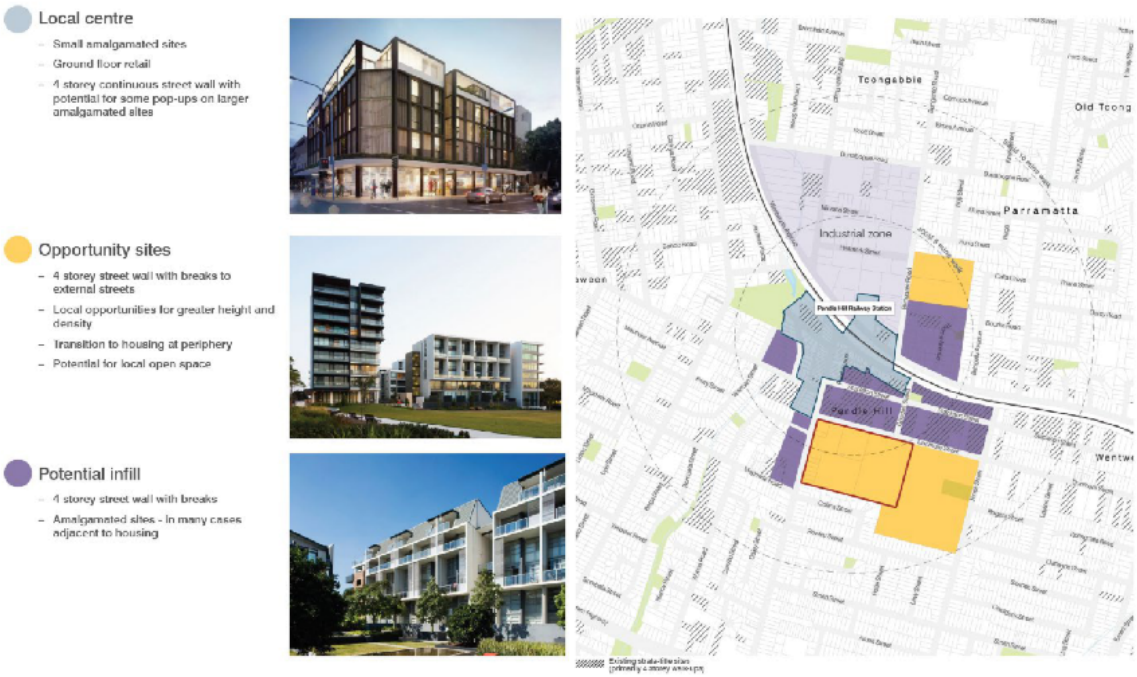

Figure 11 Architectus – High level potential built form structure plan for Pendle Hill

2.2 Assessment of Indicative Masterplan

Architectus has reviewed the indicative masterplan developed by GMU together with the broader project team and has had the opportunity to provide comments as the indicative masterplan developed. Our views on key elements of the final design are presented below:

Context and Neighbourhood Character

The design provides an appropriate response to its context, in particular through its:

- Response to the street interfaces, including:
    - providing a 6m setback which is generally consistent with the existing context.
    - reflecting the existing 3-4 storey scale along Dunmore Street to the north whilst providing a step up along Pendle Way to 3 to 5 storeys. This provides an appropriate scale relationship with the adjacent 1-2 storey properties.
- Provision of a large open space at its heart, which reflects the heritage curtilage to Ashwood House and Dunmore House, including the retention of views to and from Dunmore House from Dunmore Street.
- Scale transition to the east where taller buildings are proposed nearby and in the backdrop of views of Dunmore House.
- Transition to single-storey neighbours to the south through two-storey buildings with a third storey 'pop-up' set back from the building edge.
- Provision of small blocks in general that relate strongly to the grain of the context, particularly when compared to the adjacent Bonds Spinning Mills site where very long and bulky buildings have been approved in principle.

The north-western corner of the site is its closest connection to Pendle Hill local centre and railway station and allows the opportunity for a built form marker to visually identify the site. The indicative master plan provides a 5-storey pop-up element here which is a small step above the immediate existing context. Architectus considers that this corner will in future be appropriate for greater height and density as we anticipate further review and change in Pendle Hill centre through strategic planning processes (see strategic context assessment in section 2.1 of this report). It is unusual for a centre to develop with much greater heights and densities significantly further from the existing centre and railway station (in this case the 12 storeys accepted on the Bonds Spinning Mills site) than on a prominent corner close to the railway station such as this. The indicative masterplan in Architectus' view is an approach which is contextually appropriate without further strategic review of Pendle Hill. However, we encourage flexibility in the final LEP controls proposed to allow for a more significant marker here if further strategic planning takes places that identifies this prior to a Development Application for this part of the site being lodged.

The Residential Aged Care facility (RAC) is the largest building to be provided on site in the illustrative masterplan. There is a demand for this kind of facility in this kind of form to be provided on site. In principle Architectus believes this is appropriately located and designed as:

- There is a functional requirement for this facility to be located adjacent to Ashwood House, which is proposed to provide small-scale medical uses such as allied health services to support the on-site population including the future residents in the RAC facility.
- It has been in wings that read as separate forms, minimising the overall appearance of bulk.
- Its location in the centre of the site minimises the impacts of the RAC's scale on surrounding streets and context.
- The north-western corner of the site, near to Pendle Hill Centre and Railway Station is better suited to the Independent Living Units (ILUs), so that can take better advantage of this amenity.
- The location of the RAC provides residents with an aspect over the open spaces provided by the design.
- A significant separation to Ashwood House has been provided, capable of accommodating large trees that soften the scale transition.

Amenity

Regarding the amenity of the project, the provisions of State Environmental Planning Policy 65 (SEPP65) and the Apartment Design Guide (ADG) are the most appropriate industry standard for describing metrics associated with amenity such as distances. It should be noted that the design criteria within the ADG are unlikely to formally apply as part of the planning framework for subsequent Development Applications for Seniors Living uses however the design principles set out in the State Environmental Planning Policy Housing for Seniors or People with a Disability (Seniors Living SEPP) will apply, which include amenity considerations however are not based on metrics.

Internally all the buildings achieve appropriate amenity, consistent with SEPP65 objectives and Seniors Living SEPP. It is important to note that the building designs shown are not final designs and the detailed design process of Development Applications in the future should improve outcomes further.

The indicative masterplan provides a gradual height transition from south to north that assists in retaining good solar access to the existing properties south of the subject site. The information provided by GMU describes that the objectives of good solar access can be provided to these properties with regard to the ADG. While the information provided is suitable for a Planning Proposal, further consideration of buildings at a detailed stage (including the individual location of windows and open spaces) can be provided at future Development Application stages to further ensure improved performance for individual properties.

Public domain, landscape and safety

Architectus has worked with the project team to ensure there is a strategy for a clear definition and legibility of the public-private realm as proposed. The existing site reads as an island site without connections through it, and it is important that it becomes legible and connected, particularly as the site will play an important role in providing pedestrian and cycle connectivity between the Bonds Spinning Mills site to the east (including its B2 zoned local centre and RE1 zoned public open space) and Pendle Hill Centre to the north.

The final design provides a clear grid of east-west and north-south connections that ensure the site is permeable, legible and safe. Taylor Brammer's landscape concepts set out a clear approach on this issue, set development around green spines and intermittent pocket parks. There has also already been considerable work done on ensuring that pedestrian paths allow for disabled access across the site whilst minimising the requirements for balustrades and stairs due to changes in levels which is reflected in the indicative masterplan. This aspect of the design has been well considered and sets a strong direction for future Development Applications.

Sustainability and aesthetics

The design is currently at an early stage and these issues will be defined in more detailed through subsequent Development Applications. The concepts currently shown through the architectural and landscape design are appropriate to the site and can be developed further through future Development Applications. The perspectives and landscape package show an appropriate response to site from an urban design perspective. The emphasis on landscape and planting as a focal point to the site, including through the public realm, private realm and within buildings in the form of rooftop gardens is strong and should be encouraged through delivery.

2.3 Proposed Planning Controls

The key proposed controls are as follows and shown on the diagrams below:

- Land Zoning – R4 High Density Residential + RE2 Private Recreation
- Maximum Building Heights – 32 metres (maximum) and 12.5m (adjacent to southern neighbours)
- Floor Space Ratio – 1.5:1 (maximum) and 0.85:1 (adjacent to southern neighbours)

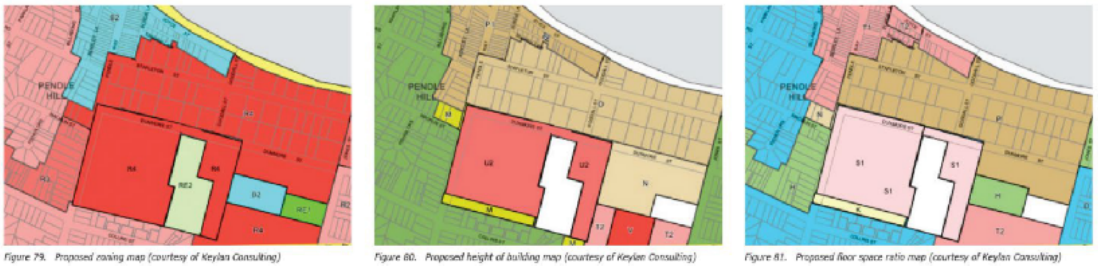

Figure 79. Proposed zoning map (courtesy of Keylan Consulting) Figure 80. Proposed height of building map (courtesy of Keylan Consulting) Figure 81. Proposed floor space ratio map (courtesy of Keylan Consulting)

Figure 12 Proposed Zoning, Height of Building and FSR Maps (GMU, Keylan Consulting)

Architectus considers that these are appropriate to accommodate the indicative masterplan as shown and also provide the flexibility that will be required to accommodate delivery of this project which is large and will need to be staged and evolve through delivery.

It should be noted that the planning controls are significantly lower than that of the Bonds Spinning Mills site adjacent, including:

- A maximum height of 32 metres where the Bonds Spinning Mills site includes heights up to 39 metres.
- A typical Floor Space Ratio of 1.5:1, around 1/3 lower than the typical Floor Space Ratio of the neighbouring site which is 2.2:1
- A larger area of open space as a proportion of the site.

The proposed development will provide a logical and sensitive transition to the greater heights and scale already approved in principle for the Bonds Spinning Mills site, as well as connecting this to the existing Pendle Hill Centre through new connections and green links.

3. Conclusion

Architectus has been engaged by Fresh Hope Care to provide independent urban design advice and peer review within the development of an indicative masterplan for Dunmore Street Pendle Hill. This report sets out a review of the indicative masterplan for the site.

In summary, the Planning Proposal has been tested and reviewed from an urban design perspective. Architectus considers that the proposal has considerable merit, is strategically appropriate and contextually sensitive. Key elements of the proposal's successful urban design response are:

- **Strategically appropriate height and density** that are in alignment with the Central City District Plan and Council's Local Strategic Planning Statement
- **Excellent open space through-site links** that assist in providing public amenity including providing an important connection from the proposed neighbourhood centre on the Bonds Spinning Mills site to the existing Pendle Hill Local Centre and railway station
- **Appropriate interfaces to streets** including Dunmore Street and Pendle Way which respond to the existing built form conditions of each
- **Sensitive and appropriate interfaces to neighbours** through stepping down to their neighbours and also protecting their solar access
- **Good on site amenity outcomes** with regard to best practice standards
- **An appropriate level of flexibility in controls** to allow delivery of this project through future development applications which will be staged.

Architectus is pleased to support the planning proposal on this basis.

DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 5

Transport Impact Assessment

Appendix F

Transport Impact Assessment prepared by GTA Consultants

Planning Proposal
Dunmore Street, Pendle Hill | April 2020

Fresh Hope Care, Pendle Hill

Dunmore Street, Pendle Hill
Transport Impact Assessment



Prepared by: GTA Consultants (NSW) Pty Ltd for Fresh Hope Care

on 23/03/20

Reference: N1170350

Issue #: A

GTA consultants

Fresh Hope Care, Pendle Hill

Dunmore Street, Pendle Hill
Transport Impact Assessment

Client: Fresh Hope Care

on 23/03/20

Reference: N1170350

Issue #: A

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	13/03/20	Final	Sherry Merson Ashish Modessa	Ashish Modessa	Brett Maynard	

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GTA Report (NSW)

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CONTENTS

1.	**Introduction**	**1**
1.1.	Background	2
1.2.	Purpose of this Report	2
1.3.	References	2
2.	**Existing Conditions**	**3**
2.1.	Site Location	4
2.3.	Traffic Volumes	7
2.4.	Intersection Operation	8
2.5.	Public Transport	9
2.6.	Pedestrians and Cyclists	11
3.	**Development Proposal**	**14**
3.1.	Land Uses	15
3.2.	Internal Road Network	15
4.	**Parking and loading Assessment**	**17**
4.1.	Bicycle Parking	18
4.2.	Car Parking	18
4.3.	Ambulance Parking	19
4.4.	Loading and Waste Collection	19
5.	**Traffic Assessment**	**20**
5.1.	Traffic Generation	21
5.2.	Distribution and Assignment	22
5.3.	Bonds Spinning Mills Mixed Use Development	22
5.4.	Traffic Impacts	23
5.5.	Site Access Points	24
5.6.	Summary	25
6.	**Conclusion**	**26**

Appendices

A. Survey Results

B. Intersection Modelling Results

GTAconsultants

N1170350 // 23/03/20
Transport Impact Assessment // Issue: A
Fresh Hope Care, Pendle Hill, Dunmore Street, Pendle Hill

Figures

Figure 2.1:	Land Zoning map	4
Figure 2.2:	Site location and surrounds	5
Figure 2.3:	Site proximity to Pendle Hill Station	5
Figure 2.4:	Dunmore Street (looking east)	7
Figure 2.5:	Wentworth Avenue (looking west)	7
Figure 2.6:	Goodall Street (looking south)	7
Figure 2.7:	Pendle Way (looking south)	7
Figure 2.8:	Surrounding train network	10
Figure 2.9:	Surrounding bus network	11
Figure 2.10:	Existing catchment map for walking	12
Figure 2.11:	Existing catchment map for cycling	13
Figure 2.12:	Surrounding bicycle network	13
Figure 3.1:	Indicative Masterplan	16

Tables

Table 2.1:	SIDRA INTERSECTION level of service criteria	8
Table 2.2:	Existing operating conditions	9
Table 4.1:	Holroyd DCP 2013 bicycle parking requirements	18
Table 4.2:	SEPP Seniors and DCP 2013 car parking requirements	18
Table 5.1:	Existing site traffic generation	21
Table 5.2:	Future traffic generation estimates	21
Table 5.3:	Future traffic generation directional split	21
Table 5.4:	Net change traffic generation	22
Table 5.5:	Bonds Spinning Mills mixed-used development - traffic generation estimates	23
Table 5.6:	Intersection operating conditions – Existing plus Proposal	23
Table 5.7:	Intersection operating conditions – Existing plus Proposal and Bonds Spinning Mills development	24

1. INTRODUCTION

01

INTRODUCTION

1.1. Background

It is understood that a planning proposal is to be lodged with Cumberland City Council (Council) for redevelopment of the Fresh Hope Care retirement living and residential care facility located on Dunmore Street, Pendle Hill.

The indicative Masterplan includes a 240-bed residential aged care (RAC) facility, approximately 650 new residential dwellings comprising independent living units (ILUs) and affordable housing (AH) units across 20 buildings. There are currently 186 RAC beds and 86 ILUs across the existing facility. Therefore, the proposal would potentially result in a net increase of 54 RAC beds and 564 residential dwellings. The development site also includes two heritage listed buildings; Dunmore House and Ashwood House (which are to be retained), as well as Pathways Community Church and six residential detached dwellings along Pendle Way.

Fresh Hope Care commissioned GTA Consultants to undertake a transport assessment for the planning proposal.

1.2. Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the planning proposal, including consideration of the following:

- existing traffic and parking conditions surrounding the site
- car parking, emergency and service vehicle requirements
- pedestrian and bicycle requirements
- the traffic generating characteristics of the planning proposal
- suitability of the proposed access arrangements for the site
- the transport impact of the development proposal on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following:

- an inspection of the site and its surrounds
- Holroyd Development Control Plan (DCP) 2013
- Holroyd Local Environmental Plan (LEP) 2013
- NSW Government State Environmental Planning Policy – Housing for Seniors or People with a Disability 2004
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2018
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- traffic and car parking surveys undertaken by Matrix as referenced in the context of this report
- Fresh Hope Care Dunmore Street, Pendle Hill Indicative Masterplan prepared by GMU, Taylor Brammer and Thomson Adsett dated February 2020
- GTA Consultants *Bonds Spinning Mills, Pendle Hill Traffic and Transport Report* dated 5 June 2013.
- other documents and data as referenced in this report.

2. EXISTING CONDITIONS

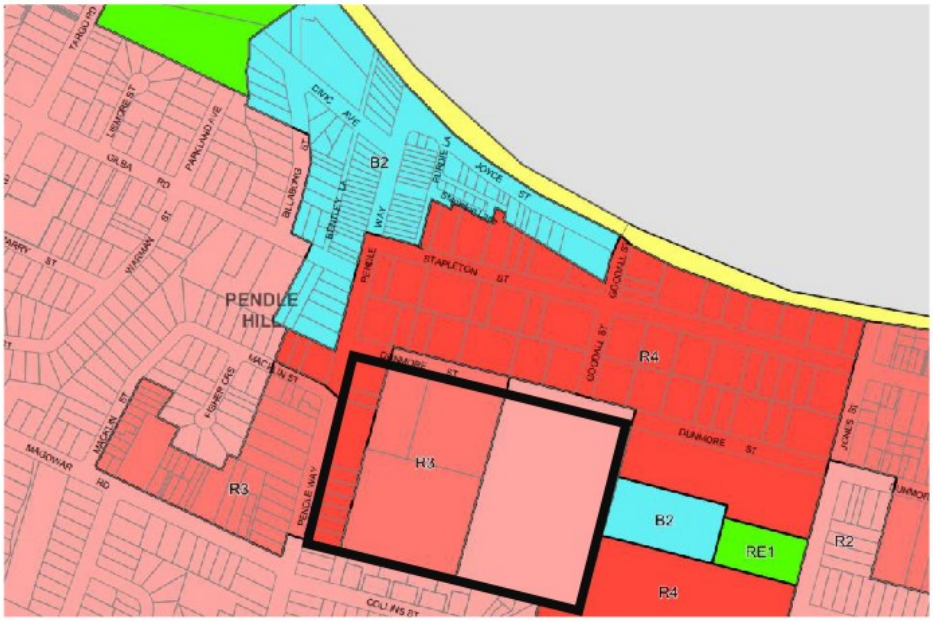
02

2.1. Site Location

The site for Fresh Hope Care, Pendle Hill has historically been located within the Holroyd City Council local government area, however, became part of the Cumberland City Council local government area as a result of the 2016 merger with parts of Auburn City Council and Parramatta City Council. The site is located about five kilometres west of Parramatta CBD, Sydney's 'Central River City'.

The site of over seven hectares has frontages of approximately 330 metres to the north on Dunmore Street and 220 metres to the west on Pendle Way. As illustrated in Figure 2.1, the site incorporates zonings of R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential. As previously mentioned, the current Fresh Hope Care retirement living and residential care facility has 186 RAC beds, 86 ILUs and two heritage listed buildings (Dunmore House and Ashwood House), whilst the broader site also includes Pathways Community Church and six residential detached dwellings along Pendle Way. The site currently has four vehicle crossovers along Dunmore Street and eight crossovers along Pendle Way.

Figure 2.1: Land Zoning map

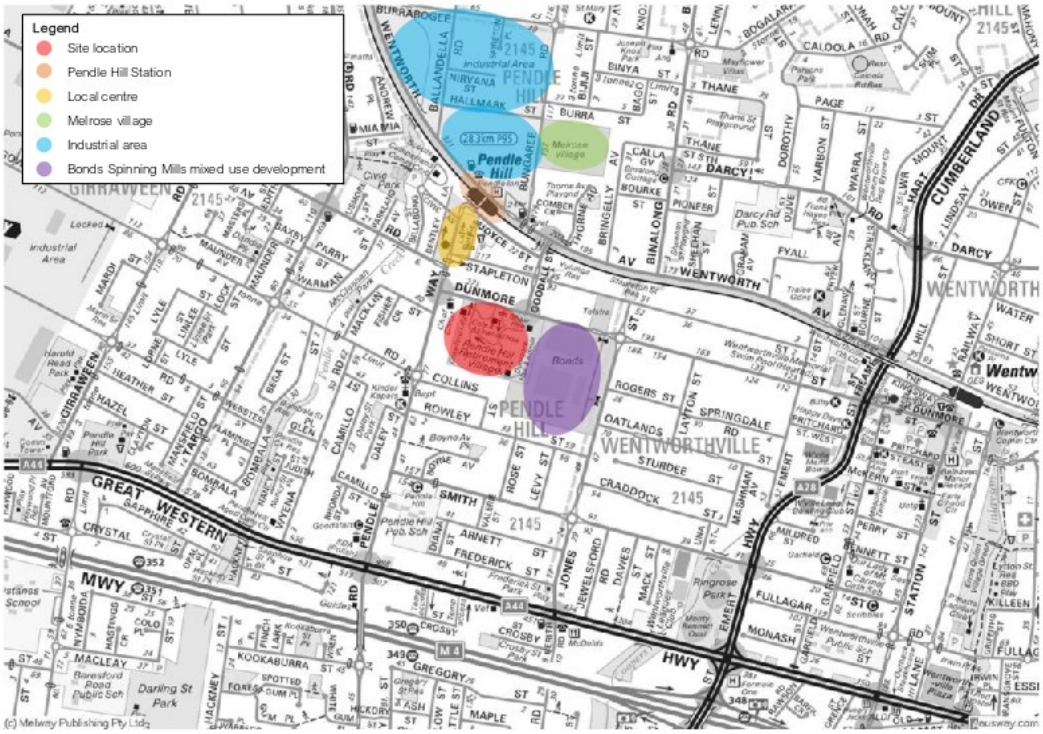


Base image source: Holroyd Local Environmental Plan 2013

The location of the subject site and its surrounding environs is shown in Figure 2.2. Pendle Hill is predominantly low density residential to the south of the site, with medium and high density residential to the north and a local centre north-west. The local centre includes a Woolworths supermarket, a medical centre and various business services and food offerings. Pendle Hill railway station is located adjacent to the local centre, about 400 metres northwest of the site, as shown in Figure 2.3. Melrose Village (another aged care facility) is located north of the railway line adjacent to industrial uses. The former Bonds Spinning Mills industrial site directly to the east of the site has recently been rezoned for a mixed-use development, which will comprise high density residential apartments, 6,000 square metres of retail space and over 5,000 square metres of public park.

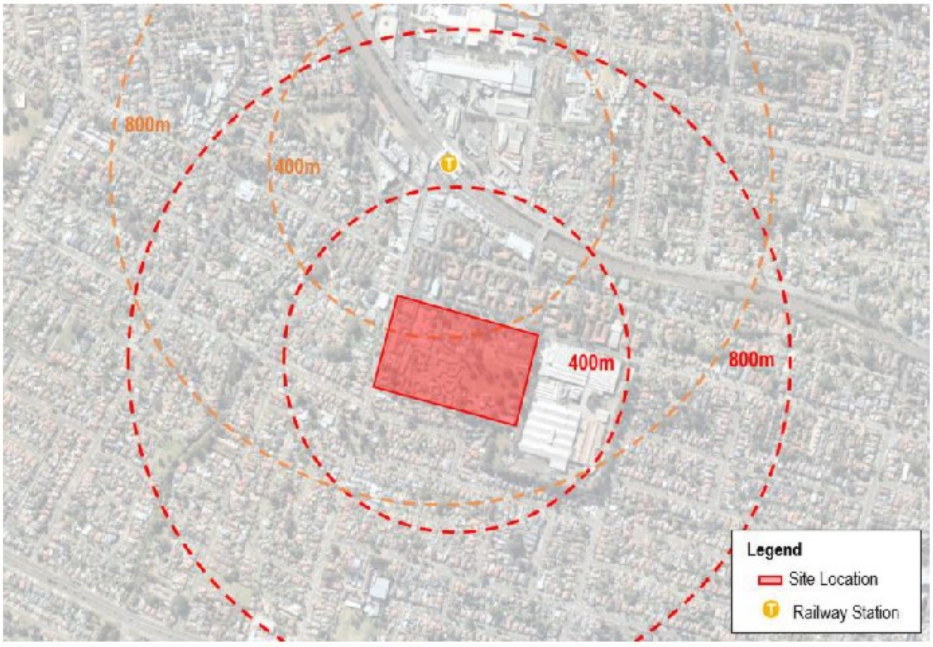
EXISTING CONDITIONS

Figure 2.2: Site location and surrounds



Basemap source: Sydway

Figure 2.3: Site proximity to Pendle Hill Station



Basemap source: Nearmap, imagery dated 21 July 2019

2.2. Transport Network

2.2.1. Road Hierarchy

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW (TfNSW, formerly Roads and Maritime Services) is responsible for funding, prioritising and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules.

TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility, to high accessibility and low mobility. These road classes are:

Arterial Roads – Controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.

Sub-Arterial Roads – Managed by either Council or TfNSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links).

Collector Roads – Provide connectivity between local sites and the sub-arterial road network, and typically carry between 2,000 and 10,000 vehicles per day.

Local Roads – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

2.2.2. Surrounding Road Network

Cumberland Highway (Emert Street), Great Western Highway and M4 Western Motorway are key multi-lane arterial roads located within approximately one kilometre of the site.

Goodall Street, Wentworth Avenue and Dunmore Street are classified Regional Roads and generally provide one traffic lane and one parking lane in each direction. Goodall Street and Dunmore Street have a posted speed limit of 50 kilometres per hour and Wentworth Avenue has a posted speed limit of 60 kilometres per hour near the site. Dunmore Street and Wentworth Avenue are linked by Goodall Street and the two link Pendle Hill with Cumberland Highway to the east.

Jones Street, Goodall Street, Pendle Way and Gilba Road are local roads that generally provide one traffic lane and one parking lane in each direction, with posted speed limits of 50 kilometres per hour.

The surrounding roads are shown in Figure 2.4 to Figure 2.7.

EXISTING CONDITIONS

Figure 2.4: Dunmore Street (looking east)



Figure 2.5: Wentworth Avenue (looking west)



Figure 2.6: Goodall Street (looking south)



Figure 2.7: Pendle Way (looking south)



2.2.3. Surrounding Intersections

The following intersections are located near the site and provide access into the precinct:

- Gilba Road/ Pendle Way (roundabout)
- Goodall Street/ Wentworth Avenue (signalised)
- Goodall Street/ Dunmore Street (signalised)
- Dunmore Street/ Pendle Way (signalised)
- Jones Street/ Dunmore Street (roundabout).

2.3. Traffic Volumes

Traffic surveys were completed at the abovementioned intersections during the following peak periods:

- Thursday 2 May 2019 from 7:15am to 8:45am to 4:45pm to 6:15pm
- Saturday 4 May 2019 from 10:30am to 12:30pm.

The morning and afternoon peak hours on the Thursday were found to occur from 7:30am to 8.30am and 5:15pm to 6:15pm respectively. The Saturday peak occurred from 11:15pm to 12:15pm. Full survey results are included in Appendix A.

2.4. Intersection Operation

The operation of the key intersections has been assessed using SIDRA INTERSECTION[1], a computer-based modelling package which calculates intersection performance.

The commonly used measure of intersection performance, as defined by TfNSW, is vehicle delay. SIDRA INTERSECTION determines the average delay that vehicles encounter and provides a measure of the level of service.

Table 2.1 shows the criteria that SIDRA INTERSECTION adopts in assessing the level of service.

Table 2.1: SIDRA INTERSECTION level of service criteria

Level of Service (LOS)	Average Delay per vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity, at signals incidents will cause excessive delays	At capacity, requires other control mode
F	Greater than 70	Extra capacity required	Extreme delay, major treatment required

Table 2.2 presents a summary of the existing operation of the intersection, with full results presented in Appendix B. Signalised intersection results are based on the overall performance, whilst unsignalised intersection results are based on the movement with highest delay.

[1] Program used under license from Akcelik & Associates Pty Ltd.

Table 2.2: Existing operating conditions

Intersection	Peak	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Pendle Way/ Gilba Road (Roundabout)	AM	0.65	10	50	A
	PM	0.47	9	12	A
	Sat	0.34	11	11	A
Dunmore Street/ Pendle Way (Signals)	AM	0.72	18	58	B
	PM	0.64	17	76	B
	Sat	0.53	16	48	B
Dunmore Street/ Goodall Street (Signals)	AM	0.96	23	103	B
	PM	0.67	17	70	B
	Sat	0.65	15	47	B
Wentworth Avenue/ Goodall Street (Signals)	AM	0.88	29	123	B
	PM	0.75	24	111	B
	Sat	0.53	21	67	B
Dunmore Street/ Jones Street (Roundabout)	AM	0.52	11	12	A
	PM	0.52	11	27	A
	Sat	0.37	10	10	A

Table 2.2 indicates that the study intersections currently operate satisfactorily, with acceptable delays and queues during the surveyed peak periods. It should be noted that the Dunmore Street/ Goodall Street intersection is approaching capacity during the AM road network peak.

2.5. Public Transport

2.5.1. Trains

Pendle Hill railway station is located about 400 metres north of the site (a six to eight-minute walk) and serviced by the North Shore and Western Line (T1) and Cumberland Line (T5). The T1 line provides six services during peak periods to/ from Sydney CBD and half hourly off peak. Between the T1 and T5 lines, there are four to six services across the day to/ from Parramatta CBD and Blacktown. The T5 line also provides direct services to/ from Richmond, Cabramatta and Liverpool across the day. The train network is shown in Figure 2.8.

Figure 2.8: Surrounding train network



Source: https://transportnsw.info

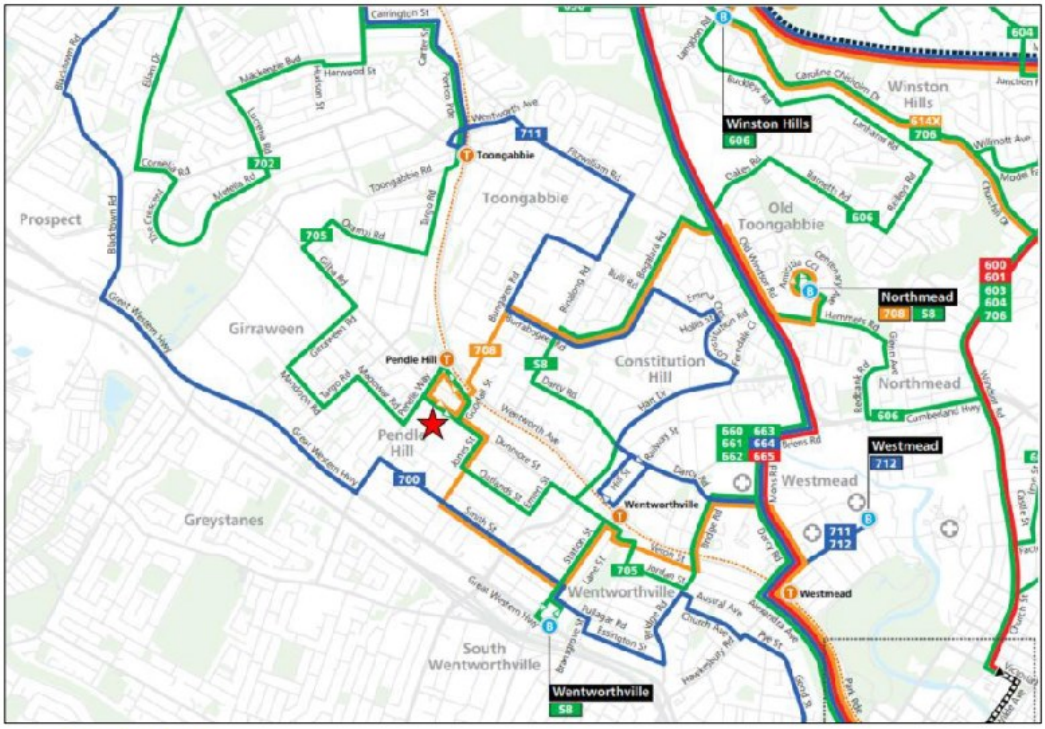
2.5.2. Buses

There are three bus routes that service Pendle Hill as follows:

- Bus route 700 – Blacktown to Parramatta via Prospect, Pendle Hill, Wentworthville and Westmead, with services every 15 minutes in peaks and 30 minutes interpeak. The nearest bus stops are along Smith Street and Pendle Way further south of the site.
- Bus route 705 – Blacktown to Parramatta via Lalor Park, Seven Hills, Toongabbie, Pendle Hill, Wentworthville and Westmead, with services every 30 minutes in peaks and hourly interpeak. The nearest bus stops are adjacent to the site on Dunmore Street and at Pendle Hill railway station.
- Bus route 708 – Northmead and Parramatta via Constitution Hill, Pendle Hill, Wentworthville and Westmead, with one service in the peak direction daily. The nearest bus stops are adjacent to the site on Dunmore Street and at Pendle Hill railway station.

The surrounding bus network is shown in Figure 2.9.

Figure 2.9: Surrounding bus network



Source: http://www.cdcbus.com.au

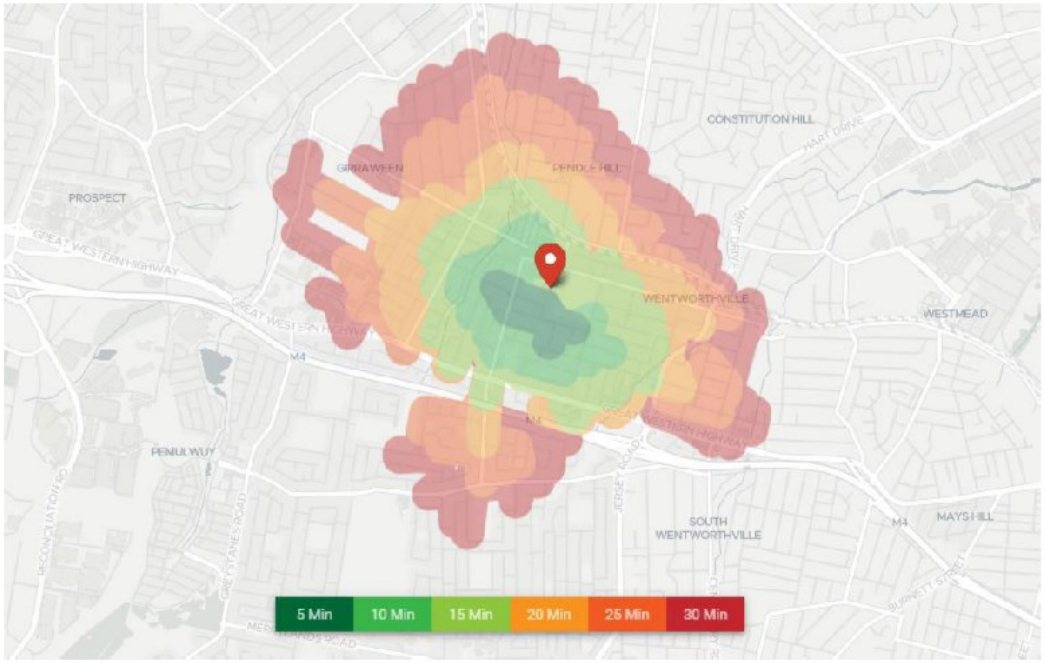
2.6. Pedestrians and Cyclists

2.6.1. Pedestrian Accessibility

Footpaths are provided on both sides of majority of the surrounding roads including Dunmore Street, Pendle Way, Gilba Road and Goodall Street. The site is conveniently located south of Pendle Hill railway station and the local centre, with the nearby signalised intersections providing controlled crossing locations on two of the three legs.

Based on an average walking speed of five kilometres per hour, the walking catchment for the site is shown in Figure 2.10 and illustrates that the Great Western Highway and Western Motorway present physical barriers for pedestrian movement towards the south, however surrounding key facilities and services are within appropriate walking distance from the site.

Figure 2.10: Existing catchment map for walking



Source: https://app.targomo.com

2.6.2. Cycling Facilities

Figure 2.11 highlights the cycling catchment of the site, with key employment and health precincts, such as Westmead and Parramatta CBD within the 30-minute catchment. Figure 2.12 shows the surrounding bicycle network and illustrates a general absence of dedicated or marked cycle routes in the Pendle Hill area. There is an opportunity for a link to Westmead and Parramatta CBD via Wentworth Avenue and Alexandra Avenue, generally along the railway alignment.

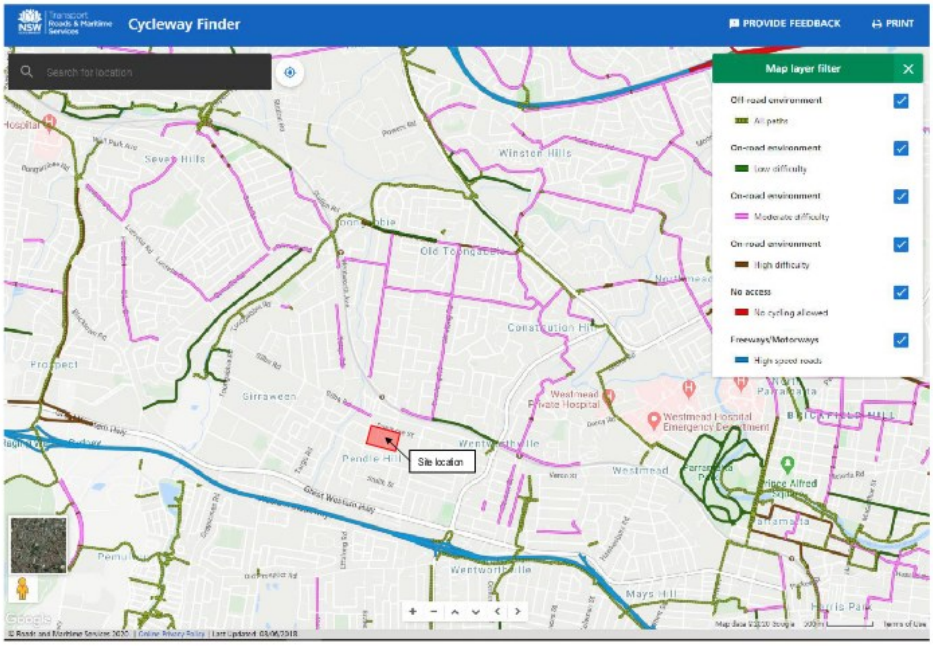
EXISTING CONDITIONS

Figure 2.11: Existing catchment map for cycling



Source: https://app.targomo.com

Figure 2.12: Surrounding bicycle network



Base source: https://www.rms.nsw.gov.au/maps/cycleway_finder accessed 18 February 2020

3. DEVELOPMENT PROPOSAL

03

3.1. Land Uses

The indicative Masterplan includes a 240-bed RAC and approximately 650 new residential dwellings comprising of independent living units (ILU) and affordable housing (AH) units. The two heritage listed buildings, Dunmore House and Ashwood House, are to be retained. For the purposes of this planning proposal, it is assumed that the average residential dwelling size (ILUs and AH) will be two bedrooms.

Information provided by the project economists, Ethos Urban, suggests that this proposal would result in 320 direct ongoing jobs, including 210 full-time jobs. Notwithstanding, not all staff will be present on-site at any one time, given the facility will be operated in shifts. Based on GTA's experience with similar facilities, it is expected that the RAC will be typically staffed by 30 people (including back-of-house staff) at any one time, except during staff changeover when there would be up to 50 people for a short period of time. This estimate has been adopted for the purposes of the transport assessment and will be revisited as part of any future development application(s).

3.2. Internal Road Network

The proposed internal road network comprises four key roads that service the individual buildings as follows:

- Proposed Road 1 – two-way north-south alignment intersecting with Dunmore Street at an existing crossover location, 95 metres east of Pendle Way
- Proposed Road 2 – two-way north-south alignment intersecting with Dunmore Street at an existing crossover location, 40 metres east of Goodall Street
- Proposed Road 3 – two-way east-west alignment intersecting with Pendle Way, approximately 50 metres south of Macklin Street
- Proposed Road 4 – two-way east-west alignment intersecting with Pendle Way, approximately 130 metres south of Macklin Street.

Two existing vehicle crossovers and driveways that provide access to the heritage listed Dunmore House and Ashwood House buildings will be retained along Dunmore Street. As such, there will be no net change in vehicle crossovers along Dunmore Street; with there being a reduction of at least three crossovers along Pendle Way.

The layout of the internal road network is show in Figure 3.1

DEVELOPMENT PROPOSAL

Figure 3.1: Indicative Masterplan



Source: Taylor Brammer Landscape Architects Pty Ltd dated 3 February 2020

All internal roads will function as private roads and allow for two-way vehicle access. The width of internal roads will be between six and eight metres, which is based on the requirements of the Holroyd DCP 2013 for an 'Minor Access Street' and 'Access Place'.

It is recommended that 1.8-metre-wide footpaths are provided on at least one side of the internal road network, based on Austroads[2] guidance, for wheelchairs and scooters to pass. Where this cannot be achieved, it is recommended that minimum 1.5-metre-wide footpaths are provided (based on the DCP 2013 for R4 high density residential zones), with intermittent widening to 1.8 metres (minimum 2 metres long with 0.4-metre splays on each side) at maximum 30-metre intervals to allow passing. The passing bays should be located where clear sight distances can be achieved and near kerb ramps where possible.

It is understood all parking will be provided within basement car parks, with consolidated basements being considered for buildings. Vehicle access to the basements will be primarily from the internal road network.

[2] Table 5.1 of Austroads *Guide to Road Design: Part 6A Paths for Walking and Cycling*

4. PARKING AND LOADING ASSESSMENT

04

4.1. Bicycle Parking

The minimum bicycle parking requirements for different development types are set out in the Holroyd DCP 2013. The DCP does not include specific requirements for seniors living or residential aged care developments. On this basis, the rates for residential flat buildings has been considered for this proposal as follows, with the corresponding requirements summarised in Table 4.1:

- ILU/ AH residents – 1 space per 2 units (minimum)
- Visitors/ RAC staff – 1 space per 10 units (or beds in the case of RAC visitors).

Table 4.1: Holroyd DCP 2013 bicycle parking requirements

Building/ Use	Quantity	DCP Parking Rate	Parking Requirement
RAC	240	0.1 spaces per bed	24
ILU and AH Residents	650	0.5 spaces per unit	325
ILU and AH Visitors		0.1 spaces per unit	65
Total			**414**

Based on the above, the proposal should provide 325 bicycle spaces for ILU and AH residents and 65 spaces for visitors proportionally distributed across each building. A further 24 bicycle spaces should be provided for staff and visitors at the RAC facility.

The RAC facility should also provide staff amenities such as showers and lockers suitable for end-of-trip use for those who cycle to work as their main mode of travel.

4.2. Car Parking

The Holroyd DCP 2013 states that car parking for seniors living or residential aged care developments should be provided in accordance with the State Environment Planning Policy – Housing for Seniors or People with a Disability, 2004 (SEPP Seniors).

For visitor parking, the minimum Holroyd DCP 2013 requirement of one space per five units for residential flat buildings is recommended to be adopted.

Table 4.2 summarises the car parking requirements for the proposal, based on the assumption that the average ILU and AH size is two bedrooms.

Table 4.2: SEPP Seniors and DCP 2013 car parking requirements

Building/ Use	Quantity	SEPP Parking Rate	Parking Requirement
RAC Visitors	240	1 space per 10 rooms	24
RAC Staff	50	1 space per 2 staff	24
ILU and AH Residents	650	0.5 spaces per bedroom	650
ILU and AH Visitors	650	1 space per 5 units [1]	82
Total			**780**

Based on the above, the proposal is required to provide 780 car parking spaces distributed proportionally across each building.

Accessible Parking

Holroyd DCP 2013 does not specify accessible parking requirements. Notwithstanding, the requirements of the Australian Government's Disability (Access to Premises – Buildings) Standard 2010, National Construction Code of Australian (previously known as the Building Code of Australia) and AS2890 are as follows:

- Disability (Access to Premises – Buildings) Standard 2010 – one space for every 100 car parking spaces or part thereof.
- National Construction Code of Australia – one space for every 100 car parking spaces or part thereof.
- AS2890.6:2019 – one space for first 20 car parking spaces, two spaces for 21-50 car parking space and one space for every additional 50 spaces or part thereof.

Based on this, between 8 and 18 accessible spaces would be the minimum requirements for this development; although the opportunity to provide more spaces should be considered if basement spatials permit.

Electric Vehicle Provisions

In order to future proof the proposal, it is recommended that an allowance for electric vehicles is considered as part of any future development application(s). There is currently no formal transport engineering guidance that dictates the level of electric vehicle charging provision requirements. Typically, this is determined by a Sustainability Consultant, and dependent on whether the development will be certified for Green Star, where some guidance on the level of electric vehicle charging is available.

Therefore, GTA recommends that as part of any future development application(s), a Sustainability Consultant provides advice on the minimum percentage of EV charging compatible parking spaces (resident and visitors).

Such provisions could be either provided via:

- required electrical services to allow for future residents to install charging infrastructure
- a portion of parking spaces with standardised EV charging facilities.

4.3. Ambulance Parking

SEPP Seniors requires one parking space suitable for an ambulance to be provided for residential care facilities. Therefore, the RAC facility is required to provide one dedicated ambulance space.

Whilst a dedicated ambulance space is not required for the independent living unit buildings, ambulance vehicles will be able to access these buildings via the proposed internal road network.

4.4. Loading and Waste Collection

The Holroyd DCP 2013 does not have specific requirements for on-site removalist vehicle parking. Notwithstanding, it is recommended that suitable loading/ unloading areas are provided near each building, with footpaths of appropriate width (typically 1.8m wide as per Table 5.1 of the Austroads Guide to Road Design: Part 6A Paths for Walking and Cycling) to/ from these loading areas for delivery of large items, such as furniture and appliances.

In regard to waste collection, Council advised that they could service a residential development with a private road system and the normal Council fees applied. If a private contractor is to be used, a Council availability charge would apply as the service is available but not used. Council uses a 10.5-metre garbage truck, which requires 4.5 metre height clearance. On this basis, it is recommended that the site and all waste collection areas (whether along the internal road network or within buildings) are designed for Council's waste truck (as a minimum), noting that whilst it is not an Australian Standard or Austroads design vehicle, it is a commonly used vehicle size for residential waste collection.

5. TRAFFIC ASSESSMENT

05

5.1. Traffic Generation

5.1.1. Existing Site

At the time of the intersection surveys, traffic counts were also completed at the existing site access driveways for the Fresh Hope Care site to understand existing site generation. The peak hour traffic volumes during the surveyed road network peak periods have been summarised in Table 5.1.

Table 5.1: Existing site traffic generation

Peak Period	Inbound	Outbound	Total
Weekday AM	16	11	27
Weekday PM	12	20	32
Saturday Midday	23	33	56

5.1.2. Proposed Scheme

Traffic generation estimates for the planning proposal have been determined having consideration to the Guide to Traffic Generating Developments, TfNSW 2002 (the Guide) and Technical Direction: Updated Traffic Surveys (TDT 2013/ 04a), together with the nearby Bonds Spinning Mills mixed-use development proposal (GTA, 2013).

Table 5.2 summarises the anticipated traffic generating capacity of the proposal.

Table 5.2: Future traffic generation estimates

Use	Quantity	Traffic generation rate (trips / hour)			Traffic generation estimates (trips / hour)		
		AM	PM	Sat	AM	PM	Sat
ILU/ AH	650	0.16 trips per dwelling	0.18 trips per dwelling	0.14 trips per dwelling	104	117	91
RAC	240	0.1 trips per dwelling	0.1 trips per dwelling	0.2 trips per dwelling	24	24	48
Total					**128**	**141**	**139**

In addition, the directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) for the proposal has been assessed as follows, with the resultant splits summarised in Table 5.3:

- Weekday AM: 20 per cent in and 80 per cent out
- Weekday PM: 70 per cent in and 30 per cent out
- Saturday Midday: 50 per cent in and 50 per cent out.

Table 5.3: Future traffic generation directional split

Peak Period	Inbound	Outbound	Total
Weekday AM	26	102	128
Weekday PM	99	42	141
Saturday Midday	70	69	139

5.1.3. Net Traffic Generation

Table 5.4 summarises the net increase in traffic generation resulting from the development proposal.

Table 5.4: Net change traffic generation

Peak Period	Inbound	Outbound	Total
Weekday AM	+10	+91	+101
Weekday PM	+87	+22	+109
Saturday Midday	+47	+37	+83

Compared to the existing facility, the proposal is expected to generate an additional 100-110 vehicle trips during any weekday peak hour and an additional 85 vehicle trips during the Saturday peak hour.

5.2. Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposal will be influenced by a number of factors, including the:

- configuration of the arterial road network in the immediate vicinity of the site
- existing operation of intersections providing access between the local and arterial road network
- distribution of households in the vicinity of the site
- surrounding employment centres, retail centres and schools in relation to the site
- likely distribution of employee's residences in relation to the site
- configuration of access points to the site.

Having consideration for the above, for the purposes of estimating vehicle movements, the directional distributions have been assumed:

- Pendle Way (South) – 60%
- Dunmore Street (East) – 20%
- Wentworth Avenue (East or West) – 10%
- Gilba Road (West) – 5%
- Jones Street (South) – 5%.

5.3. Bonds Spinning Mills Mixed Use Development

As previously mentioned, the former Bonds Spinning Mills site located to the east has been rezoned from IN2 Light Industrial to R4 High Density Residential, B2 Local Centre and RE1 Public, to enable redevelopment for residential and retail purposes. Whilst it is understood that no development application has been submitted, the development (as documented at the rezoning stage) has been considered as part of this traffic assessment to understand the cumulative impacts on the surrounding road network.

It is understood that the Bonds Spinning Mills Mixed Use Development has the potential to accommodate 1,260 residential units, 3,160 square metres of supermarket and 2,840 square metres of retail. A summary of the anticipated traffic generation of this development is provided in Table 5.5, which is based on the traffic generation rates adopted in the Traffic and Transport Report (GTA, 2013) that accompanied the planning proposal for the site. The directional distribution and assignment from the traffic report was also adopted.

Table 5.5: Bonds Spinning Mills mixed-used development - traffic generation estimates

Use	Size	Traffic generation rate (trips / hour)			Traffic generation estimates (trips / hour)		
		AM	PM	Sat	AM	PM	Sat
Residential	1,260 units	0.32 trips per dwelling	0.18 trips per dwelling	0.23 trips per dwelling	403	227	290
Retail - Supermarket	3,160sqm	58 trips per 1,000sqm	116 trips per 1,000sqm	110 trips per 1,000sqm	183	367	348
Retail - Speciality	2,840sqm	18 trips per 1,000sqm	35 trips per 1,000sqm	80 trips per 1,000sqm	50	99	227
Total					**636**	**693**	**865**

5.4. Traffic Impacts

5.4.1. Existing plus Proposal

The study intersections have been reassessed to include traffic associated with the proposal when it is ultimately completed, noting it will be staged development. The SIDRA modelling results are summarised in Table 5.6, with full results presented in Appendix B.

Table 5.6: Intersection operating conditions – Existing plus Proposal

Intersection	Peak	Existing Level of Service (LOS)	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Pendle Way/ Gilba Road	AM	A	0.65	10	50	A
	PM	A	0.47	9	12	A
	Sat	A	0.35	11	11	A
Dunmore Street/ Pendle Way	AM	B	0.72	18	59	B
	PM	B	0.67	17	70	B
	Sat	B	0.55	16	50	B
Dunmore Street/ Goodall Street	AM	B	0.99	25	102	B
	PM	B	0.69	17	71	B
	Sat	B	0.67	15	49	B
Wentworth Avenue/ Goodall Street	AM	B	0.89	29	125	C
	PM	B	0.76	24	114	B
	Sat	B	0.54	21	68	B
Dunmore Street/ Jones Street	AM	A	0.54	11	12	A
	PM	A	0.53	11	28	A
	Sat	A	0.37	10	16	A

Table 5.6 indicates that the study intersections will continue to operate satisfactorily during the peak periods, with acceptable delays and queues. The Dunmore Street/ Goodall Street intersection would be at capacity, however still operating at an overall Level of Service B during the AM road network peak.

5.4.2. Existing plus Proposal and Bonds Spinning Mills

The study intersections were also reassessed to include traffic associated with the proposal and the Bonds Spinning Mills development. The SIDRA modelling results are summarised in Table 5.7, with full results presented in Appendix B.

Table 5.7: Intersection operating conditions – Existing plus Proposal and Bonds Spinning Mills development

Intersection	Peak	Existing Level of Service (LOS)	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Pendle Way/ Gilba Road	AM	A	0.66	10	51	A
	PM	A	0.48	9	12	A
	Sat	A	0.36	11	11	A
Dunmore Street/ Pendle Way	AM	B	0.76	18	64	B
	PM	B	0.75	18	80	B
	Sat	B	0.70	18	54	B
Dunmore Street/ Goodall Street	AM	B	1.05	38	196	C
	PM	B	0.80	19	85	B
	Sat	B	0.80	16	77	B
Wentworth Avenue/ Goodall Street	AM	B	0.92	31	125	C
	PM	B	0.85	26	130	B
	Sat	B	0.59	21	72	B
Dunmore Street/ Jones Street	AM	A	0.62	11	15	A
	PM	A	0.60	12	37	A
	Sat	A	0.46	11	22	A

Table 5.6 indicates that the study intersections will continue to operate satisfactorily during the peak periods with acceptable delays and queues. The Dunmore Street/ Goodall Street intersection would potentially exceed capacity during the AM road network peak, with increased queuing, however still operating at an overall Level of Service C. The potential for minor improvements at this intersection could be considered during at the Development Application stage.

5.5. Site Access Points

The proposal will have four new two-way private roads that will intersect with the adjacent local roads and will be used by the majority of the development-generated traffic to access the site. Unused vehicular crossovers, specifically on Pendle Way, would be removed to increase on-street parking supply for the general public.

The new private roads are located more than 40 metres (centre to centre) from the nearest intersections on the opposite side of the road. This is consistent with Holroyd DCP 2013 requirements for access place or roads to a collector road. Goodall Street is a Regional Road and the same requirement has been applied to the location of Proposed Road 2.

Based on the anticipated traffic generation, distribution and assignment determined in the preceding sections, it is expected there would be up to 45 vehicles per hour exiting the site at any access (i.e. less than a vehicle every minute) and 25 vehicles per hour entering the site at any access for any individual movement (i.e. less than a vehicle every two minutes). Therefore, the development traffic entering or exiting the site is not expected to significantly impact the operation of the surrounding road network.

5.6. Summary

On the basis of the above, the anticipated traffic volumes associated with the proposal would not be expected to compromise the safety or function of the surrounding road network, including when considering cumulative traffic impacts of the future Bonds Spinning Mills redevelopment.

6. CONCLUSION

06

CONCLUSION

Based on the analysis and discussions presented within this report, the following conclusions are made:

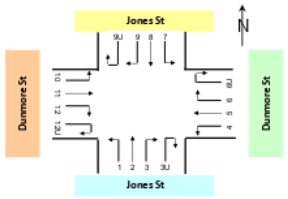
1. The indicative Masterplan includes a 240-bed residential aged care (RAC) facility, approximately 650 new residential dwellings comprising independent living units (ILU) and affordable housing (AH) units across 20 buildings. This represents a net increase of 54 RAC beds and 564 residential dwellings compared with the existing facility.
2. It is recommended that the planning proposal provides 325 bicycle spaces for ILU and AH residents and 65 spaces for visitors, proportionally distributed across each building. A further 24 bicycle spaces are recommended for staff and visitors of the RAC facility.
3. The planning proposal generates a requirement for 780 car parking spaces, proportionally distributed across each building, to comply with SEPP Seniors and Holroyd DCP 2013.
4. The site is expected to generate between 135 and 145 vehicle trips in any weekday or Saturday peak hours, which is an additional 90 to 110 vehicle trips compared with the existing facility.
5. SIDRA intersection modelling suggests that the study intersections will continue to operate satisfactorily during the peak periods with the development traffic, including when considering cumulative traffic impacts of the future Bonds Spinning Mills redevelopment.
6. Therefore, the proposal is not expected to compromise the safety or function of the surrounding road network.

A. SURVEY RESULTS

A

Job No.	: N4949
Client	: GTA
Suburb	: Pendle Hill
Location	: 1. Dunmore St / Jones St
Day/Date	: Thu, 2nd May 2019
Weather	: Fine
Description	: Classified Intersection Count
	: 15 mins Data

Classifications	Class 1	Class 2
	Lights	Heavies



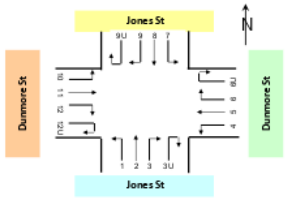
MATRIX Traffic and Transport Data

Approach	Jones St												Dunmore St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
7:15 to 7:30	23	0	23	2	0	2	14	1	15	0	0	0	6	1	7	42	1	43	1	0	1	0	0	0
7:30 to 7:45	42	3	45	1	0	1	18	0	18	0	0	0	7	0	7	34	2	36	0	0	0	3	0	3
7:45 to 8:00	28	2	30	3	0	3	18	0	18	0	0	0	9	0	9	50	4	54	2	0	2	1	0	1
8:00 to 8:15	30	1	31	3	0	3	28	1	29	0	0	0	9	2	11	55	0	55	0	0	0	1	0	1
8:15 to 8:30	49	0	49	3	0	3	23	1	24	0	0	0	7	0	7	67	1	68	3	0	3	1	0	1
8:30 to 8:45	34	1	35	3	1	4	15	0	15	0	0	0	8	1	9	49	3	52	0	0	0	1	0	1
AM Totals	206	7	213	15	1	16	116	3	119	0	0	0	46	4	50	297	11	308	6	0	6	7	0	7
16:45 to 17:00	41	2	43	6	0	6	4	0	4	0	0	0	20	0	20	105	2	107	2	0	2	0	0	0
17:00 to 17:15	26	1	27	5	0	5	11	0	11	0	0	0	13	1	14	100	1	101	3	0	3	1	0	1
17:15 to 17:30	38	0	38	5	0	5	3	0	3	0	0	0	18	0	18	107	0	107	9	0	9	0	0	0
17:30 to 17:45	33	1	34	7	0	7	8	0	8	0	0	0	9	1	10	106	1	107	1	0	1	0	0	0
17:45 to 18:00	32	0	32	3	1	4	5	0	5	0	0	0	8	0	8	118	2	120	3	0	3	0	0	0
18:00 to 18:15	34	1	35	3	0	3	6	0	6	0	0	0	14	0	14	104	2	106	4	0	4	1	0	1
PM Totals	204	5	209	29	1	30	37	0	37	0	0	0	82	2	84	640	8	648	22	0	22	2	0	2

Approach	Jones St												Dunmore St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
7:15 to 7:30	2	0	2	6	0	6	6	0	6	0	0	0	3	0	3	76	0	76	45	3	48	0	0	0
7:30 to 7:45	2	0	2	8	0	8	10	0	10	0	0	0	5	0	5	89	0	89	58	2	60	0	0	0
7:45 to 8:00	1	0	1	5	0	5	11	0	11	0	0	0	9	0	9	90	1	91	51	3	54	0	0	0
8:00 to 8:15	1	0	1	3	0	3	10	0	10	0	0	0	8	0	8	90	2	92	66	0	66	0	0	0
8:15 to 8:30	4	0	4	1	0	1	4	0	4	0	0	0	4	0	4	90	3	93	72	2	74	0	0	0
8:30 to 8:45	0	0	0	17	0	17	6	0	6	0	0	0	4	0	4	92	4	96	65	0	65	0	0	0
AM Totals	10	0	10	40	0	40	47	0	47	0	0	0	33	0	33	527	10	537	357	10	367	0	0	0
16:45 to 17:00	3	0	3	4	0	4	9	0	9	0	0	0	5	0	5	52	2	54	46	1	47	0	0	0
17:00 to 17:15	1	0	1	2	0	2	6	0	6	0	0	0	8	0	8	43	0	43	46	0	46	0	0	0
17:15 to 17:30	3	0	3	4	0	4	10	0	10	0	0	0	10	0	10	58	0	58	47	2	49	0	0	0
17:30 to 17:45	3	0	3	8	0	8	8	0	8	0	0	0	7	1	8	62	1	63	55	2	57	0	0	0
17:45 to 18:00	1	0	1	6	0	6	4	0	4	0	0	0	21	0	21	69	0	69	45	0	45	2	0	2
18:00 to 18:15	2	0	2	7	0	7	5	0	5	0	0	0	13	0	13	55	0	55	66	0	66	0	0	0
PM Totals	13	0	13	31	0	31	42	0	42	0	0	0	64	1	65	339	3	342	305	5	310	2	0	2

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 1. Dunmore St / Jones St

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Hourly Summary



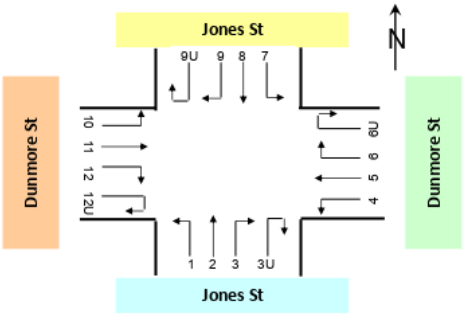
MATRIX Traffic and Transport Data

Approach	Jones St												Dunmore St											
Direction	Direction 1 (Left Turn)			Direction 2 (Through)			Direction 3 (Right Turn)			Direction 3U (U Turn)			Direction 4 (Left Turn)			Direction 5 (Through)			Direction 6 (Right Turn)			Direction 6U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
7:15 to 8:15	123	6	129	9	0	9	78	2	80	0	0	0	31	3	34	181	7	188	3	0	3	5	0	5
7:30 to 8:30	149	6	155	10	0	10	87	2	89	0	0	0	32	2	34	206	7	213	5	0	5	6	0	6
7:45 to 8:45	141	4	145	12	1	13	84	2	86	0	0	0	33	3	36	221	8	229	5	0	5	4	0	4
AM Totals	**206**	**7**	**213**	**15**	**1**	**16**	**116**	**3**	**119**	**0**	**0**	**0**	**46**	**4**	**50**	**297**	**11**	**308**	**6**	**0**	**6**	**7**	**0**	**7**
16:45 to 17:45	138	4	142	23	0	23	26	0	26	0	0	0	60	2	62	418	4	422	15	0	15	1	0	1
17:00 to 18:00	129	2	131	20	1	21	27	0	27	0	0	0	48	2	50	431	4	435	16	0	16	1	0	1
17:15 to 18:15	137	2	139	18	1	19	22	0	22	0	0	0	49	1	50	435	5	440	17	0	17	1	0	1
PM Totals	**204**	**5**	**209**	**29**	**1**	**30**	**37**	**0**	**37**	**0**	**0**	**0**	**82**	**2**	**84**	**640**	**8**	**648**	**22**	**0**	**22**	**2**	**0**	**2**

Approach	Jones St												Dunmore St											
Direction	Direction 7 (Left Turn)			Direction 8 (Through)			Direction 9 (Right Turn)			Direction 9U (U Turn)			Direction 10 (Left Turn)			Direction 11 (Through)			Direction 12 (Right Turn)			Direction 12U (U Turn)		
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total
7:15 to 8:15	6	0	6	22	0	22	37	0	37	0	0	0	25	0	25	345	3	348	220	8	228	0	0	0
7:30 to 8:30	8	0	8	17	0	17	35	0	35	0	0	0	26	0	26	359	6	365	247	7	254	0	0	0
7:45 to 8:45	6	0	6	26	0	26	31	0	31	0	0	0	25	0	25	362	10	372	254	5	259	0	0	0
AM Totals	**10**	**0**	**10**	**40**	**0**	**40**	**47**	**0**	**47**	**0**	**0**	**0**	**33**	**0**	**33**	**527**	**10**	**537**	**357**	**10**	**367**	**0**	**0**	**0**
16:45 to 17:45	10	0	10	18	0	18	33	0	33	0	0	0	30	1	31	215	3	218	194	5	199	0	0	0
17:00 to 18:00	8	0	8	20	0	20	28	0	28	0	0	0	46	1	47	232	1	233	193	4	197	2	0	2
17:15 to 18:15	9	0	9	25	0	25	27	0	27	0	0	0	51	1	52	244	1	245	213	4	217	2	0	2
PM Totals	**13**	**0**	**13**	**31**	**0**	**31**	**42**	**0**	**42**	**0**	**0**	**0**	**64**	**1**	**65**	**339**	**3**	**342**	**305**	**5**	**310**	**2**	**0**	**2**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 1. Dunmore St / Jones St

Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

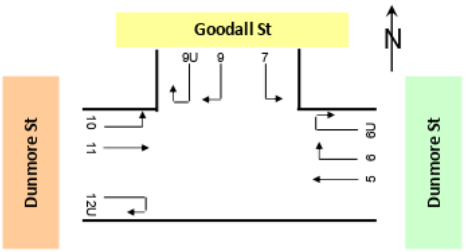


Approach	Jones St			Dunmore St			Jones St			Dunmore St			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15	203	2	205	353	0	353	66	0	66	479	4	483	1,107

Approach	Jones St			Dunmore St			Jones St			Dunmore St			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:30 to 11:30	160	2	162	351	2	353	61	0	61	454	8	462	1,038
10:45 to 11:45	181	2	183	338	2	340	60	0	60	465	2	467	1,050
11:00 to 12:00	200	2	202	343	1	344	62	0	62	480	4	484	1,092
11:15 to 12:15	203	2	205	353	0	353	66	0	66	479	4	483	1,107
11:30 to 12:30	200	1	201	347	0	347	63	0	63	474	3	477	1,088
Total	360	3	363	698	2	700	124	0	124	928	11	939	2,126

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 2. Dunmore St / Goodall St

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

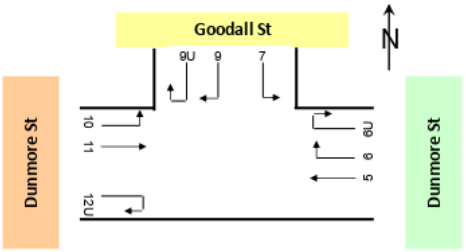


	Approach		Dunmore St			Goodall St			Dunmore St			Grand Total
	Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:30	to 8:30	509	23	532	495	19	514	710	20	730	1,776
PM	17:15	to 18:15	611	8	619	678	3	681	476	7	483	1,783

Approach		Dunmore St			Goodall St			Dunmore St			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:15	to 8:15	410	16	426	491	22	513	699	19	718	1,657
7:30	to 8:30	509	23	532	495	19	514	710	20	730	1,776
7:45	to 8:45	527	22	549	514	10	524	658	20	678	1,751
AM Totals		666	30	696	757	25	782	1,002	25	1,027	2,505
16:45	to 17:45	616	9	625	667	5	672	444	11	455	1,752
17:00	to 18:00	633	7	640	673	3	676	453	7	460	1,776
17:15	to 18:15	611	8	619	678	3	681	476	7	483	1,783
PM Totals		913	14	927	1,017	6	1,023	684	11	695	2,645

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 2. Dunmore St / Goodall St

Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

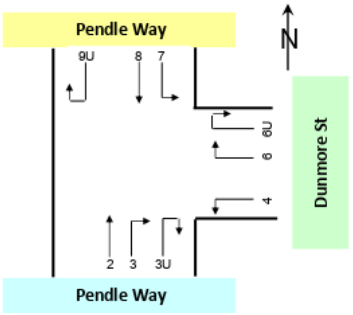


Approach		Dunmore St			Goodall St			Dunmore St			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
11:15 to 12:15		519	3	522	444	6	450	457	6	463	1,435

Approach		Dunmore St			Goodall St			Dunmore St			Grand Total
Time Period		Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
10:30 to 11:30		478	3	481	467	7	474	433	7	440	1,395
10:45 to 11:45		487	3	490	458	6	464	458	4	462	1,416
11:00 to 12:00		503	2	505	440	6	446	466	5	471	1,422
11:15 to 12:15		519	3	522	444	6	450	457	6	463	1,435
11:30 to 12:30		486	4	490	453	4	457	418	8	426	1,373
Total		964	7	971	920	11	931	851	15	866	2,768

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 3. Dunmore St / Pendle Way

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

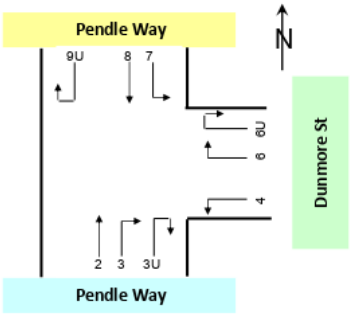


	Approach	Pendle Way			Dunmore St			Pendle Way			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:30 to 8:30	635	25	660	536	23	559	537	13	550	1,769
PM	16:45 to 17:45	491	5	496	788	8	796	418	9	427	1,719

Approach	Pendle Way			Dunmore St			Pendle Way			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total	
7:15 to 8:15	687	18	705	478	24	502	522	11	533	1,740
7:30 to 8:30	635	25	660	536	23	559	537	13	550	1,769
7:45 to 8:45	557	22	579	536	17	553	538	11	549	1,681
AM Totals	**919**	**27**	**946**	**738**	**32**	**770**	**775**	**17**	**792**	**2,508**
16:45 to 17:45	491	5	496	788	8	796	418	9	427	1,719
17:00 to 18:00	517	4	521	786	7	793	394	4	398	1,712
17:15 to 18:15	504	2	506	764	5	769	401	5	406	1,681
PM Totals	**743**	**6**	**749**	**1,164**	**9**	**1,173**	**619**	**11**	**630**	**2,552**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 3. Dunmore St / Pendle Way

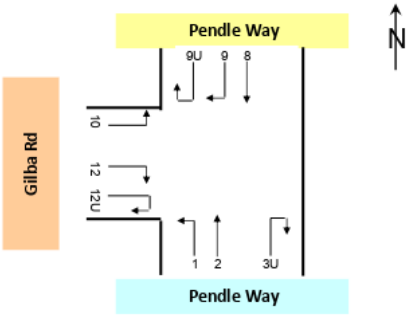
Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Pendle Way			Dunmore St			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
11:15 to 12:15	418	5	423	473	4	477	373	4	377		1,277

Approach	Pendle Way			Dunmore St			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
10:30 to 11:30	426	5	431	494	5	499	332	9	341		1,271
10:45 to 11:45	423	4	427	471	4	475	352	5	357		1,259
11:00 to 12:00	418	5	423	475	3	478	361	5	366		1,267
11:15 to 12:15	418	5	423	473	4	477	373	4	377		1,277
11:30 to 12:30	433	6	439	469	5	474	347	6	353		1,266
Total	859	11	870	963	10	973	679	15	694		2,537

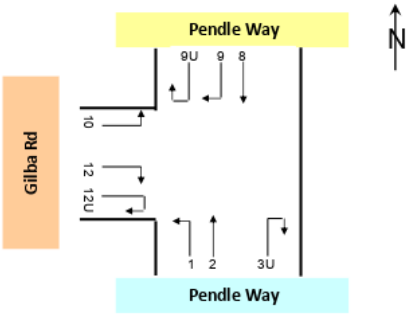
Job No.	: N4949
Client	: GTA
Suburb	: Pendle Hill
Location	: 4. Pendle Way / Gilba Rd
Day/Date	: Thu, 2nd May 2019
Weather	: Fine
Description	: Classified Intersection Count
	: Peak Hour Summary



	Approach	Pendle Way				Pendle Way			Gilba Rd			Grand Total
	Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
AM	7:30 to 8:30	454	17	471		205	5	210	618	14	632	1,313
PM	17:15 to 18:15	616	8	624		198	7	205	423	1	424	1,253

Approach	Pendle Way				Pendle Way			Gilba Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
7:15 to 8:15	425	17	442		206	6	212	579	10	589	1,243
7:30 to 8:30	454	17	471		205	5	210	618	14	632	1,313
7:45 to 8:45	455	17	472		179	7	186	613	17	630	1,288
AM Totals	**664**	**24**	**688**		**289**	**11**	**300**	**858**	**20**	**878**	**1,866**
16:45 to 17:45	582	12	594		204	10	214	386	1	387	1,195
17:00 to 18:00	598	8	606		193	7	200	406	0	406	1,212
17:15 to 18:15	616	8	624		198	7	205	423	1	424	1,253
PM Totals	**895**	**15**	**910**		**307**	**12**	**319**	**607**	**2**	**609**	**1,838**

Job No.	: N4949
Client	: GTA
Suburb	: Pendle Hill
Location	: 4. Pendle Way / Gilba Rd
Day/Date	: Sat, 4th May 2019
Weather	: Fine
Description	: Classified Intersection Count
	: Peak Hour Summary

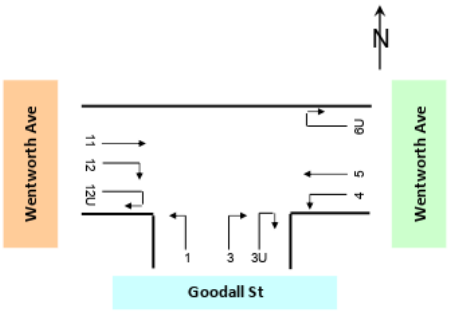


Approach	Pendle Way				Pendle Way			Gilba Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
11:30 to 12:30	416	4	420		213	3	216	343	5	348	984

Approach	Pendle Way				Pendle Way			Gilba Rd			Grand Total
Time Period	Lights	Heavies	Total		Lights	Heavies	Total	Lights	Heavies	Total	
10:30 to 11:30	371	3	374		141	5	146	383	9	392	912
10:45 to 11:45	364	3	367		149	2	151	385	6	391	909
11:00 to 12:00	367	3	370		160	2	162	389	5	394	926
11:15 to 12:15	387	3	390		204	2	206	370	3	373	969
11:30 to 12:30	416	4	420		213	3	216	343	5	348	984
Total	787	7	794		354	8	362	726	14	740	1,896

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 5. Wentworth Ave / Goodall St

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

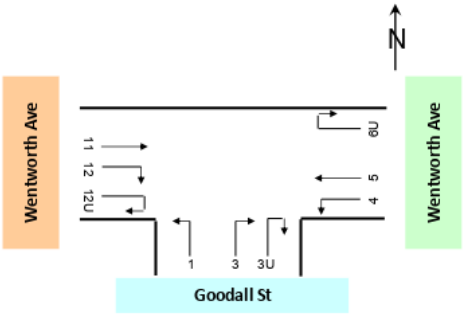


	Approach	Goodall St			Wentworth Ave				Wentworth Ave			Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
AM	7:30 to 8:30	610	18	628	531	23	554		630	40	670	1,852
PM	17:15 to 18:15	549	1	550	566	15	581		668	6	674	1,805

Approach	Goodall St			Wentworth Ave				Wentworth Ave			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
7:15 to 8:15	634	14	648	479	20	499		588	48	636	1,783
7:30 to 8:30	610	18	628	531	23	554		630	40	670	1,852
7:45 to 8:45	604	18	622	531	18	549		644	32	676	1,847
AM Totals	918	24	942	750	31	781		921	60	981	2,704
16:45 to 17:45	554	4	558	552	10	562		650	6	656	1,776
17:00 to 18:00	546	1	547	534	13	547		659	4	663	1,757
17:15 to 18:15	549	1	550	566	15	581		668	6	674	1,805
PM Totals	817	4	821	862	21	883		999	8	1,007	2,711

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 5. Wentworth Ave / Goodall St

Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

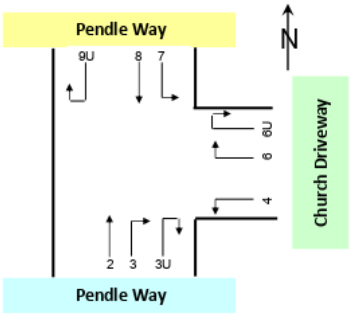


Approach	Goodall St			Wentworth Ave				Wentworth Ave			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
10:45 to 11:45	450	5	455	432	8	440		585	7	592	1,487

Approach	Goodall St			Wentworth Ave				Wentworth Ave			Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total		Lights	Heavies	Total	
10:30 to 11:30	434	7	441	410	9	419		595	6	601	1,461
10:45 to 11:45	450	5	455	432	8	440		585	7	592	1,487
11:00 to 12:00	448	5	453	412	8	420		563	9	572	1,445
11:15 to 12:15	467	5	472	408	11	419		586	8	594	1,485
11:30 to 12:30	450	7	457	409	10	419		570	7	577	1,453
Total	884	14	898	819	19	838		1,165	13	1,178	2,914

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 9. Pathways Community Church Driveway / Pendle Way

Day/Date : Thu, 2nd May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary

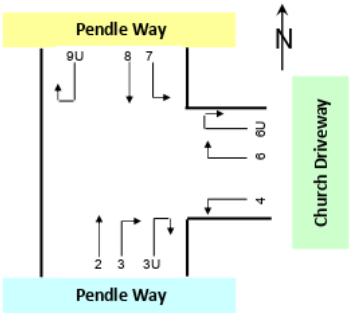


	Approach	Pendle Way			Church Driveway			Pendle Way				Grand Total
	Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
AM	7:15 to 8:15	665	17	682	0	0	0	496	22	518		1,200
PM	17:15 to 18:15	514	5	519	1	0	1	631	5	636		1,156

Approach	Pendle Way			Church Driveway			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
7:15 to 8:15	665	17	682	0	0	0	496	22	518		1,200
7:30 to 8:30	645	15	660	0	0	0	498	21	519		1,179
7:45 to 8:45	563	14	577	0	0	0	489	17	506		1,083
AM Totals	**913**	**19**	**932**	**0**	**0**	**0**	**714**	**28**	**742**		**1,674**
16:45 to 17:45	487	8	495	2	0	2	644	6	650		1,147
17:00 to 18:00	511	5	516	2	0	2	632	5	637		1,155
17:15 to 18:15	514	5	519	1	0	1	631	5	636		1,156
PM Totals	**751**	**8**	**759**	**2**	**0**	**2**	**970**	**9**	**979**		**1,740**

Job No. : N4949
Client : GTA
Suburb : Pendle Hill
Location : 9. Pathways Community Church Driveway / Pendle Way

Day/Date : Sat, 4th May 2019
Weather : Fine
Description : Classified Intersection Count
: Peak Hour Summary



Approach	Pendle Way			Church Driveway			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
10:30 to 11:30	438	4	442	3	0	3	443	10	453		898

Approach	Pendle Way			Church Driveway			Pendle Way				Grand Total
Time Period	Lights	Heavies	Total	Lights	Heavies	Total	Lights	Heavies	Total		
10:30 to 11:30	438	4	442	3	0	3	443	10	453		898
10:45 to 11:45	441	3	444	2	0	2	445	7	452		898
11:00 to 12:00	441	3	444	2	0	2	442	7	449		895
11:15 to 12:15	437	4	441	1	0	1	440	4	444		886
11:30 to 12:30	436	6	442	1	0	1	434	4	438		881
Total	874	10	884	4	0	4	877	14	891		1,779

APPENDIX: INTERSECTION MODELLING RESULTS

B. INTERSECTION MODELLING RESULTS

B

USER REPORT FOR SITE

Project: 200218sid-N170350 230-290 Dunmore Street, Pendle Hill

Template: Default Site User Report (2)

Site: v [(1) Pendle Way/ Gilba Road AM]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
1	L2	271	5.4	0.373	4.3	LOS A	3.3	23.8	0.30	0.46	0.30	43.4
2	T1	225	1.4	0.373	3.9	LOS A	3.3	23.8	0.30	0.46	0.30	44.3
Approach		496	3.6	0.373	4.2	LOS A	3.3	23.8	0.30	0.46	0.30	43.8
North: Pendle Way												
8	T1	171	2.5	0.287	7.3	LOS A	2.0	14.1	0.70	0.73	0.70	40.8
9	R2	51	2.1	0.287	10.0	LOS A	2.0	14.1	0.70	0.73	0.70	44.7
Approach		221	2.4	0.287	7.9	LOS A	2.0	14.1	0.70	0.73	0.70	42.0
West: Gilba Road												
10	L2	273	1.5	0.650	7.6	LOS A	7.0	49.6	0.76	0.73	0.80	43.8
12	R2	393	2.7	0.650	10.0	LOS A	7.0	49.6	0.76	0.73	0.80	39.2
Approach		665	2.2	0.650	9.1	LOS A	7.0	49.6	0.76	0.73	0.80	41.6
All Vehicles		1382	2.7	0.650	7.1	LOS A	7.0	49.6	0.59	0.63	0.60	42.3

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.

Site: v [(1) Pendle Way/ Gilba Road AM - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
1	L2	276	5.3	0.377	4.3	LOS A	3.3	24.1	0.30	0.46	0.30	43.4
2	T1	225	1.4	0.377	3.9	LOS A	3.3	24.1	0.30	0.46	0.30	44.3
Approach		501	3.6	0.377	4.2	LOS A	3.3	24.1	0.30	0.46	0.30	43.8
North: Pendle Way												
8	T1	171	2.5	0.288	7.3	LOS A	2.0	14.1	0.71	0.73	0.71	40.8
9	R2	51	2.1	0.288	10.0	LOS A	2.0	14.1	0.71	0.73	0.71	44.7
Approach		221	2.4	0.288	7.9	LOS A	2.0	14.1	0.71	0.73	0.71	42.0
West: Gilba Road												
10	L2	273	1.5	0.651	7.7	LOS A	7.0	49.8	0.76	0.73	0.80	43.8
12	R2	394	2.7	0.651	10.1	LOS A	7.0	49.8	0.76	0.73	0.80	39.2
Approach		666	2.2	0.651	9.1	LOS A	7.0	49.8	0.76	0.73	0.80	41.6
All Vehicles		1388	2.7	0.651	7.1	LOS A	7.0	49.8	0.59	0.63	0.60	42.3

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.

Site: v [(1) Pendle Way/ Gilba Road AM - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
1	L2	279	5.3	0.379	4.3	LOS A	3.4	24.4	0.30	0.46	0.30	43.4
2	T1	225	1.4	0.379	3.9	LOS A	3.4	24.4	0.30	0.46	0.30	44.3
Approach		504	3.5	0.379	4.2	LOS A	3.4	24.4	0.30	0.46	0.30	43.8
North: Pendle Way												
8	T1	171	2.5	0.290	7.4	LOS A	2.0	14.2	0.71	0.74	0.71	40.7
9	R2	51	2.1	0.290	10.1	LOS A	2.0	14.2	0.71	0.74	0.71	44.6
Approach		221	2.4	0.290	8.0	LOS A	2.0	14.2	0.71	0.74	0.71	42.0
West: Gilba Road												
10	L2	273	1.5	0.658	7.8	LOS A	7.2	51.3	0.77	0.73	0.81	43.7
12	R2	401	2.6	0.658	10.2	LOS A	7.2	51.3	0.77	0.73	0.81	39.1
Approach		674	2.2	0.658	9.2	LOS A	7.2	51.3	0.77	0.73	0.81	41.5
All Vehicles		1399	2.7	0.658	7.2	LOS A	7.2	51.3	0.59	0.64	0.61	42.3

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.

Site: v [(1) Pendle Way/ Gilba Road PM]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
1	L2	463	1.4	0.468	4.3	LOS A	4.6	32.9	0.30	0.46	0.30	43.4
2	T1	194	1.1	0.468	3.9	LOS A	4.6	32.9	0.30	0.46	0.30	44.3
Approach		657	1.3	0.468	4.2	LOS A	4.6	32.9	0.30	0.46	0.30	43.7
North: Pendle Way												
8	T1	174	3.6	0.245	6.3	LOS A	1.6	11.6	0.59	0.64	0.59	41.5
9	R2	42	2.5	0.245	9.0	LOS A	1.6	11.6	0.59	0.64	0.59	45.2
Approach		216	3.4	0.245	6.8	LOS A	1.6	11.6	0.59	0.64	0.59	42.6
West: Gilba Road												
10	L2	162	0.0	0.424	6.0	LOS A	3.3	22.9	0.56	0.65	0.56	44.6
12	R2	284	0.4	0.424	8.4	LOS A	3.3	22.9	0.56	0.65	0.56	40.3
Approach		446	0.2	0.424	7.5	LOS A	3.3	22.9	0.56	0.65	0.56	42.4
All Vehicles		1319	1.3	0.468	5.7	LOS A	4.6	32.9	0.43	0.56	0.43	43.0

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.
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.

Site: v [(1) Pendle Way/ Gilba Road PM - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
1	L2	464	1.4	0.469	4.3	LOS A	4.7	33.0	0.30	0.46	0.30	43.4
2	T1	194	1.1	0.469	3.9	LOS A	4.7	33.0	0.30	0.46	0.30	44.3
Approach		658	1.3	0.469	4.2	LOS A	4.7	33.0	0.30	0.46	0.30	43.7
North: Pendle Way												
8	T1	174	3.6	0.246	6.3	LOS A	1.6	11.7	0.59	0.65	0.59	41.5
9	R2	42	2.5	0.246	9.0	LOS A	1.6	11.7	0.59	0.65	0.59	45.2
Approach		216	3.4	0.246	6.8	LOS A	1.6	11.7	0.59	0.65	0.59	42.6
West: Gilba Road												
10	L2	162	0.0	0.428	6.0	LOS A	3.3	23.2	0.56	0.65	0.56	44.6
12	R2	288	0.4	0.428	8.4	LOS A	3.3	23.2	0.56	0.65	0.56	40.3
Approach		451	0.2	0.428	7.6	LOS A	3.3	23.2	0.56	0.65	0.56	42.3
All Vehicles		1324	1.3	0.469	5.8	LOS A	4.7	33.0	0.43	0.56	0.43	43.0

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.
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.

Site: v [(1) Pendle Way/ Gilba Road PM - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
1	L2	474	1.3	0.475	4.3	LOS A	4.8	33.9	0.30	0.46	0.30	43.4
2	T1	194	1.1	0.475	3.9	LOS A	4.8	33.9	0.30	0.46	0.30	44.3
Approach		667	1.3	0.475	4.2	LOS A	4.8	33.9	0.30	0.46	0.30	43.7
North: Pendle Way												
8	T1	174	3.6	0.250	6.4	LOS A	1.6	11.9	0.61	0.66	0.61	41.5
9	R2	42	2.5	0.250	9.1	LOS A	1.6	11.9	0.61	0.66	0.61	45.1
Approach		216	3.4	0.250	7.0	LOS A	1.6	11.9	0.61	0.66	0.61	42.5
West: Gilba Road												
10	L2	162	0.0	0.440	6.1	LOS A	3.5	24.2	0.57	0.65	0.57	44.6
12	R2	302	0.3	0.440	8.4	LOS A	3.5	24.2	0.57	0.65	0.57	40.3
Approach		464	0.2	0.440	7.6	LOS A	3.5	24.2	0.57	0.65	0.57	42.3
All Vehicles		1347	1.3	0.475	5.8	LOS A	4.8	33.9	0.44	0.56	0.44	42.9

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.
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.

Site: v [(1) Pendle Way/ Gilba Road SAT]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
1	L2	280	0.8	0.328	4.5	LOS A	2.6	18.3	0.35	0.49	0.35	43.3
2	T1	131	0.8	0.328	4.2	LOS A	2.6	18.3	0.35	0.49	0.35	44.1
Approach		411	0.8	0.328	4.4	LOS A	2.6	18.3	0.35	0.49	0.35	43.5
North: Pendle Way												
8	T1	138	1.5	0.235	6.1	LOS A	1.5	10.8	0.56	0.64	0.56	41.4
9	R2	78	0.0	0.235	8.7	LOS A	1.5	10.8	0.56	0.64	0.56	45.1
9u	U	1	0.0	0.235	11.1	LOS A	1.5	10.8	0.56	0.64	0.56	48.3
Approach		217	1.0	0.235	7.0	LOS A	1.5	10.8	0.56	0.64	0.56	43.2
West: Gilba Road												
10	L2	126	0.8	0.344	5.3	LOS A	2.6	18.0	0.44	0.60	0.44	44.8
12	R2	266	0.8	0.344	7.7	LOS A	2.6	18.0	0.44	0.60	0.44	40.6
Approach		393	0.8	0.344	6.9	LOS A	2.6	18.0	0.44	0.60	0.44	42.4
All Vehicles		1020	0.8	0.344	5.9	LOS A	2.6	18.3	0.43	0.57	0.43	43.0

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.
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.

Site: v [(1) Pendle Way/ Gilba Road SAT - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
1	L2	282	0.7	0.329	4.5	LOS A	2.6	18.4	0.35	0.49	0.35	43.3
2	T1	131	0.8	0.329	4.2	LOS A	2.6	18.4	0.35	0.49	0.35	44.1
Approach		413	0.8	0.329	4.4	LOS A	2.6	18.4	0.35	0.49	0.35	43.5
North: Pendle Way												
8	T1	138	1.5	0.236	6.1	LOS A	1.5	10.8	0.56	0.65	0.56	41.4
9	R2	78	0.0	0.236	8.7	LOS A	1.5	10.8	0.56	0.65	0.56	45.1
9u	U	1	0.0	0.236	11.2	LOS A	1.5	10.8	0.56	0.65	0.56	48.3
Approach		217	1.0	0.236	7.1	LOS A	1.5	10.8	0.56	0.65	0.56	43.2
West: Gilba Road												
10	L2	126	0.8	0.346	5.3	LOS A	2.6	18.1	0.44	0.60	0.44	44.8
12	R2	268	0.8	0.346	7.7	LOS A	2.6	18.1	0.44	0.60	0.44	40.6
Approach		395	0.8	0.346	6.9	LOS A	2.6	18.1	0.44	0.60	0.44	42.4
All Vehicles		1024	0.8	0.346	5.9	LOS A	2.6	18.4	0.43	0.57	0.43	43.0

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.
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.

Site: v [(1) Pendle Way/ Gilba Road SAT - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
1	L2	301	0.7	0.343	4.6	LOS A	2.8	19.6	0.36	0.49	0.36	43.3
2	T1	131	0.8	0.343	4.2	LOS A	2.8	19.6	0.36	0.49	0.36	44.1
Approach		432	0.7	0.343	4.4	LOS A	2.8	19.6	0.36	0.49	0.36	43.5
North: Pendle Way												
8	T1	138	1.5	0.240	6.2	LOS A	1.6	11.0	0.58	0.66	0.58	41.3
9	R2	78	0.0	0.240	8.9	LOS A	1.6	11.0	0.58	0.66	0.58	45.0
9u	U	1	0.0	0.240	11.3	LOS A	1.6	11.0	0.58	0.66	0.58	48.3
Approach		217	1.0	0.240	7.2	LOS A	1.6	11.0	0.58	0.66	0.58	43.1
West: Gilba Road												
10	L2	126	0.8	0.361	5.3	LOS A	2.7	19.3	0.45	0.61	0.45	44.7
12	R2	287	0.7	0.361	7.7	LOS A	2.7	19.3	0.45	0.61	0.45	40.6
Approach		414	0.8	0.361	7.0	LOS A	2.7	19.3	0.45	0.61	0.45	42.3
All Vehicles		1062	0.8	0.361	6.0	LOS A	2.8	19.6	0.44	0.57	0.44	42.9

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.
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.

Site: [(2) Dunmore Street / Pendle Way AM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
2	T1	272	2.7	0.237	6.0	LOS A	3.7	26.5	0.50	0.42	0.50	39.5
3	R2	423	4.5	0.581	19.0	LOS B	8.0	58.4	0.82	0.89	1.08	32.4
Approach		695	3.8	0.581	13.9	LOS A	8.0	58.4	0.70	0.71	0.85	34.2
East: Dunmore Street												
4	L2	343	3.7	0.301	10.0	LOS A	4.6	32.9	0.48	0.69	0.48	38.7
6	R2	245	4.7	0.686	30.9	LOS C	7.2	52.7	0.98	0.87	1.08	21.0
Approach		588	4.1	0.686	18.7	LOS B	7.2	52.7	0.69	0.77	0.73	30.6
North: Pendle Way												
7	L2	348	2.4	0.411	15.8	LOS B	6.8	48.7	0.70	0.76	0.70	29.5
8	T1	231	2.3	0.724	28.6	LOS C	7.1	50.4	1.00	0.91	1.16	22.2
Approach		579	2.4	0.724	20.9	LOS B	7.1	50.4	0.82	0.82	0.89	26.1
All Vehicles		1862	3.4	0.724	17.6	LOS B	8.0	58.4	0.73	0.76	0.82	30.6

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.

Site: [(2) Dunmore Street / Pendle Way AM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
2	T1	274	2.7	0.239	6.0	LOS A	3.7	26.8	0.50	0.42	0.50	39.5
3	R2	425	4.5	0.584	19.1	LOS B	8.1	58.7	0.83	0.89	1.08	32.4
Approach		699	3.8	0.584	14.0	LOS A	8.1	58.7	0.70	0.71	0.85	34.2
East: Dunmore Street												
4	L2	366	3.4	0.321	10.1	LOS A	4.9	35.6	0.49	0.69	0.49	38.6
6	R2	248	4.7	0.695	31.1	LOS C	7.4	53.7	0.98	0.88	1.09	20.9
Approach		615	3.9	0.695	18.5	LOS B	7.4	53.7	0.69	0.77	0.74	30.7
North: Pendle Way												
7	L2	348	2.4	0.411	15.8	LOS B	6.8	48.7	0.70	0.76	0.70	29.5
8	T1	231	2.3	0.724	28.6	LOS C	7.1	50.4	1.00	0.91	1.16	22.2
Approach		579	2.4	0.724	20.9	LOS B	7.1	50.4	0.82	0.82	0.89	26.1
All Vehicles		1893	3.4	0.724	17.6	LOS B	8.1	58.7	0.73	0.76	0.82	30.6

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.

Site: [(2) Dunmore Street / Pendle Way AM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
2	T1	274	2.7	0.233	5.5	LOS A	3.6	25.6	0.48	0.40	0.48	40.2
3	R2	476	4.0	0.625	18.9	LOS B	8.8	63.6	0.83	0.91	1.11	32.5
Approach		749	3.5	0.625	14.0	LOS A	8.8	63.6	0.70	0.72	0.88	34.2
East: Dunmore Street												
4	L2	404	3.1	0.353	10.2	LOS A	5.6	40.3	0.51	0.70	0.51	38.5
6	R2	251	4.6	0.764	33.7	LOS C	7.9	57.3	1.00	0.93	1.22	20.0
Approach		655	3.7	0.764	19.2	LOS B	7.9	57.3	0.69	0.79	0.78	30.5
North: Pendle Way												
7	L2	356	2.4	0.435	16.6	LOS B	7.2	51.6	0.73	0.77	0.73	28.9
8	T1	231	2.3	0.724	28.6	LOS C	7.1	50.4	1.00	0.91	1.16	22.2
Approach		586	2.3	0.724	21.3	LOS B	7.2	51.6	0.84	0.82	0.90	25.9
All Vehicles		1991	3.2	0.764	17.9	LOS B	8.8	63.6	0.74	0.77	0.85	30.6

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.

Site: [(2) Dunmore Street / Pendle Way PM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
2	T1	274	0.0	0.326	12.2	LOS A	5.3	37.4	0.70	0.59	0.70	32.6
3	R2	259	0.8	0.628	22.8	LOS B	6.7	47.1	0.87	0.83	0.91	30.4
Approach		533	0.4	0.628	17.3	LOS B	6.7	47.1	0.79	0.71	0.80	31.2
East: Dunmore Street												
4	L2	434	0.5	0.642	21.9	LOS B	10.8	75.8	0.88	0.83	0.88	30.9
6	R2	376	0.8	0.558	21.2	LOS B	9.0	63.2	0.85	0.81	0.85	25.3
Approach		809	0.7	0.642	21.6	LOS B	10.8	75.8	0.87	0.82	0.87	28.7
North: Pendle Way												
7	L2	214	1.0	0.146	5.0	LOS A	0.7	5.1	0.24	0.60	0.24	40.0
8	T1	214	1.5	0.257	11.8	LOS A	4.0	28.5	0.67	0.56	0.67	33.0
Approach		427	1.2	0.257	8.4	LOS A	4.0	28.5	0.46	0.58	0.46	36.2
All Vehicles		1769	0.7	0.642	17.1	LOS B	10.8	75.8	0.74	0.73	0.75	30.7

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.

Site: [(2) Dunmore Street / Pendle Way PM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
2	T1	275	0.0	0.293	10.1	LOS A	4.9	34.1	0.64	0.54	0.64	34.6
3	R2	280	0.8	0.519	22.3	LOS B	6.3	44.5	0.88	0.85	1.06	30.7
Approach		555	0.4	0.519	16.3	LOS B	6.3	44.5	0.76	0.70	0.85	32.1
East: Dunmore Street												
4	L2	439	0.5	0.376	10.3	LOS A	6.2	43.6	0.52	0.71	0.52	38.5
6	R2	377	0.8	0.648	24.3	LOS B	9.9	69.5	0.91	0.84	0.93	23.8
Approach		816	0.6	0.648	16.8	LOS B	9.9	69.5	0.70	0.77	0.71	31.5
North: Pendle Way												
7	L2	216	1.0	0.202	10.6	LOS A	3.0	21.1	0.50	0.68	0.50	33.8
8	T1	216	1.5	0.674	27.6	LOS B	6.4	45.6	0.99	0.86	1.09	22.6
Approach		432	1.2	0.674	19.1	LOS B	6.4	45.6	0.74	0.77	0.80	27.2
All Vehicles		1802	0.7	0.674	17.2	LOS B	9.9	69.5	0.73	0.75	0.77	30.7

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.

Site: [(2) Dunmore Street / Pendle Way PM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
2	T1	275	0.0	0.274	8.8	LOS A	4.5	31.8	0.60	0.51	0.60	36.0
3	R2	369	0.6	0.600	22.4	LOS B	7.8	55.0	0.88	0.91	1.18	30.7
Approach		644	0.3	0.600	16.6	LOS B	7.8	55.0	0.76	0.74	0.93	32.2
East: Dunmore Street												
4	L2	502	0.4	0.419	10.0	LOS A	7.1	49.8	0.52	0.71	0.52	38.7
6	R2	386	0.8	0.742	28.3	LOS B	11.3	79.5	0.97	0.90	1.08	22.0
Approach		888	0.6	0.742	18.0	LOS B	11.3	79.5	0.71	0.79	0.76	30.9
North: Pendle Way												
7	L2	229	0.9	0.234	12.4	LOS A	3.6	25.4	0.57	0.70	0.57	32.3
8	T1	216	1.5	0.749	30.0	LOS C	6.8	48.0	1.00	0.92	1.21	21.6
Approach		445	1.2	0.749	20.9	LOS B	6.8	48.0	0.78	0.81	0.88	26.1
All Vehicles		1978	0.6	0.749	18.2	LOS B	11.3	79.5	0.74	0.78	0.84	30.3

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.
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.

Site: [(2) Dunmore Street / Pendle Way SAT]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
2	T1	175	1.2	0.176	8.3	LOS A	2.7	19.2	0.56	0.46	0.56	36.6
3	R2	271	1.2	0.528	17.2	LOS B	5.8	41.2	0.75	0.78	0.75	33.5
Approach		445	1.2	0.528	13.7	LOS A	5.8	41.2	0.68	0.66	0.68	34.3
East: Dunmore Street												
4	L2	267	1.2	0.515	24.6	LOS B	6.8	48.0	0.89	0.80	0.89	29.6
6	R2	235	0.4	0.450	24.2	LOS B	5.8	40.9	0.87	0.79	0.87	23.8
Approach		502	0.8	0.515	24.4	LOS B	6.8	48.0	0.88	0.80	0.88	27.2
North: Pendle Way												
7	L2	197	1.1	0.134	5.0	LOS A	0.7	4.7	0.24	0.60	0.24	40.0
8	T1	200	1.1	0.201	8.4	LOS A	3.2	22.3	0.57	0.47	0.57	36.5
Approach		397	1.1	0.201	6.7	LOS A	3.2	22.3	0.41	0.53	0.41	38.2
All Vehicles		1344	1.0	0.528	15.7	LOS B	6.8	48.0	0.67	0.67	0.67	31.8

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.
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.

Site: [(2) Dunmore Street / Pendle Way SAT - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
2	T1	176	1.2	0.177	8.3	LOS A	2.7	19.4	0.56	0.46	0.56	36.6
3	R2	282	1.1	0.552	17.4	LOS B	6.2	43.6	0.77	0.79	0.77	33.4
Approach		458	1.1	0.552	13.9	LOS A	6.2	43.6	0.69	0.66	0.69	34.2
East: Dunmore Street												
4	L2	277	1.1	0.533	24.8	LOS B	7.1	50.0	0.89	0.81	0.89	29.5
6	R2	236	0.4	0.452	24.2	LOS B	5.9	41.1	0.87	0.79	0.87	23.8
Approach		513	0.8	0.533	24.5	LOS B	7.1	50.0	0.88	0.80	0.88	27.2
North: Pendle Way												
7	L2	198	1.1	0.135	5.0	LOS A	0.7	4.7	0.24	0.60	0.24	40.0
8	T1	201	1.0	0.202	8.4	LOS A	3.2	22.5	0.57	0.48	0.57	36.5
Approach		399	1.1	0.202	6.7	LOS A	3.2	22.5	0.41	0.53	0.41	38.2
All Vehicles		1369	1.0	0.552	15.8	LOS B	7.1	50.0	0.68	0.68	0.68	31.7

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.

Site: [(2) Dunmore Street / Pendle Way SAT - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 60 seconds (Site User-Given Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B*, C
Output Phase Sequence: A, B*, C
(* Variable Phase)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Pendle Way												
2	T1	176	1.2	0.157	6.1	LOS A	2.4	16.6	0.49	0.40	0.49	39.4
3	R2	402	0.8	0.540	18.6	LOS B	7.6	53.7	0.81	0.88	1.04	32.7
Approach		578	0.9	0.540	14.8	LOS B	7.6	53.7	0.71	0.73	0.87	33.9
East: Dunmore Street												
4	L2	397	0.8	0.332	9.6	LOS A	5.2	36.6	0.48	0.69	0.48	39.0
6	R2	255	0.4	0.638	29.1	LOS C	7.2	50.6	0.96	0.84	1.00	21.7
Approach		652	0.6	0.638	17.2	LOS B	7.2	50.6	0.67	0.75	0.68	31.6
North: Pendle Way												
7	L2	217	1.0	0.253	14.8	LOS B	3.9	27.3	0.64	0.72	0.64	30.3
8	T1	201	1.0	0.696	28.8	LOS C	6.1	43.3	1.00	0.88	1.14	22.1
Approach		418	1.0	0.696	21.6	LOS B	6.1	43.3	0.81	0.80	0.88	25.8
All Vehicles		1647	0.8	0.696	17.5	LOS B	7.6	53.7	0.72	0.76	0.80	31.0

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 (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: [(3) Dunmore Street / Goodall Street AM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Dunmore Street												
5	T1	262	5.2	0.241	5.6	LOS A	3.1	23.0	0.52	0.44	0.52	43.9
6	R2	298	3.5	0.675	19.1	LOS B	6.5	46.5	0.96	0.88	1.06	32.5
Approach		560	4.3	0.675	12.7	LOS A	6.5	46.5	0.75	0.67	0.81	37.2
North: Goodall Street												
7	L2	262	1.6	0.342	15.4	LOS B	4.4	31.4	0.72	0.75	0.72	34.9
9	R2	279	5.7	0.873	35.0	LOS C	8.4	61.9	1.00	1.09	1.56	24.8
Approach		541	3.7	0.873	25.5	LOS B	8.4	61.9	0.86	0.93	1.15	28.9
West: Dunmore Street												
10	L2	397	3.2	0.460	9.1	LOS A	4.5	32.4	0.49	0.69	0.49	39.1
11	T1	372	2.3	0.964	48.1	LOS D	14.5	103.4	0.87	1.33	1.96	22.6
Approach		768	2.7	0.964	27.9	LOS B	14.5	103.4	0.68	1.00	1.20	28.5
All Vehicles		1869	3.5	0.964	22.7	LOS B	14.5	103.4	0.75	0.88	1.07	30.8

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.
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.

Site: [(3) Dunmore Street / Goodall Street AM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Dunmore Street												
5	T1	267	5.1	0.237	5.1	LOS A	3.1	22.4	0.50	0.42	0.50	44.4
6	R2	303	3.5	0.675	18.9	LOS B	6.5	47.0	0.96	0.87	1.05	32.6
Approach		571	4.2	0.675	12.4	LOS A	6.5	47.0	0.74	0.66	0.79	37.4
North: Goodall Street												
7	L2	263	1.6	0.360	16.2	LOS B	4.6	32.7	0.74	0.76	0.74	34.3
9	R2	280	5.6	0.985	58.7	LOS E	11.7	85.8	1.00	1.43	2.30	18.6
Approach		543	3.7	0.985	38.1	LOS C	11.7	85.8	0.88	1.11	1.55	24.1
West: Dunmore Street												
10	L2	402	3.1	0.471	9.1	LOS A	4.6	32.9	0.49	0.69	0.49	39.1
11	T1	387	2.2	0.951	43.2	LOS D	14.2	101.5	0.85	1.27	1.83	23.9
Approach		789	2.7	0.951	25.8	LOS B	14.2	101.5	0.67	0.98	1.15	29.4
All Vehicles		1903	3.4	0.985	25.3	LOS B	14.2	101.5	0.75	0.92	1.15	29.6

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.

Site: [(3) Dunmore Street / Goodall Street AM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Dunmore Street												
5	T1	309	4.4	0.274	5.2	LOS A	3.6	26.4	0.51	0.43	0.51	44.2
6	R2	313	3.4	0.838	29.1	LOS C	7.6	54.5	1.00	1.07	1.66	27.7
Approach		622	3.9	0.838	17.2	LOS B	7.6	54.5	0.76	0.75	1.09	34.3
North: Goodall Street												
7	L2	286	1.5	0.392	16.4	LOS B	5.1	36.1	0.75	0.77	0.75	34.2
9	R2	280	5.6	0.985	58.7	LOS E	11.7	85.8	1.00	1.43	2.30	18.6
Approach		566	3.5	0.985	37.3	LOS C	11.7	85.8	0.88	1.10	1.52	24.4
West: Dunmore Street												
10	L2	402	3.1	0.494	9.1	LOS A	4.6	32.9	0.49	0.69	0.49	39.1
11	T1	446	1.9	1.045	94.3	LOS F	27.6	196.3	1.00	1.89	2.82	14.7
Approach		848	2.5	1.045	54.0	LOS D	27.6	196.3	0.76	1.32	1.72	20.4
All Vehicles		2037	3.2	1.045	38.1	LOS C	27.6	196.3	0.79	1.09	1.47	24.6

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.

Site: [(3) Dunmore Street / Goodall Street PM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 54 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Dunmore Street												
5	T1	409	0.8	0.498	12.4	LOS A	8.0	56.5	0.78	0.67	0.78	38.1
6	R2	242	2.2	0.661	24.4	LOS B	5.7	40.9	0.97	0.88	1.16	29.8
Approach		652	1.3	0.661	16.8	LOS B	8.0	56.5	0.85	0.75	0.92	34.7
North: Goodall Street												
7	L2	289	0.4	0.274	10.9	LOS A	3.9	27.2	0.54	0.70	0.54	38.1
9	R2	427	0.5	0.660	21.3	LOS B	9.9	69.9	0.90	0.84	0.92	30.7
Approach		717	0.4	0.660	17.1	LOS B	9.9	69.9	0.75	0.78	0.77	33.4
West: Dunmore Street												
10	L2	247	1.7	0.203	8.3	LOS A	2.5	17.9	0.41	0.66	0.41	39.8
11	T1	261	1.2	0.666	23.2	LOS B	6.9	48.5	0.97	0.85	1.06	31.5
Approach		508	1.4	0.666	16.0	LOS B	6.9	48.5	0.70	0.76	0.74	34.8
All Vehicles		1877	1.0	0.666	16.7	LOS B	9.9	69.9	0.77	0.76	0.81	34.2

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.
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.

Site: [(3) Dunmore Street / Goodall Street PM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 54 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Dunmore Street												
5	T1	411	0.8	0.499	12.4	LOS A	8.0	56.7	0.78	0.67	0.78	38.1
6	R2	243	2.2	0.671	24.8	LOS B	5.8	41.3	0.97	0.89	1.19	29.6
Approach		654	1.3	0.671	17.0	LOS B	8.0	56.7	0.85	0.75	0.93	34.6
North: Goodall Street												
7	L2	294	0.4	0.278	10.9	LOS A	3.9	27.7	0.54	0.70	0.54	38.1
9	R2	432	0.5	0.666	21.5	LOS B	10.1	71.1	0.90	0.84	0.93	30.7
Approach		725	0.4	0.666	17.2	LOS B	10.1	71.1	0.76	0.79	0.77	33.4
West: Dunmore Street												
10	L2	248	1.7	0.204	8.3	LOS A	2.5	17.9	0.41	0.66	0.41	39.8
11	T1	269	1.2	0.687	23.6	LOS B	7.2	50.7	0.98	0.87	1.09	31.4
Approach		518	1.4	0.687	16.3	LOS B	7.2	50.7	0.71	0.77	0.76	34.7
All Vehicles		1897	1.0	0.687	16.9	LOS B	10.1	71.1	0.77	0.77	0.82	34.1

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.

Site: [(3) Dunmore Street / Goodall Street PM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 54 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Dunmore Street												
5	T1	484	0.7	0.521	10.6	LOS A	9.0	63.1	0.74	0.65	0.74	39.5
6	R2	272	1.9	0.707	26.0	LOS B	6.5	45.9	0.98	0.94	1.32	29.0
Approach		756	1.1	0.707	16.1	LOS B	9.0	63.1	0.82	0.75	0.95	35.1
North: Goodall Street												
7	L2	336	0.3	0.339	12.3	LOS A	5.1	35.5	0.60	0.73	0.60	37.0
9	R2	432	0.5	0.791	27.7	LOS B	12.1	84.9	0.98	0.95	1.18	27.7
Approach		767	0.4	0.791	20.9	LOS B	12.1	84.9	0.81	0.85	0.93	31.2
West: Dunmore Street												
10	L2	248	1.7	0.210	8.7	LOS A	2.7	19.0	0.43	0.67	0.43	39.4
11	T1	373	0.8	0.802	25.5	LOS B	10.7	75.6	1.00	1.00	1.25	30.4
Approach		621	1.2	0.802	18.8	LOS B	10.7	75.6	0.77	0.87	0.92	33.3
All Vehicles		2144	0.9	0.802	18.6	LOS B	12.1	84.9	0.81	0.82	0.93	33.2

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.
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.

Site: [(3) Dunmore Street / Goodall Street SAT]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Dunmore Street												
5	T1	299	0.4	0.276	6.2	LOS A	3.8	26.9	0.55	0.47	0.55	43.2
6	R2	251	0.8	0.427	16.0	LOS B	4.4	31.3	0.83	0.77	0.83	34.3
Approach		549	0.6	0.427	10.7	LOS A	4.4	31.3	0.68	0.61	0.68	38.8
North: Goodall Street												
7	L2	241	1.7	0.245	11.2	LOS A	3.2	22.4	0.56	0.70	0.56	37.8
9	R2	233	0.9	0.634	26.0	LOS B	5.6	39.7	0.97	0.84	1.04	28.4
Approach		474	1.3	0.634	18.5	LOS B	5.6	39.7	0.76	0.77	0.80	32.6
West: Dunmore Street												
10	L2	213	1.5	0.215	11.1	LOS A	2.7	19.3	0.55	0.70	0.55	37.5
11	T1	275	1.1	0.649	20.7	LOS B	6.6	46.5	0.96	0.84	1.03	32.9
Approach		487	1.3	0.649	16.5	LOS B	6.6	46.5	0.78	0.78	0.82	34.6
All Vehicles		1511	1.0	0.649	15.0	LOS B	6.6	46.5	0.74	0.71	0.76	35.4

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.
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.

Site: [(3) Dunmore Street / Goodall Street SAT - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Dunmore Street												
5	T1	301	0.3	0.278	6.2	LOS A	3.9	27.1	0.55	0.47	0.55	43.2
6	R2	253	0.8	0.433	16.1	LOS B	4.5	31.8	0.83	0.77	0.83	34.3
Approach		554	0.6	0.433	10.7	LOS A	4.5	31.8	0.68	0.61	0.68	38.8
North: Goodall Street												
7	L2	243	1.7	0.247	11.2	LOS A	3.2	22.6	0.56	0.70	0.56	37.8
9	R2	235	0.9	0.639	26.1	LOS B	5.7	40.2	0.97	0.85	1.04	28.4
Approach		478	1.3	0.639	18.5	LOS B	5.7	40.2	0.76	0.77	0.80	32.6
West: Dunmore Street												
10	L2	215	1.5	0.218	11.1	LOS A	2.8	19.6	0.55	0.70	0.55	37.5
11	T1	283	1.1	0.668	21.0	LOS B	6.9	48.5	0.97	0.85	1.05	32.7
Approach		498	1.3	0.668	16.7	LOS B	6.9	48.5	0.79	0.79	0.84	34.5
All Vehicles		1529	1.0	0.668	15.1	LOS B	6.9	48.5	0.74	0.72	0.77	35.3

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.
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.

Site: [(3) Dunmore Street / Goodall Street SAT - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 50 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase A
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Dunmore Street												
5	T1	440	0.2	0.379	5.6	LOS A	5.6	39.3	0.55	0.48	0.55	43.8
6	R2	308	0.7	0.573	18.9	LOS B	5.8	40.6	0.90	0.84	1.02	32.7
Approach		748	0.4	0.573	11.1	LOS A	5.8	40.6	0.69	0.63	0.75	38.6
North: Goodall Street												
7	L2	299	1.4	0.340	13.4	LOS A	4.6	32.7	0.66	0.74	0.66	36.2
9	R2	235	0.9	0.799	31.3	LOS C	6.5	45.7	1.00	0.98	1.35	26.2
Approach		534	1.2	0.799	21.3	LOS B	6.5	45.7	0.81	0.85	0.96	31.1
West: Dunmore Street												
10	L2	215	1.5	0.210	10.5	LOS A	2.6	18.7	0.53	0.69	0.53	37.9
11	T1	422	0.7	0.781	21.6	LOS B	10.9	76.8	0.98	0.96	1.18	32.4
Approach		637	1.0	0.781	17.9	LOS B	10.9	76.8	0.83	0.87	0.96	33.9
All Vehicles		1919	0.8	0.799	16.2	LOS B	10.9	76.8	0.77	0.77	0.88	34.7

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.

Site: [(4) Wentworth Avenue / Goodall Street AM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Goodall Street												
1	L2	329	3.2	0.292	11.9	LOS A	5.8	42.1	0.49	0.69	0.49	43.6
3	R2	332	2.5	0.872	43.3	LOS D	14.2	101.3	0.91	0.98	1.28	28.6
Approach		661	2.9	0.872	27.6	LOS B	14.2	101.3	0.70	0.84	0.89	34.5
East: Wentworth Avenue												
4	L2	252	2.5	0.229	13.5	LOS A	4.5	32.3	0.49	0.71	0.49	43.4
5	T1	332	5.4	0.828	38.0	LOS C	14.0	102.4	1.00	0.99	1.24	36.9
Approach		583	4.2	0.828	27.4	LOS B	14.0	102.4	0.78	0.87	0.92	39.0
West: Wentworth Avenue												
11	T1	339	6.8	0.328	10.6	LOS A	7.2	53.5	0.59	0.51	0.59	51.1
12	R2	366	5.2	0.883	48.3	LOS D	16.8	122.8	1.00	1.00	1.37	27.4
Approach		705	6.0	0.883	30.2	LOS C	16.8	122.8	0.80	0.76	0.99	37.1
All Vehicles		1949	4.4	0.883	28.5	LOS B	16.8	122.8	0.76	0.82	0.93	36.8

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.
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.

Site: [(4) Wentworth Avenue / Goodall Street AM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Goodall Street												
1	L2	335	3.1	0.296	12.0	LOS A	6.0	42.9	0.49	0.69	0.49	43.6
3	R2	337	2.5	0.885	45.3	LOS D	14.8	105.9	0.92	1.00	1.33	28.0
Approach		672	2.8	0.885	28.7	LOS C	14.8	105.9	0.71	0.85	0.91	34.1
East: Wentworth Avenue												
4	L2	253	2.5	0.230	13.5	LOS A	4.5	32.4	0.49	0.71	0.49	43.4
5	T1	332	5.4	0.828	38.0	LOS C	14.0	102.4	1.00	0.99	1.24	36.9
Approach		584	4.1	0.828	27.4	LOS B	14.0	102.4	0.78	0.87	0.92	39.0
West: Wentworth Avenue												
11	T1	339	6.8	0.328	10.6	LOS A	7.2	53.5	0.59	0.51	0.59	51.1
12	R2	367	5.2	0.893	49.7	LOS D	17.2	125.4	1.00	1.01	1.40	27.0
Approach		706	6.0	0.893	30.9	LOS C	17.2	125.4	0.80	0.77	1.01	36.7
All Vehicles		1962	4.3	0.893	29.1	LOS C	17.2	125.4	0.76	0.83	0.95	36.5

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.
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.

Site: [(4) Wentworth Avenue / Goodall Street AM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Goodall Street												
1	L2	335	3.1	0.291	11.5	LOS A	5.8	41.4	0.48	0.69	0.48	43.9
3	R2	346	2.4	0.878	43.6	LOS D	14.9	106.6	0.91	0.99	1.29	28.5
Approach		681	2.8	0.878	27.8	LOS B	14.9	106.6	0.69	0.84	0.89	34.5
East: Wentworth Avenue												
4	L2	276	2.3	0.250	13.6	LOS A	5.0	35.8	0.50	0.72	0.50	43.3
5	T1	332	5.4	0.924	50.8	LOS D	16.4	120.4	1.00	1.15	1.54	32.7
Approach		607	4.0	0.924	33.9	LOS C	16.4	120.4	0.77	0.95	1.07	36.0
West: Wentworth Avenue												
11	T1	339	6.8	0.336	11.2	LOS A	7.4	55.1	0.60	0.52	0.60	50.7
12	R2	367	5.2	0.891	49.3	LOS D	17.1	124.9	1.00	1.00	1.39	27.1
Approach		706	6.0	0.891	31.0	LOS C	17.1	124.9	0.81	0.77	1.01	36.7
All Vehicles		1995	4.3	0.924	30.8	LOS C	17.1	124.9	0.76	0.85	0.99	35.8

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.
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.

Site: [(4) Wentworth Avenue / Goodall Street PM]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Goodall Street												
1	L2	332	0.0	0.282	11.4	LOS A	5.7	39.6	0.47	0.69	0.47	44.1
3	R2	247	0.4	0.664	37.1	LOS C	9.2	64.8	0.96	0.84	1.01	30.7
Approach		579	0.2	0.664	22.4	LOS B	9.2	64.8	0.68	0.75	0.70	37.2
East: Wentworth Avenue												
4	L2	316	0.3	0.339	18.5	LOS B	7.4	52.0	0.64	0.76	0.64	40.1
5	T1	296	5.0	0.749	34.9	LOS C	11.7	85.3	0.99	0.90	1.11	38.1
Approach		612	2.6	0.749	26.4	LOS B	11.7	85.3	0.81	0.83	0.87	39.0
West: Wentworth Avenue												
11	T1	264	2.4	0.215	6.5	LOS A	4.3	30.5	0.45	0.38	0.45	54.2
12	R2	445	0.0	0.750	31.8	LOS C	15.9	111.4	0.92	0.87	0.99	33.1
Approach		709	0.9	0.750	22.4	LOS B	15.9	111.4	0.74	0.69	0.79	40.2
All Vehicles		1900	1.2	0.750	23.7	LOS B	15.9	111.4	0.75	0.75	0.79	38.9

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.
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.

Site: [(4) Wentworth Avenue / Goodall Street PM - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Goodall Street												
1	L2	333	0.0	0.282	11.4	LOS A	5.7	39.8	0.47	0.69	0.47	44.1
3	R2	248	0.4	0.689	37.5	LOS C	9.4	65.7	0.96	0.85	1.03	30.5
Approach		581	0.2	0.689	22.6	LOS B	9.4	65.7	0.68	0.76	0.71	37.1
East: Wentworth Avenue												
4	L2	320	0.3	0.344	18.5	LOS B	7.5	52.8	0.64	0.76	0.64	40.1
5	T1	296	5.0	0.749	34.9	LOS C	11.7	85.3	0.99	0.90	1.11	38.1
Approach		616	2.6	0.749	26.4	LOS B	11.7	85.3	0.81	0.83	0.87	39.0
West: Wentworth Avenue												
11	T1	264	2.4	0.215	6.5	LOS A	4.3	30.5	0.45	0.38	0.45	54.2
12	R2	449	0.0	0.764	32.4	LOS C	16.3	114.2	0.92	0.88	1.01	32.9
Approach		714	0.9	0.764	22.8	LOS B	16.3	114.2	0.75	0.70	0.80	39.9
All Vehicles		1911	1.2	0.764	23.9	LOS B	16.3	114.2	0.75	0.76	0.80	38.8

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.
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.

Site: [(4) Wentworth Avenue / Goodall Street PM - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Goodall Street												
1	L2	333	0.0	0.277	10.9	LOS A	5.5	38.4	0.46	0.68	0.46	44.4
3	R2	277	0.4	0.807	39.4	LOS C	11.0	77.0	0.94	0.92	1.17	29.9
Approach		609	0.2	0.807	23.9	LOS B	11.0	77.0	0.68	0.79	0.78	36.4
East: Wentworth Avenue												
4	L2	362	0.3	0.370	17.6	LOS B	8.3	58.3	0.63	0.76	0.63	40.7
5	T1	296	5.0	0.795	37.6	LOS C	12.2	89.3	1.00	0.95	1.19	37.1
Approach		658	2.4	0.795	26.6	LOS B	12.2	89.3	0.80	0.85	0.88	38.7
West: Wentworth Avenue												
11	T1	264	2.4	0.228	7.9	LOS A	4.7	33.8	0.49	0.42	0.49	53.1
12	R2	449	0.0	0.847	39.7	LOS C	18.6	130.4	0.96	0.94	1.19	30.1
Approach		714	0.9	0.847	28.0	LOS B	18.6	130.4	0.79	0.75	0.93	37.4
All Vehicles		1981	1.2	0.847	26.2	LOS B	18.6	130.4	0.75	0.79	0.87	37.6

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.

Site: [(4) Wentworth Avenue / Goodall Street SAT]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Goodall Street												
1	L2	291	1.8	0.265	12.7	LOS A	5.4	38.0	0.51	0.70	0.51	43.1
3	R2	206	0.0	0.531	35.6	LOS C	7.4	51.6	0.94	0.81	0.94	31.3
Approach		497	1.1	0.531	22.2	LOS B	7.4	51.6	0.69	0.74	0.69	37.2
East: Wentworth Avenue												
4	L2	195	1.6	0.196	15.8	LOS B	3.9	27.7	0.55	0.72	0.55	41.8
5	T1	246	3.4	0.525	28.5	LOS C	8.5	61.2	0.91	0.76	0.91	40.8
Approach		441	2.6	0.525	22.9	LOS B	8.5	61.2	0.75	0.74	0.75	41.2
West: Wentworth Avenue												
11	T1	334	1.6	0.270	6.8	LOS A	5.6	40.0	0.47	0.40	0.47	54.0
12	R2	292	1.1	0.514	30.1	LOS C	9.5	66.9	0.87	0.81	0.87	33.9
Approach		625	1.3	0.514	17.7	LOS B	9.5	66.9	0.66	0.60	0.66	43.9
All Vehicles		1563	1.6	0.531	20.6	LOS B	9.5	66.9	0.69	0.68	0.69	41.0

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 (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: [(4) Wentworth Avenue / Goodall Street SAT - Dev]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Goodall Street												
1	L2	293	1.8	0.267	12.7	LOS A	5.4	38.4	0.51	0.70	0.51	43.1
3	R2	208	0.0	0.536	35.6	LOS C	7.5	52.2	0.94	0.81	0.94	31.2
Approach		501	1.1	0.536	22.2	LOS B	7.5	52.2	0.69	0.74	0.69	37.2
East: Wentworth Avenue												
4	L2	197	1.6	0.198	15.8	LOS B	3.9	28.0	0.55	0.72	0.55	41.8
5	T1	246	3.4	0.525	28.5	LOS C	8.5	61.2	0.91	0.76	0.91	40.8
Approach		443	2.6	0.525	22.9	LOS B	8.5	61.2	0.75	0.74	0.75	41.2
West: Wentworth Avenue												
11	T1	334	1.6	0.270	6.8	LOS A	5.6	40.0	0.47	0.40	0.47	54.0
12	R2	294	1.1	0.518	30.2	LOS C	9.6	67.5	0.87	0.82	0.87	33.8
Approach		627	1.3	0.518	17.7	LOS B	9.6	67.5	0.66	0.60	0.66	43.8
All Vehicles		1572	1.6	0.536	20.6	LOS B	9.6	67.5	0.69	0.68	0.69	41.0

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 (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Site: [(4) Wentworth Avenue / Goodall Street SAT - Dev + Bond]

Site Category: -
Signals - Fixed Time Isolated Cycle Time = 80 seconds (Site User-Given Cycle Time)

Timings based on settings in the Site Phasing & Timing dialog
Phase Times determined by the program
Phase Sequence: Variable Phasing
Reference Phase: Phase C
Input Phase Sequence: A, B, C
Output Phase Sequence: A, B, C

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Goodall Street												
1	L2	293	1.8	0.257	11.7	LOS A	5.1	35.9	0.48	0.69	0.48	43.8
3	R2	264	0.0	0.526	31.6	LOS C	8.9	62.4	0.90	0.81	0.90	32.8
Approach		557	0.9	0.526	21.1	LOS B	8.9	62.4	0.68	0.75	0.68	37.8
East: Wentworth Avenue												
4	L2	253	1.3	0.237	14.5	LOS A	4.8	34.1	0.52	0.72	0.52	42.7
5	T1	246	3.4	0.583	30.6	LOS C	8.8	63.5	0.94	0.79	0.94	39.9
Approach		499	2.3	0.583	22.4	LOS B	8.8	63.5	0.73	0.75	0.73	41.1
West: Wentworth Avenue												
11	T1	334	1.6	0.299	9.3	LOS A	6.6	47.0	0.55	0.47	0.55	52.0
12	R2	294	1.1	0.589	33.1	LOS C	10.1	71.6	0.92	0.83	0.92	32.6
Approach		627	1.3	0.589	20.4	LOS B	10.1	71.6	0.72	0.64	0.72	42.2
All Vehicles		1683	1.5	0.589	21.3	LOS B	10.1	71.6	0.71	0.71	0.71	40.5

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.
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.

Site: [(5) Dunmore Street / Jones Street AM]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Jones Street												
1	L2	163	3.9	0.242	4.7	LOS A	1.0	6.9	0.35	0.61	0.35	40.8
2	T1	11	0.0	0.242	4.4	LOS A	1.0	6.9	0.35	0.61	0.35	38.5
3	R2	94	2.2	0.242	7.7	LOS A	1.0	6.9	0.35	0.61	0.35	41.1
Approach		267	3.1	0.242	5.7	LOS A	1.0	6.9	0.35	0.61	0.35	40.8
East: Dunmore Street												
4	L2	36	5.9	0.285	5.9	LOS A	1.7	12.2	0.55	0.62	0.55	39.5
5	T1	224	3.3	0.285	5.8	LOS A	1.7	12.2	0.55	0.62	0.55	43.0
6	R2	5	0.0	0.285	9.0	LOS A	1.7	12.2	0.55	0.62	0.55	39.7
6u	U	6	0.0	0.285	10.5	LOS A	1.7	12.2	0.55	0.62	0.55	42.9
Approach		272	3.5	0.285	6.0	LOS A	1.7	12.2	0.55	0.62	0.55	42.6
North: Jones Street												
7	L2	8	0.0	0.076	6.7	LOS A	0.4	2.5	0.58	0.72	0.58	36.2
8	T1	18	0.0	0.076	6.5	LOS A	0.4	2.5	0.58	0.72	0.58	35.7
9	R2	37	0.0	0.076	9.7	LOS A	0.4	2.5	0.58	0.72	0.58	39.0
Approach		63	0.0	0.076	8.4	LOS A	0.4	2.5	0.58	0.72	0.58	37.8
West: Dunmore Street												
10	L2	27	0.0	0.519	4.4	LOS A	3.5	25.1	0.36	0.54	0.36	39.9
11	T1	384	1.6	0.519	4.3	LOS A	3.5	25.1	0.36	0.54	0.36	43.2
12	R2	267	2.8	0.519	7.5	LOS A	3.5	25.1	0.36	0.54	0.36	41.7
Approach		679	2.0	0.519	5.6	LOS A	3.5	25.1	0.36	0.54	0.36	42.5
All Vehicles		1281	2.5	0.519	5.8	LOS A	3.5	25.1	0.41	0.58	0.41	42.0

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.
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.

Site: [(5) Dunmore Street / Jones Street AM - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Jones Street												
1	L2	164	3.8	0.243	4.7	LOS A	1.0	7.0	0.35	0.62	0.35	40.7
2	T1	11	0.0	0.243	4.4	LOS A	1.0	7.0	0.35	0.62	0.35	38.5
3	R2	94	2.2	0.243	7.7	LOS A	1.0	7.0	0.35	0.62	0.35	41.1
Approach		268	3.1	0.243	5.7	LOS A	1.0	7.0	0.35	0.62	0.35	40.8
East: Dunmore Street												
4	L2	36	5.9	0.289	5.9	LOS A	1.7	12.4	0.56	0.62	0.56	39.4
5	T1	226	3.3	0.289	5.8	LOS A	1.7	12.4	0.56	0.62	0.56	43.0
6	R2	5	0.0	0.289	9.0	LOS A	1.7	12.4	0.56	0.62	0.56	39.7
6u	U	6	0.0	0.289	10.5	LOS A	1.7	12.4	0.56	0.62	0.56	42.9
Approach		274	3.5	0.289	6.0	LOS A	1.7	12.4	0.56	0.62	0.56	42.5
North: Jones Street												
7	L2	8	0.0	0.078	6.9	LOS A	0.4	2.6	0.59	0.72	0.59	36.0
8	T1	18	0.0	0.078	6.7	LOS A	0.4	2.6	0.59	0.72	0.59	35.4
9	R2	37	0.0	0.078	9.9	LOS A	0.4	2.6	0.59	0.72	0.59	38.8
Approach		63	0.0	0.078	8.6	LOS A	0.4	2.6	0.59	0.72	0.59	37.6
West: Dunmore Street												
10	L2	27	0.0	0.537	4.4	LOS A	3.7	26.7	0.37	0.54	0.37	39.9
11	T1	404	1.6	0.537	4.3	LOS A	3.7	26.7	0.37	0.54	0.37	43.2
12	R2	273	2.7	0.537	7.6	LOS A	3.7	26.7	0.37	0.54	0.37	41.7
Approach		704	1.9	0.537	5.6	LOS A	3.7	26.7	0.37	0.54	0.37	42.5
All Vehicles		1309	2.4	0.537	5.8	LOS A	3.7	26.7	0.42	0.58	0.42	42.0

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.
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.

Site: [(5) Dunmore Street / Jones Street AM - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Jones Street												
1	L2	180	3.5	0.311	4.9	LOS A	1.4	9.7	0.40	0.65	0.40	40.3
2	T1	11	0.0	0.311	4.6	LOS A	1.4	9.7	0.40	0.65	0.40	37.9
3	R2	147	1.4	0.311	7.9	LOS A	1.4	9.7	0.40	0.65	0.40	40.6
Approach		338	2.5	0.311	6.2	LOS A	1.4	9.7	0.40	0.65	0.40	40.4
East: Dunmore Street												
4	L2	49	4.3	0.339	6.0	LOS A	2.1	15.4	0.60	0.65	0.60	39.3
5	T1	256	2.9	0.339	6.0	LOS A	2.1	15.4	0.60	0.65	0.60	42.8
6	R2	5	0.0	0.339	9.1	LOS A	2.1	15.4	0.60	0.65	0.60	39.5
6u	U	6	0.0	0.339	10.7	LOS A	2.1	15.4	0.60	0.65	0.60	42.7
Approach		317	3.0	0.339	6.1	LOS A	2.1	15.4	0.60	0.65	0.60	42.3
North: Jones Street												
7	L2	8	0.0	0.092	8.0	LOS A	0.5	3.4	0.69	0.77	0.69	34.9
8	T1	18	0.0	0.092	7.8	LOS A	0.5	3.4	0.69	0.77	0.69	34.1
9	R2	37	0.0	0.092	11.0	LOS A	0.5	3.4	0.69	0.77	0.69	37.7
Approach		63	0.0	0.092	9.7	LOS A	0.5	3.4	0.69	0.77	0.69	36.4
West: Dunmore Street												
10	L2	27	0.0	0.622	4.9	LOS A	4.9	34.8	0.51	0.59	0.51	39.3
11	T1	464	1.4	0.622	4.8	LOS A	4.9	34.8	0.51	0.59	0.51	42.6
12	R2	279	2.6	0.622	8.1	LOS A	4.9	34.8	0.51	0.59	0.51	41.2
Approach		771	1.8	0.622	6.0	LOS A	4.9	34.8	0.51	0.59	0.51	42.0
All Vehicles		1488	2.1	0.622	6.2	LOS A	4.9	34.8	0.51	0.62	0.51	41.6

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.
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.

Site: [(5) Dunmore Street / Jones Street PM]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Jones Street												
1	L2	146	1.4	0.199	5.5	LOS A	0.9	6.4	0.50	0.67	0.50	40.8
2	T1	20	5.3	0.199	5.3	LOS A	0.9	6.4	0.50	0.67	0.50	38.1
3	R2	23	0.0	0.199	8.5	LOS A	0.9	6.4	0.50	0.67	0.50	41.1
Approach		189	1.7	0.199	5.9	LOS A	0.9	6.4	0.50	0.67	0.50	40.7
East: Dunmore Street												
4	L2	53	2.0	0.515	6.0	LOS A	3.8	26.5	0.62	0.65	0.62	39.2
5	T1	463	1.1	0.515	6.0	LOS A	3.8	26.5	0.62	0.65	0.62	42.7
6	R2	18	0.0	0.515	9.2	LOS A	3.8	26.5	0.62	0.65	0.62	39.4
6u	U	1	0.0	0.515	10.7	LOS A	3.8	26.5	0.62	0.65	0.62	42.6
Approach		535	1.2	0.515	6.1	LOS A	3.8	26.5	0.62	0.65	0.62	42.4
North: Jones Street												
7	L2	9	0.0	0.063	5.3	LOS A	0.2	1.6	0.40	0.63	0.40	38.0
8	T1	26	0.0	0.063	5.0	LOS A	0.2	1.6	0.40	0.63	0.40	37.8
9	R2	28	0.0	0.063	8.3	LOS A	0.2	1.6	0.40	0.63	0.40	40.7
Approach		64	0.0	0.063	6.5	LOS A	0.2	1.6	0.40	0.63	0.40	39.3
West: Dunmore Street												
10	L2	55	1.9	0.388	4.0	LOS A	2.3	16.1	0.22	0.52	0.22	40.4
11	T1	258	0.4	0.388	3.9	LOS A	2.3	16.1	0.22	0.52	0.22	43.7
12	R2	228	1.8	0.388	7.1	LOS A	2.3	16.1	0.22	0.52	0.22	42.4
12u	U	2	0.0	0.388	8.6	LOS A	2.3	16.1	0.22	0.52	0.22	44.8
Approach		543	1.2	0.388	5.3	LOS A	2.3	16.1	0.22	0.52	0.22	42.9
All Vehicles		1332	1.2	0.515	5.7	LOS A	3.8	26.5	0.43	0.60	0.43	42.2

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.

Site: [(5) Dunmore Street / Jones Street PM - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Jones Street												
1	L2	151	1.4	0.206	5.6	LOS A	1.0	6.8	0.52	0.68	0.52	40.7
2	T1	20	5.3	0.206	5.4	LOS A	1.0	6.8	0.52	0.68	0.52	38.0
3	R2	23	0.0	0.206	8.6	LOS A	1.0	6.8	0.52	0.68	0.52	41.1
Approach		194	1.6	0.206	5.9	LOS A	1.0	6.8	0.52	0.68	0.52	40.6
East: Dunmore Street												
4	L2	53	2.0	0.532	6.1	LOS A	3.9	27.9	0.64	0.65	0.64	39.2
5	T1	481	1.1	0.532	6.0	LOS A	3.9	27.9	0.64	0.65	0.64	42.7
6	R2	18	0.0	0.532	9.2	LOS A	3.9	27.9	0.64	0.65	0.64	39.3
6u	U	1	0.0	0.532	10.8	LOS A	3.9	27.9	0.64	0.65	0.64	42.5
Approach		553	1.1	0.532	6.1	LOS A	3.9	27.9	0.64	0.65	0.64	42.3
North: Jones Street												
7	L2	9	0.0	0.063	5.3	LOS A	0.2	1.6	0.41	0.63	0.41	38.0
8	T1	26	0.0	0.063	5.1	LOS A	0.2	1.6	0.41	0.63	0.41	37.8
9	R2	28	0.0	0.063	8.3	LOS A	0.2	1.6	0.41	0.63	0.41	40.7
Approach		64	0.0	0.063	6.5	LOS A	0.2	1.6	0.41	0.63	0.41	39.3
West: Dunmore Street												
10	L2	55	1.9	0.391	4.0	LOS A	2.3	16.4	0.22	0.52	0.22	40.4
11	T1	262	0.4	0.391	3.9	LOS A	2.3	16.4	0.22	0.52	0.22	43.7
12	R2	229	1.8	0.391	7.1	LOS A	2.3	16.4	0.22	0.52	0.22	42.4
12u	U	2	0.0	0.391	8.6	LOS A	2.3	16.4	0.22	0.52	0.22	44.8
Approach		548	1.2	0.391	5.3	LOS A	2.3	16.4	0.22	0.52	0.22	42.9
All Vehicles		1359	1.2	0.532	5.8	LOS A	3.9	27.9	0.44	0.60	0.44	42.2

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.

Site: [(5) Dunmore Street / Jones Street PM - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Jones Street												
1	L2	179	1.2	0.273	5.9	LOS A	1.4	9.8	0.58	0.73	0.58	40.3
2	T1	20	5.3	0.273	5.8	LOS A	1.4	9.8	0.58	0.73	0.58	37.4
3	R2	46	0.0	0.273	8.9	LOS A	1.4	9.8	0.58	0.73	0.58	40.5
Approach		245	1.3	0.273	6.5	LOS A	1.4	9.8	0.58	0.73	0.58	40.2
East: Dunmore Street												
4	L2	68	1.5	0.598	7.0	LOS A	5.3	37.3	0.70	0.72	0.75	38.7
5	T1	524	1.0	0.598	6.9	LOS A	5.3	37.3	0.70	0.72	0.75	42.3
6	R2	18	0.0	0.598	10.2	LOS A	5.3	37.3	0.70	0.72	0.75	38.8
6u	U	1	0.0	0.598	11.7	LOS A	5.3	37.3	0.70	0.72	0.75	42.1
Approach		612	1.0	0.598	7.0	LOS A	5.3	37.3	0.70	0.72	0.75	41.9
North: Jones Street												
7	L2	9	0.0	0.068	5.7	LOS A	0.3	1.9	0.47	0.65	0.47	37.6
8	T1	26	0.0	0.068	5.5	LOS A	0.3	1.9	0.47	0.65	0.47	37.3
9	R2	28	0.0	0.068	8.7	LOS A	0.3	1.9	0.47	0.65	0.47	40.3
Approach		64	0.0	0.068	6.9	LOS A	0.3	1.9	0.47	0.65	0.47	38.9
West: Dunmore Street												
10	L2	55	1.9	0.449	4.2	LOS A	2.9	20.7	0.29	0.52	0.29	40.1
11	T1	305	0.3	0.449	4.0	LOS A	2.9	20.7	0.29	0.52	0.29	43.4
12	R2	247	1.7	0.449	7.3	LOS A	2.9	20.7	0.29	0.52	0.29	42.1
12u	U	2	0.0	0.449	8.8	LOS A	2.9	20.7	0.29	0.52	0.29	44.6
Approach		609	1.0	0.449	5.4	LOS A	2.9	20.7	0.29	0.52	0.29	42.7
All Vehicles		1531	1.0	0.598	6.3	LOS A	5.3	37.3	0.51	0.64	0.53	41.8

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.
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.

Site: [(5) Dunmore Street / Jones Street SAT]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Jones Street												
1	L2	166	0.6	0.190	4.6	LOS A	0.7	5.0	0.32	0.58	0.32	41.5
2	T1	16	0.0	0.190	4.3	LOS A	0.7	5.0	0.32	0.58	0.32	39.5
3	R2	34	3.1	0.190	7.6	LOS A	0.7	5.0	0.32	0.58	0.32	41.8
Approach		216	1.0	0.190	5.1	LOS A	0.7	5.0	0.32	0.58	0.32	41.4
East: Dunmore Street												
4	L2	33	0.0	0.252	5.1	LOS A	1.4	10.0	0.46	0.56	0.46	40.1
5	T1	217	0.0	0.252	5.1	LOS A	1.4	10.0	0.46	0.56	0.46	43.5
6	R2	16	0.0	0.252	8.4	LOS A	1.4	10.0	0.46	0.56	0.46	40.4
6u	U	1	0.0	0.252	9.9	LOS A	1.4	10.0	0.46	0.56	0.46	43.5
Approach		266	0.0	0.252	5.3	LOS A	1.4	10.0	0.46	0.56	0.46	43.0
North: Jones Street												
7	L2	9	0.0	0.068	5.3	LOS A	0.2	1.7	0.40	0.64	0.40	37.6
8	T1	22	0.0	0.068	5.1	LOS A	0.2	1.7	0.40	0.64	0.40	37.4
9	R2	36	0.0	0.068	8.3	LOS A	0.2	1.7	0.40	0.64	0.40	40.4
9u	U	2	0.0	0.068	9.8	LOS A	0.2	1.7	0.40	0.64	0.40	22.6
Approach		69	0.0	0.068	6.9	LOS A	0.2	1.7	0.40	0.64	0.40	38.6
West: Dunmore Street												
10	L2	27	0.0	0.366	4.0	LOS A	2.0	14.1	0.22	0.50	0.22	40.7
11	T1	301	0.3	0.366	3.9	LOS A	2.0	14.1	0.22	0.50	0.22	43.9
12	R2	180	1.8	0.366	7.2	LOS A	2.0	14.1	0.22	0.50	0.22	42.6
Approach		508	0.8	0.366	5.1	LOS A	2.0	14.1	0.22	0.50	0.22	43.3
All Vehicles		1060	0.6	0.366	5.2	LOS A	2.0	14.1	0.31	0.54	0.31	42.6

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.
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.

Site: [(5) Dunmore Street / Jones Street SAT - Dev]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Jones Street												
1	L2	168	0.6	0.206	5.0	LOS A	0.8	5.9	0.40	0.63	0.40	41.2
2	T1	16	0.0	0.206	4.7	LOS A	0.8	5.9	0.40	0.63	0.40	39.0
3	R2	34	3.1	0.206	8.1	LOS A	0.8	5.9	0.40	0.63	0.40	41.4
Approach		218	1.0	0.206	5.5	LOS A	0.8	5.9	0.40	0.63	0.40	41.1
East: Dunmore Street												
4	L2	33	0.0	0.357	5.3	LOS A	2.2	15.6	0.50	0.57	0.50	39.9
5	T1	333	0.0	0.357	5.3	LOS A	2.2	15.6	0.50	0.57	0.50	43.3
6	R2	16	0.0	0.357	8.5	LOS A	2.2	15.6	0.50	0.57	0.50	40.1
6u	U	1	0.0	0.357	10.1	LOS A	2.2	15.6	0.50	0.57	0.50	43.3
Approach		382	0.0	0.357	5.4	LOS A	2.2	15.6	0.50	0.57	0.50	43.0
North: Jones Street												
7	L2	9	0.0	0.069	5.3	LOS A	0.3	1.8	0.41	0.65	0.41	37.6
8	T1	22	0.0	0.069	5.1	LOS A	0.3	1.8	0.41	0.65	0.41	37.4
9	R2	36	0.0	0.069	8.4	LOS A	0.3	1.8	0.41	0.65	0.41	40.3
9u	U	2	0.0	0.069	9.9	LOS A	0.3	1.8	0.41	0.65	0.41	22.6
Approach		69	0.0	0.069	7.0	LOS A	0.3	1.8	0.41	0.65	0.41	38.6
West: Dunmore Street												
10	L2	27	0.0	0.374	4.0	LOS A	2.1	14.9	0.22	0.50	0.22	40.7
11	T1	309	0.3	0.374	3.9	LOS A	2.1	14.9	0.22	0.50	0.22	43.9
12	R2	182	1.7	0.374	7.2	LOS A	2.1	14.9	0.22	0.50	0.22	42.6
Approach		519	0.8	0.374	5.0	LOS A	2.1	14.9	0.22	0.50	0.22	43.3
All Vehicles		1188	0.5	0.374	5.4	LOS A	2.2	15.6	0.36	0.56	0.36	42.6

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.
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.

Site: [(5) Dunmore Street / Jones Street SAT - Dev + Bond]

Site Category: -
Roundabout

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	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: Jones Street												
1	L2	205	0.5	0.278	5.4	LOS A	1.3	9.0	0.48	0.68	0.48	40.7
2	T1	16	0.0	0.278	5.1	LOS A	1.3	9.0	0.48	0.68	0.48	38.3
3	R2	60	1.8	0.278	8.4	LOS A	1.3	9.0	0.48	0.68	0.48	40.9
Approach		281	0.7	0.278	6.0	LOS A	1.3	9.0	0.48	0.68	0.48	40.6
East: Dunmore Street												
4	L2	59	0.0	0.454	5.8	LOS A	3.2	22.1	0.59	0.63	0.59	39.5
5	T1	397	0.0	0.454	5.7	LOS A	3.2	22.1	0.59	0.63	0.59	43.0
6	R2	16	0.0	0.454	9.0	LOS A	3.2	22.1	0.59	0.63	0.59	39.6
6u	U	1	0.0	0.454	10.5	LOS A	3.2	22.1	0.59	0.63	0.59	42.8
Approach		473	0.0	0.454	5.9	LOS A	3.2	22.1	0.59	0.63	0.59	42.5
North: Jones Street												
7	L2	9	0.0	0.076	6.0	LOS A	0.3	2.2	0.50	0.68	0.50	36.9
8	T1	22	0.0	0.076	5.8	LOS A	0.3	2.2	0.50	0.68	0.50	36.5
9	R2	36	0.0	0.076	9.0	LOS A	0.3	2.2	0.50	0.68	0.50	39.7
9u	U	2	0.0	0.076	10.5	LOS A	0.3	2.2	0.50	0.68	0.50	22.2
Approach		69	0.0	0.076	7.6	LOS A	0.3	2.2	0.50	0.68	0.50	37.9
West: Dunmore Street												
10	L2	27	0.0	0.461	4.2	LOS A	3.0	21.0	0.31	0.52	0.31	40.3
11	T1	374	0.3	0.461	4.1	LOS A	3.0	21.0	0.31	0.52	0.31	43.5
12	R2	219	1.4	0.461	7.3	LOS A	3.0	21.0	0.31	0.52	0.31	42.2
Approach		620	0.7	0.461	5.2	LOS A	3.0	21.0	0.31	0.52	0.31	43.0
All Vehicles		1443	0.4	0.461	5.7	LOS A	3.2	22.1	0.44	0.59	0.44	42.2

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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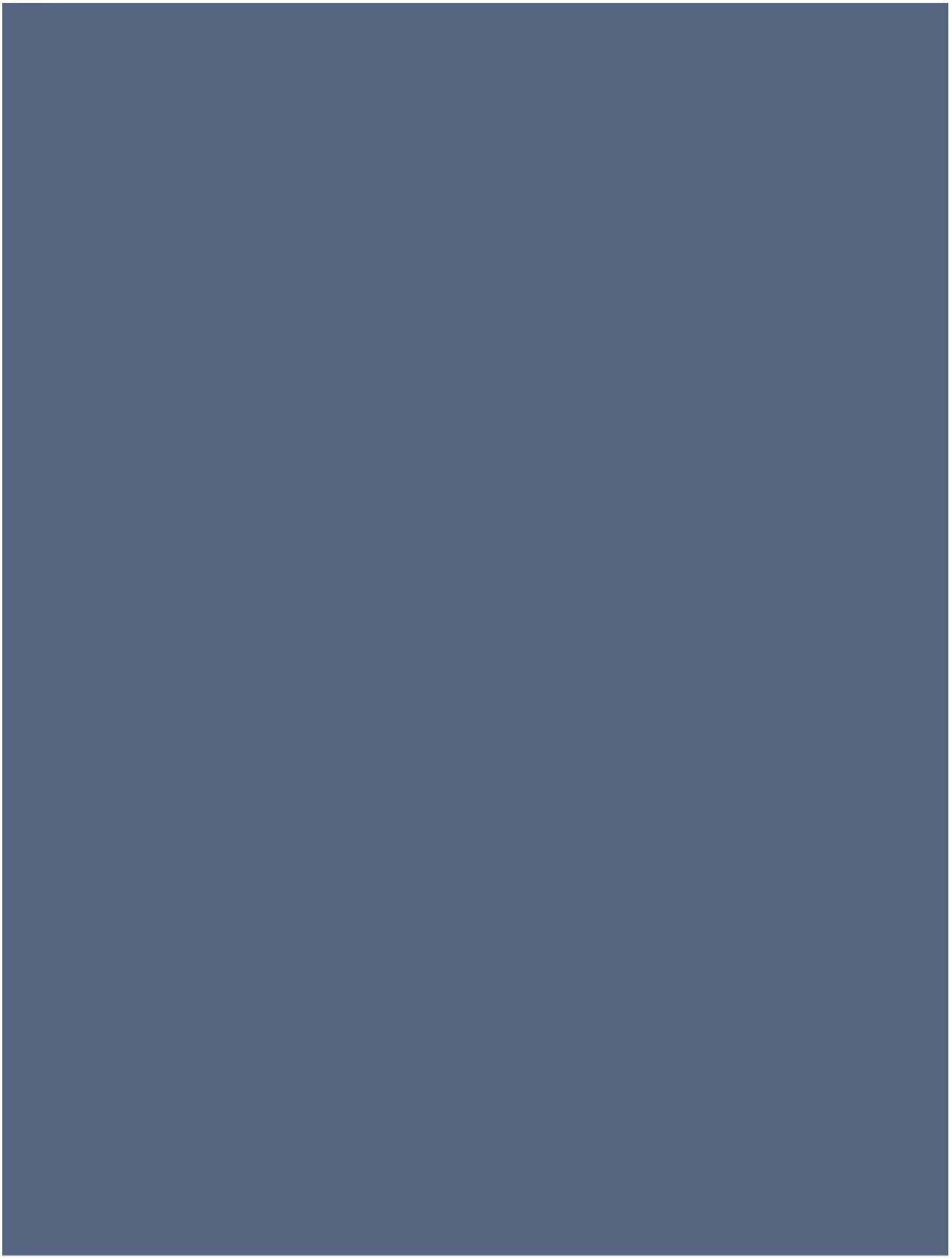

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DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 6

Aboriginal Heritage Due Diligence

Appendix G

Aboriginal Due Diligence Assessment prepared by Artefact

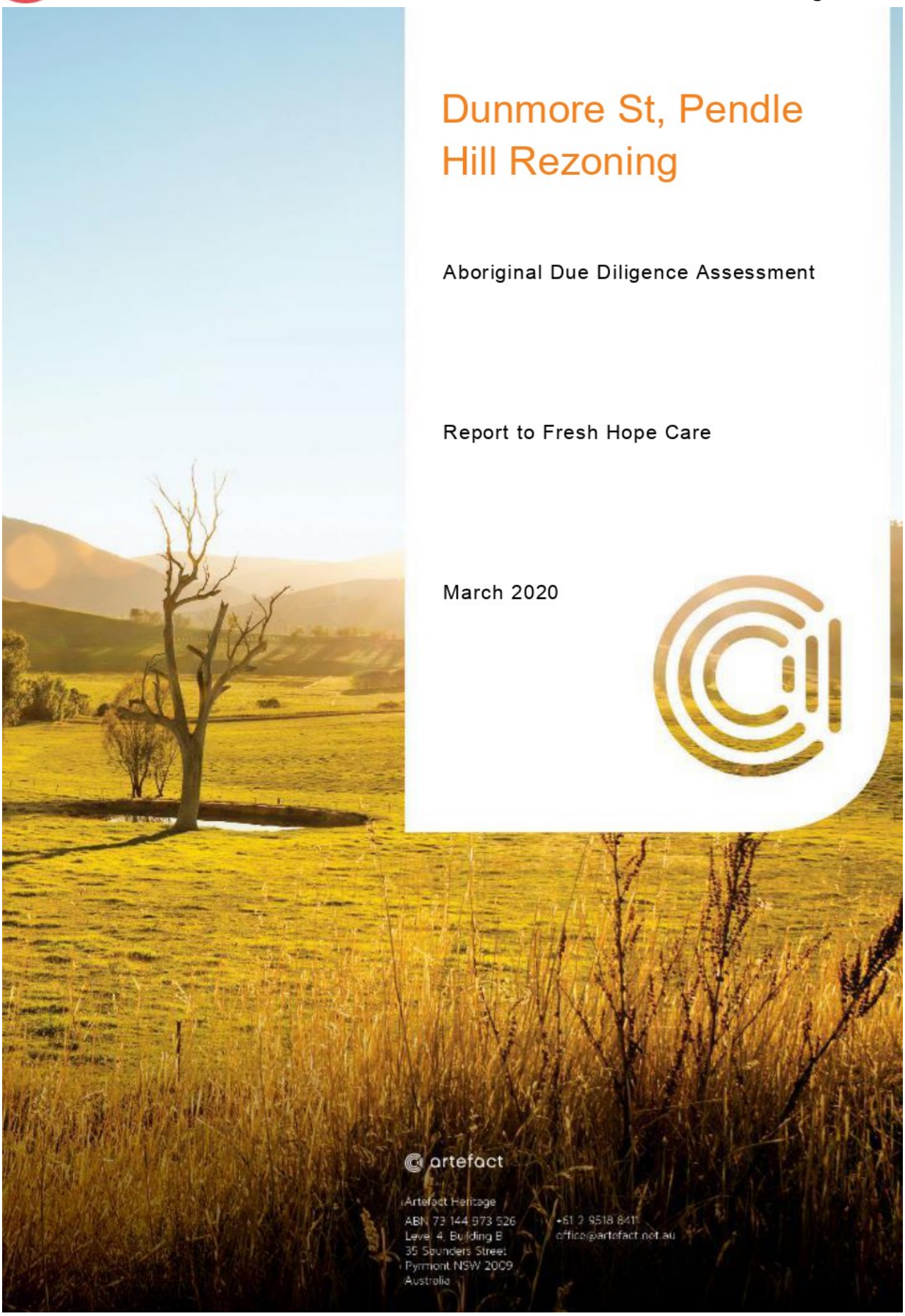
Planning Proposal
Dunmore Street, Pendle Hill | April 2020

Dunmore St, Pendle Hill Rezoning

Aboriginal Due Diligence Assessment

Report to Fresh Hope Care

March 2020



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CONTENTS

1.0 Introduction 1
1.1 Background 1
1.2 Study Area 1
1.3 Authorship and acknowledgements 1
1.1 Report limitations 1
2.0 Legislative Context 3
2.1 National Parks & Wildlife Act 1974 3
2.2 Native Title Act 1994 3
2.3 Aboriginal Lands Right Act 1983 3
3.0 Background 4
3.1 Environmental context 4
3.2 Aboriginal histories of the locality 4
3.3 Archaeological context 6
3.3.1 Archaeological Implications 6
3.4 Aboriginal Heritage Information Management System search 7
3.4.1 Sites within or in the vicinity of the study area 8
4.0 Site Inspection 10
4.1 Inspection area 10
4.2 Previously identified sites 14
4.3 Discussion of archaeological sensitivity 14
4.4 Proposed activity 15
4.5 Due diligence process 17
5.0 Recommendations 18
6.0 References 19

FIGURES

Figure 1: Study Area 2
Figure 2: 1943 Aerial Image Six Maps (2019) 5
Figure 3: Sites within or in the immediate vicinity of the study area 9
Figure 4: 0017 Southern view showing mature trees 11
Figure 5: 0028 Southern view showing trees along astern fence line 11
Figure 6: 0036 Western view showing trees and slope of landscape 11
Figure 7: 0014 Eastern view showing drainage line and planted trees 11
Figure 8: 0085 Eastern view showing modified slope gradient 11
Figure 9: 0086 Northern view showing mature trees and modifed road 11
Figure 10: 0088 Southern view showing rise in landscape and Dunmore House 11
Figure 11: 0092 Western view showing existing bitumen road and mature trees 11
Figure 12: 0093 North Eastern view towards Dunmore Street showing landform 12
Figure 13: 0111 South Eastern view showing modified slope of land 12
Figure 14: 0123 Southern view showing existing bitumen road 12
Figure 15: 0153 South East view of Ashfield house and landform 12
Figure 16: 0132 Northern Street view western portion of housing area 12
Figure 17: 0136 Exisitng nursing home housing west view 12
Figure 18: 0137 Existing residential buildings West view 12
Figure 19: 0143 Reserve West view looking towards Pendle Street 12
Figure 20: 0117 East view showing existing development 13
Figure 21: 0159 Street view north Pendle Street 13
Figure 22: 0174 Eastern side of study area 13
Figure 23: 0168 Street view looking north 13
Figure 24: 0160 View east from Pendle Street showing Pathways Community Church and carpark . 13
Figure 25: 0183 Western view showing extent of modified slope and Dunmore House 13
Figure 26:0188 Visibility of landform Eastern portion of site 13
Figure 27: 0199 South East view showing mature trees and visibility of ground 13
Figure 28: Indicative Masterplan 16

TABLES

Table 1: OEH AHIMS site register search results 7

Table 2: Response to the due diligence process 17

1.0 INTRODUCTION

1.1 Background

Fresh Hope Care proposes to rezone their site at Dunmore Street, Pendle Hill which currently comprises of a mix of uses including independent living units, residential aged care facilities, place of public worship, affordable housing, residential dwellings and community facilities. The future development of the site will provide improved independent living units, residential aged care facilities, assisted living, affordable housing and community uses to create a vibrant seniors precinct that will meet the future needs of patients and residents, all which will be owned and managed by Fresh Hope Care. The proposed rezoning process requires the preparation of an Aboriginal heritage due diligence assessment in accordance with the OEH Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW (DECCW Code). Separate built heritage and non-Aboriginal (historic) archaeological assessments are also being prepared for the site.

1.2 Study Area

The study area of this assessment is located within the suburb of Pendle Hill, NSW. The study area includes Lots 2 and 3 DP554208, Lot A DP335578, Lot 472 DP1204429 as well as Lots 1, 2, 8-12 DP24728, known as Dunmore Street, Pendle Hill and cover an area of approximately 7.3 hectares (see Figure 1).

The study area is within the Cumberland Local Government Area (LGA), formerly the former Holroyd LGA, and within the parish of Prospect and county of Cumberland.

The study area is within the boundaries of Deerubbin Local Aboriginal Land Council (LALC).

1.3 Authorship and acknowledgements

This report was written by Latisha Ryall (Graduate Heritage Consultant, Artefact Heritage). Management input and review was provided by Josh Symons (Principal, Artefact Heritage). The site inspection was undertaken by Latisha Ryall and Sarah Hawkins (Graduate Heritage Consultant, Artefact Heritage) on 17 April 2019.

1.1 Report limitations

This report presents the results of an Aboriginal heritage due diligence assessment only. Built heritage and historic archaeological assessments are provided as separate reports.

Figure 1: Study Area



2.0 LEGISLATIVE CONTEXT

2.1 National Parks & Wildlife Act 1974

The *National Parks and Wildlife Act 1974* (NPW Act), administered by the Office of Environment and Heritage (OEH) provides statutory protection for all Aboriginal 'objects' and for 'Aboriginal Places'. An Aboriginal object is defined as:

> *any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises New South Wales, being habitation before or concurrent with (or both) the occupation of that area by persons of non-Aboriginal extraction and includes Aboriginal remains.*

The OEH DECCW Code was introduced in October 2010. The aim of the guidelines is to assist individuals and organisations to exercise due diligence when carrying out activities that may harm Aboriginal objects and to determine whether they should apply for consent in the form of an Aboriginal Heritage Impact Permit (AHIP).

A due diligence assessment should take reasonable and practicable steps to ascertain whether there is a likelihood that Aboriginal sites will be disturbed or impacted during the proposed development. If it is assessed that sites exist or have a likelihood of existing within the development area and may be impacted by the proposed development, further archaeological investigations may be required along with an AHIP. If it is found to be unlikely that Aboriginal sites exist within the study area and the due diligence assessment has been conducted according to the OEH Due Diligence Code of Practice, work may proceed without an AHIP.

This due diligence assessment seeks to comply with the guidelines and regulations associated with the NPW Act, by assisting the proponent in meeting their obligations under the NPW Act.

2.2 Native Title Act 1994

The *Native Title Act 1994* was introduced to work in conjunction with the *Commonwealth Native Title Act 1993*. Native Title claims, registers and Indigenous Land Use Agreements are administered under the Act. No active Native Title claims were identified in the study area at the time this report was prepared.

2.3 Aboriginal Lands Right Act 1983

The *Aboriginal Land Rights Act 1983* (ALR Act) established Aboriginal Land Councils (at State and Local levels). These bodies have a statutory obligation under the ALR Act to:

(a) take action to protect the culture and heritage of Aboriginal persons in the council's area, subject to any other law, and

(b) promote awareness in the community of the culture and heritage of Aboriginal persons in the council's area.

The study area is within the boundary of the Deerubbin LALC.

3.0 BACKGROUND

The purpose of this section is to assist in the prediction of:

- The potential of the landscape over time to have accumulated and preserved Aboriginal objects;
- The ways Aboriginal people have used the landscape in the past with reference to the presence of resource areas, surfaces for art, other focal points for activities and settlement; and
- The likely distribution of the material traces of Aboriginal land use based on the above.

3.1 Environmental context

The study area is located on the Cumberland Plain, a large low-lying and gently undulating landform in the Sydney Basin dissected by numerous watercourses. The watercourses feature shallow valleys and relatively large watersheds, which are fed by semi-permanent and ephemeral streams (MDCA 2010:16). The formation of the Sydney basin began between 300 to 250 million years ago when river deltas gradually replaced the ocean that had extended as far west as Lithgow (Pickett and Alder 1997). The oldest, Permian layers of the Sydney Basin consist of marine, alluvial and deltaic deposits that include shales and mudstone overlain by Coal Measures.

By the Triassic period the basin consisted of a large coastal plain, with deposits from this period divided into three main groups, the Narrabeen Group, Hawkesbury Sandstone and the Wianamatta Group (Clark and Jones 1991; Pickett and Alder 1997).

The underlying geology of the study area consists of Bringelly Shale, a unit of the underlying Triassic period geology. Bringelly Shale generally consists of a combination of shale, carbonaceous claystone, laminate and coal.

The predominant lithic material utilised by Aboriginal people on the Cumberland Plain for manufacture of stone artefacts include silcrete and indurated mudstone tuff (IMT). Silcrete naturally occurs in various quantities across the Cumberland Plain in the form of outcrops, large cobbles, river cobbles and flood borne deposits. Sources of IMT are generally river cobbles.

Soils in the study area consist of the relatively shallow residual Blacktown soil landscape (Hazelton 1992). The Blacktown soil landscape is typified by shallow duplex soils over a clay base. The biomantle is underlain by heavily textured subsoil with a depth of generally less than a metre, and most commonly less than 300 millimetres (mm). The archaeological implications of this soil landscape are that intact deposits are likely to occur in the A horizon, which is generally up to 300 mm in depth, and that stratigraphic potential would be limited.

The study area at its closest is located 192m east of Pendle Creek, a tributary of Girraween Creek and Toongabbie creek and a fourth order stream of the Paramatta River. The proximity of these waterways and associated resources would likely have provided important subsistence resources for Aboriginal people land use strategies in the area. The study area is also located approximately 4 km northeast of Prospect Hill, an area with significant Aboriginal cultural values.

3.2 Aboriginal histories of the locality

Prior to the European settlement of the Pendle Hill and greater Blacktown region, the area formed part of the traditional lands of the Darug nation. Several Aboriginal groups of the Darug nation are believed to have inhabited the area. Aboriginal people lived in small groups comprised of several families, which were associated with particular territories or places. Darug occupation stretches over a broad region from the coast, north to Wisemans ferry, west to the Blue Mountains and Hartley, heading south along both sides of the Nepean River to Appin and east along the Georges River to

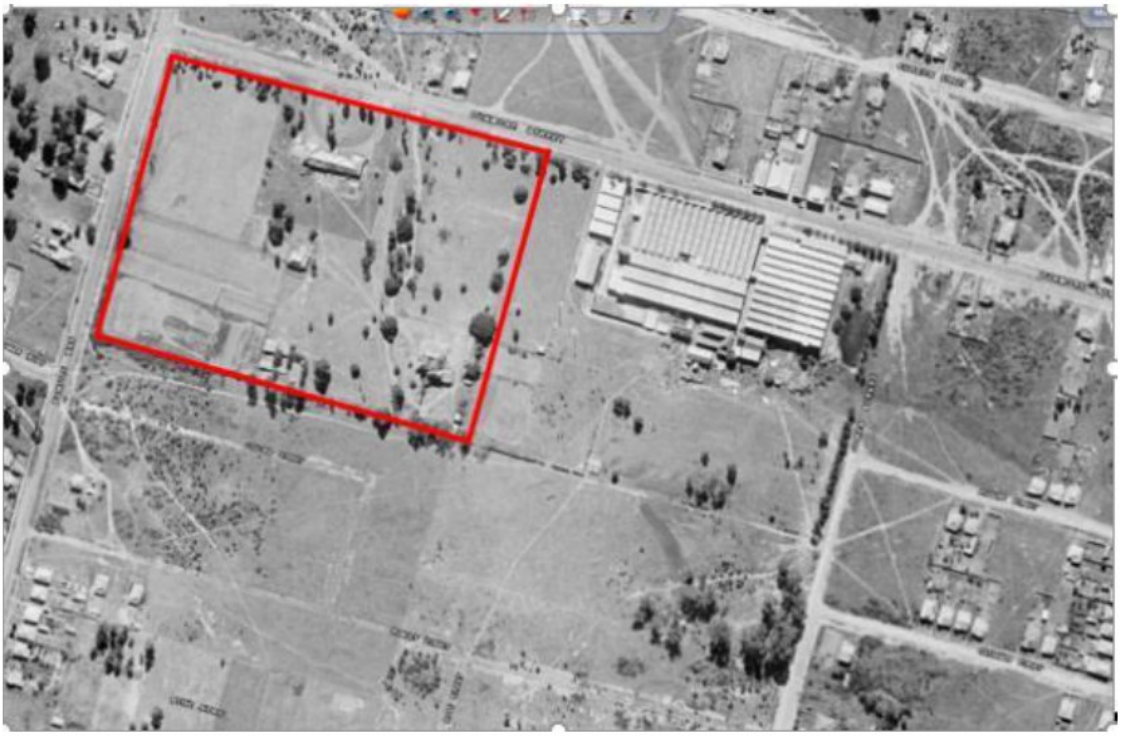
Botany Bay The boundary between the Darug in the west and the Dharawal in the southeast is formed by the Georges River (Ngara Consulting 2003: 8).

The boundary between the Darug in the west and the Dharawal in the southeast is formed by the George's River (Ngara Consulting 2003:8). The Darug people have continuously occupied the Cumberland Plain, Blacktown and Parramatta region for thousands of years, utilising this area for its close proximity to natural resources such as rivers, creeks, billabongs and wetlands whilst occupying open campsites on higher ground.

European expansion throughout the Cumberland Plain displaced Aboriginal people from their traditional land and effectively cut off access to many resources as competition for land resources increased due to white settlement. In 1789, Watkin Tench a Marine Officer of the First Fleet and 5 others were the first Europeans to walk from Rosehill Wharf (Parramatta) to Marrong (Prospect Hill) probably following an existing Darug track. The first land grants in the Blacktown area of Prospect Hill were issued by Governor Phillip in 1791 and by the 1820s a number of land grants had been made.

The site originally formed part of acreage owned by D'Arcy Wentworth and in 1923 George A Bond purchased a large portion of the land bounded by Pendle Way, Dunmore Street and Jones Street, residing in what is now Dunmore House and subsequently established a mill and the company George A. Bond Cotton Mills Ltd., was formed in1926 (Weir Phillips Heritage Consulting 2019:30). . Pendle Hill continued to be used for pastoral and agricultural practices into the 20th Century and in recent years rapid urban development across the Cumberland Plain has transitioned the site from semi-rural farmland into new housing suburbs. Figure 2 outlines the 1943 aerial map which shows the study area mostly as rural farmland compared to the extant development of the study area, shown in Figure 1.

Figure 2: 1943 Aerial Image Six Maps (2019)



3.3 Archaeological context

A number of archaeological investigations have been completed in the vicinity of the study area. These have generally been associated with the development of infrastructure and urban release projects. The following discussion presents a review of the most recent and relevant studies and aims to provide contextual information for the current study.

Pendle Hill Station Easy Access Upgrade Review of Environmental Factors (TfNSW 2014)

Transport for NSW (TfNSW) completed a Review of Environmental Factors including an Aboriginal heritage assessment for the Pendle Hill Station, approximately 320 m northwest of the current study area. During that assessment, no Aboriginal sites were recorded in or near the proposed works at Pendle Hill Station. The proposed upgrade area is located within the rail corridor and an environmental context that has been substantially modified. No Aboriginal objects or areas of archaeological sensitivity were identified.

Due Diligence for Installation of new ADSS communications wire within Prospect Reservoir, Endeavour Energy (Artefact Heritage 2015).

Artefact Heritage completed a due diligence for the installation of new All-Dielectric Self-Supporting (ADSS) communications wire and replacement of four existing poles within Prospect Reservoir land, approximately 4km southwest of the current study area. This assessment suggested that archaeological potential is directly affected by the levels of disturbance and modification irrespective of environmental context. That study area was assessed as likely have been subject to extensive modification and disturbance since the late 19th century, and therefore demonstrated low archaeological potential due to this disturbance and modification.

Aboriginal Heritage Assessment Report: Proposed Rezoning at Prospect South, NSW (Mary Dallas Consulting 2017)

Mary Dallas Consulting completed an Aboriginal Heritage assessment for the proposed rezoning at Prospect South to determine whether rezoning and potential future industrial use may impact any known or potential Aboriginal heritage values within the subject land. Predictive modelling indicated that the location and density of archaeological evidence is related to proximity to reliable water sources and certain types of landforms such as alluvial flats, terraces, and lower slopes. That assessment area included a relatively flat land above the headwaters of a minor creek line and has undergone extensive modification. Investigations in the local and broader area have shown that such locations are unlikely to contain extensive or intact archaeological evidence of past Aboriginal activities.

3.3.1 Archaeological Implications

Previous archaeological investigations in the area have identified that landform modification and distance from watercourses are significant factors in determining archaeological sensitivity of a particular area.

The site is located in the headwaters area of Parramatta River, with tributaries close to the current study area consisting of Pendle Creek, Coopers Creek and Finlayson Creek. Previous archaeological investigations in the area have suggested a correlation between a close proximity to watercourses and areas of archaeological sensitivity. The volcanic outcrop at Prospect Hill 4km southwest of the study area was likely a source of lithic raw materials and subsistence resources. Areas in close proximity to watercourses and Prospect Hill have higher potential to contain Aboriginal objects. The study area consists of a gently inclined slope between 200 m and 800 m east of Pendle Creek.

3.4 Aboriginal Heritage Information Management System search

The locations and details of Aboriginal sites are considered culturally sensitive information. It is recommended that this information, including the AHIMS data and GIS imagery, is removed from this report if it is to enter the public domain.

OEH maintains the Aboriginal Heritage Information Management System (AHIMS) database, a register of Aboriginal archaeological sites that have been recorded in New South Wales. An extensive search of the AHIMS database was undertaken on 15 April 2019 (Client ID: 415155).

The AHIMS search provides archaeological context for the area and identifies whether any previously recorded Aboriginal sites are located within or near the study area. The parameters of the search were as follows:

GDA 1994 MGA 56	307896 – 313896 mE 6254505 – 6260505 mN
Buffer	0 m
Number of sites	35

A total of 35 sites were identified in the extensive AHIMS search area. The distribution of recorded sites within the AHIMS search area is shown in Table 1. OEH lists 20 standard site features that can be used to describe a site registered with AHIMS, and more than one feature can be used for each site. For the 35 sites within the search area, 8 site features are recorded. The majority of recorded sites are Artefact (n=19) followed by Potential Archaeological Deposit (PAD) (n=5).

Table 1: OEH AHIMS site register search results

AHIMS site features	Frequency	Percentage %
Aboriginal Ceremony and Dreaming	1	2.86
Artefact	19	54.29
Artefact; Modified Tree (Carved or Scarred)	1	2.86
Artefact, Potential Archaeological Deposit (PAD)	3	8.57
Artefact Shell	1	2.86
Grinding Groove	3	8.57
Modified Tree (Carved or Scarred)	2	5.71
Potential Archaeological Deposit (PAD)	5	14.29
Total	*35*	*100%*

The nature and location of the registered sites is a reflection of the past Aboriginal occupation from which they derive, but is also influenced by historical land-use, and the nature and extent of previous archaeological investigations. Although Aboriginal occupation covered the whole of the landscape, the availability of fresh water, and associated resources, was a significant factor in repeated and long-term occupation of specific areas within the landscape. Certain site types, such as culturally modified trees and Aboriginal Ceremony and Dreaming are particularly vulnerable to destruction through historical occupation, while others, such as stone artefacts, are more resilient.

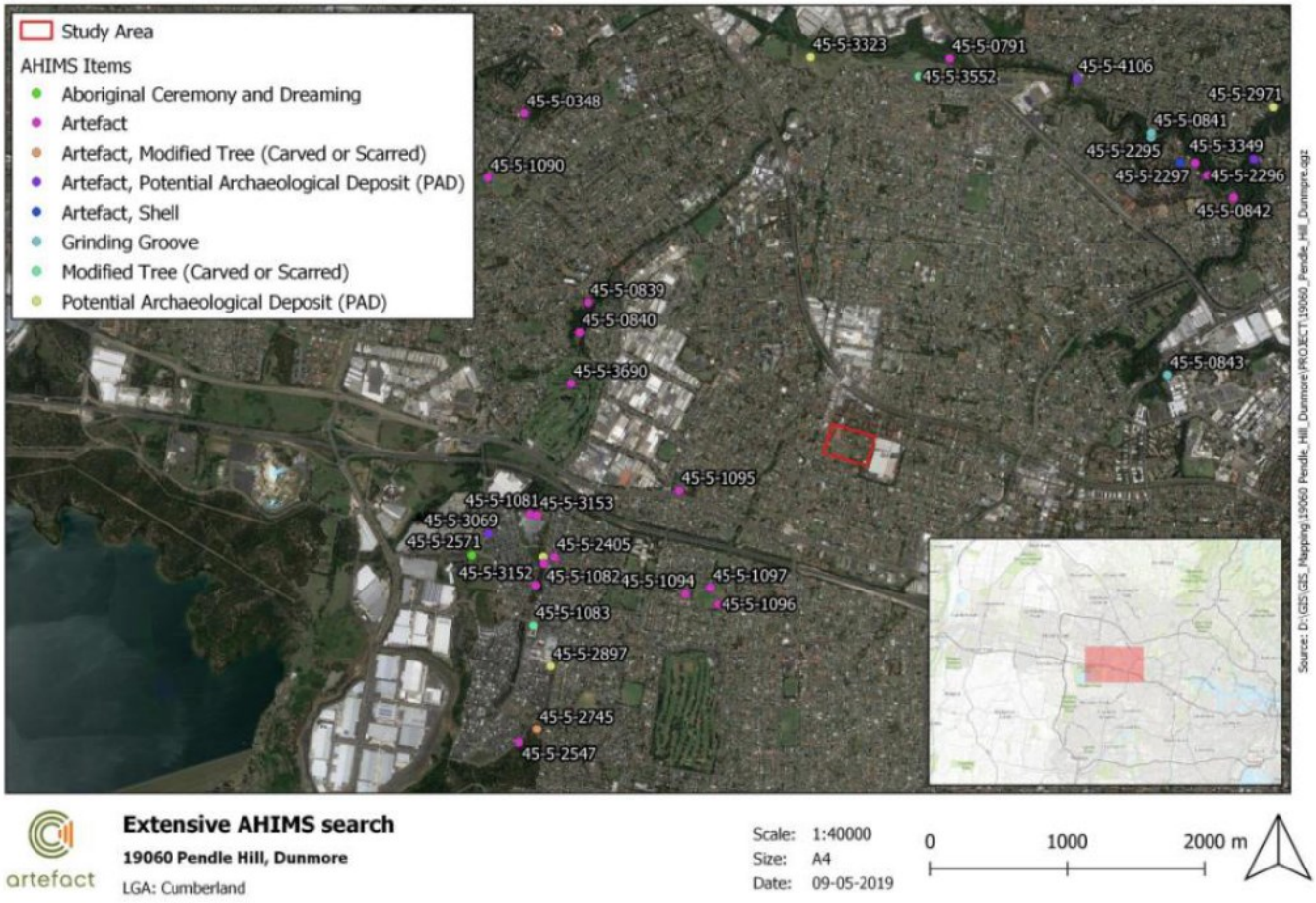
The data available indicates that past Aboriginal occupation was focussed on natural resources and the location of recorded sites tends to be around watercourses. Although historical development has had a substantial impact on the remaining archaeological evidence, sites in the form of surface artefacts remain widespread, although generally in low density assemblages, and are more frequent in proximity to water and in particular the tributaries of Toongabbie Creek and the Paramatta River.

The distribution of recorded sites within the search area is shown in Figure 3 which shows that most sites within the vicinity of the study area are recorded along Girraween Creek, a tributary of Toongabbie Creek and Paramatta River. Fewer site are recorded near the vicinity of the heavily disturbed residential area.

3.4.1 Sites within or in the vicinity of the study area

There are no recorded sites within the study area. A summary of known AHIMS sites within a 3km radius of the study area is shown in Figure 3.

Figure 3: Sites within or in the immediate vicinity of the study area



4.0 SITE INSPECTION

An inspection of the study area was conducted by Latisha Ryall (Graduate Heritage Consultant, Artefact Heritage) and Sarah Hawkins (Graduate Heritage Consultant, Artefact Heritage) on 17 April 2019. The main aims of the inspection were to record any Aboriginal objects visible on the ground surface, make an overall observation on the intactness of the study area, and identify if Aboriginal objects are likely to occur beneath the ground surface.

The study area was traversed on foot and photographs were taken of characteristic local features within the study area.

4.1 Inspection area

The study generally comprises a disturbed and modified landscape. The south-eastern portion of the site and the location of Dunmore House is a local high point, marked on the 1:25,000 topographic map at 60 m above sea level (ASL) [Prospect 1:25,000 topographic map]. The ground surface slopes gently downward in all directions from that location.

Dunmore House is situated on a modified artificial terrace, covered by manicured grasses and modified slopes (See Figure 13 and Figure 25). Several small areas of erosion were observed across the ground surface with a mixture of introduced gravel, glass and ceramic fragments identified (See Figure 22, Figure 26 and Figure 27).

The portion of the study area likely to be most intact is a grassed area bordered by Dunmore House to the south, the Bonds Factory to the east, a built structure and associated car park to the north, and the large aged care facility complex to the west. Surface impacts in this area are likely to be limited to native vegetation clearance, plantings, ephemeral access footpaths, and fencing.

The western portion of the study area consists of an aged care facility with vehicle access, footpaths, underground services, medium density housing and associated facilities. The ground surface in this portion of the site is likely to have been subject to significant modification and potential mixing, movement, or removal of natural A horizon soil contexts (See Figure 16 to Figure 20).

Surface visibility across the western portion of the inspection area was generally low due to extensive development in that area. Although surface visibility in the south eastern portion of the inspection area was substantially higher, no Aboriginal objects were identified on the ground surface in that area. The main sources of ground disturbance are likely to be historical land clearance, vehicle access and other services, and surface erosion.

Figure 4: 0017 Southern view showing mature trees



Figure 5: 0028 Southern view showing trees along astern fence line



Figure 6: 0036 Western view showing trees and slope of landscape



Figure 7: 0014 Eastern view showing drainage line and planted trees



Figure 8: 0085 Eastern view showing modified slope gradient



Figure 9: 0086 Northern view showing mature trees and modifed road



Figure 10: 0088 Southern view showing rise in landscape and Dunmore House



Figure 11: 0092 Western view showing existing bitumen road and mature trees



Figure 12: 0093 North Eastern view towards Dunmore Street showing landform



Figure 13: 0111 South Eastern view showing modified slope of land



Figure 14: 0123 Southern view showing existing bitumen road



Figure 15: 0153 South East view of Ashfield house and landform



Figure 16: 0132 Northern Street view western portion of housing area



Figure 17: 0136 Exisitng nursing home housing west view



Figure 18: 0137 Existing residential buildings West view



Figure 19: 0143 Reserve West view looking towards Pendle Street



Figure 20: 0117 East view showing existing development



Figure 21: 0159 Street view north Pendle Street



Figure 22: 0174 Eastern side of study area



Figure 23: 0168 Street view looking north



Figure 24: 0160 View east from Pendle Street showing Pathways Community Church and carpark



Figure 25: 0183 Western view showing extent of modified slope and Dunmore House



Figure 26:0188 Visibility of landform Eastern portion of site



Figure 27: 0199 South East view showing mature trees and visibility of ground



4.2 Previously identified sites

There are no recorded Aboriginal sites located in or near the study area. The location of all recorded Aboriginal sites is shown in Figure 3. No Aboriginal sites were identified within the study area during the site inspection.

4.3 Discussion of archaeological sensitivity

This due diligence assessment provides a preliminary assessment of archaeological potential, that is to determine if there are, or are likely to be Aboriginal objects in the study area. A more comprehensive and detailed investigation of the extent and nature of archaeological potential would be completed during more detailed investigation, where required, under the OEH 'Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales'.

When assessing the study area for Aboriginal sensitivity it is essential to determine whether the site contains landscape features that indicate the likely existence of Aboriginal objects. Examples of such landscape features are rock shelters, sand dunes, waterways, waterholes and wetlands. On assessing the site considerations must be made if your proposed activity is:

- within 200m of waters, or
- located within a sand dune system, or
- located on a ridge top, ridge line or headland, or
- located within 200m below or above a cliff face, or
- within 20m of or in a cave, rock shelter, or a cave mouth, and
- is on land that is not disturbed land.

Archaeological sensitivity is closely related to the levels of ground disturbance. However, other factors are also considered when assessing archaeological potential as mentioned above, such as whether artefacts were located on the surface, and whether the area is within a sensitive landform unit according to the predictive statements.

This due diligence assessment has identified that a large portion of the study area has been subject to past ground disturbance. The OEH Due Diligence Code of Practice defines disturbed land as:

> *Sec 7.5 (4) For the purposes of this clause, land is disturbed if it is has been the subject of human activity that has changed the lands surface, being changes that remain clear and observable.*

This includes disturbed land via:

> *(a) soil ploughing*
>
> *(b) construction of rural infrastructure*
>
> *(d) clearing of vegetation,*
>
> *(e) construction of buildings and the erection of other structures,*
>
> *(f) construction or installation of utilities and other similar services (such as above or below ground electrical infrastructure, water or sewerage pipelines, stormwater drainage and other similar infrastructure).*

Large portions of the study area are highly disturbed as a result of built structures covering much of the western, northern, and south-eastern portions of the study area. In contrast, a portion of the study area north of Dunmore House is less disturbed. However, that area is not located within a sensitive landform context.

4.4 Proposed activity

Fresh Hope Care proposes to rezone their site at Dunmore Street, Pendle Hill which currently comprises of a mix of uses including independent living units, residential aged care facilities, place of public worship, affordable housing, residential dwellings and community facilities. The future development of the site will provide improved independent living units, residential aged care facilities, assisted living, affordable housing and community uses to create a vibrant seniors precinct that will meet the future needs of patients and residents, all which will be owned and managed by Fresh Hope Care. An indicative masterplan outlining the proposed activity is shown in Figure 28

Figure 28: Indicative Masterplan



4.5 Due diligence process

The results of the due diligence process are outlined in Table 2. The table contains a response to the questions included in the OEH Due Diligence Code of Practice, which are intended to assist in determining whether or not a proposed activity may result in harm to Aboriginal objects, which are protected by the *National Parks and Wildlife Act 1974*.

The nature and location of the proposed activity has not identified any Aboriginal objects, or areas of archaeological sensitivity, in the study area.

Table 2: Response to the due diligence process

1	*Will the activity disturb the ground surface or any culturally modified trees?* No, the proposal will not disturb ground surface or any culturally modified trees as this assessment is for rezoning only
2a	*Are there any relevant confirmed site records or other associated landscape feature information on AHIMS?* No, there are no recorded AHIMS within the study area.
2b	*Are there any other sources of information of which a person is already aware?* No
2c	*Are there any landscape features that are likely to indicate the presence of Aboriginal objects?* The study area is not located within any sensitive landform areas as identified in the OEH Due Diligence Code of Practice (see Section 4.3)
3	*Can harm to Aboriginal objects listed on AHIMS or identified by other source of information and/or can the carrying out of the activity at the relevant landscape features be avoided?* There are no recorded or identified Aboriginal objects located within the study area. The proposal is for rezoning only.
4	*Does a desktop assessment and visual inspection confirm that there are Aboriginal objects or that they are likely?* No, this due diligence assessment has not identified Aboriginal objects, or areas of archaeological sensitivity, within the study area.

5.0 RECOMMENDATIONS

The following recommendations regarding Aboriginal heritage are based on consideration of:

- Statutory requirements under the *National Parks and Wildlife Act 1974* as amended
- Due Diligence Code of Practice (DECCW 2010)
- The results of the background research, site survey and assessment
- The likely impacts of the proposed development.

It was found that

- No previously recorded Aboriginal sites are located within the study area.
- No newly identified Aboriginal sites are located within the inspection area.
- No areas of archaeological sensitivity were identified within the inspection area.
- The proposed activity is for a rezoning only.

The following recommendations are made:

- In accordance with the OEH due diligence guidelines, this assessment has not identified Aboriginal objects, or areas of archaeological sensitivity, within the study area. No further Aboriginal archaeological assessment is recommended
- If suspected Aboriginal objects are located during future works, works should cease, and an Aboriginal heritage consultant advised to assess the find and recommend if further investigation or permits are required.

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DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 7

Historic Archaeology Assessment

Appendix H

Non-Aboriginal (Historic) Archaeological Assessment prepared by Artefact

Planning Proposal
Dunmore Street, Pendle Hill | April 2020

Dunmore St, Pendle Hill Rezoning

Non-Aboriginal (Historic) Archaeological Assessment

Report to Fresh Hope Care

March 2020



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EXECUTIVE SUMMARY

Fresh Hope Care proposes to rezone their site at Dunmore Street, Pendle Hill, which currently comprises of a mix of uses including independent living units, residential aged care facilities, place of public worship, affordable housing, residential dwellings and community facilities. The future development of the site will provide improved independent living units, residential aged care facilities, assisted living, affordable housing and community uses to create a vibrant seniors precinct that will meet the future needs of patients and residents, all which will be owned and managed by Fresh Hope Care.

Fresh Hope Care has engaged Artefact Heritage (Artefact) to prepare a non-Aboriginal (historic) archaeological assessment (HAA) for the proposed rezoning. This assessment provides an overview of the land use history of the study area, the results of an archaeological site inspection, and a preliminary assessment of the archaeological potential and significance of any archaeological remains that may be present in the study area. This Non-Aboriginal Historic Archaeological Assessment has been prepared in conjunction with an Aboriginal Due Diligence assessment of the site, also prepared by Artefact Heritage.

Conclusions

This non-Aboriginal archaeological assessment has concluded that:

- The study area was owned, but not likely occupied by the Wentworth family between 1819 and 1884.
- The first building constructed in the study area was Dunmore House (Holroyd LEP 2013 I) in 1887 by Sir William McMillan, and there was a secondary building located on the property from this time. The study area was later purchased by George Bond, but there is no documentation of additional structures being constructed within the study area during his ownership.
- The Churches of Christ NSW purchased the property in 1934, using Dunmore House as a boy's home/orphanage, and later constructing Ashwood House (1938) for use as a women's aged care facility, and later constructed several new residential villas to form the current aged care complex.
- The secondary building from McMillan's ownership, as well as several outbuildings surrounding Dunmore House, are now no longer extant on the site.
- Due to very limited historical and photographic documentation it is difficult to attribute particular features in the study area to certain archaeological phases.
- The archaeological potential for significant archaeological remains being located within the study area ranges from **nil** to **high** across the study area in terms of time periods and space.
- This assessment assessed for the purposes of rezoning **only**. This assessment does not include an impact assessment or specific archaeological management measures for any ground-breaking activities.
- The proposed masterplan has taken into consideration potential significant archaeological remains identified in this document. The proposed rezoning will not impact archaeological resources.

Recommendations

- This report should be provided to Cumberland Council in their consideration of the Planning Proposal Application for the proposed masterplan. This report has only assessed the impacts to potential archaeology as a result of rezoning. The proposed Masterplan has been reviewed by Artefact Heritage, however potential impacts to archaeology as a result of the development or construction phases have not been assessed.
- Accompanying future Development Applications and before any future works involving ground-breaking works take place, a detailed archaeological impact assessment and archaeological research design **must** be prepared for the planned works
  - As a result of future proposals associated with a Development Application, archaeological management and mitigation measures to be considered in archaeological assessment for future development may include: archaeological test excavation, salvage excavation if testing has demonstrated the presence of significant archaeological remains, and archaeological monitoring prior to and/or during proposed works
  - Where archaeological assessment for future development identifies the potential for impact to relics, an application for uncovering or harming relics must be submitted to Heritage Division. Relics must not be impacted without prior approval under the Heritage Act 1977 from Heritage Division
- Any heritage interpretation of the site should consider and incorporate the results of archaeological investigation.

CONTENTS

1.0 Introduction 1
1.1 Background 1
1.2 Study area 1
1.3 Proposed rezoning 1
1.4 Limitations 1
1.5 Authorship and acknowledgements 2
2.0 Legislative Context 4
2.1 Environmental Planning and Assessment Act 1979 4
2.1.1 Holroyd LEP 2013 4
2.2 Heritage Act 1977 (NSW) 5
2.2.1 The 2009 'Relics provisions' – Division 9: Section 139, 140-146 5
2.2.2 Archaeological 'works' 6
2.2.3 State Heritage Register 6
3.0 Historical Summary 8
3.1 Aboriginal history of the area 8
3.2 Early European Settlement 8
3.2.1 D'Arcy Wentworth (1819-1827) 8
3.2.2 William and Fitzwilliam Wentworth (1827-1884) 10
3.2.3 Sir William McMillan (1884-1912) 11
3.2.4 George Bond (1920-1934) 15
3.2.5 The Churches of Christ NSW Ownership (1934-) 19
4.0 Site Inspection 24
4.1 Introduction 24
4.2 Study area 24
4.2.1 Dunmore House and Grounds 24
4.2.2 Ashwood House and Lawn 28
4.2.3 Aged Care Facility 30
4.2.4 Dunmore Street and Pendle Way 31
5.0 Archaeological assessment 34
5.1 Methodology 34
5.2 Previous Archaeological Studies 34
5.2.1 GML Heritage, 2016. Bonds Spinning Mills, Wentworthville Heritage Assessment 34
5.3 Land use summary 34
5.4 Previous impacts 35
5.5 Assessment of archaeological potential 36
5.5.1 Phase 1: Wentworth Land Grant (1819 – 1884) 36

5.5.2 Phase 2: William McMillan and Percival Thompson (1884-1920) 36
5.5.3 Phase 3: Bonds Industries (1920-1934) 37
5.5.4 Phase 4: The Churches of Christ NSW (1935-present) 37
5.5.5 Summary of Archaeological potential 39
5.6 Assessment of archaeological significance 41
6.0 Preliminary Risks and opportunities 43
6.1 Conservation Management Plan 43
6.2 Rezoning and Fresh Hope Masterplan 43
6.3 Future Investigation 46
7.0 Conclusions and Recommendations 47
7.1 Conclusions 47
7.2 Recommendations 47
References 49

FIGURES

Figure 1: Location of the study area 3

Figure 2. Map of the Parish of Prospect, n.d. Source: HLRV 10

Figure 3. Map of Prospect Parish and the Wentworth land grant after the construction of the Main Western Railway, 1894. Note that Pendle Hill Station is not yet built. Source: HLRV. 11

Figure 4. Map of the Parish of Prospect with Wentworthville Subdivision, n.d. Source: HLRV 13

Figure 5. Detail of McMillan's land and two houses built on the property from a subdivision plan, 1884. Source: State Library of New South Wales. 14

Figure 6. The study area in 1943 aerial imagery with Dunmore House (red), Ashwood House (blue) and unknown house (green), as well as several outbuildings. Source: SixMaps 15

Figure 7. 'Lathing in the foundations for the cotton spinning mill, Wentworthville', c.1923. Source: Pacific Brands Archives via Musecape 16

Figure 8. Aerial photograph of the Bonds factory dating to late 1930s or early 1940s. The study area is to the right of the factory, with Dunmore House out of view. Source: Pacific Brands Archives via Musecape 17

Figure 9. Detail from 'New Cotton Factory Estate, Wentworthville' subdivision plan, 1923. Source: State Library of New South Wales 18

Figure 10. Pendle Hill Station, 1924. Source: NSWrail.net 19

Figure 11. Photograph looking west from the upper verandah of Dunmore House, 1989. Source: State Library of New South Wales 21

Figure 12. Photograph from verandah of Dunmore House looking towards Dunmore Street, 1989. Source: State Library of New South Wales 21

Figure 13. Western face, lawn, and driveway of Dunmore House, 1989. Source: State Library of New South Wales 22

Figure 14. Historical satellite imagery of study area, 2004. Source: Google Earth 22

Figure 15. Historical satellite imagery, 2007. Note the established footpaths. Source: Google Earth. 23

Figure 16. Historical satellite imagery showing demolition of houses on Pendle Way, 2013. Source: Google Earth 23

Figure 17. Main visitor carpark, eastern aspect 25

Figure 18. View of eastern front lawn facing Dunmore St, northern aspect 25

Figure 19. Gravel overflow carpark looking towards main carpark and Dunmore Street, northern aspect 25

Figure 20. Fragment of cobbled surface in gravel overflow carpark 25

Figure 21. Slate and glass fragments in gravel overflow carpark 26

Figure 22. Metal and ceramic fragments in gravel overflow carpark 26

Figure 23. Early remnant asphalt in gravel carpark 26

Figure 24. Ceramic fragments in gravel carpark 26

Figure 25. Earthen mound running SW-NE across grounds, south-western aspect 26

Figure 26. Curved garden bed, northern aspect 26

Figure 27. Overview of mature trees on grounds, south-eastern aspect 26
Figure 28. View to Bonds factory from study area, north-eastern aspect 26
Figure 29. View to Bonds factory from study area, south-eastern aspect 27
Figure 30. Ditched areas of grass at eastern side of grounds, southern aspect 27
Figure 31. Ditched areas of grass at eastern side of grounds, south-eastern aspect 27
Figure 32. Tree line, path and slope towards Dunmore House, western aspect 27
Figure 33. Timber sleeper staircase on slope to Dunmore House, south-western aspect 27
Figure 34. Detail of scarred markings on trees just east of homestead, eastern aspect 27
Figure 35. Circular driveway at west of Dunmore House, western aspect 27
Figure 36. Western lawn, drive and side of Dunmore House, southern aspect 27
Figure 37. Rear of Dunmore House, northern aspect 28
Figure 38. Stone garden border at rear of Dunmore House, north-eastern aspect 28
Figure 39. Garden and Bachelor's Cottage (in background) at rear of Dunmore House, eastern aspect 28
Figure 40. Sloped area towards north-eastern aged care building, eastern aspect 28
Figure 41. Front of Ashwood House, southern aspect 29
Figure 42. Western side of Ashwood House, southern aspect 29
Figure 43. Footpath, sloped lawn and access road at western side of Ashwood, southern aspect 29
Figure 44. Driveway and Ashwood House, south-eastern aspect 29
Figure 45. Circular lawn and Ashwood House, southern aspect 29
Figure 46. Lawn and garden at front of Ashwood House, western aspect 29
Figure 47. Lawn and gardens at front of Ashwood House, north-western aspect 29
Figure 48. Main access road behind Ashwood House, south-eastern aspect 29
Figure 49. Example of residential area with paths and lawns, south-eastern aspect 30
Figure 50. Residential carpark, northern aspect 30
Figure 51. Garden area with trees and paths, eastern aspect 31
Figure 52. Residential lawn area, western aspect 31
Figure 53. View of reserve towards Pendle Way, western aspect 31
Figure 54. Reserve from Pendle Way towards aged care facility, south-eastern aspect 31
Figure 55. Crawford Lodge, north-western view 31
Figure 56. Descent at southern end of Crawford Lodge, north-western view 31
Figure 57. Access ramp to property at north-eastern corner of study area, south-eastern aspect 32
Figure 58. Retaining wall along Dunmore Street, north-western aspect 32
Figure 59. Pathway Community carpark ramp to Dunmore Street, northern aspect 32
Figure 60. Timber retaining wall at corner of Dunmore St and Pendle Way, south-eastern aspect 32
Figure 61. Pathway Community front facade, southern aspect 32
Figure 62. Pathway Community carpark and western side, eastern aspect 32

Figure 63. Example of house along Pendle Way, south-eastern aspect 33

Figure 64. Residential aged care facility on Pendle Way, southern aspect 33

Figure 65. The study area in 1943 with structures numbered (Source: SixMaps) 38

Figure 66. Areas of archaeological potential 40

Figure 67. Proposed Masterplan for the Fresh Hope Care site. Source: Taylor Brammer Landscape Architects, GMU Urban Design and Architecture and ThomsonAdsett Architects 45

TABLES

Table 1. Archaeological features and potential. 39

Table 2. Assessment of archaeological significance 41

1.0 INTRODUCTION

1.1 Background

Fresh Hope Care proposes to rezone their site at Dunmore Street, Pendle Hill, which currently comprises of a mix of uses including independent living units, residential aged care facilities, place of public worship, affordable housing, residential dwellings and community facilities. The future development of the site will provide improved independent living units, residential aged care facilities, assisted living, affordable housing and community uses to create a vibrant seniors precinct that will meet the future needs of patients and residents, all which will be owned and managed by Fresh Hope Care.

Fresh Hope Care has engaged Artefact Heritage (Artefact) to prepare a non-Aboriginal (historic) archaeological assessment (HAA) for the proposed rezoning. This assessment provides an overview of the land use history of the study area, the results of an archaeological site inspection, and a preliminary assessment of the archaeological potential and significance of any archaeological remains that may be present in the study area. This Non-Aboriginal Historic Archaeological Assessment has been prepared in conjunction with an Aboriginal Due Diligence assessment of the site, also prepared by Artefact Heritage.

1.2 Study area

The study area for this assessment is located within the suburb of Pendle Hill, NSW. The study area incudes Lots 2 and 3 DP 554208, Lot A DP 335578, Lot 472 DP 1204429 as well as Lots 1, 2, 8-12 DP 24728, known as Dunmore Street, Pendle Hill and covers an area of approximately 7.3 hectares (see Figure 1).

The study area is within the Cumberland Local Government Area (LGA), formerly the former Holroyd LGA, and within the parish of Prospect and county of Cumberland. The Holroyd LEP 2013 applies over the former Holroyd LGA, including the current study area.

The study area is currently occupied by independent living units, residential aged care facilities, place of public worship, affordable housing, residential dwellings and community facilities as well as two heritage listed items listed on the Holroyd LEP 2013.

1.3 Proposed rezoning

Fresh Hope Care proposes to rezone the site at Dunmore Street, Pendle Hill which currently comprises of a mix of uses including independent living units, residential aged care facilities, place of public worship, affordable housing, residential dwellings and community facilities. The future development of the site will provide improved independent living units, residential aged care facilities, assisted living, affordable housing and community uses to create a vibrant seniors precinct that will meet the future needs of patients and residents, all which will be owned and managed by Fresh Hope Care.

1.4 Limitations

This HAA report has been prepared to provide an assessment of the non-Aboriginal archaeological resources within the study area for rezoning only. A built heritage assessment, including assessment of significant views, has been prepared as a separate report by Weir Phillips Heritage. An Aboriginal

Due Diligence Assessment has been prepared as a separate report by Artefact Heritage. The current assessment should also be read in conjunction with these reports.

This assessment has been prepared for proposed rezoning only. This report does not include an assessment of potential impacts to archaeological resources from any ground disturbing activities.

1.5 Authorship and acknowledgements

This report has been prepared by Sarah Hawkins (Graduate Heritage Consultant) with management input and review provided by Jenny Winnett (Principal) and Josh Symons (Principal).

Figure 1: Location of the study area



2.0 LEGISLATIVE CONTEXT

2.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act consists of three main parts of direct relevance to Aboriginal cultural heritage; Part 3 which governs the preparation of planning instruments, Part 4 which relates to development assessment processes for local government (consent) authorities, and Part 5 which relates to activity approvals by governing (determining) authorities.

Planning decisions within LGAs are guided by Local Environmental Plans (LEPs). Each LGA is required to develop and maintain a LEP that includes Aboriginal and historical heritage items which are protected under the EP&A Act and the *Heritage Act 1977*. The study area is located in the Cumberland LGA and is subject to consents under the Holroyd LEP 2013.

Cumberland Council is the consent authority for the current project.

2.1.1 Holroyd LEP 2013

One of the aims of Holroyd LEP 2013 (Part 1, Clause 1.2 (2) (g)) is '…to protect the environmental and cultural heritage of Holroyd'.

Under Part 5, Clause 5.10 (2) (c) and (2) (d) development consent is therefore required for:

> *disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed*
>
> *disturbing or excavating an Aboriginal place of heritage significance.*

The study area is within the curtilage of the following item listed on the Holroyd LEP 2013:

- "Ashwood House", Inter-war Georgian Revival residence, listed as locally significant (Item I95)
- 'Dunmore', Victorian Italianate residence and garden setting, listed as locally significant (Item I94)

The following heritage items listed on the Holroyd LEP 2013 are located within 150m of the study area:

- "Bonds administrative building, storage building, cutting room and cotton bale stores", listed as locally significant (Item I109 – adjacent to study area)
- 'Former Bonds Bobbin Mill Façade', listed as locally significant (Item I93 – approximately 115m from study area)

There is one archaeological item listed on the Holroyd LEP 2013 located within 150m of the study area:

- "Bonds site," listed as a locally significant archaeological item (A7 – adjacent to study area)

2.2 Heritage Act 1977 (NSW)

The NSW *Heritage Act 1977* (*Heritage Act*) provides protection for items of 'environmental heritage' in NSW. 'Environmental heritage' includes places, buildings, works, relics, movable objects or precincts considered significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items considered to be significant to the State are listed on the State Heritage Register (SHR) and cannot be demolished, altered, moved or damaged, or their significance altered without approval from the Heritage Council of NSW.

2.2.1 The 2009 'Relics provisions' – Division 9: Section 139, 140-146

The Heritage Act also provides protection for 'relics', which includes archaeological material or deposits. According to Section 139:

(1) A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance is carried out in accordance with an excavation permit.
(2) A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.
(3) This section does not apply to a relic that is subject to an interim heritage order made by the Minister or a listing on the State Heritage Register.
(4) The Heritage Council may by order published in the Gazette create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:
    a. Any relic of a specified kind or description,
    b. Any disturbance of excavation of a specified kind or description,
    c. Any disturbance or excavation of land in a specified location or having specified features or attributes,
    d. Any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates that there is little likelihood of there being any relics in the land.

The Heritage Act also provides protection for 'relics', which includes archaeological material or deposits. Section 4 (1) of the Heritage Act (as amended in 2009) defines a relic as:

> *...any deposit, artefact, object or material evidence that:*
>
> *relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and is of State or local heritage significance*

A relic has been further defined as:

> *Relevant case law and the general principles of statutory interpretation strongly indicate that a 'relic' is properly regarded as an object or chattel.*

A relic can, in some circumstances, become part of the land be regarded as a fixture (a chattel that becomes permanently affixed to land).[1]

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 140 of the Heritage Act for relics not listed on the SHR or under Section 60 for relics listed on the SHR. An application for an excavation permit must be supported by an Archaeological Research Design and Archaeological Assessment prepared in accordance with the Heritage NSW, DPC (formerly NSW Heritage Division) archaeological guidelines. Minor works that will have a minimal impact on archaeological relics may be granted an exception under Section 139 (4) or an exemption under Section 57 (2) of the Heritage Act.

2.2.2 Archaeological 'works'

The Heritage Act places 'works' in a separate category to archaeological 'relics'. 'Works' refer to remnants of historical structures which are not associated with artefactual material that may possess research value. 'Works' may be buried, and therefore archaeological in nature, however, exposure of a 'work' does not require approved archaeological excavation permits under the Act.

The following examples of remnant structures have been considered to be 'works' by the NSW Heritage Council:

- Former road surfaces or pavement and kerbing.
- Evidence of former drainage infrastructure, where there are no historical artefacts in association with the item.
- Building footings associated with former infrastructure facilities, where there are no historical artefacts in association with the item.
- Evidence of former rail track, sleepers or ballast.
- Evidence of former rail platforms and former platform copings.

Where buried remnants of historical structures are located in association with historical artefacts in controlled stratigraphic contexts (such as intact historic glass, ceramic or bone artefacts), which have the potential to inform research questions regarding the history of a site, the above items may not be characterised as 'works' and may be considered to be 'relics'. The classification of archaeological remains as a 'work' therefore is contingent on the predicted remains being associated with historical structures as well as there being no prediction of the recovery of intact artefactual deposits which may be of research interest.

2.2.3 State Heritage Register

The SHR was established under Section 22 of the *Heritage Act* and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The State Heritage Register (SHR) is administered by the Heritage Division of the Office of Environment and Heritage (OEH) and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

To carry out activities within the curtilage of an item listed on the SHR, approval must be gained from the Heritage Council by securing a Section 60 permit. In some circumstances, under Section 57(2) of

[1] Office of Environment and Heritage (OEH), Heritage Division, 2009. *Assessing Significance for Archaeological Sites and 'Relics'*, p. 7.

the Heritage Act, a Section 60 permit may not be required if works are undertaken in accordance with the NSW Heritage branch document *Standard Exemptions for Works Requiring Heritage Council Approval* [2]or in accordance with agency specific exemptions. This includes works that are only minor in nature and will have minimal impact on the heritage significance of the place.

Archaeological remains which are situated within the curtilage of an item listed on the State Heritage Register may be impacted with an approved s60 or s57 permit, depending on the predicted significance of the remains and the proposed degree of impact. Should significant archaeological remains be identified to be impacted, an Excavation Director who fulfils the requirements of the NSW Heritage Division's *Excavation Directors Assessment Criteria* must be nominated and an Archaeological Research Design (ARD) prepared which outlines the archaeological management strategy for the proposed works.

There are no properties listed on the State Heritage Register located within the study area, or within 150m of the study area.

[2] Heritage Council of New South Wales 2009

3.0 HISTORICAL SUMMARY

3.1 Aboriginal history of the area

Prior to the European settlement of the Pendle Hill and greater Blacktown region, the area formed part of the traditional lands of the Darug nation. Several Aboriginal groups of the Darug nation are believed to have inhabited the area. Aboriginal people lived in small groups comprised of several families, which were associated with particular territories or places. Darug occupation stretches over a broad region from the coast, north to Wisemans ferry, west to the Blue Mountains and Hartley, heading south along both sides of the Nepean River to Appin and east along the Georges River to Botany Bay The boundary between the Darug in the west and the Dharawal in the southeast is formed by the Georges River.[3]

The Darug people have continuously lived in the Cumberland Plain, Blacktown and Parramatta region for thousands of years. After European colonisation Aboriginal people continued to manufacture tools, sometimes with new materials such as bottle glass or ceramic. There are several sites in Western Sydney where flaked glass has been recorded, including at Prospect.[4] The Aboriginal population remained dense within the area during the first years of European settlement, however interactions with the settlers were often hostile. Notably, Pemulwuy and his son Tedbury of the Bidjigal people led various resistance aids against the colonists from during the late 18th and early 19th centuries.[5] Nearby Prospect Hill became the site of the first organised conference between Aboriginal people and the European settlers, when Reverend Samuel Marsden held a conference in 1805 to discuss ways of ending the restrictions and indiscriminate reprisals inflicted on the Aboriginal people in the area.[6]

Much cultural knowledge was lost due to the destructive relations along with the introduction of foreign diseases and removal of Aboriginal groups from the traditional lands. However, in the nineteenth, twentieth and twenty-first centuries, descendants of Darug language speakers have continued to live in Western Sydney along with Aboriginal people from other areas of NSW. As such, there are contemporary cultural, social and spiritual meanings for this area.

3.2 Early European Settlement

3.2.1 D'Arcy Wentworth (1819-1827)

The first land grants in the study area were granted to D'Arcy Wentworth who received two adjacent land grants, one of 2200 acres and another of 550 acres, on the 31st of August 1819 (Figure 2). Originally from Ireland, Wentworth began training as a medical practitioner in the 1780s and after a series of court cases in which he was tried for highway robbery, Wentworth was acquitted and decided to leave for Sydney, serving as Assistant Surgeon. Sailing on the *Neptune,* Wentworth arrived at Port Jackson on June 28th 1790, and following his arrival in the colony he began an esteemed career. He served as an assistant surgeon on Norfolk Island until 1796, when he returned to Sydney where he was appointed as treasurer of the Police Fund by Governor Macquarie and later established the Bank of New South Wales. Wentworth served as Governor Macquarie's personal physician, was contracted to build the 'Rum Hospital' in 1810 and was influential in establishing

[3] Ngara Consulting, 2003. p.8.
[4] Ngara Consulting, 2003.
[5] NSW Office of Environment and Heritage, n.d. 'Great Western Road.' *NSW Office of Environment and Heritage.* Accessed online 28/2/2020 at:
[6] NSW Office of Environment and Heritage, 2018. 'Prospect Hill.' Accessed online 28/2/2020 at: http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051526

ethical hospital treatment practices in the colony. As a result of Wentworth's work, by the end of his life Wentworth was the wealthiest man in the colony, earning between £700 and £800 a year.[7]

D'Arcy Wentworth received several land grants after arriving in Sydney, the first of which was likely 147 acres in Parramatta, granted by Governor Hunter in 1799. On 31 August 1819 he received the two land grants in future Pendle Hill, presumably granted by Governor Macquarie. By 1821 he had accumulated 17,000 acres. Wentworth's Prospect grant was bordered by Windsor Old Road (now Old Windsor Road) to the north east, Prospect Old Road on the south east and south side and his two land grants were separated by the 'Western Road' to Parramatta. At the south east of his land grant was a 30-acre grant belonging to Simeon Solomon, and 100 acres were set aside at the north-east corner for the Toongabbie Township, bordering Toongabbie Creek and Old Windsor Road. Over the two grants owned by Wentworth there were three large creeks noted on historic Parish Maps, crossed by three bridges along the Western Road. The Old Windsor Road was formed as early as 1794 and the Western Road (now the Great Western Highway) in 1813 after the expedition by Gregory Blaxland, William Lawson, and William Charles Wentworth, the eldest – illegitimate but acknowledged – son of D'Arcy to Catherine Crowley, a convict who sailed with D'Arcy on the *Neptune* to Sydney. The development of these roads predated Wentworth's land grants and would have shaped the size and form of Wentworth's land grants.

It is unknown exactly what impact D'Arcy made to the property at Pendle Hill, although it is presumed that fence lines along the edges of the property would have been constructed in addition to some land clearance. It seems unlikely that D'Arcy ever lived at the study area – or at his Parish of Prospect land grants at all – as there was no house constructed at the study area until 1887. As Wentworth was highly involved in public life in Sydney, to fulfil these roles he would have been required to live closer to Sydney itself. Wentworth retired from public life in 1825 and lived at his Home Bush estate.[8] In May 1826 Wentworth placed an advertisement for ten or twelve good mowers to work at Home Bush,[9] and in other newspaper reports from the mid-1820s he is "Mr Wentworth of Home Bush"[10] or "D'Arcy Wentworth ESQ., Homebush."[11]

[7] Auchmuty, J.J., 1967. 'Wentworth, D'Arcy (1762-1827),' *Australian Dictionary of Biography*. Accessed online 18/4/2019 at: http://adb.anu.edu.au/biography/wentworth-darcy-1545
[8] *The Australian,* 11 July 1827. 'The Late D'Arcy Wentworth Esq.' Accessed online 18/4/2019 at: https://trove.nla.gov.au/newspaper/article/37071433
[9] *The Australian,* 23 March 1826. 'Advertising', Accessed online 18/4/2019 at: https://trove.nla.gov.au/newspaper/article/37073925?searchTerm=Darcy%20Wentworth&searchLimits=l-australian=y|||l-availability=y|||sortby=dateAsc
[10] *The Sydney Gazette and New South Wales Advertiser*, 2 July 1827. 'Shipping Intelligence,' Accessed online 18/4/2019 at: https://trove.nla.gov.au/newspaper/article/2188524?searchTerm=Darcy%20Wentworth&searchLimits=l-australian=y|||l-availability=y|||sortby=dateAsc
[11] *The Sydney Gazette and New South Wales Advertiser*, 31 January 1827. 'The Colonial Meeting,' Accessed online 18/4/2019 at: https://trove.nla.gov.au/newspaper/article/2187543?searchTerm=Darcy%20Wentworth&searchLimits=l-australian=y|||l-availability=y|||sortby=dateAsc

Figure 2. Map of the Parish of Prospect, n.d. Source: HLRV



3.2.2 William and Fitzwilliam Wentworth (1827-1884)

D'Arcy died at his estate in Home Bush, approximately 10km east of Pendle Hill, in 1827 and his death notice in *The Sydney Gazette and New South Wales Advertiser* wrote that "Mr Wentworth leaves large possessions for his posterity to enjoy."[12] It seems unlikely that any of D'Arcy's three sons lived at the Pendle Hill property however, as William Charles and John both had several of their own land grants, primarily in the Illawarra region. William built Vaucluse House as his own grand estate. D'Arcy's second son, also D'Arcy, died without issue in 1861. William Wentworth's son, Fitzwilliam Wentworth, came to own the property, although the date at which he inherited the property is uncertain. As Fitzwilliam was not born until 1832, five years after his grandfathers' death, it is most likely that the property passed to William Charles at D'Arcy's death, and was then inherited by Fitzwilliam when William died in 1872.

It also seems unlikely that Fitzwilliam ever lived at the property. He purchased Grey Stanes house in December of 1875, extending it to its final form however he sold it in 1881.[13] A 1910 newspaper article references him as Fitzwilliam Wentworth of Vaucluse, implying that he lived at the Wentworth Estate of Vaucluse House, but continued ownership of Home Bush. Fitzwilliam Wentworth's obituary

[12] *The Sydney Gazette and New South Wales Advertiser*, 9 July 1827. 'Deaths,' Accessed online 18/4/2019 at: https://trove.nla.gov.au/newspaper/article/2188558?searchTerm=Darcy%20Wentworth&searchLimits=l-australian=y||||-availability=y|||sortby=dateAsc
[13] Prospect Heritage Trust, 1990. 'Grey Stanes House,' Accessed online 18/4/2019 at: http://www.prospectheritagetrust.org.au/page47.html

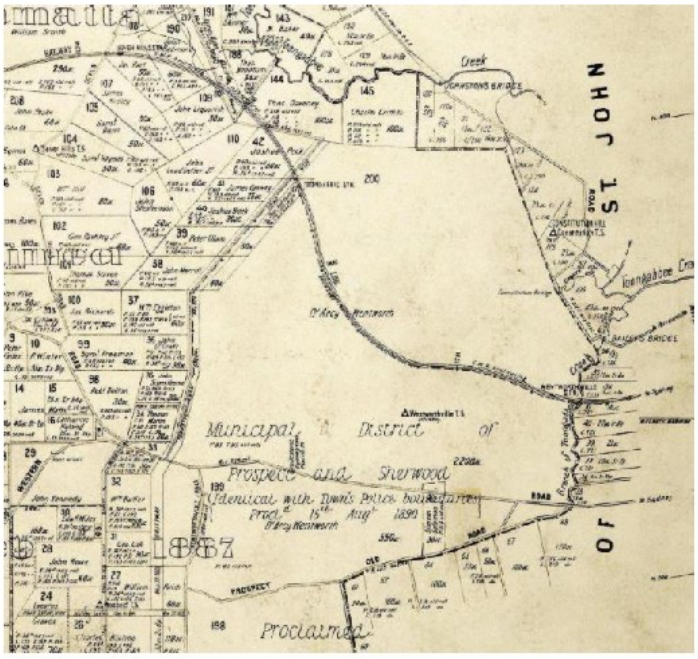
in 1915 claimed that he was "largely engaged in pastoral pursuits in Australia"[14] however it is likely that these pursuits were carried out at Home Bush, as his ancestors established a horse stud, racecourse, and training facilities at Homebush.[15]

Fitzwilliam sold 8 acres of the Pendle Hill property to Sir William McMillan in 1884, which included the study area. Contemporaneous maps show that Fitzwilliam still owned the portion of D'Arcy's original grant that was located south of the Great Western Road.

3.2.2.1 The Main Western Railway

During the mid-nineteenth century, the extension of Sydney's railway westward was viewed as a priority by the Colonial Government in order to capitalise on the rich natural resources of the Bathurst Plains. In 1848, the *Sydney Railway Company* announced proposals to establish a railway line to Bathurst. In 1855 the railway opened between Sydney and present-day Granville. This railway was extended to Parramatta station in 1860, and was again extended to Penrith in 1863, running directly through the centre of Darcy Wentworth's original land grant (Figure 3). The line was duplicated again in 1886, although there was no station constructed at Pendle Hill on the original line or the duplicated line.

Figure 3. Map of Prospect Parish and the Wentworth land grant after the construction of the Main Western Railway, 1894. Note that Pendle Hill Station is not yet built. Source: HLRV.



3.2.3 Sir William McMillan (1884-1912)

Sir William McMillan was an Irish merchant who arrived in Sydney in 1869. He worked in Melbourne as a merchant for several years before returning to Sydney in 1878, where he met several politicians

[14] *The Maitland Daily Mercury* 11 August 1915. 'Death of Mr Fitzwilliam Wentworth.' Accessed online 23/4/2019 at:https://trove.nla.gov.au/newspaper/article/121724257?searchTerm=%22fitzwilliam%20wentworth%22%20death&searchLimits=

[15] *Canada Bay Heritage*, 1990. 'History of Homebush Bay'. Accessed online 23/4/2019 at: https://canadabayheritage.asn.au/history-of-homebush-bay/

and developed an aptitude for public speaking and an interest in free trade and economic legislation. By 1889 McMillan had become the treasurer of Henry Parkes' cabinet.[16]

In the early 1880s, after the construction of the railway line throughout Wentworth's land grant, a 448-acre package was subdivided, called the Wentworthville Estate (Figure 4). Parish maps from the time show the subdivision area was bordered on the north by the Main Western Railway line and on the south by the Great Western Road, and included the study area, which was located in the north-western portion of the subdivision area. It appears that this was the first part of D'Arcy Wentworth's land to be sold.

Eight acres were purchased by McMillan in 1884, and in the same year he took out a mortgage. In 1885 McMillan purchased the adjoining 27 acres of land,[17] and in 1887 he began construction of Dunmore House, named after the McMillan family estate in Scotland.[18] The house was constructed in Late Victorian Italianate style.

A subdivision plan dating from 1884 (Figure 5) shows McMillan's land and the markings of Dunmore House, indicated only by a rectangle with a veranda on the northern and western sides of the house. To the north-west corner of the study area, near the intersection of modern Dunmore Street and Pendle Way a second building is indicated on the map. This building is also rectangular and is situated facing towards the north-east and has a veranda on the two northern sides. The inclusion of the veranda suggests that this building was also residential – possibly a cottage. On the 1943 aerial imagery a small building is evident in roughly the same area as the subdivision plan, however the alignment of the house is slightly different (Figure 6). It is possible that these are the same building, however it is impossible to say for certain.

A 'bachelor's cottage' was constructed in the 1880s and was located to the south-east of the main house, where it is still extant. A stables/coach house was also associated with the cottage, and these two structures are visible together in aerial imagery from 1943.[19] There are no indications of outbuildings associated with Dunmore House on early subdivision plans, although some likely existed and are evident on 1943 aerial imagery towards the west and south-west of the house, as well as to the east. An 1888 sales listing states that the property contained six tanks, an outdoor lavatory, and stables/coach houses associated with the bachelor's cottage.[20]

The house was built on the highest point of McMillan's land and was built to overlook the surrounding land at Wentworthville and modern Pendle Hill. After marital troubles and separation from his wife, McMillan attempted to sell Dunmore several times throughout the late 1800s, first in 1888. McMillan moved out of the house but could not attract a buyer. It was leased to the Pearce family between 1897 and 1906, but the property was not sold until 1912.[21] Real estate listings suggested that part of the land was used as paddocks, so it is possible that some animal grazing occurred at the property.

[16] Martin, A.W., 1986. 'McMillan, Sir William (1850-1926', *Australian Dictionary of Biography*. Accessed online 23/4/2019 at: http://adb.anu.edu.au/biography/mcmillan-sir-william-1105
[17] Holroyd LEP 2013. 'Ashwood House'.
[18] Integrated Design Associates, 2014. *Conservation Management Plan and Statement of Heritage Impact for Proposed Accommodation and Training Facilities 'Dunmore House', 222-226 Dunmore Street Pendle Hill*, p.13.
[19] Integrated Design Associates, 2014. *Conservation Management Plan and Statement of Heritage Impact for Proposed Accommodation and Training Facilities 'Dunmore House', 222-226 Dunmore Street Pendle Hill*, p. 79.
[20] *Op. Cit.*
[21] Integrated Design Associates, 2014. p. 25.

Figure 4. Map of the Parish of Prospect with Wentworthville Subdivision, n.d. Source: HLRV

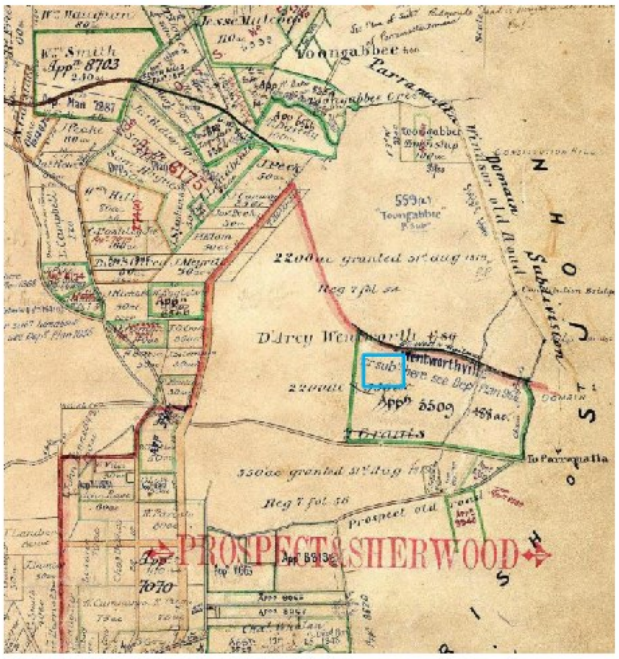
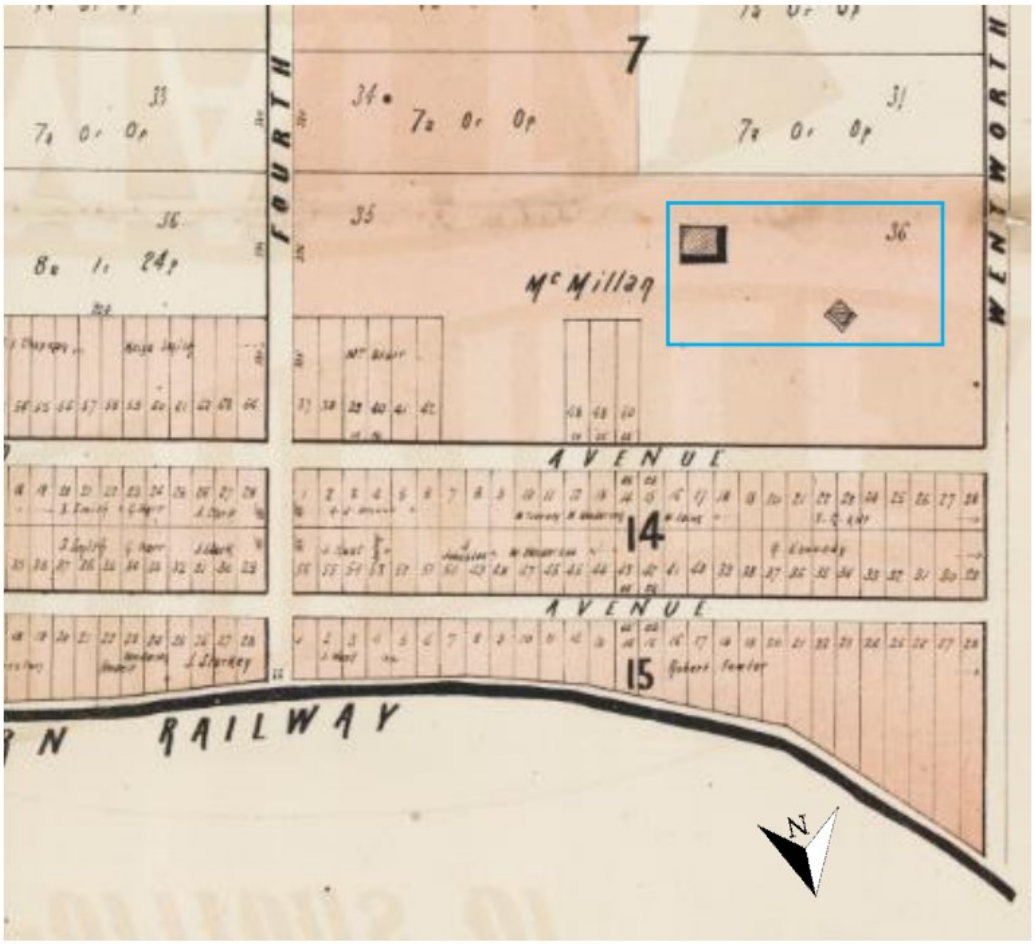


Figure 5. Detail of McMillan's land and two houses built on the property from a subdivision plan, 1884. Source: State Library of New South Wales.[22]



[22] *The Unsold Portions of Wentworthville near Parramatta*, 1884. State Library of New South Wales. Accessed online 24/4/2019 at: http://digital.sl.nsw.gov.au/delivery/DeliveryManagerServlet?dps_pid=IE9128076&change_lng=

Figure 6. The study area in 1943 aerial imagery with Dunmore House (red), Ashwood House (blue) and unknown house (green), as well as several outbuildings. Source: SixMaps



3.2.3.1 Percival Edgar Thompson (1912-1920)

In 1912 the land was purchased by Percival Thompson, originally from Gosford. There is limited information about Thompson himself or his ownership of Dunmore, other than he became a Partner at David Jones in 1901.[23]

3.2.4 George Bond (1920-1934)

George Alan Bond was born in Kentucky, USA and moved to Sydney in 1906 with his wife Jeanette. They became Australian citizens in 1922. When he first arrived in Sydney, Bond was an importer of hosiery and underwear but as a result of import shortages during World War I he began manufacturing hosiery in Redfern. The business was successful, and Bond then purchased Dunmore House from Thompson on the 31st of January 1920.[24] Bond's land was bordered by Pendle Way, Dunmore Street, and Jones Street.[25]

Bond used Dunmore House as his residence while constructing his cotton factory in the paddocks to the north-east of Dunmore House (Figure 7). Bond's father lived at the residence also, having recently suffered from a stroke and needing care. The factory complex was designed and built by the well-

[23] *Government Gazette of the State of New South Wales*, 2 August 1901. 'Notice.-' Accessed online 23/4/2019 at: https://trove.nla.gov.au/newspaper/article/222064155?searchTerm=%22Percival%20Edgar%20Thompson%22&searchLimits=
[24] MUSEscape, 2016. 'Bonds Factory Site, Dunmore Road, Wentworthville. Conservation Management Plan.' Accessed online 24/4/2019 at: https://www.cumberland.nsw.gov.au/sites/default/files/2017-10/Conservation-Management-Plan.pdf
[25] NSW Office of Environment and Heritage, 2017. *Pendle Hill Railway Station Group*. Accessed online 23/4/2019 at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800257

known Sydney architecture firm Robertson & Marks and opened in 1923.[26] At the time Wentworthville was still semi-rural, with native remnant woodland still present and limited residential development, primarily located around the train line as the result of early 20th century subdivisions, as seen in aerial imagery from the 1930/40s (Figure 8).[27] If the land at Dunmore had been used for any pastoral purposes by previous owners, it was now split between residential and industrial uses.[28] Cotton processed at the Wentworthville facility was all grown offsite at various farms.[29]

Coinciding with the Great Depression, the Bond's company was forced into liquidation and Bond lost his fortune. The factory was sold to a new company – Bond's Industries Ltd. – and Bond was forced to sell Dunmore in 1934 when he was declared as bankrupt.

Figure 7. 'Lathing in the foundations for the cotton spinning mill, Wentworthville', c.1923. Source: Pacific Brands Archives via Musecape[30]



[26] MUSEscape, 2016. 'Bonds Factory Site, Dunmore Road, Wentworthville. Conservation Management Plan.' Accessed online 24/4/2019 at: https://www.cumberland.nsw.gov.au/sites/default/files/2017-10/Conservation-Management-Plan.pdf
[27] *Op. Cit.*
[28] Op. Cit., p.28.
[29] Forster, C. 1979. 'Bond, George Alan,' *Australian Dictionary of Biography*. Accessed online 23/4/2019 at: http://adb.anu.edu.au/biography/bond-george-alan-5285
[30] Musescape, 2016. 'Bonds Factory Site, Dunmore Road, Wentworthville. Conservation Management Plan.' Accessed online 24/4/2019 at: https://www.cumberland.nsw.gov.au/sites/default/files/2017-10/Conservation-Management-Plan.pdf

Figure 8. Aerial photograph of the Bonds factory dating to late 1930s or early 1940s. The study area is to the right of the factory, with Dunmore House out of view. Source: Pacific Brands Archives via Musecape[31]



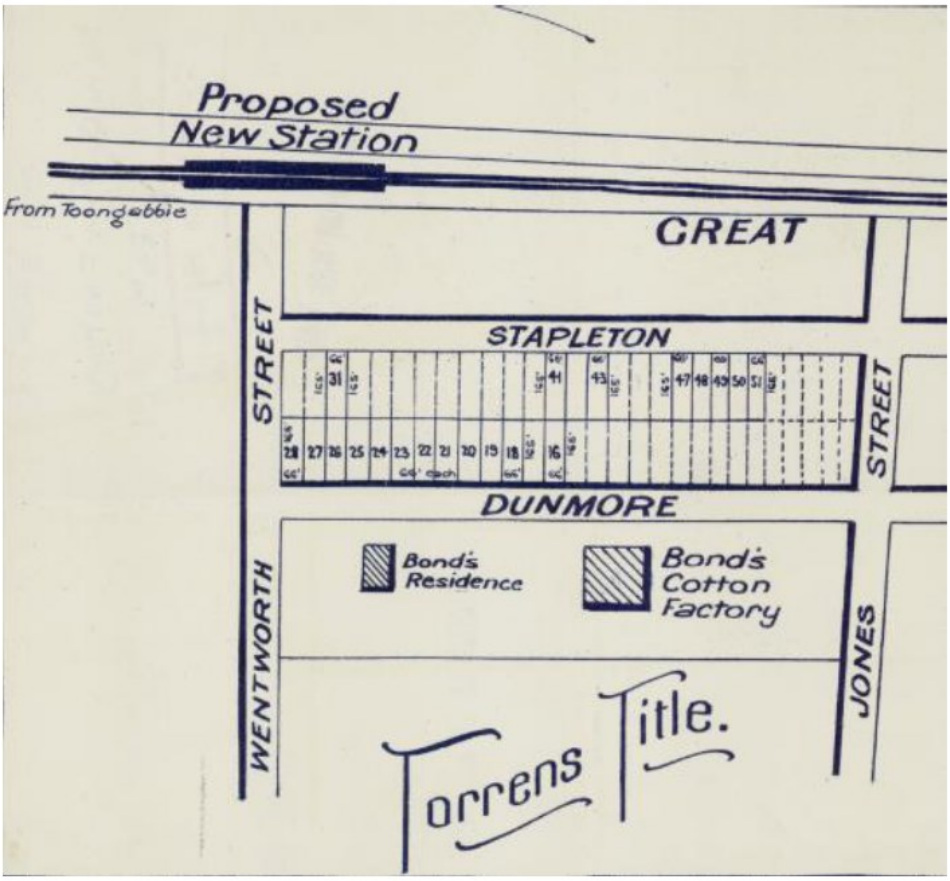
3.2.4.1 Pendle Hill Station

After purchasing Dunmore House and opening his factory, Bond lobbied the local government to establish a new train station closer to the factory so that his employees could easily walk to and from work. The proposed (and approved) location was at the northern end of Wentworth Street (now Pendle Way), only a short walk from the Bonds factory (Figure 9). Pendle Hill station opened in 1924 and mainly serviced Bonds employees (Figure 10). It has also been suggested that it was Bond who led to the station being named Pendle Hill, suggesting that it should be named after Pendleton in England, which was the centre of the English cotton industry.[32]

[31] Musecape, 2016. 'Bonds Factory Site, Dunmore Road, Wentworthville. Conservation Management Plan.' Accessed online 24/4/2019 at: https://www.cumberland.nsw.gov.au/sites/default/files/2017-10/Conservation-Management-Plan.pdf

[32] NSW Office of Environment and Heritage, 2017. *Pendle Hill Railway Station Group*. Accessed online 23/4/2019 at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800257

Figure 9. Detail from 'New Cotton Factory Estate, Wentworthville' subdivision plan, 1923. Source: State Library of New South Wales[33]



[33] 023 – Z-SP/P8-23 – New Cotton Factory Estate, Wentworthville – Wentworth St, Jones St, Layton St, Emert St, Frame St, Carfield St, Station St, Stapleton St, Dunmore St, 1923. State Library of New South Wales. Accessed online 29/4/2019 at: http://digital.sl.nsw.gov.au/delivery/DeliveryManagerServlet?dps_pid=IE9051725&change_lng=

Figure 10. Pendle Hill Station, 1924. Source: NSWrail.net[34]



3.2.5 The Churches of Christ NSW Ownership (1934-)

In 1934-5 Dunmore House was sold to the Churches of Christ NSW, who established a home for orphans and destitute boys.[35] 20 acres were purchased for $35,000 and a site on the corner of Wentworth Street (now Pendle Way) and Dunmore Street was reserved for a chapel. While there is some confusion regarding the accumulation of surrounding property, it was mentioned in the 1950 Conference of the Churches of Christ that the 16-acre property of Dunmore House was not their property, suggesting that it had not been purchased in 1935. Two and a half acres were set aside for the Committee of the Aged Women's Home where the Ashwood house was later constructed.

Ashwood House was constructed in 1938 with the purpose of an aged care home for women and was donated to the Women's Conference of Churches of Christ in NSW by Florence Ashwood.[36] 1943 aerial imagery shows Ashwood in its early stages, featuring a design that corresponds with the current building. A circular driveway is evident in the image and presumably dates to the original construction of Ashwood. The north-western conservatory-style room with apsidal northern windows is also evidence. There is a structure adjoining the western room apparent on the aerial imagery however it is unknown from the aerial whether it is another part of the building or a separate outbuilding, or rather some sort of outdoor veranda/patio or garden area. At the rear of the house there are four smaller structures evident, yet their purpose is unknown also. These could be small outbuildings such as sheds. A series of internal roads, possibly only dirt roads lead to the south and south-east from the rear of Ashwood.

Approximately 62 metres directly south of Ashwood House is another building, seemingly featuring a veranda on the two northern sides and is accessed by a path leading from Ashwood. Several large trees are scattered across the properties. At the rear of the property, west from Dunmore House there are approximately 6 structures of varying size that are identifiable and are screened by a row of trees

[34] 'Pendle Hill Station – Photographs.' NSWrail.net. Accessed online 29/4/2019 at: https://www.nswrail.net/locations/show.php?name=NSW:Pendle+Hill
[35] Holroyd LEP 2013, 'Dunmore House'; Holroyd LEP 2013 'Ashwood House';
[36] Holroyd LEP 2013, 'Ashwood House.'

on the eastern side. Two of these structures are quite large and two are quite small, possibly outhouses or small sheds.

Historical documentation of the aged care facility and surrounding residential properties is somewhat limited. Architectural analysis of the residential properties along Pendle Way suggest that they are post-war houses dating to the late 1950s-1980s and are either brick or fibro single-storeyed houses, mostly built on bearers and joists.

Many of the buildings associated with the aged care facility, particularly the residential aged care facility on Pendle Way, the Pathways Community Church and Centre, and the Crawford Lodge building likely date to the early 21st century. The residential houses within the aged care facility appear to be slightly older, dating to the 1980s and 1990s. Photographic evidence of the study area is limited, however a collection of photographs of Dunmore House and grounds from 1989 show that several of the extant buildings were established by this date.

The managers residence located immediately to the west of Dunmore House is evident in a photograph looking in that direction from the upper-storey verandah (Figure 11), and another photograph shows that the building and main carpark at the north-eastern corner of the study area were also established (Figure 12). The flagpole at the front of Dunmore House is also evident in this photograph, as is a dirt track running between the carpark and the house. Other photographs show that the circular driveway at the west of the house was asphalt by this stage and that the current slope adheres to the slope in the 1989 imagery (Figure 13).

Historical satellite imagery from 2004 (Figure 14) shows that the aged care facility buildings extant across the site had all been constructed by that time, with the exception of the double-storey townhouses facing Pendle Way. Smaller single storey houses on separate blocks were existent then. Current landscaping across the study area, notably the concrete paths across lawns, are not evident in the 2004 imagery. Informal versions of these pathways begin to appear in imagery from 2005, however they don't seem to be concreted until 2007 (Figure 15).

In October 2013 (Figure 16) five houses along Pendle Way were demolished and the land was cleared of vegetation for the construction of the double-storey townhouses which appear to have been completed in mid-2014.

Figure 11. Photograph looking west from the upper verandah of Dunmore House, 1989. Source: State Library of New South Wales



Figure 12. Photograph from verandah of Dunmore House looking towards Dunmore Street, 1989. Source: State Library of New South Wales



Figure 13. Western face, lawn, and driveway of Dunmore House, 1989. Source: State Library of New South Wales



Figure 14. Historical satellite imagery of study area, 2004. Source: Google Earth



Figure 15. Historical satellite imagery, 2007. Note the established footpaths. Source: Google Earth



Figure 16. Historical satellite imagery showing demolition of houses on Pendle Way, 2013. Source: Google Earth



4.0 SITE INSPECTION

4.1 Introduction

A site inspection of the study area was conducted on 17 April 2019 by Graduate Heritage Consultants Sarah Hawkins and Latisha Ryall of Artefact Heritage. The inspection was undertaken on foot. Photographs were taken to record the physical context of the study area as well as any exposed archaeological remains and evidence of past ground disturbance.

4.2 Study area

The study area is located on Dunmore Street and Pendle Way, and bounded on the south by residential buildings that are accessible from Collins St, Pendle Hill. The eastern portion of the site, primarily the curtilage of the locally heritage listed Dunmore House, is mostly large lawns and relatively open excluding a small number of residential buildings, while the western portion of the site is heavily built as part of the Fresh Hope Aged Care facility and with a few independent residential properties on the Pendle Way frontage.

4.2.1 Dunmore House and Grounds

Upon entering the aged care facility from the main entrance on Dunmore Street, there is a main access road throughout the facility, which leads to a carpark and residential facility in the north-eastern portion of the site (Figure 17). Between the carpark and Dunmore Street there is approximately 30 metres of lawn space, occupied by two pathways and several mature trees clustered around the main entrance to the facility (Figure 18). South of the carpark, towards Dunmore House, there is a large exposed dirt and gravel patch which curves around to the south-east (Figure 19). Inspection of this surface located fragments of ceramic, metal, and small pieces of glass (Figure 20). There were also pieces of a possible remnant cobble surface, as well as a small concrete pad that may represent demolition rubble (Figure 21 and Figure 22). Immediately south of the exposed surface was a narrow, raised mound which ran south-west to north-east across the grounds (Figure 25). To the south east of the carpark a line of young bottlebrush trees have been planted along a drainage ditch (Figure 26). The grounds sloped upwards from Dunmore Street towards Dunmore House which is situated at the highest point of the landscape. Several mature fig trees are located across the lawns, particularly in the east (Figure 27).

At the eastern extent of the property, the rear of the Bonds Factory is visible and it was particularly noticeable that the factory buildings were at a significantly lower ground level than the Dunmore House grounds (Figure 28 and Figure 29). This suggested that the factory buildings were cut into the natural slope extending east from Dunmore House. Also located at the eastern extent of the property were two waste pits, both mostly comprised of green waste, however both pits appeared to be in natural ditches and there were noticeable differences in the grass in this area (Figure 30 and Figure 31).

Dunmore House is situated on a terraced highpoint that has been artificially levelled (Figure 32). A small staircase is cut into the terrace slope, comprised of weathered timber sleepers and aged concrete bonding (Figure 33). At the east of the house there is a row of trees at the base of the terrace and an eroded dirt track created by vehicles had exposed pieces of glass and ceramic. Directly east of Dunmore House was a large, well-established fig tree and a thin tree beside it, both of which featured markings consistent with scarring (Figure 34). This is discussed further in the accompanying Aboriginal Due Diligence report prepared by Artefact Heritage.

At the western side of Dunmore House the land slopes towards the circular driveway and the foundations of the southern side of the house are at a lower level than the northern rooms, suggesting some earthworks had occurred to create a flattened plateau for the house (Figure 35, Figure 36, and Figure 37). The area south of Dunmore House was heavily built up for the carpark and buildings in the south-eastern corner of the site. At the very southern extent of the property there were several well-established Moreton Bay fig trees, each of which had raised mounds of mulch around their bases, although it was uncertain at the time whether this was reflecting natural land levels. A garden bed at the southern extent of Dunmore House was formalised by a series of stone blocks and pavers, a few of which featured works marks (Figure 38). The bachelor's cottage was also located in this area (Figure 39).

The aged care facility building at the north-eastern corner of the study area was built in the late 20th century and has been cut into the natural slope down towards Dunmore Street (Figure 40). On the northern side of the building was a manicured lawn area, bordered by tall trees that provided a dense privacy screening between the facility and Dunmore Street.

Figure 17. Main visitor carpark, eastern aspect



Figure 18. View of eastern front lawn facing Dunmore St, northern aspect



Figure 19. Gravel overflow carpark looking towards main carpark and Dunmore Street, northern aspect



Figure 20. Fragment of cobbled surface in gravel overflow carpark



Figure 21. Slate and glass fragments in gravel overflow carpark



Figure 22. Metal and ceramic fragments in gravel overflow carpark



Figure 23. Early remnant asphalt in gravel carpark



Figure 24. Ceramic fragments in gravel carpark



Figure 25. Earthen mound running SW-NE across grounds, south-western aspect



Figure 26. Curved garden bed, northern aspect



Figure 27. Overview of mature trees on grounds, south-eastern aspect



Figure 28. View to Bonds factory from study area, north-eastern aspect



Figure 29. View to Bonds factory from study area, south-eastern aspect



Figure 30. Ditched areas of grass at eastern side of grounds, southern aspect



Figure 31. Ditched areas of grass at eastern side of grounds, south-eastern aspect



Figure 32. Tree line, path and slope towards Dunmore House, western aspect



Figure 33. Timber sleeper staircase on slope to Dunmore House, south-western aspect



Figure 34. Detail of scarred markings on trees just east of homestead, eastern aspect



Figure 35. Circular driveway at west of Dunmore House, western aspect



Figure 36. Western lawn, drive and side of Dunmore House, southern aspect



Figure 37. Rear of Dunmore House, northern aspect



Figure 38. Stone garden border at rear of Dunmore House, north-eastern aspect



Figure 39. Garden and Bachelor's Cottage (in background) at rear of Dunmore House, eastern aspect



Figure 40. Sloped area towards north-eastern aged care building, eastern aspect



4.2.2 Ashwood House and Lawn

Ashwood House, a 1930s residence constructed as a purpose-built aged care home, is located in the north-western quadrant of the study area and fronts Dunmore Street. The house is constructed on bearers and joists, with the main entry accessed via a staircase (Figure 41). The land levels slope to the west and the western side of the house is split-level, with a lower storey evident beneath the conservatory and at the western side of the building (Figure 42). The lawn to the west of the house again slopes down towards the level of the internal road (Figure 43).

There is a circular driveway at the front of Ashwood House, following the original circular driveway evident on 1943 aerial imagery and dating to the construction of the house in 1938 (Figure 44 and Figure 45). Within the lawn there were several rose bushes (Figure 46 and Figure 47). At the rear of Ashwood House is a fenced in lawn that is screened by tall conifer or golden cypress hedging (Figure 48). The main access road for the aged-care facility runs directly behind Ashwood House.

Figure 41. Front of Ashwood House, southern aspect



Figure 42. Western side of Ashwood House, southern aspect



Figure 43. Footpath, sloped lawn and access road at western side of Ashwood, southern aspect



Figure 44. Driveway and Ashwood House, south-eastern aspect



Figure 45. Circular lawn and Ashwood House, southern aspect



Figure 46. Lawn and garden at front of Ashwood House, western aspect



Figure 47. Lawn and gardens at front of Ashwood House, north-western aspect



Figure 48. Main access road behind Ashwood House, south-eastern aspect



4.2.3 Aged Care Facility

The aged care facility consists of several mid-late twentieth-century brick construction villas and possibly twenty-first century communal rooms (Figure 49). Crawford Lodge, located in the north-western corner of the study area, is split level, indicated by an external staircase at the south of the building. The internal access roads are modern road surfaces bordered with graded concrete kerbs and access ramps (Figure 50 and Figure 51). Pedestrian footpaths across the site are a mixture of brick paving and cement footpaths (Figure 51 and Figure 52). There are several gardens within the facility and comprise primarily of moderate sized tree species, such as various hedges along the houses, laurel trees, and several mature jacarandas at the south-western extent of the study area. In the south-western area of the site there is a small timber rotunda, chicken coop, and vegetable garden (Figure 52).

At the western extent of the study area there is a small reserve belonging to the aged care facility that fronts Pendle Way, separated from the street by a low metal fence and gate (Figure 53 and Figure 54). Along the northern side of this reserve there is an alignment of mature *melaleuca leucadendra,* or weeping paperbark trees.

Figure 49. Example of residential area with paths and lawns, south-eastern aspect



Figure 50. Residential carpark, northern aspect



Figure 51. Garden area with trees and paths, eastern aspect



Figure 52. Residential lawn area, western aspect



Figure 53. View of reserve towards Pendle Way, western aspect



Figure 54. Reserve from Pendle Way towards aged care facility, south-eastern aspect



Figure 55. Crawford Lodge, north-western view



Figure 56. Descent at southern end of Crawford Lodge, north-western view



4.2.4 Dunmore Street and Pendle Way

Along Dunmore Street, many of the aged-care buildings are built up from the road level and retaining walls are evident along the street front, attesting to the difference in ground levels and the earthworks that have occurred to create areas suitable for construction (Figure 57, Figure 58, Figure 59, and Figure 60). At the eastern side of the study area there are large mature hedging trees that provide privacy screening for the aged care facility. The heritage listed former Bonds Bobbin Mill Façade (Holroyd LEP 2013 I93) is located diagonally to the north-east from this portion of the study area, however the large privacy screening prevents vistas between the heritage item and the aged care facility and Dunmore House grounds (Figure 57). At the very north-western corner of the study area, at the intersection of Dunmore Street and Pendle Way is the Pathways Community Church and Centre, with a carpark located on the corner. The carpark is accessed by two ramps off Dunmore Street and Pendle Way, and is higher than the street level (Figure 59), bordered by a timber retaining wall (Figure 60).

Along Pendle Way residential properties are interspersed between the aged care facility (Figure 63). At the northern end of the study area, the buildings are higher than the road level and have retaining walls. Further south, the slope west towards Pendle Way is more gradual.

Figure 57. Access ramp to property at north-eastern corner of study area, south-eastern aspect



Figure 58. Retaining wall along Dunmore Street, north-western aspect



Figure 59. Pathway Community carpark ramp to Dunmore Street, northern aspect



Figure 60. Timber retaining wall at corner of Dunmore St and Pendle Way, south-eastern aspect



Figure 61. Pathway Community front facade, southern aspect



Figure 62. Pathway Community carpark and western side, eastern aspect



Figure 63. Example of house along Pendle Way, south-eastern aspect



Figure 64. Residential aged care facility on Pendle Way, southern aspect



5.0 ARCHAEOLOGICAL ASSESSMENT

5.1 Methodology

Historical archaeological potential is assessed by identifying former land uses and associated features through historical research and evaluating whether subsequent actions (either natural or human) may have impacted on evidence for these former land uses.

Consideration of archaeological research potential is required when undertaking a significance assessment of an historical archaeological site. Bickford and Sullivan developed three questions to assess the research potential of an archaeological resource (Bickford & Sullivan 1984: 23 – 24).

- Can the site contribute knowledge that no other site can?
- Can the site contribute knowledge that no other resource can?
- Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

The Heritage Division of the Office of Environment and Heritage (OEH) issued a new set of guidelines in 2009: *Assessing Significance for Historical Archaeological Sites and 'Relics'*. These guidelines call for broader consideration of multiple values of archaeological sites beyond their research potential. The following section presents a discussion of the potential archaeological resource's research potential and an assessment against the NSW heritage significance criteria.

5.2 Previous Archaeological Studies

5.2.1 GML Heritage, 2016. Bonds Spinning Mills, Wentworthville Heritage Assessment

GML Heritage were engaged in 2013 to undertake a peer review of the draft Conservation Management Plan (CMP) written by Musecape, and to subsequently provide input into revisions of the CMP. The study area for the GML report focused on the Bonds Factory site and did not include the current study area.

The CMP and GML reports prepared for the Bonds Factory site state that any potential pre-factory phase archaeology had likely been 'compromised by the extensive earthworks associated with the construction of additional factory buildings and bitumen car parks' in the late 20th century.[37] The CMP concluded that there were five distinctive areas of archaeological potential at the Bonds site, however the potential across each area was graded as low, and there was no potential for archaeology pre-dating the factory, particularly in the southern area where there has been 'considerable cut and fill'.[38]

5.3 Land use summary

The historical land use of the study area has been divided into discrete phases of occupation and activity, outlined below.

- Phase 1: Wentworth's Original Grant (1819 – 1884). The study area was located within D'Arcy Wentworth's 1819 land grant, which was inherited by his grandson Fitzwilliam Wentworth.

[37] GML Heritage, 2016. *Bonds Spinning Mills, Wentworthville: Heritage Assessment*, p.12. Accessed online 16/4/2019 at: https://www.cumberland.nsw.gov.au/sites/default/files/2017-10/Appendix-F-Bonds-Spinning-Mills-Heritage-Assessment-5.9.16.pdf
[38] GML Heritage, 2016. P.23.

Historical documentation about the Wentworth's use of the land, particularly in the study area, is limited although it is likely that fences were established along the property boundaries and along roads. Some tree clearance dating to this time is also likely. There is also the possibility that some of the Wentworth land was used for animal grazing, however this is not confirmed in the historical record. A 448-acre portion of the Wentworth land was subdivided in the early 1880s which included the study area.

- Phase 2: William McMillan and Percival Thompson (1884 – 1920). An 8-acre land parcel was purchased by William McMillan in 1884, and in 1887 he began the construction of Dunmore House, as well as a possible secondary residence towards the north-west corner of the site. Internal roads would have been formed, along with the circular driveways at the western side and rear of the house. By 1888, outbuildings including outhouses and stables were constructed. Water management structures, including tanks or wells would have likely also been constructed. Further boundary formalisation and landscaping would have occurred, along with the establishment of grazing paddocks or light crops.
- Phase 3: George Bond (1920-1934): In 1920, George Bond purchased the land between Pendle Way, Dunmore Street and Jones Street. On the north-eastern portion of that land, he constructed the early stages of the Bonds Factory, which opened in 1923. Bond was also instrumental in the opening of Pendle Hill Railway Station. New internal roads and tracks, along with property boundaries and fences between Bonds residence and factory may have been established. Light agriculture and landscaping may have occurred however there is no documentation to attest to this.
- Phase 4: Churches of Christ NSW (1935 – Present): In 1934/5, Dunmore was purchased by the Churches of Christ NSW and Dunmore House converted into an orphanage. Ashwood House was later constructed in 1938. The demolition of the several buildings – small outbuildings and the larger residential building – occurred and they were eventually replaced with the villas associated with the Fresh Hope Care facility. The 1943 aerial of the property shows that light agricultural paddocks were present, as were dirt tracks between buildings. Tree clearance and later landscaping, particularly in the forms of formal gardens, occurred. Internal roads were formalised and realigned in certain places and were tarred, with several carparks established by the late 1980s. Bulk earthworks for construction of extant aged care facilities also occurred in this period, particularly in the north-eastern and north-western corners of the study area. Several inter-war and modernist houses were constructed along Pendle Way, with five demolished in 2013 for the construction of a residential aged care facility.

5.4 Previous impacts

Significant ground-disturbing activities have occurred in the western and north-eastern portions of the study area associated with the construction of the extant Fresh Hope Care facility and residential properties fronting Pendle Way. Comparatively little ground disturbing activities have occurred across the eastern portion of the study area in the vicinity of Dunmore House.

To the rear of Dunmore House, several smaller outbuildings have been demolished and modern facility buildings and car park constructed in their place, however this carpark does not appear to have involved substantial excavation into the natural ground level.

5.5 Assessment of archaeological potential

This section provide a preliminary assessment of the study area's potential to contain historical archaeological resources. This assessment is based on consideration of current ground conditions, previous ground disturbance, historical development within the study area, and the likelihood of materials to survive.

Identification of potential archaeological remains is based on written documentation, maps and plans, and aerial imagery. Several former structures within the study area are evident on 1943 aerial imagery (Figure 65) and the areas of potential or sensitivity are illustrated in Figure 66, based on the 1943 aerial.

5.5.1 Phase 1: Wentworth Land Grant (1819 – 1884)

The land grant for the study area was originally apportioned to D'Arcy Wentworth in 1819 and later was inherited by D'Arcy's grandson Fitzwilliam Wentworth. There is no evidence in the historical record to suggest that the Wentworth's built on the study area. A 448-acre portion of Fitzwilliam Wentworth's land was subdivided in the early 1880s.

Some tree clearance likely occurred across Wentworth's land grant, however historical documentation does not provide evidence for whether this occurred within the study area or not. Wentworth would have likely established fences along the property boundaries and along the Great Western Road, which is located approximately 650m south of the study area. As such, it is not expected that fences would have been constructed within the study area. The land may have been used for animal grazing, however there is no historical documentation to support this.

Archaeological remains from this phase would be highly ephemeral and may include remains such as tree boles and post holes. However, remains of these types are not well preserved and distinguishable in sub-surface contexts which have experienced later periods of ground disturbance. Due to the ephemeral nature of any possible archaeological remains and ground disturbance in the area, it is considered that the archaeological potential from this period is **nil.**

5.5.2 Phase 2: William McMillan and Percival Thompson (1884-1920)

In 1884 William McMillan purchased the study area from Fitzwilliam Wentworth and began construction of Dunmore House in 1887. Dunmore House is still extant with modifications to the rear. An outhouse, tanks, and stables/coach house were constructed contemporaneously with the main construction of Dunmore House.

The main entranceway to Dunmore House is along the western and southern sides of the house. Due to the orientation of the entranceway it is likely that any outbuildings, privies, or refuse pits were located to the east and southeast of Dunmore House and not visible from the main entrance. 1943 aerial photography supports this analysis, with outbuilding structures visible to the east and south east of the house. Many of the structures visible immediately east of Dunmore House in the 1943 aerial have been demolished and a car park constructed in that area (Figure 65).

Included amongst the structures to the east and southeast of Dunmore House was a 'bachelor's cottage' and accompanying stable constructed to in the 1880s.[39] The bachelor's cottage is still extant, located at the southern extent of the study area, whilst the associated stable has been demolished. A structure immediately north of the bachelor's cottage visible on the 1943 aerial imagery is likely to be the stable or coach house (Figure 65).

A subdivision plan from the 1880s suggests that there was a second house on McMillan's property, to the north-west of Dunmore house. The house is likely to be the structure visible on the 1943 aerial (Figure 65). That house was demolished prior to the construction of the aged care facility. It is likely that the house would have been constructed with sandstone footings or foundations, which are often found intact and preserved despite demolition.

Potential archaeological remains associated with Phase 2 may include evidence of former structures, such as footings, foundations, postholes; remains of refuse pits; and remains of privies. Privies from this period were typically connected to the municipal sewer system or utilised a pan toilet system, and as such are not likely to accumulate material/biological samples. There is some potential for wells and cisterns to occur in association with Dunmore House and the second residence. These have the potential to contain backfill deposits containing discarded artefacts.

The extant artificial terrace around the northern and north-eastern margin of Dunmore House provides observable evidence of landscaping activities undertaken during Phase 2. Other potential remains of landscaping activities during Phase 2 may include retaining walls, garden soils, and formalised walking paths.

There is **moderate-high** potential for archaeological remains associated with Dunmore House and associated features. The area is generally intact, with those activities that have taken place, such as construction of a car park adjacent to Dunmore House, potentially covering archaeological remains rather than removing them.

There is **moderate** potential for archaeological remains associated with the second house and associated features. This portion of the study area has been subject to bulk earthworks for construction of aged care facilities. There is potential, however, for remains of the house and associated structures to be located within a landscaped garden area between extant structures.

5.5.3 Phase 3: Bonds Industries (1920-1934)

George Bond purchased Dunmore House and grounds in 1920 and began constructing the Bonds factory to the east of the current study area. It is likely that the boundaries between the industrial land (the factory) and Bond's personal residence were formalised during this phase, which would have included the establishment of fence lines along the eastern margin of the study area.

Activities across the study area during Phase 3 are likely to have included ephemeral walking paths to and from different structures on the site, fencing works, plantings, and continuation of existing agricultural and pastoral activities. Due to the largely ephemeral nature of these activities, there is **nil-low** archaeological potential for these remains.

5.5.4 Phase 4: The Churches of Christ NSW (1935-present)

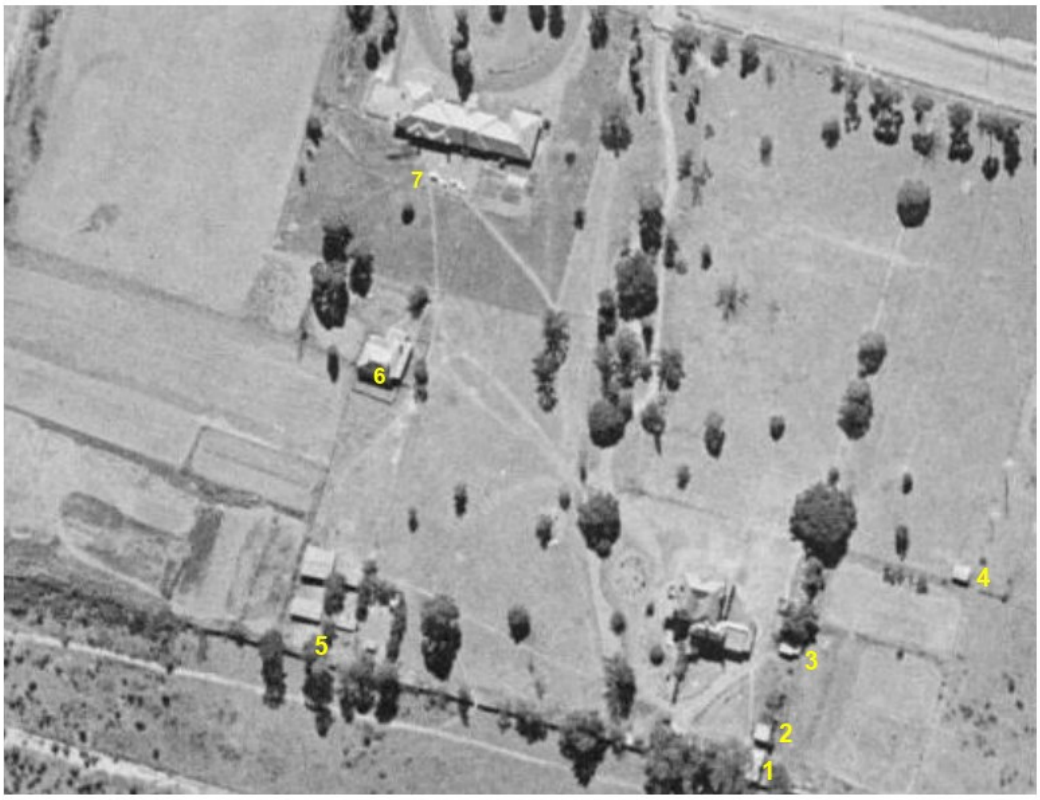
Phase 4 the current phase of use, encompassing use of the study area as an orphanage/boys home, and the construction of Ashwood House and the aged care facility.

[39] Integrated Design Associates, 2014.

Ashwood House was constructed in 1938 and was built for the purpose of an aged-care home. The 1943 aerial imagery of Ashwood shows small unidentifiable structures located at the rear and western side of the house, however these structures have been demolished sometime by the end of the 20th century and Ashwood House was extended into this area. These yard structures were likely constructed of timber and would have been dismantled or demolished. Furthermore, small timber structures are not often preserved well. There is therefore **low-moderate** potential to uncover these structures as they are likely to have been destroyed by subsequent bulk earthworks and construction activities.

A group of structures is visible on the 1943 aerial approximately 100 m west of Dunmore House. The function and phasing of these structures is unknown, although it is possible that they were associated with agricultural and pastoral activities within the study area. The structures were demolished in the 20th century for construction of extant aged care facilities, however there is **low-moderate** potential for archaeological remains beneath a landscaped garden area.

Figure 65. The study area in 1943 with structures numbered (Source: SixMaps)



1. Bachelor's Cottage
2. Potential Stable/Coach House associated with Bachelor's Cottage
3. Outbuilding – unknown purpose
4. Outbuilding – unknown purpose
5. Outbuilding group – unknown purpose – possibly agricultural
6. Second Residence
7. Ashwood House yard and external structures

5.5.5 Summary of Archaeological potential

A summary of potential archaeological features is located below in Table 1 and shown in Figure 66.

Table 1. Archaeological features and potential.

Feature	Potential Remains	Phases	Potential
Dunmore House - associated structures and landscaping	Evidence of former structures (brick footings, stone footings, postholes, associated deposits) Evidence of landscaping (such as stone or brick retaining walls, garden soils, terracing) Refuse pits Back-filled privies	Phase 2-4	**Moderate - high**
Second residence (demolished) - evident in 1880s subdivision plan and 1943 aerial	Evidence of former structures (brick footings, stone footings, postholes, associated deposits) Evidence of landscaping (such as stone or brick retaining walls, garden soils, terracing) Refuse pits Back-filled privies	Phase 2-4	**Moderate**
Ashwood House yard structures (demolished)	Evidence of landscaping (such as stone or brick retaining walls, garden soils, terracing) Structures typically located in rear yards, such as outhouses, storage sheds	Phase 4	**Low-moderate**
Outbuilding Group	Evidence of former structures (postholes, associated deposits) Rubbish pits	Phase 4 Phase 2-3 (possibly)	**Low-Moderate**

Figure 66. Areas of archaeological potential



5.6 Assessment of archaeological significance

This section provides a preliminary assessment of the significance of potential archaeological remains only. A full significance assessment for Dunmore House and Ashwood House is included in the CMP for the study area.

Similar to other types of heritage items, archaeological remains should be managed in accordance with their significance. Assessing the heritage value of archaeological remains is complicated by the fact that their extent and nature is often unknown. Judgement must therefore be based on expected or potential attributes.

The *NSW Heritage Manual* provides the framework for the following significance assessment of the study area. These guidelines incorporate the aspects of cultural heritage value identified in the *Burra Charter* (Australia ICOMOS 2013). Heritage NSW, DPC issued the 2009 *Assessing Significance for Historical Archaeological Sites and 'Relics*[40] and the 1996 *Archaeological Assessment Guidelines.*[41] The assessment of historical archaeological sites requires a specialised framework in order to consider the range of values of an archaeological site. A full significance assessment of archaeological remains has been prepared in the 2014 Conservation Management Plan (CMP)[42] and in the 2019 CMP prepared by Weir Phillips Heritage and Planning.[43]

Table 2. Assessment of archaeological significance

Criteria	Description
A – Historical Significance	Archaeological remains would have historic significance for its ability to provide information relating to the development of the study area, which was part of one of the earliest estates in the area. The study area also played a significant role in the development of the suburbs of Wentworthville and Pendle Hill. Potential archaeological remains would attest to the development of Dunmore House and the early uses of the property and could also demonstrate the changing use of the study area after it was purchased by the Churches of Christ in the 1930s to be used as an orphanage. **Potential archaeological remains would have local significance under this criterion**
B – Associative Significance	The study area is strongly associated with Sir William McMillian and George Bond. However, the potential archaeological resource is unlikely to be directly associated with these individuals. **The potential archaeological remains would not meet the local significance threshold under this criterion**
C – Aesthetic Significance	Although it is recognised that exposed in situ archaeological remains may have distinctive or aesthetic qualities, only rarely do they meet the NSW significance assessment criteria. **The potential archaeological remains would not reach local significance under this criterion**

[40] NSW Heritage Branch 2009
[41] NSW Heritage Office 1996: 25 – 27
[42] Integrated Design Associates, 2014.
[43] Weir Phillips Heritage and Planning, September 2019. *Conservation Management Plan Dunmore House & Ashwood House Dunmore Street and Pendle Way, Pendle Hill.*

Criteria	Description
D – Social Significance	The study area may have social significance for descendants of the owners and occupants of Dunmore House, workers at the Bonds factory, and those who inhabited Dunmore House while it was an orphanage. The study area may also be socially significant for the locals of Pendle Hill overall, as Dunmore House was one of the first houses in the area and the development of the Bonds factory fuelled the expansion of Pendle Hill as a suburb. However, the potential archaeological resource is unlikely to contribute significantly to the social significance of the site. **The potential archaeological remains would not meet the local significance threshold under this criterion**
E – Research Potential	The study area has moderate potential to contain an archaeological resource that may be able to support and enhance the current state of knowledge about its phases of occupation. However, the identified archaeological remains are largely potential structures features associated with outbuildings of Dunmore House, and not necessarily associated with artefact bearing deposits. If high yielding deposits such as wells or refuse dumps are encountered during works, they may reach the **local** significance threshold through their ability to provide information regarding the phases of use of the study area, and the occupants who inhabited Dunmore House. If particularly evocative, or substantial archaeological remains, dating to the late 19th century, or large numbers of *in situ* artefacts were recovered, with the potential to answer research questions and contribute to historical knowledge, the potential archaeological resource would have significance at a **local** level. **The potential archaeological resource, if intact, would have local significance under this criterion**
F – Rarity	Potential archaeological remains located within the study area would not meet the threshold for rarity. Potential archaeological remains at the site are not rare in New South Wales, and many are still extant. Similarly, later 19th and early 20th century artefact assemblages are unlikely to reach the local significance threshold under this criterion. **The potential archaeological remains would not reach significance under this criterion**
G – Representativeness	The potential archaeological remains within the study area are likely to be representative of domestic and institutional uses typically found in suburban contexts. Although any remains are likely to demonstrate the principal characteristics of this type site, it is unlikely that they would be considered particularly representative. **The potential archaeological resource does not meet the local significance threshold under this criterion**

6.0 PRELIMINARY RISKS AND OPPORTUNITIES

6.1 Conservation Management Plan

In 2019 a Conservation Management Plan for Dunmore House and Ashwood House was prepared by Weir Phillips Heritage and Planning.[44] The CMP includes a detailed historical background, assessment of significance for Dunmore House, Ashwood House and individual elements of the heritage items, and several conservation and management policies.

Policies from the CMP relevant for archaeology and future archaeological assessments are as follows:

> *7.2.3 Procedures When Dealing With Changes to the Site.*
>
> *Principle R*
>
> *Consider potential archaeological significance*
>
> *Policy*
>
> *Archaeological impact should be considered in future proposals. The recommendations of any report should be abided by. The current philosophy regarding the conservation of archaeological relics is that they are best conserved by remaining undisturbed.*
>
> *Key Requirements*
>
> *R1. If major works are being considered, an archaeological assessment will be required.*
>
> *R2. If remains are unexpectedly discovered, work must cease immediately and the matter reported to Council and to the relevant consultants (archaeological/heritage).*[45]

6.2 Rezoning and Fresh Hope Indicative Masterplan

The following archaeological assessment has been prepared for a rezoning application for the proposed masterplan **only**, and has not assessed impacts to potential significant archaeology for potential future development and construction phases. The proposed masterplan (Figure 67) has been reviewed and there are no expected impacts to significant archaeology from the rezoning process.

There would be no impact to potential archaeological resources as a result of the rezoning associated with the proposed Fresh Hope Care masterplan within the study area. Recommended mitigation measures for future development within the study area are discussed below in Section 6.2.

[44] Weir Phillips Heritage and Planning, September 2019. *Conservation Management Plan Dunmore House & Ashwood House Dunmore Street and Pendle Way, Pendle Hill.*
[45] Weir Phillips Heritage and Planning, September 2019. *Conservation Management Plan Dunmore House & Ashwood House Dunmore Street and Pendle Way, Pendle Hill*, p. 139-40.

It is also recommended that heritage interpretation is prepared to showcase the history of the site. As the proposed Fresh Hope Care masterplan is still in the design stages, there is a valuable opportunity to integrate meaningful heritage interpretation into the design. Heritage interpretation can embody a variety of forms, including websites, panels, artefact displays, or landscaping, and is a valuable way of connecting people with their local history in an engaging manner, conveying the significance of historical places, and involving locals and stakeholders in historical discourse through community consultation. If interpretation is considered, which is recommended, a Heritage Interpretation Strategy would be prepared, followed by a Heritage Interpretation Plan.

Figure 67. Proposed Masterplan for the Fresh Hope Care site. Source: Taylor Brammer Landscape Architects, GMU Urban Design and Architecture and ThomsonAdsett Architects

Masterplan



6.3 Future Investigation

As discussed above, the current Historical Archaeology Assessment has provided an assessment of the site for the rezoning process only.

A detailed archaeological assessment and research design should be prepared as part of any future development applications or other ground-breaking activities within the study area. The archaeological assessment(s) would include:

- A significant assessment for potential archaeological remains within the specific project area
- An impact assessment
- A guide to managing the potential archaeological resource, such as archaeological test excavation, monitoring, etc.
- Recommendations for what exceptions and/or approvals under the Heritage Act 1977 may be required to support the recommended archaeological management measures and potential impacts from the proposed works
- Heritage interpretation should be considered depending on the findings of any future archaeological investigation

Significant archaeological remains identified as 'works', such as structural remains not associated with archaeological deposits, should be managed to their significance.

Archaeological 'relics' are protected under the Heritage Act 1977 and must not be impacted without approval(s) issued by the Heritage Council of NSW (or delegate).

7.0 CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusions

This non-Aboriginal archaeological assessment has concluded that:

- The study area was owned, but not likely occupied by the Wentworth family between 1819 and 1884.
- The first building constructed in the study area was Dunmore House (Holroyd LEP 2013 I94) in 1887 by Sir William McMillan, and there was a secondary building located on the property from this time. The study area was later purchased by George Bond, but there is no documentation of additional structures being constructed within the study area during his ownership.
- The Churches of Christ NSW purchased the property in 1934, using Dunmore House as a boy's home/orphanage, and later constructing Ashwood House (1938) for use as a women's aged care facility, and later constructed several new residential villas to form the current aged care complex.
- The secondary building from McMillan's ownership, as well as several outbuildings surrounding Dunmore House, are now no longer extant on the site.
- Due to very limited historical and photographic documentation it is difficult to attribute particular features in the study area to certain archaeological phases.
- The archaeological potential for significant archaeological remains being located within the study area ranges from **nil** to **high** across the study area in terms of time periods and space.
- This assessment assessed for the purposes of rezoning **only**. This assessment does not include an impact assessment or specific archaeological management measures for any ground-breaking activities.
- The proposed masterplan has taken into consideration potential significant archaeological remains identified in this document. The proposed rezoning will not impact archaeological resources.

7.2 Recommendations

- This report should be provided to Cumberland Council in their consideration of the Planning Proposal Application for the proposed masterplan. This report has only assessed the impacts to potential archaeology as a result of rezoning. The proposed Masterplan has been reviewed by Artefact Heritage, however potential impacts to archaeology as a result of the development or construction phases have not been assessed.
- Accompanying future Development Applications and before any future works involving ground-breaking works take place, a detailed archaeological impact assessment and archaeological research design **must** be prepared for the planned works
    - As a result of future proposals associated with a Development Application, archaeological management and mitigation measures to be considered in archaeological assessment for future development may include: archaeological test excavation, salvage excavation if testing

has demonstrated the presence of significant archaeological remains, and archaeological monitoring prior to and/or during proposed works

- Where archaeological assessment for future development identifies the potential for impact to relics, an application for uncovering or harming relics must be submitted to Heritage Division. Relics must not be impacted without prior approval under the Heritage Act 1977 from Heritage Division

- Any heritage interpretation of the site should consider and incorporate the results of archaeological investigation.

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DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 8

Heritage Impact Statement

Appendix I

Heritage Impact Statement
prepared by
Weir Phillips Heritage and Planning

Planning Proposal
Dunmore Street, Pendle Hill | April 2020

HERITAGE IMPACT STATEMENT



Dunmore House & Ashwood House
Dunmore Street and Pendle Way, Pendle Hill

March 2020 | J4145

Weir Phillips
Heritage and Planning

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First Issue	02.03.20	AM	JP
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Cover Image: Dunmore House, viewed from the northwest.
Weir Phillips Heritage and Planning

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CONTENTS

1 INTRODUCTION 4

1.1 PREAMBLE 4
1.2 AUTHORSHIP 5
1.3 LIMITATIONS 5
1.4 METHODOLOGY 5
1.5 PHYSICAL EVIDENCE 5
1.6 DOCUMENTARY EVIDENCE 5
1.6.1 PLANNING DOCUMENTS 6
1.6.2 HERITAGE INVENTORY SHEETS 6

2 HISTORICAL DEVELOPMENT 8

2.1 PRE-CONTACT ABORIGINAL HISTORY 8
2.2 HISTORICAL SUMMARY 8
2.3 ASHWOOD HOUSE (1938-PRESENT) 11

3 SITE DESCRIPTION 12

3.1 SITE AND CONTEXT 12
3.1.1 URBAN CONTEXT AND STREETSCAPE 12
3.1.2 SITE 13
3.1.3 GEOLOGY AND TOPOGRAPHY 13
3.1.4 VEGETATION 14
3.2 DUNMORE HOUSE 16
3.2.1 EXTERIOR 16
3.2.2 INTERIOR 18
3.2.3 ADJACENT COTTAGE 19
3.3 ASHWOOD HOUSE 20
3.3.1 EXTERIOR 20
3.4 INTEGRITY 21
3.4.1 PREAMBLE 21
3.4.2 UNDERSTANDING 'SITE' IN THE CONTEXT OF DUNMORE HOUSE AND ASHWOOD HOUSE 21
3.4.3 SITE INTEGRITY 22
3.4.4 CONDITION AND INTEGRITY 22
3.5 VIEW CORRIDORS 23
3.6 STREETSCAPE CONTRIBUTION AND IDENTIFYING VIEW CORRIDORS 23
3.6.1 PREAMBLE 23
3.6.2 VIEW CORRIDOR ANALYSIS 23
3.6.3 VIEWS TO THE SITE / DUNMORE HOUSE 25
3.6.4 VIEWS FROM THE SITE / DUNMORE HOUSE: 30

4 ASSESSMENT OF SIGNIFICANCE 33

4.1 ESTABLISHED SIGNIFICANCE 33
4.1.1 EXISTING CITATIONS AND LISTINGS: STATUTORY 33
4.1.2 EXISTING CITATIONS AND LISTINGS: NON-STATUTORY 33
4.2 ADJACENT HERITAGE ITEMS 33
4.3 CURTILAGE 34
4.4 STATEMENT OF SIGNIFICANCE – DUNMORE HOUSE 35
4.5 STATEMENT OF SIGNIFICANCE - ASHWOOD HOUSE 36

5 SCOPE OF WORKS 37

6 METHOD OF ASSESSMENT 37

7 EFFECT OF WORK 37

7.1 OEH Statement of Heritage Impact Questions 37
7.2 Assessment CMP 2008 Policies 40
7.3 Effect of Work on Heritage Items in the Vicinity 45

8 CONCLUSIONS 45

1 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement accompanies a technical package to inform the preparation of a Planning Proposal for the formal amendment of Land Zoning, base FSR control and height limit in the *Holroyd Local Environmental Plan* (LEP) *2013* for the site at *Dunmore House* & *Ashwood House* Dunmore Street and Pendle Way, Pendle Hill New South Wales.

The property is located in the Cumberland City Council LGA. The land held by the Churches of Christ Property Trust and managed by Fresh Hope Care comprises eleven lots, two of which contain individually listed items of local heritage significance, being Dunmore House and Ashwood House. These two buildings, along with the open land between Dunmore House and Dunmore Street, the entrance drives, and mature trees, comprise the principal elements of heritage significance on the site.

Dunmore House is a large Victorian Italianate residence built in 1885 by Sir William McMillan, Treasurer to Henry Parkes and an important figure in the Federation of Australia. The house was also inhabited by Edward Pearce (former Mayor of Parramatta, 1900-1904) and George A. Bond (founder of Bonds clothing brand), prior to its use as a boys' home and orphanage (1934-1980), and from that time, as an aged care facility.

Ashwood House, built 1938, is a large interwar Georgian Free Classical building. Constructed as an aged care residence, which remains its current use. The building has a partly modified front elevation. A substantial building was constructed c.1990 alongside its rear extension.

Dunmore House was subject to an Interim Conservation Order (ICO) in 1986 and was listed in 1991; both properties remain listed today as individual items of local heritage significance under Schedule 5 of the *Holroyd LEP 2013*. Under Part 5.10 of the *LEP 2013*:

> *(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.*

There is an existing Conservation Management Plan for this site prepared by Weir Phillips Heritage and Planning (2019). This CMP was an update of the 2014 CMP prepared by Integrated Design Associates (hereafter the 'IDA CMP'). Given the existence of this plan, the appropriate heritage management document to accompany this application is a Heritage Impact Statement (HIS).

This statement has been prepared to accompany indicative masterplan prepared by Thomson Adsett Architects, GMU Urban Design and Architecture and Taylor Brammer Landscape Architects.

1.2 *Authorship*

This statement has been prepared by Anna McLaurin, B.Envs (Arch.), M. Herit.Cons., and James Phillips, B.Sc.(Arch), B.Arch, M.Herit.Cons.(Hons), of Weir Phillips Heritage and Planning.

1.3 *Limitations*

The history contained in this statement was compiled from the CMP 2019.

1.4 *Methodology*

This HIS has been prepared with reference to the NSW Heritage Division publication *Statements of Heritage Impact* (2002 update) and with reference to the Council planning documents listed under Section 1.6 below.

1.5 *Physical Evidence*

An inspection of the property and the surrounding streetscape took place in 2019. Unless otherwise stated, the photographs contained in this statement were taken during those site visits.

1.6 *Documentary Evidence*

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- Artefact (report, March 2020). 230-290 Dunmore St, Pendle Hill Rezoning, Liverpool. Non-Aboriginal (Historic) Archaeological Assessment. Prepared for Fresh Hope Care.
- Eco Logical Australia (report, February 2020). *Ecological Constraints Assessment, Fresh Hope Care, Pendle Hill*. Prepared for Fresh Hope Care.

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1.6.1 Planning Documents

- *Holroyd Local Environmental Plan (2013)*
- *Holroyd Development Control Plan (2013)*
- *NSW Heritage Act 1977*
- *Environmental and Protection Act 1979*

1.6.2 Heritage Inventory Sheets

The site is located at the corner of Pendle Way and Dunmore Street, Pendle Hill, within the Cumberland Council Local Government Area. The site principally addresses Dunmore Street, and has two shorter frontages to Pendle Way. The principal planning control for the site is the *Holroyd Local Environmental Plan 2013* (Holroyd LEP 2013).

The planning proposal application relates to a consolidated site comprising of the following eleven land titles:

Lot 2	DP 554208	Lot 11	DP 24728
Lot 3	DP 554208	Lot 12	DP 24728
Lot A	DP 335578	Lot 2	DP 24728
Lot 472	DP 1204429	Lot 8	DP 24728
Lot 1	DP 24728	Lot 9	DP 24728
Lot 10	DP 24728		

Figure 1 shows the location of the site within the wider area. Figure 2 identifies the boundaries of the subject site.



Figure 1: Site context

The site, at centre left, is highlighted with a blue boundary. The broader area presents a low-density suburban context, this increases to some high density around the station. The subject site is framed by the main western railway line to the north with Pendle Hill visible directly above the site, the Great Western highway to the south; and Pendle and Coopers Creeks to the west and east. Adjacent to the site, to the east, is the former Pacific Fabrics (previously Bonds) factory, which has recently be rezoned as high density.

SIX Maps, annotations by Weir Phillips Heritage and Planning, 2020.



Figure 2: Site boundary and items

Ashwood House is highlighted to the north, and Dunmore House highlighted to the south.

SIX Maps, annotations by Weir Phillips Heritage and Planning, 2020.



Figure 3: Heritage Maps 004 Holroyd LEP 2013, detail.

The site is outlined in blue. Heritage Items are coloured brown and numbered.

Holroyd LEP 2013, annotations by Weir Phillips Heritage and Planning, 2020.

2 HISTORICAL DEVELOPMENT

The following history for Pendle Hill and Ashwood House has been sourced from the History contained in Section 3 of the CMP 2019.

2.1 Pre-Contact Aboriginal History

The Aboriginal people within reach of Port Jackson and Botany Bay absorbed the full impact of the European invasion. With no resistance to European diseases, the Eora were decimated by an outbreak of small pox in 1789-90. Traditional lifestyle was further disrupted by the loss of lands and exposure to new technologies. Conflict followed from the meeting of two fundamentally different cultures. Within two and a half years of the arrival of the First Fleet, the patterns of life, which had been followed for thousands of years, were no longer possible. Within forty years, the pre-colonial way of life had all but disappeared from the Sydney region.

Nineteenth century references provide us with only fragmentary accounts of the Aboriginal people who continued to inhabit the Sydney region. The intensive development in the district has destroyed much of the evidence of Aboriginal occupation. Despite the destructive impact of first contact, as the town of Sydney developed into a city, the Gadigal were joined by other Aboriginal people from around NSW to live and work in Sydney.

2.2 Historical Summary

A settlement was established at Rose Hill by Governor Arthur Phillip, who explored the area in 1788. The land was chosen for its location at the head of the Parramatta River, and with rich alluvial soils it provided far more productive than the sandy substrate of Sydney Cove. As the colony grew, increasing numbers of free settlers from England were attracted to New South Wales, and the settlement at Sydney Cove expanded, particularly encouraged by the granting of title to large areas of land to encourage industry. D'Arcy Wentworth, born around 1762 in Ireland, was the first generation of a large, influential and well-connected Anglo-Irish family to come to Australia (1790).

D'Arcy Wentworth was instrumental in setting up the Bank of New South Wales in 1816, served as a founding director and the second largest (initial) shareholder. D'Arcy Wentworth's commercial transactions in the early colonial days are testament to his ability to amass and manage a considerable fortune, both in money and land holdings. D'Arcy's first land grant was for 147 acres at Parramatta, from Governor Hunter in 1793; this was increased to 2,200 acres, with an additional 550-acre adjacent grant, made on 31 August 1819, an area that stretches from today's suburbs of Prospect to Wentworthville, and parts of Greystanes and Toongabbie – and which incorporates the subject site.

The establishment of the western rail line to Penrith in 1864 connected Sydney to lands beyond the Blue Mountains, and was instrumental in the forthcoming development of townships at Parramatta, Prospect, Wentworthville and Westmead.

From 19 November 1881, until the date of sale on 17 December, advertisements appeared with increasing frequency to call attention to the sale of an area of some 500 acres, referred to as 'Wentworthville, the Estate par Excellence.' The area was to be sold in sections of 10-15 acres, with no allotment less than a quarter acre in size, providing up to 1,000 lots.[1]

£25,000 worth of shares in the company were advertised for sale, and by November 1885, these had been purchased and the company directors appointed – one of whom was Sir William McMillan, whose residence, named *Dunmore*, was completed that same

[1] *The Sydney Morning Herald*, 19 November, 1881

year.[2]

McMillan completed the purchase with the construction of a two-storey residence in Victorian Italianate style in 1885. That the boundaries of the subject property remained close to 27 acres suggest the property was little modified until the mid-20th century.[3] Indeed, successive subdivision plans until at least 1915 used McMillan's house as a landmark, with no other housing shown in the block. The house was built as a family home, in which McMillan lived with his wife, Ada, and children.

In 1888, apparently as the result of an affair between William's wife Ada, and an aide-de-camp of the Governor,[4] William and Ada separated, eventually divorcing in 1891. The entire contents of the house were also auctioned on 13 September 1888, with detailed lists of articles appearing in the Sydney Morning Herald.

Mr and Mrs Edward Pascoe Pearce leased the property as their home from c.1897–1905. Initially an auctioneer, Pearce was also a councillor at Parramatta, serving as alderman in 1901 and again in 1903-4, and as mayor from 13 February 1902 to 12 February 1903.

McMillan, still the owner of the property, returned the property to the market in 1906, although, confusingly, the listing at the time notes the property consisted of 32 acres.[5] The property also remained difficult to sell, which may reflect the slow pace of development of the surrounding area.

In 1912, however, the property was finally sold to a Percival Edgar Thompson of Gosford, of whom little is known.[6] The property remained in his ownership until it was sold to George A. Bond, founder of the Bonds clothing brand.

[2] *The Sydney Morning Herald*, 26 November, 1885

[3] Integrated Design Associates, 'Dunmore House CMP and SOHI,' for Fresh Hope Churches of Christ, 2014, p.13.

[4] As noted in Integrated Design Associates, *op.cit.*, p. 13, albeit without sources.

[5] *The Sydney Morning Herald*, Monday 18 June 1906, p. 4

[6] Holroyd City Council, 222- 266 Dunmore Street, Pendle Hill Dunmore Heritage Schedule, cited in Integrated Design Associates, *op. cit.*, p. 15.

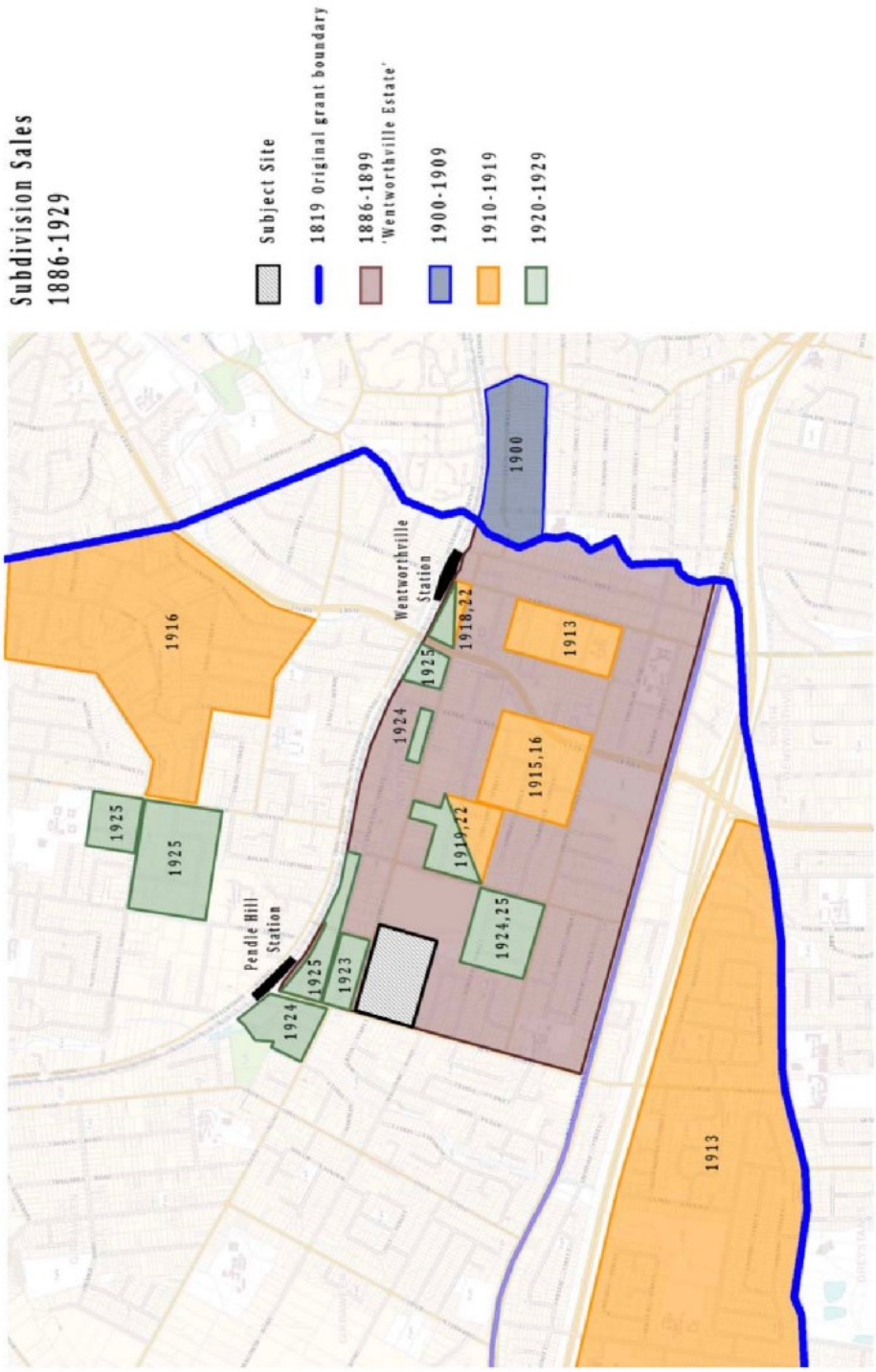


Figure 4: Subdivision sales in and around the Wentworth Estate, 1881-1929.

Weir Phillips Heritage and Planning, 2020

The Churches of Christ Home Cooperative Society Ltd, formed in 1930 by the Churches of Christ to take care of orphaned boys, purchased *Dunmore* and its surrounding lands in 1934. The house – at the time still referred to as the former home of Sir William McMillan – was re-opened as the Churches of Christ Boys' Home, Pendle Hill, on 4 April 1936.[7]

While it has not been possible to establish a strict chronology of subsequent subdivisions of McMillan's original holdings from this date, the purchase in 1934 marked the end of the history of the site as a family residence, and its beginning as a hub of community care.

At some point, likely 1945-1950, land was also set aside for the construction of the Pendle Hill Church of Christ at the corner of Wentworth and Dunmore Street, 'to provide a spiritual home for the boys and the staff.'[8] Following the Churches of Christ Conference in 1950, it was announced that:

> *We thank God for the consecrated vision of those members who, fifteen years ago [i.e. 1934-5] formed the 'Co-operative Society' and secured the property of 20 acres for $35,000 so as to establish a Christian Home for under-privileged lads, and also, later, two and a half acres were given to the Committee of the Aged Women's Home, on which the beautiful Ashwood Home was erected.*

By the mid-1980s, the Churches of Christ aged care facilities at Pendle Hill provided 61 beds in the Nursing Home and catered for 450 people in self-care and hostel accommodation, making it a substantial element of community and aged care infrastructure.[9]

2.3 Ashwood House (1938-Present)

Shortly after *Dunmore* was purchased and began functioning as a boys' home, a second building was constructed to further address the Churches' charitable aims. On 18 April, 1938 (Easter Monday), Ashwood House opened as an aged women's home, initially accommodating some 17 'aged women members of the Churches of Christ.' It also appears to be one of the earliest aged care facilities made by the Churches of Christ in Australia.

As with Dunmore House, the cost of operations at Ashwood House were supported by regular donations from and appeals to church members.[10] Ashwood House continues to function as an aged care facility managed by Fresh Hope Care.

[7] Stephenson, A.W. *Victories of a Century*, Melbourne, Vital Publications, 1985, p. 15 (online version). Retrieved 15 May 2019, from https://freshhope.org.au/wp-content/uploads/2017/10/100th-Anniversary-Victories-of-a-Century-1.pdf.

[8] Stephenson, A. W., *op. cit.*, p.20.

[9] Stephenson, A. W., *op. cit.*, p.69.

[10] 'Churches of Christ,' (1941, April 10). *The Sydney Morning Herald* (NSW : 1842 - 1954), p. 8. Retrieved May 3, 2019, from http://nla.gov.au/nla.news-article17720367.



Figure 5: Aerial photograph, 1947.

Dunmore House (blue arrow), *Ashwood House* (yellow arrow) and secondary residence (orange arrow) remain visible alongside an expanding Bonds factory. Note the increasing amount of housing, finally taking off in the post-war era, and aided by employment at Bonds.

NSW Department of Finances, Services and Innovation.

3 SITE DESCRIPTION

3.1 Site and Context

3.1.1 Urban Context and Streetscape

The site is within the Cumberland Local Government Area. As shown in Figure 6 below, the site has two street frontages; the principal address to Dunmore Street to the north, and Pendle Way to the west.

Dunmore Street is a level, two-way road of four lanes, with no on-street parking along the site boundary. It has concrete kerbs and a grass strip and concrete footpath to each side, with buildings typically set back some three to five metres from these boundaries. It also presents substantial and relatively tall plantings, mostly native eucalypts, to each side and within front gardens. Lots to the north of the site are occupied by medium-density apartment buildings of three and four storeys, of brick construction with pitched and tiled roofs.

The site boundary along Dunmore Street can be divided into two parts; the eastern side, which bounds the principal area of open land around Dunmore House, and the western side, which bounds the aged care housing units that continue south down Pendle Way. At the corner of Dunmore Street and Pendle Way is the Pathways Community Church, a two-storey structure with its principal address to Dunmore Street with an annexe to the west. A car park occupies the remainder of this site.

The eastern side presents banked planting beds with a number of large, mature eucalypts further inside the site. The main (vehicular) entrance to Dunmore House is located along this boundary, flanked by low, brick-walled planting beds (c1970s) and a secondary concrete kerb. The house itself remains visible and appreciable as a predominant element of the site. Further east, the boundary of the Pacific Brands site is marked by large shrubs and trees which obscure any views across the site.

The western side of the boundary presents flat lawns to the footpath, with a small number of shrubs and trees inside the site. A stand of taller trees marks the corner of Pendle Way and Dunmore Street.

3.1.2 Site

The site is located within a rectangular boundary, bounded by Dunmore Street to the north, Pendle Way to the west, individual housing lots along Collins Street to the south, and the former Pacific Brands factory site to the east.

Figure 6 shows there are a number of buildings on the site. The two principal heritage items, Dunmore House and Ashwood House, are located towards the southern and northern boundaries respectively.



Figure 6: The site, boundary and heritage items.

Dumore House is to the southeast, Ashwood House to the northwest.

SixMaps, with annotations by Weir Phillips Heritage and Planning, 2020.

3.1.3 Geology and Topography

The site is located atop a rise which gives the area, Pendle Hill, its name, with its highest point located at the southeast corner of the site boundary. From a height of approximately 50m above sea level, the topography drops approximately 10m towards Jones Street, Dunmore Street, Rowley Street and Pendle Way, and falling thence to the

west towards Pendle Creek, and to the east towards Coopers Creek. The area sits at the junction of two types of Middle Mesozoic alluvial sedimentary deposits, being Ashfield Shale (dark claystone-siltstone and fine sandstone-siltstone laminite) with Minchinbury Sandstone (quartz-lithic sandstone).[11]

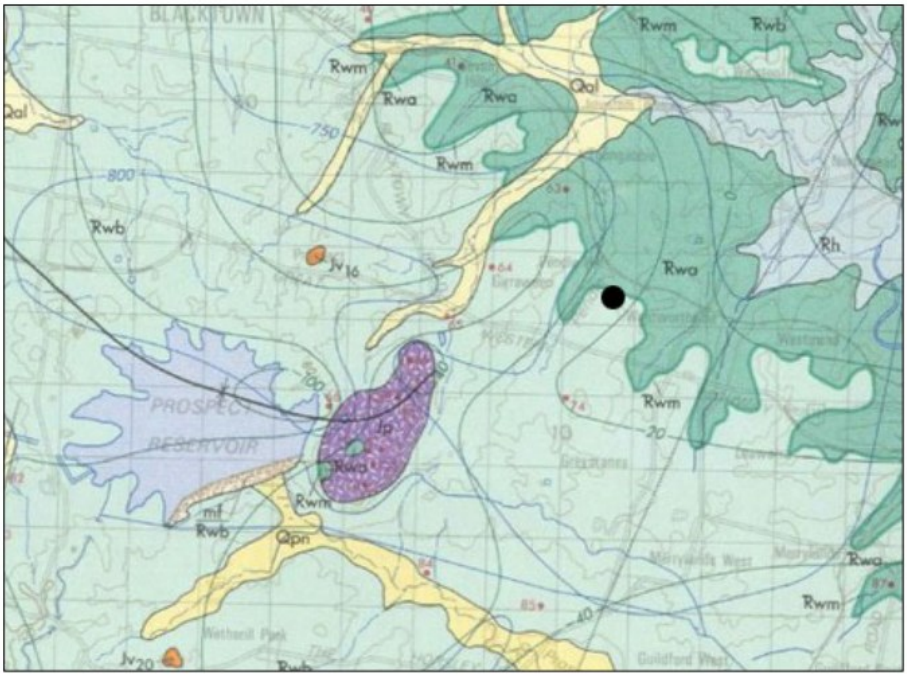


Figure 7: Geology at the site location, shown by the black circle.

NSW Department of Planning & Environment (Geosciences)

3.1.4 Vegetation

The site contains a mix of native and exotic species, in a variety of arrangements. The most notable plantings are the mature hoop pines, figs and eucalypt trees that are evident around Ashwood House and Dunmore House, and in the grassed areas between.
As shown in historic photographs, the site features extant eucalypt trees, particularly at the entrance to Dunmore House from Dunmore Street, to the rear of Dunmore House along its southern boundary, and individual trees in the open area between Dunmore House and the northern boundary. Mostly level, open spaces between these established trees are covered with lawns.

Aerial photographs from 1928 show two lines of trees running to the house from Dunmore Street. One is more densely planted, running along a wider path in a zig-zag to the western side of the house, and terminating in a full turning circle. All of these features – the zig-zag drive, the turning circle, landscaped grounds and established trees – remain in evidence today.

The other path, which appears for pedestrians only, was bordered by a few small trees in 1928 and ran directly to Dunmore Street. Most of these trees were progressively removed in the following decades, and evidence of the path was lost with the

[11] NSW Department of Planning & Environment, Penrith 1:100,000 Geological Map, cat. no. 123, Sheet 9030, 1991.

construction of Shaw House and its accompanying access road that branches from the main site access.

Finally, no evidence remains of the organised plantings visible in the 1928 and 1947 aerial photographs, which appear to be kitchen gardens associated with Dunmore House.

The trees around the semicircular drive in front of Ashwood House were also removed at some point between 1947 and 1965, as were the trees at the corner of Dunmore Street and Pendle Way.

As noted above, along the boundary to Dunmore Street are more recently planted shrubs and small trees. These assist in demarcating the boundary of the site without overly screening significant views to and from Dunmore House. No such screening exists in front of Ashmore House, the lawns of which run unimpeded to the public footpath.

The reader is referred to the Ecological Constraints Assessment and to the Preliminary Tree Assessment reports prepared by Eco Logical Australia (February 2020) for further information.



Figure 8: Looking south towards Dunmore House with an established Eucalyptus tree in the open landscape setting.



Figure 9: Looking west from within the centre of the open lawn are in front of Dunmore House to vegetation within the Fresh Hope Care Village.



Figure 10: The terraced lawn in from Dunmore House looking towards the Bonds



Figure 11: The manicured lawn within the Fresh Hope Care complex.

3.2 Dunmore House

3.2.1 Exterior

Dunmore House is constructed from rendered brick with sandstone foundations below the stringcourse. The brick is likely to have been sourced from the brick-making site on the Wentworthville Estate, with the sandstone being quarried nearby.

Dunmore House represents a high Victorian Italianate style of design, typical of the wealth of the owner. The house typifies the high Victorian style with its original symmetrical frontage, decorative wrought iron detailing to verandahs, large chimney stacks with corbel detailing, wrap around bull nose verandah, large double height bay window on the north side of the house and a large formal entrance portico placed directly off carriage turning circle.

Dunmore House consists of a double symmetrical frontage, which lends it to be viewed from the west and north. The detailing and design of the symmetrical frontage on the north and west sides along with interior details such as the recessed wall arches and decorative fireplaces indicate that the house has been architecturally designed.



Figure 12: The western principal elevation of Dunmore House.



Figure 13: The northern elevation of Dunmore House which overlooks the open lawn area to the north.



Figure 14: The southern elevation showing the gymnasium extension.



Figure 15: The eastern elevation showing later extensions.

3.2.2 Interior

The original plan of Dunmore House consists of four large rooms on both the ground and first floors, accessed by a central entrance on the ground floor, leading to a large formal entrance hall adjoining a foyer with a central staircase. A double height semi-detached servants' wing is attached to the south side of the house, consisting of a kitchen, enclosed former verandah, hallway and a modest separate staircase to living quarters on the upper level. A single storey room adjoins the kitchen to the east, which appears to be a later addition or adaptation, c.1910 - 1920.

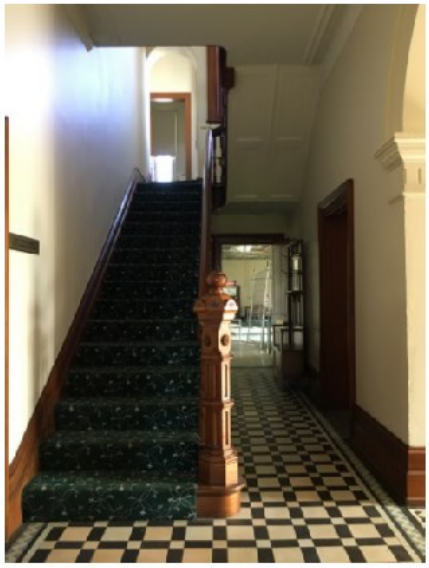


Figure 16: The main entry hallway with decorative timber stair.

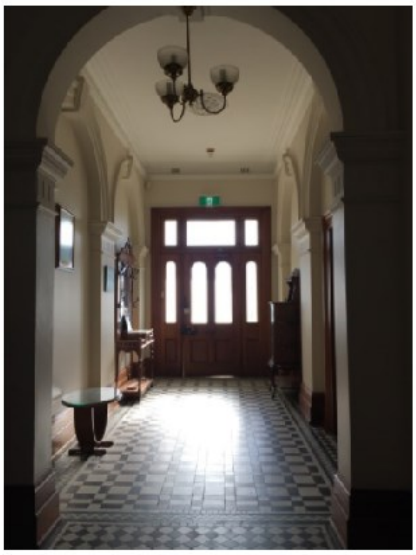


Figure 17: The eastern elevation showing later extensions.



Figure 18: The eastern elevation showing later extensions.



Figure 19: The eastern elevation showing later extensions.



Figure 20: The eastern elevation showing later extensions.

3.2.3 Adjacent Cottage

To the southeast of Dunmore House along the south boundary is an original 2-roomed workers cottage, which was mentioned in the 1888 house sale article, and is therefore part of the original McMillan house design. The cottage is a small brick building with a hipped roof form, now clad in modern corrugated colorbond. The cottage is oriented lengthways in a north-south direction, with the entry on the west side. The cottage

retains a number of original elements, such as the fireplace, chimney mantelpiece, double hung window frames (though altered), and original brick walls.



Figure 21: The managers cottage on the southern boundary.

3.3 Ashwood House

3.3.1 Exterior

The principal (north) elevation of the original volume of Ashwood House presents as a single storey brick building on an elevated brick base, with a hipped and tiled roof. As the land falls to the west, the building becomes two storeys, with the lower storey evident on the northern elevation.

The main body of the building is long and rectangular in plan, presenting three projecting volumes to Dunmore Street. To the centre, a substantial breakfront, with its own hipped roof, presents two windows either side of the central entrance, which is framed by a gabled pediment, and accessed by a staircase. To the east, a similar extension of two windows projects under a simple hipped roof, while to the west, the extension presents a semicircular volume glazed with floor to ceiling windows. Windows appear to be single-hung sash windows with white-painted timber shutters held open to each side.

A significant later extension was built to the rear (south) and side (east) of the original volume, which is not considered to have heritage significance.



Figure 22: The managers cottage on the southern boundary.



Figure 23: The managers cottage on the southern boundary.

3.4 Integrity

3.4.1 Preamble

Integrity, in terms of heritage significance, can exist on a number of levels. A heritage item or place may be an intact example of a particular architectural style or period and thus have a high degree of significance for its ability to illustrate this style or period. Equally, heritage significance may arise from a *lack* of architectural integrity, where significance lies in an ability to provide information of a significant evolution or change in use.

3.4.2 Understanding 'site' in the context of Dunmore House and Ashwood House

Dunmore House was built on an original holding of some 27 acres. From this, a portion of land was subdivided to create Ashwood House. Following further subdivision of the original holdings, today, Dunmore House and Ashwood House each stand on individual property titles (respectively Lot 3, DP554208 and Lot A, DP335578).

The Churches of Christ Property Trust has, over time, accumulated the adjacent lots to the west to 'square' the site.

The subject site roughly corresponds to the 27 acres of land on which Dunmore House was originally built.

3.4.3 Site Integrity

—Dunmore House

The site of Dunmore House demonstrates a moderate degree of integrity, with the construction of sizeable buildings in its proximity impacting on an understanding of its original setting.

Dunmore House itself demonstrates a relatively high degree of integrity. While there have been a number of changes made to the building, these are illustrative of key phases in its history. Importantly, the extent and integrity of original fabric is such that the design and purpose of the dwelling remains clear.

—Ashwood House

The site of Ashwood House, occupying part of the original site of Dunmore House, demonstrates a relatively high degree of integrity. The relationship between the house and Dunmore Street, defined by the semicircular drive, and the expanse of lawn and its minimal plantings, has been retained largely intact.

However, the relationship of the building to the site has been changed by the substantial extension of the property to the rear. This has been reinforced by the increasing density of constructions to the west and south, albeit on adjacent lots.

Ashwood House itself also demonstrates a moderate / high degree of external integrity, with few changes evident to front and side elevations. The connection of a later, larger building to the rear of the residence does detract from its integrity, however the original extent of the building remains easily appreciable.

Internally, however, the building appears to have undergone a much higher degree of change, with most of the original finishes and fittings updated over time to provide improved standards of care, and to comply with changing regulations for the care of its elderly clients.[12]

3.4.4 Condition and Integrity

In heritage terms, the condition of an object is considered straightforward; it is the quality of its material state. Integrity, however, incorporates both an element's material condition as well an understanding of the extent of any modifications, and how much the original design intent, volume and appearance remain appreciable. It is closely allied to, and is a key criterion of, considerations of significance.

—Dunmore House

No record of works has been found during the period of McMillan's or Bond's ownership (or by their tenants, although this is less likely).

However, historical records note that works were undertaken during the House's subsequent incarnations as a boys' home (1936), young men's home (1976), and later administrative offices, as noted in the history above.

[12] The building was not available for inspection at the time of writing. Assumptions on the extent of original fabric and finishes remaining have been made from contemporary online promotional material for site's accommodation and facilities.

These include, in particular, Sawdy & Black's 1987 restoration and internal refurbishment works, and more recently, Integrated Design Associate's application on behalf of the Churches of Christ to undertake alterations and additions to the House to provide a training and conference room, and a pergola.[13]

Integrated Design Associates 2014 CMP contains an assessment of the condition of the internal and external elements of Dunmore House. This assessment is still relevant today as limited repair work or conservation has taken place on site 2014. Following an inspection of the site in March 2019, the IDA CMP notes have been reviewed and, where necessary, updated in the table overleaf.

3.5 View Corridors

3.6 Streetscape Contribution and Identifying View Corridors

3.6.1 Preamble

Views towards buildings can generally be described as primary or secondary views.

A primary view is the point from which the building can best be seen and appreciated for its context by the general public. These primary view angles demonstrate key features of the building and its setting, and how they relate to each other. From this view point the general public can gain an understanding of the heritage significance of the place through the aesthetic characteristics and setting of the building.

A secondary view generally relates to views of the building within the public realm which may be restricted and therefore limit the public's capacity to view the aesthetic characteristics and setting of the building, in turn providing a limited opportunity to fully appreciate the heritage significance of the place.

3.6.2 View Corridor Analysis

The IDA CMP identified a number of view corridors to and from Dunmore House considered significant to the site. The view corridor analysis was undertaken in 2014, since the completion of this report, tree growth and infill development have obscured some of the views to the site. The map and table below, identifies the view corridors identified in 2014 and current photographs of these view corridors.

In summary, only View Corridor 1 (Figure 25) is identified as a significant view towards the site, as it retains the site's landmark qualities, and provide an appreciation of in its original design and siting. Outlook 1 (Figure 30) from the site, towards Dunmore Street, is also significant, as it similarly reflects the original views and the choice of site.

The view corridors and outlooks previously identified in the IDA CMP have also been noted in the diagram below. These views have been discounted as significant as intervening foliage growth and incidental views have reduced their significance and have therefore been discounted.

[13] Holroyd Council, DA-3/2015 Pendle Hill. Works are described as 'Alterations and additions to existing Dunmore House to create training and conference room and a pergola,' at an estimated cost of $500,000.

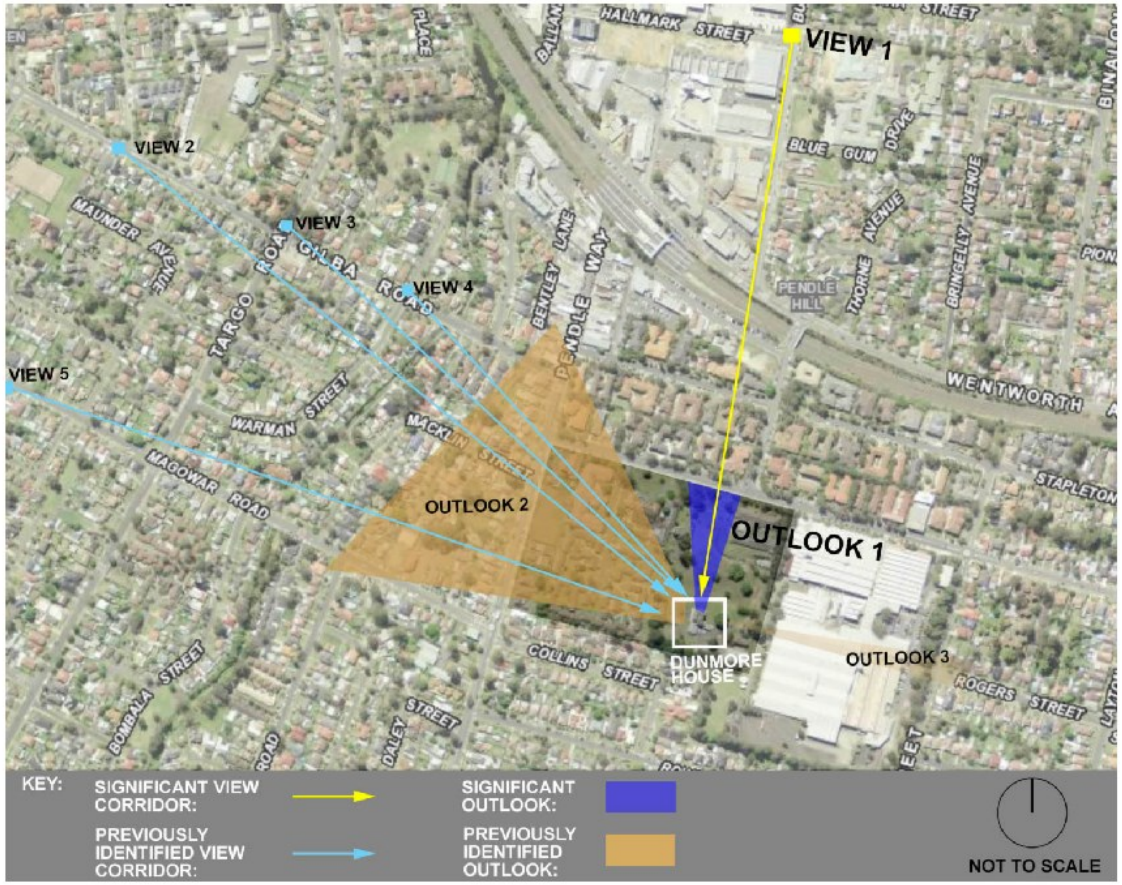


Figure 24: View corridors identified in 2019

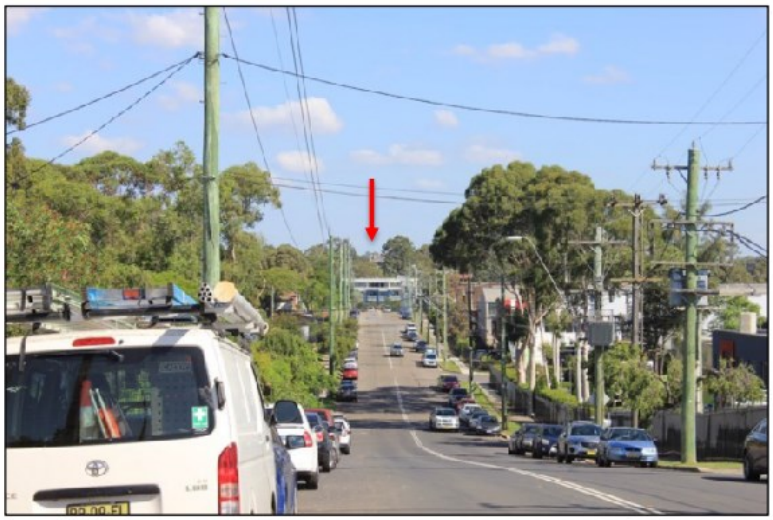
3.6.3 Views to the Site / Dunmore House

Figure 25: View Corridor 1

Of the five view corridors towards Dunmore House, this view corridor is the most significant. The northern elevation of Dunmore House is highly visible when travelling south.



2014 – View south along Bungaree Road with Dunmore House visible at the centre of the image. Note an optical photographic zoom has been used to take this photo.



2019 – This view corridor is still extant but limited along Bungaree Road and contributes to the setting and prominence of Dunmore House.

Figure 26: View Corridor 2

In 2014 Dunmore House was visible from the hillcrest, is now only partially visible from this location due to tree growth. This view is less significant than View Corridor 1 and no longer contributes to the prominence of Dunmore House due to the increased tree growth.



2014 – Dunmore House is only partially visible from this view corridor due to tree growth.



2019 – Dunmore House has been further obscured by tree growth, there is limited visibility towards the site. This view corridor is now no longer extant.

Figure 27: View Corridor 3

View 3 is noted as contributing to Dunmore House as a skyline element within Pendle Hill. Although visible, this is not considered to contribute to the overall significance of the site.



2014 – Dunmore House is visible from this location as a skyline element.



2019 – The view is still extant but does to contibute to the overall setting or promience of Dunmore House as it is only partially visible.

Figure 28: View Corridor 4

Of moderate significance, View Corridor 4 offers glimpses of the roofline and chimey of Dunmore House. Although visible, this is not considered to contribute to the overall significance of the site.



2014 – Partially visible from this viewing angle and largely obscured by foliage growth.



2019 – Almost entirely obscured by tree growth, this view corridor is now no longer extant.

Figure 29: View Corridor 5

View 5 is a distant view of Dunmore House, which noted as a visible skyline element. Although visible, this is not considered to contribute to the overall significance of the site,nor its appreciation.



2014 – Visible as a silhoutte on the skyline and is partially obscured by foliage growth. Note a photographic optical zoom has been used to identify this view corridor.



2019 – This view corridor is no longer extant due to the intervening foliage growth.

3.6.4 Views from the Site / Dunmore House:

Figure 30: Outlook from site, 1

Looking down from Dunmore House though the landscaped area towards Dunmore Street is most significant on site. This view corridor should be retained as it allows for a full view of the grandeur of entire northern elevation of the building when viewed from the street.



2014 – The view from the Dunmore House along the landscaped areas is significant, contibuting the granduer of the site.



2019 – This view is still extant and continues to contibute to the granduer of the northern elevation.

Figure 31: Outlook from site, 2

The outlook over the Manager's Residence is only achieved by looking out over two windows in Room 11. A more significant corridor is the outlook towards the Blue Mountains to the north of the Manager's Residence.



2014- This outlook towards the mountains is visible from this angle.



2019 – The long range outlook towards the blue mountains are still visible but limited. The view from the western side of the verandah is a district view with incidential views towards the Blue Mountains.

Figure 32: View from site, 3

This view corridor no longer exists due to growth of trees.



2014 – The view is only partially visible from this angle. Note a photographic optical zoom has been used to identify this view corridor.



2019 – View no longer extant due to the intervening foliage growth.

4 ASSESSMENT OF SIGNIFICANCE

4.1 Established Significance

4.1.1 Existing Citations and Listings: Statutory

—Commonwealth
No part of the site is identified on the National Heritage List under the auspices of the Environment Protection and Biodiversity Conservation Act 1999.

—State Heritage Register
Dunmore House nor Ashwood House are not listed on the State Heritage Register (SHR) under the *NSW Heritage Act, 1977*.

—Holroyd Local Environmental Plan 2013
The subject site contains two heritage items identified by Schedule 5 of the Holroyd LEP 2013, each on separate lots. These are:

Listing no. I95:
"Ashwood House", Inter-war Georgian Revival residence at no. 268–280 Dunmore Street (Lot A, DP 335578)

Listing no. I94:

"Dunmore House", Victorian Italianate residence and garden setting at no. 222–266 Dunmore Street (Lot 3, DP 554208)
The site is **not** located within a conservation area.

— Other

The site is not listed on any s.170 Register.

4.1.2 Existing Citations and Listings: Non-Statutory

No part of the site is listed in the National Trust of Australia (NSW) register.
No other non-statutory listing has been found applying to any other part of the site.

4.2 Adjacent Heritage Items

What is considered to be 'in the vicinity' will be determined in each circumstance with reference to physical proximity, existing and potential view corridors and the nature of any proposed works.

The State Heritage Register (under the *Heritage Act 1977* (NSW)) shows no adjacent items.

Schedule 5 of the Holroyd LEP 2013 lists three adjacent heritage items, one of which is also listed as an item of archaeological potential, notably:

—Listing no. I109:
Bonds administrative building, storage building, cutting room and cotton bale stores, 190–220 Dunmore Street, Lot 1, DP 735207

—Listing no. I93:
Former Bonds Bobbin Mill façade
211–215 Dunmore Street, Lot 65, DP 881163

—Listing no. I96:
Pendle Hill Railway Station, Pendle Way

Adjacent Archaeological Items
—Listing no. A7:
Bonds site
190–220 Dunmore Street, Lot 1, DP 735207

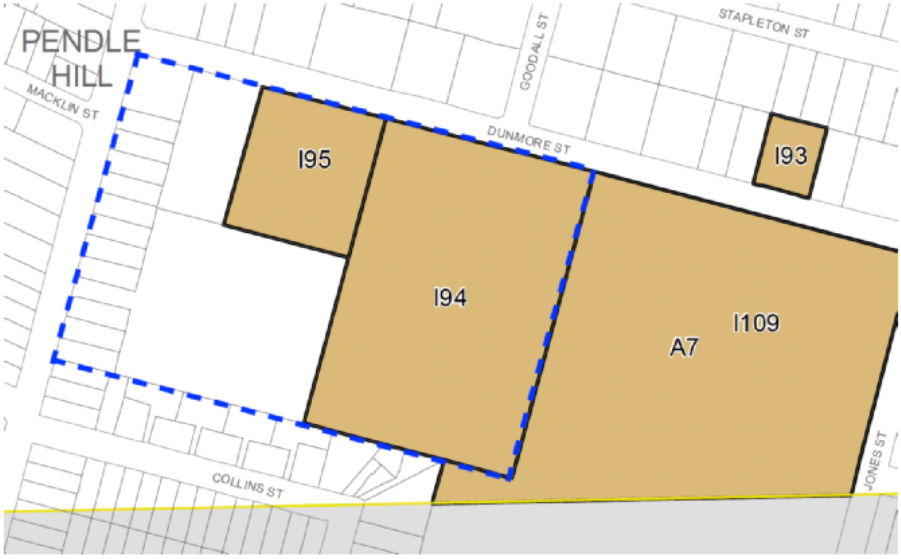


Figure 33: Vicinity items.

Extracts of Heritage Maps 004 and 005 from the Holroyd LEP 2013, showing the three items in the vicinity (I96, I93 and I109/A7). Dunmore House (I94) and Ashwood House (I95) are at centre left, within the site boundary shown in blue.

Holroyd LEP 2013, with annotations by Weir Phillips Heritage and Planning, 2019.

4.3 Curtilage

The combined and expanded heritage curtilage is established to include Ashwood House, Dunmore House, and the minimum plantings and landscaped areas which together retain, permit and express an understanding of their history, significance and interrelationships. As set out below, this does not imply that new works cannot take place within this curtilage, only that particular care is taken for works within this boundary

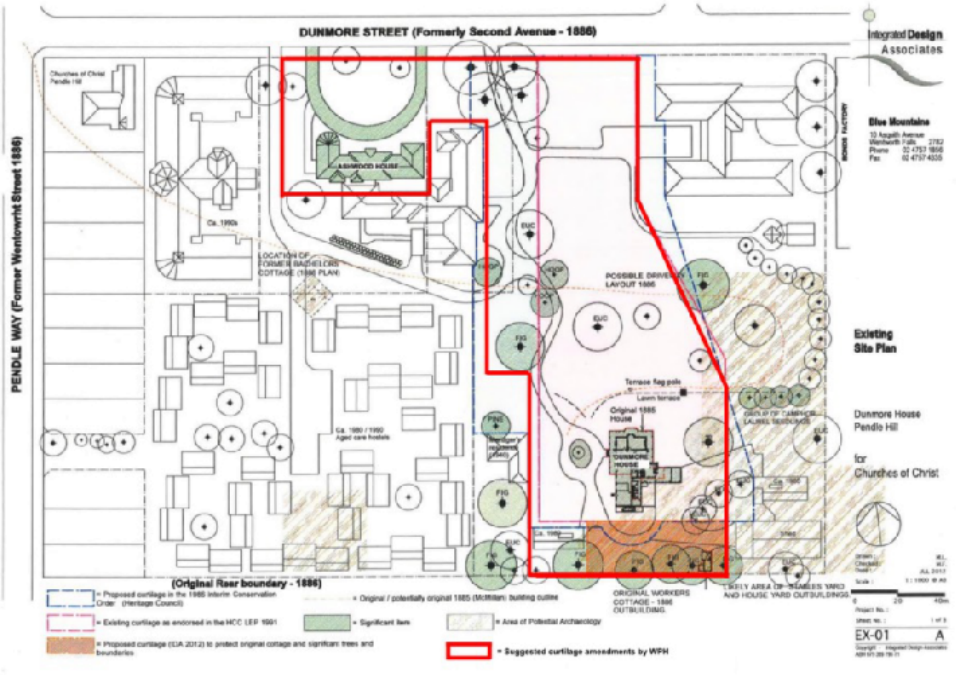


Figure 34: Revised heritage curtilage.

Integrated Design Associates base plan, with annotations by Weir Phillips Heritage.

4.4 Statement of Significance – Dunmore House

Originally on Dharug land, then granted under Governor Lachlan Macquarie to D'Arcy Wentworth in 1819, the site of Dunmore House developed from speculative subdivision efforts in the late 19th century. Built in 1885, the house has significance through its association with prominent businessman and politician Sir William MacMillan (Colonial Treasurer from 1889 to 1891, and Deputy Leader of the Free Trade Party, 1901–03), who built Dunmore House as his family home.

Associative significance is also derived from a later owner and resident, George A. Bond, who established the clothing manufacturing company, Bonds, in the adjacent lot, which became a national icon. Moreover, it is reputed that Bond also established the country's first cotton spinning mill on the fields around Dunmore House. It is notable, however, that the tenure of each of tenant was relatively brief.

The house bears significant association with the Churches of Christ of Australia, an important Christian group that established its presence in the country in the late 19th century, and for which the provision of community welfare services is a key demonstration of faith. The purchase of Dunmore House for use as an orphaned boys' home in 1934 was first of several property purchases that established the group in the local area, to eventually form a significant aged care facility.

The house is one of few remaining examples in the Cumberland region of the large "boom style" residences erected in the prosperous years of the late 19th century, and its subdivision is evidence of a period of speculation and haphazard urban development. It retains much of its original fabric and detailing, and remains a notable local landmark in

local views, this role considerably enhanced by the spacious grounds and mature early trees, which remain as a setting for the house.

Dunmore House has regional significance in historic, aesthetic, social and associative terms. It is therefore appropriately listed as a local item.

4.5 Statement of Significance - Ashwood House

Originally on Dharug land, then granted under Governor Lachlan Macquarie to D'Arcy Wentworth in 1819, the site of Ashwood House was initially part of lands subdivided to create a gentleman's residence, Dunmore, located adjacent. The Dunmore House estate has significance for its association to Sir William McMillan, prominent politician and businessman; to Edward P. Pearce, Mayor Parramatta; and to George A. Bond, founder of the Bonds clothing label.

Following the purchase of Dunmore House and grounds by the Churches of Christ in Australia in 1934, two acres of its land were used to build Ashwood House, which has operated an aged care residence since 1938 to the present day.

Ashwood House is significant as a welfare site that has remained in operation for over 80 years; as the first purpose-built aged care residence in the local area; and as an early example of such a building in the wider region.

The size, detail and quality of construction attest to the esteem in which the Churches of Christ held the act of caring for the aged and are in turn representative of the group's goals as a Christian welfare organisation to care for those less fortunate in the community.

Ashwood House thus bears a significant association with the Churches of Christ of Australia, an important Christian group that established its presence in the country in the late 19th century, and for which the provision of community welfare services is a key demonstration of faith. The purchase of Dunmore House for use as an orphaned boys' home in 1934, reinforced by the construction of Ashwood House in 1938, were the first steps in establishing the group in the local area, and eventually forming a significant aged care facility.

The house is a strong, albeit unusual example of an Interwar Free Classical / Georgian-style building that eschews institutional regularity and scale to create a welcoming, even domestic scale to its appearance.

Ashwood House has regional significance in historic, aesthetic, social and associative terms. It is therefore appropriately listed as a local item.

5 SCOPE OF WORKS

The following should be read in conjunction with the indicative masterplans prepared by Taylor Brammer Landscape Architects, ThomsonAdsett Architects and GMU Urban Design and Architecture

The Planning Proposal will amend the *Holroyd Local Environmental Plan 2013* (LEP 2013), by changing the building height and floor space ratio development standards. Details as follows:

- Rezone area over Dunmore House and the open space curtilage to RE2 Private Recreation. Rezone the remainder of the site to R4 High Density Residential.
- Increase building heights – range from 12.5m to a maximum of 32m
- Increase floor space ratio provisions–range from 0.85:1 to a maximum of 1.5:1

This HIS focuses on the scope and impacts of the Planning Proposal, which relates to proposed changes to planning controls only (no physical works are proposed).

6 METHOD OF ASSESSMENT

The following is a merit-based assessment. It does not consider compliance or otherwise with numerical controls unless non-compliance will result in an adverse heritage impact.

The three questions raised by the NSW Heritage Division publication *Statements of Heritage Impact (2002 update)* have been taken into consideration. These questions are as follows:

- **The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:**
- **The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:**
- **The following sympathetic solutions have been considered and discounted for the following reasons:**

The impact of each aspect of the proposed works set out in Section 5.1 is assessed below. The effect of work is assessed with an understanding of the controls provided by the *CMP 2019*, the relevant provisions of Part 5.10 of the *Holroyd LEP 2013*.

The following does not consider archaeological impacts.

7 EFFECT OF WORK

7.1 OEH Statement of Heritage Impact Questions

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

- Future development made possible by the amendment to the *LEP 2013* will enable an appropriate low impact use of both historic buildings. The proposed uses (which will be addressed at the detailed design phase of the proposal) will facilitate the ongoing conservation of both of the heritage items. There is a simple nexus between a use that is compatible with the heritage item and can produce an income stream to cover its conservation and long-term maintenance and the facilitation of the conservation of that heritage item.

- Ashwood House will also be celebrated through the utilisation as the centralised entry point to the principal building. This will continue Ashwood House's original use as an aged care facility. Its largely domestic scale Interwar Free Classical / Georgian-style building will be retained with the larger built form concentrated to the rear. The indicative built form seeks to replicate three projecting volumes of the primary elevation of Ashwood House. The proposed new building is contemporary in character but demonstrates respect for the key forms, and architectural proportions of the item.

- The proposed amendment to the *LEP 2013* will offer an opportunity for the historic significance of the site to be interpreted. The historic use and development of Dunmore and Ashwood House will be explored in a comprehensive heritage interpretation strategy which will be prepared prior to the issuing of a Construction Certificate. There is ample space in both the interiors of the historic buildings and throughout the site to provide heritage interpretation.

- Important views to and from the estate as well as views within the site (identified in Section 3.7) will be conserved, maintained and enhanced by the amendment to the *LEP 2013*. The previous long-range views identified in the IDA CMP 2014 have been discounted as they are largely incidental with intervening foliage growth and infill development reducing any contribution to the significance of the site. The proposed maximum heights of the indicative masterplan are concentrated away from remaining significant view corridors. Including the view corridor to/from Dunmore Street and from further afield at Bungaree Road which are purposely unobstructed by the proposed built form. This ensures the predominance of Dunmore House is maintained within the wider locality.

- The established curtilage around the heritage items ensures the landscape zone will remain unencumbered by any development. This ensures landscaped areas will continue to be appreciable as part of the original Dunmore House gardens. Its retention is critical to the relationship of the setting, size and grandeur of the original estate.

- The character of the site in relation to the wider area is reflected in the landscape plan through enhancement of the existing curved approaches, improvement of existing native landscape planting and reinforcement of the northern lawn as the central axis which will continue to act as an important gathering space for the local community.

- Presently all carparking on site is above ground, which has a negative visual impact on the setting of both items. The indicative masterplan illustrates that the proposed car parking is located underground throughout the site to preserve the landscape setting of the items.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

Changes to control in Height

- The proposed change to the height controls will facilitate the construction of buildings of greater scale than the existing. Development of this scale will have some impact upon the setting of both Ashwood House and Dunmore House. It is important to consider that the proposed changes in height will not occur in isolation within the historically low-density suburb. The site adjoining to the

east, the former Bonds Industrial site, has recently been approved for rezoning by the State Government to allow for commercial and residential development to occur. The proposed *LEP 2013* amendment seeks future built form changes in controls to allow for built forms of comparable scale and density to the former Bonds Industrial site. This development in conjunction with the proposed development on the site, enabled by the amendment to the *LEP 2013*, will assist in revitalising both Dunmore House and its historic relationship to the former Bonds Industrial site.

- Dunmore House is located at the highest point in the area with a drop of approximately 10m towards Jones Street, Dunmore Street, Rowley Street and Pendle Way. The change in topography enables a greater maximum height to be achieved without overwhelming Dunmore House. The indicative masterplan concentrates taller buildings to the north west of Dunmore House and tapers away from this point. This ensures there is a sensitive transition to surrounding development.

- The proposed heights to the rear of Ashwood House have been carefully considered in relation to itself. To mitigate the impact on Ashwood House, the established curtilage allows for a 13m setback behind the building. It allows for Ashwood House to be read individually, which is important for understanding its original form. The indicative built form seeks to mirror the three projecting volumes of the primary elevation of Ashwood House. This allows the new built form to fit better contextually within the sensitive historic setting. While the proposed indicative building is contemporary in character it demonstrates respect for the key forms, and architectural proportions of the item. The landscape plan also indicates that native Frangipanis will be planted to the rear of Ashwood House. The native planting will further mitigate the presence of the new building by partially screening it from Ashwood House.

- There will be limited overshadowing of both heritage items. The bulk of the height behind Ashwood House is concentrated to the south. While the separation between the indicative built forms around Dunmore House ensures there is limited overshadowing to the item.

Rezoning – to high density residential

- The proposed rezoning from R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential to R4 High Density Residential is consistent with the surrounding context due to the proximity of the site to Pendle Hill Railway Station and recently rezoned adjoining Bonds Industrial Site. It is also supported by the Greater Sydney Region Plan, Central District Plan and Council's Draft LSPS.

- The proposed rezoning of the curtilage surrounding Dunmore House to RE2 Private Recreation will have no heritage impact as this land zoning further protects the this area from large scale development. The curtilage surrounding both items is established to respect the setting, view corridors and overshadowing implications with limited development to occur within the established zone. This ensures significant elements of the site are preserved without isolating the site from future development.

Change to FSR - 1.5:1

- The proposed amendment to the floor space ratio development standards will enable development of greater scale and density on the site. As outlined above, future development enabled by the *LEP 2013* amendment of this scale will have some impact on the setting of both items. It is mitigated by the extent of established curtilage surrounding the items

The following sympathetic solutions have been considered and discounted for the following reasons:

Retaining the site as it currently is does not allow for the appropriate conservation or interpretation of either Dunmore or Ashwood House. As outlined above, Dunmore House is only intermittently used, the proposed intensification of the site offers an opportunity for more persons to utilise the site consistently, which will facilitate its ongoing conservation. Utilising Dunmore House as a private residence, which was its original use has been discounted as the association with the Churches of Christ (Fresh Hope Care) has a greater long term association with the site.

7.2 Assessment CMP 2008 Policies

	Principles	Policy	Response
A	Recognise and retain heritage values.	Retain identified heritage values and avoid adverse heritage impacts.	The heritage values of both Dunmore and Ashwood House are retained by the amendment to the *LEP 2013*
B	Maintain statutory listing.	The site should continue to be listed as a heritage item within Schedule 5 of the *Holroyd LEP 2013* and succeeding documents.	The site will continue to be listed Schedule 5 of the *Holroyd LEP 2013.*
C	Provide responsible site management.	Ensure there is an effective system of management for heritage matters. Acknowledged points of responsibility for the care of the site should be devised.	Fresh Hope Care have been excellent custodians of both heritage items.
D	Make use of professional advice.	Advice should be sought from experienced professionals for all works aside from routine maintenance.	Weir Phillips Heritage and Planning has been engaged throughout all stages of the indicative masterplan development and proposal documentation
E	Review this CMP on a timely basis.	Review this CMP at five year intervals or at such times as deemed necessary by events, such as major changes in use, ownership or circumstances.	The accompanying CMP 2019 was a review of an earlier CMP dated 2014.
F	Provide for an appropriate and viable use for the site, building and interior spaces.	An ongoing, viable, use for the site should be facilitated.	The proposed amendment to the *LEP 2013* amendment will facilitate an ongoing viable use for the site as an expanded age care facility. The proposed intensification of the site is in line with the surrounding context and State and local government policies.

	Principles	Policy	Response
G	Retain and enhance significant buildings and spaces.	Retain and enhance the heritage values of identified significant building.	The curtilage around both Dunmore House and Ashwood House has been adopted by the Planning Proposal which has taken into consideration tangible and intangible historic relationships and aesthetic relationships defined by vistas and visual corridors.
H	Retain and enhance significant vistas.	Ensure identified significant vistas are protected.	The curtilage established in relation to both heritage items ensures that both identified significant views and vistas towards the site are protected.
I	Maintain safety measures, fire protection and compliance with building regulations.	The site should satisfy all current fire safety and building regulation requirements. Alternative Solutions or concessions providing alternative means of achieving the desired safety requirements should be sought, particularly where those concessions can minimize impact on significant fabric and elements.	The buildings meet current fire safety and building regulation requirements.
J	Continue to carry out maintenance and repair.	All significant elements should be actively maintained and conserved as part of site management. Maintenance should be carried out in a timely manner. Where possible, repair existing fabric rather than replace. Repairs should be based on appropriate knowledge. Conjecture, guesswork or prejudicial estimation is not acceptable.	The proposed uses (which will be addressed at the detailed design phase of the proposal) will facilitate the ongoing conservation of both the interior and exterior of the heritage items.
K	Provide security.	Continue to provide security for the site. Identify any new threats to security as they may arise. Security should take into account impact on heritage significance and fabric of significance, and should include the exclusion of vermin and birds.	Existing security will continue to be provided on the site.

	Principles	Policy	Response
L	Maintain the setting	The significant aspects of the setting of the site should be maintained.	As outlined above, the setting of Dunmore House and Ashwood House has changed significantly over the lifetime of both buildings. The proposed curtilage established by the CMP seeks to preserve the original landscape setting of the semi-rural mansion as well as the relationship between the two items when the site was first developed as an aged care facility. No significant development is to occur within the established curtilage.
M	The level of significance of the buildings and their individual components, should be used to guide the level of change that can occur. Proposed changes should be accompanied by detailed assessments of component parts.	The level of significance should guide the degree of change. Changes may be made, provided their impact is assessed as acceptable and that all changes are carefully recorded. Proposed adaptations and new uses that would introduce irreversible modifications to significant elements and have an adverse impact on significance are to be avoided where possible.	No physical changes to either building are proposed by the amendment to *LEP 2013*.
N	The retention and conservation of significance should be at the forefront of planning for new work to site. Procedures associate with new work should facilitate the retention and conservation of significance.	New work to significant elements should respect the heritage values of these places.	No physical changes to either building are proposed by the amendment to *LEP 2013*.

	Principles	Policy	Response
O	New works on the site should avoid having an adverse impact on significance.	New works should be designed to complement the existing significant buildings. New works should enhance or, at the very least, not diminish or mask significance.	While the proposed amendment to the *LEP 2013* does not seek physical changes to either heritage buildings. The indicative masterplan has designed building envelopes that do not diminish or mask significance. Their scale, massing, and form of the envelopes complements the existing buildings and helps maintain an appropriate setting.
P	Resist the introduction of intrusive elements and remove existing intrusive elements.	Elements considered obtrusive should first be assessed to determine heritage significance and, if found to have no heritage value, removed or modified so as to eliminate or reduce their detrimental impact on significance. Fabric/elements that are part of the history of the site, but which no longer perform their intended function, should not automatically be regarded as intrusive elements.	No physical changes to either building are proposed by the amendment to *LEP 2013*.
Q	Introduce services in a sensitive manner.	New services should be introduced in a sensitive manner. Evidence of redundant significant services should be retained where they contribute to the narrative of the place.	No physical changes to either building are proposed by the amendment to *LEP 2013*.
R	Consider potential archaeological significance.	Archaeological impact should be considered in future proposals.	No physical changes to either building are proposed by the amendment to *LEP 2013*. All future works will take into consideration the conclusions identified in the Archaeological Assessment by Artefact Heritage Services in March 2020.[14]
S	It is important that heritage significance be considered,	New owner(s) or occupier(s) should be made aware of the	The Churches of Christ – Fresh Hope Care have been proud custodians of both Dunmore House and Ashwood House for

[14] Artefact (report, March 2020). *230-290 Dunmore St, Pendle Hill Rezoning, Liverpool. Non-Aboriginal (Historic) Archaeological Assessment.* Prepared for Fresh Hope Care.

	Principles	Policy	Response
	should a change in ownership, occupation or use be proposed.	significance of the site at the outset. New uses should only be considered if they are compatible with the retention and/or recovery of the identified character and significance of the site, significant buildings and spaces. At the very least, they should not be detrimental to significance.	a number of years. The owners are aware of the statutory obligations of owning and maintaining heritage items.
T	Prepare and implement interpretation strategies	All means should be taken to ensure that knowledge about the site and its heritage significance remains within the general knowledge of the site users. Interpretation should represent significant aspects of the site's history and include both tangible and intangible elements. Interpretation should be reflected in the physical presentation of the site (and in new works) as well as through the installation of specific interpretative devices.	While not the subject of this proposal it is anticipated that a comprehensive heritage interpretation strategy will be developed and implemented.
U	Encourage research.	Research directed at increasing the knowledge and understanding of the site and its environment should be encouraged and supported.	The process of providing an interpretation strategy will stimulate research of the place.
V	Record and archive any works to the site.	New work should be recorded in a manner that reflects the extent of work and the significance of the element/area involved. A comprehensive copy of all relevant archival material and all records of new work should be assembled for reference use and stored on site.	A full photographic archival record will be undertaken prior to the commencement of any works
W	Protect moveable heritage.	Identify and retain moveable heritage.	Any moveable heritage will be recorded and retained in-situ as part of any future development.

7.3 *Effect of Work on Heritage Items in the Vicinity*

Former Bonds Spinning Mills site:

The proposed amendments to the *LEP 2013* will facilitate future uplift on the subject site that have some impact the significance of the former Bonds Industrial site. The former Bonds Industrial site is located immediately to the east of the site. Topographically the Bonds Industrial site sits below the subject site due to a land cutting (into the side of Pendle Hill) created to facilitate a level area for the Bonds Spinning Mills Factory to be constructed. New buildings constructed as part of the proposed amendments to the *LEP 2013* on the Fresh Hope Care site will be visible from the Bonds Spinning Mills Factory. Considering the proposed context of uplift designated for the Bonds Spinning Mills Factory, the impact of new buildings constructed on the Fresh Hope Care site is considered to be negligible. The impact of the proposed changes to the planning controls is acceptable for the following reasons:

- No significant view corridors to or from the Bonds Spinning Mills site will be blocked. While the historic relationship between the two sites is considered significant, the views between the sites are not considered to be of significance.
- The indicative masterplan anticipates a through-site link to the former Bonds Spinning Mills site through the Fresh Hope Care Site from Dunmore Street and Pendle Way. This is a good heritage outcome as the proposal reinforces the historic relationships between the two sites which allows both items it to be used and appreciated into the future. The detailing of the potential through site link has yet to be finalised, however it is anticipated the link will be designed to minimise the visual impact on both sites.
- The proposed controls are consistent with the plans of future development in the area and with the emerging Pendle Hill context.

Other heritage items

The proposed works will have no impact on the heritage items in the vicinity of the site identified in Section 4.2 of this statement for the following reasons:

- The proposed works maintain the overall massing, scale and character of the homestead (see above).
- The proposed works will have no impact on the curtilage of these items.
- The proposed works will not impact on significant view corridors towards these items.
- The proposed works will not impact on significant view corridors out of these items.

Given the above, the proposed works will have no impact on the ability to understanding the historic, social, aesthetic or technical significance of these items.

8 CONCLUSIONS

This Heritage Impact Statement has considered the history of Dunmore and Ashwood House at Dunmore Street, Pendle Hill. The amendment to the *LEP 2013* relating to the subject site will have an acceptable impact within the site and those within the vicinity. The established curtilage around both Dunmore and Ashwood House provides adequate separation between the indicative built forms to negate the impact of the change to the *LEP 2013* controls.

- No significant view corridors to the heritage items will be impeded or blocked by a future proposal built to the controls.
- When considered in the context of the current (and future) skyline which includes a taller built form, there will be a negligible heritage impact on

Dunmore and Ashwood House and its visual setting either from a building built to the current controls or the future (proposed) controls.

- The proposed incorporation of a through-site link to the former Bonds Spinning Mills site reinforces the historic relationship between the two sites.
- The indicative masterplan designs the site carparking as largely underground to ensure visual impact is minimised and the landscape setting is preserved and enhanced.
- The proposal provides for a use that is a good fit with the existing use of the site as the proposed seniors living, community facilities and aged care facility are associated with the current and historic uses of the site.

DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 9

Preliminary Contamination Assessment

Appendix K

Preliminary Contamination Assessment prepared by Geotechnique

Planning Proposal
Dunmore Street, Pendle Hill | April 2020



GEOTECHNIQUE® PTY LTD

ABN 64 002 841 063

ACLCA

PRELIMINARY CONTAMINATION ASSESSMENT

LOTS 2 & 3 IN DP554208, LOT A IN DP335578, LOT 472 IN DP1204429 AND LOTS 1 & 2 AND LOTS 8-12 IN DP24728
222-266, 268-280, 282, 284 DUNMORE STREET AND
83, 85, 87, 89, 91, 93, 105 PENDLE WAY, PENDLE HILL

REPORT NO 14467/1-AAR1 23 July 2019

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GEOTECHNIQUE® PTY LTD

ABN 64 002 841 063

Job No: 14467/1
Our Ref: 14467/1-AAR1
23 July 2019

Mark Garden
General Manager Property Development
Fresh Hope Care
Level 1, 3 Rider Boulevard
RHODES NSW 2138
Email: Mark.Garden@freshhopecare.org.au and belinda@9springs.com.au

Attention: Mr Mark Garden

Dear Sir

re: **Proposed Development**
Lots 2 & 3 in DP554208, Lot A in DP335578, Lot 472 in DP1204429 and Lots 1 & 2 and Lots 8-12 in DP24728 – 222-266, 268-280, 282, 284 Dunmore Street and 83, 85, 87, 89, 91, 93, 105 Pendle Way, Pendle Hill
Preliminary Contamination Assessment

Please find herewith, as requested the updated preliminary contamination assessment report.

A brief of the outcome of the assessment is summarised in the Executive Summary.

If you have any questions, please do not hesitate to contact the undersigned.

Yours faithfully
GEOTECHNIQUE PTY LTD

Reviewed by

ISAAC CONDIE
Environmental Scientist

DANDA SAPKOTA
Associate

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ACLCA

EXECUTIVE SUMMARY

A preliminary contamination assessment (PCA) was carried out for the site currently registered as Lots 2 & 3 in DP554208, Lot A in DP335578, Lot 472 in DP1204429 and Lots 1 & 2 and Lots 8-12 in DP24728, located at 222-266, 268-280, 282, 284 Dunmore Street and 83, 85, 87, 89, 91, 93, 105 Pendle Way, Pendle Hill, in the local government area of Cumberland.

The objectives of the assessment are to identify any areas of potential contamination and to assess if the site is likely to present a risk of harm to human health and the environment under the conditions of the proposed residential (seniors living, assisted living, associated wellness facilities & affordable housing) and community uses.

In order to achieve the objectives, a site reconnaissance and review of site historical and geological information were carried out.

Based on the information obtained in the preparation of this report, it is considered that the site has potential for contamination due to past and present site activities.

Based on the information site observation and desktop review for the PCA, it is considered that the site has a low potential for contamination due to minimum exposure of soil to human health under the current land use / present site conditions. However, as the site is proposed for rezoning for the residential development which will result in exposure of the soils to humans and the environment, we recommend an implementation of a suitable sampling and testing plan, to address the potential for contamination listed in Section 7.0 of this report, in order to determine the contamination status of the soil within the site. If any contaminants are identified the site can be made suitable for the proposed use, following successful remediation and validation.

During the development application stage, it is considered reasonable for conditional development consent to be issued to require the sampling and testing to determine the need or otherwise for remediation. It is considered that based on this approach Council's requirement can be satisfied that the site can be made suitable for the proposed use subject to the sampling and testing followed by remediation and validation (if required).

If any suspect materials (identified by unusual staining, odour, discolouration or inclusions such as building rubble, asbestos sheets(s)/pieces(s)/pipe(s), ash material, etc.) are encountered during any stage of future earthworks/site preparation, we recommend that this office is contacted for assessment. In the event of contamination, detailed assessment, remediation and validation will be necessary.

For any materials to be excavated and removed from the site, it is recommended that waste classification of the materials, in accordance with the "Waste Classification Guidelines Part 1: Classifying Waste" NSW EPA 2014a; NSW EPA resource recovery exemptions and orders under the Protection of the Environment Operations (Waste) Regulation 2014, or NSW EPA Certification: Virgin excavated natural material is undertaken prior to disposal at a facility that can lawfully accept the materials.

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Any imported soil (fill) must be assessed by a qualified environmental consultant, prior to importation, to ensure suitability for the proposed use. In addition, the imported fill must not contain asbestos and ash, be free of unusual odour, and not be discoloured and not acid sulphate soil or potential acid sulphate soil. The imported fill should either be virgin excavated natural material (VENM) or excavated natural material (ENM) (NSW EPA 2014b and 2014c)

Reference should be made to Section 9.0 of the report and Appendix H, which sets out details of the limitations of the assessment.

Fresh Hope Care
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TABLE OF CONTENTS

Page

1.0 INTRODUCTION ---- 1
2.0 SCOPE OF WORK ---- 2
3.0 SITE IDENTIFICATION ---- 3
4.0 SITE HISTORY ---- 3
4.1 Aerial Photographs ---- 3
4.2 NSW Land Registry Services Records ---- 4
4.3 Section 10.7 (2) Planning Certificates ---- 4
4.4 Council Records ---- 5
4.5 NSW EPA Record of Notices and Environment Protection Licences ---- 5
4.6 SafeWork NSW Records ---- 6
5.0 SITE CONDITION AND SURROUNDING ENVIRONMENT ---- 6
5.1 Site Condition ---- 6
5.2 Surrounding Environment ---- 7
6.0 TOPOGRAPHY, GEOLOGY & HYDROGEOLOGY ---- 7
7.0 CONCEPTUAL SITE MODEL / POTENTIAL AREAS OF ENVIRONMENTAL CONCERN ---- 7
7.1 Potentially Contaminated Media ---- 8
7.2 Potential Migration ---- 9
8.0 CONCLUSION AND RECOMMENDATIONS ---- 9
9.0 LIMITATIONS ---- 10

LIST OF REFERENCES

DRAWING

Drawing No 14467/1-AA1 *Site Features*
Survey Plan No 15214: *Provided by the Client*

APPENDICES

APPENDIX A *Recommended General Process for Assessment of site contamination - Flow Chart*
APPENDIX B *NSW Land Registry Services Records*
APPENDIX C *Aerial Photographs*
APPENDIX D *Section 10.7 (2) Planning Certificates*
APPENDIX E *NSW EPA Record of Notices & Environment Protection Licences*
APPENDIX F *SafeWork NSW Records*
APPENDIX G *Groundwater Bore Records of Department of Primary Industries, Office of Water*
APPENDIX H *Environmental Notes*

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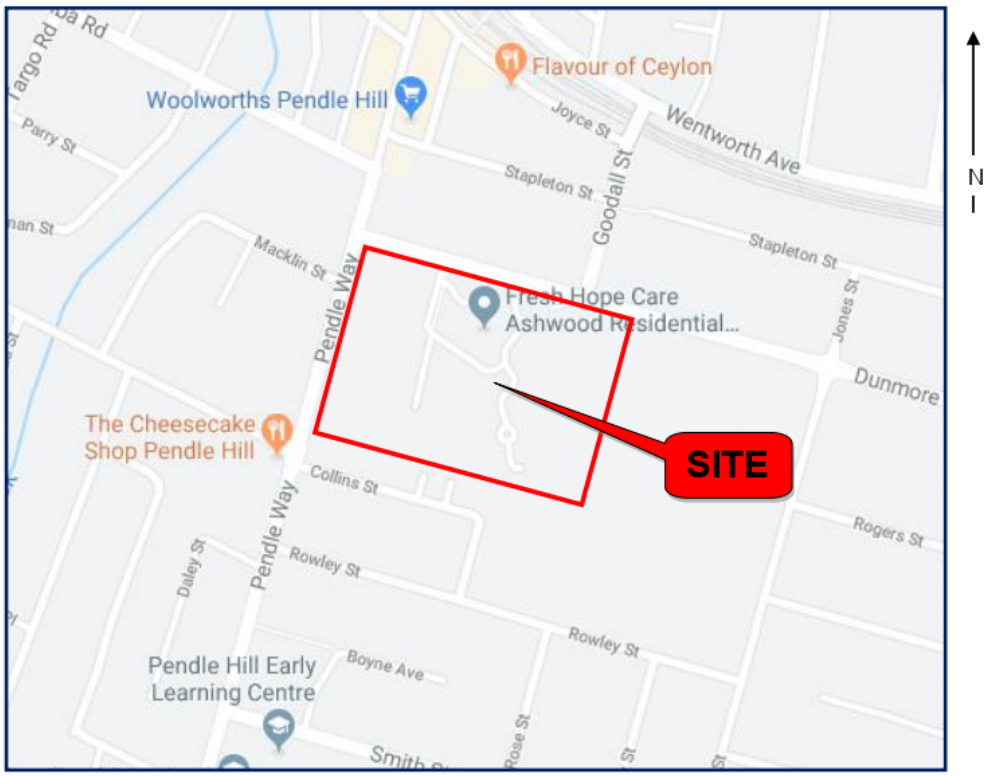
1.0 INTRODUCTION

This report presents the results of a preliminary contamination assessment (PCA) for the site currently registered as Lots 2 & 3 in DP554208, Lot A in DP335578, Lot 472 in DP1204429 and Lots 1 & 2 and Lots 8-12 in DP24728, located at 222-266, 268-280, 282, 284 Dunmore Street and 83, 85, 87, 89, 91, 93, 105 Pendle Way, Pendle Hill, in the local government area of Cumberland, as indicated in Figure 1 below.



Map Data ©2019 Google

The site is proposed for proposed residential (seniors living, assisted living, associated wellness facilities & affordable housing) and community uses.

The objectives of this PCA with desktop study and site inspection are to identify any potential contaminants, potentially affected media and potential areas of contamination and site conditions, and to determine if the site is likely to present a risk of harm to human health and the environment under the conditions of the proposed uses.

This report was prepared generally in accordance with the NSW Environment Protection Authority (EPA), "Guidelines for Consultants Reporting on Contaminated Sites" (NSW OEH 2011) and to satisfy Managing Land Contamination: Planning Guidelines, State Environmental Planning Policy No. 55 – Remediation of Land (NSW DUAP/EPA 1998) and NEPM 1999 (April 2013).

The assessment of site contamination is to determine the nature, extent and concentrations of potential contaminants either on or off-site, and the actual or potential risk to human health or the environment, resulting from those contaminants (if any) for the proposed development.

The National Environment Protection (Assessment of Site Contamination) Measure 1999 (NEPM 1999) provides recommended methods for assessment and was amended in 2013 (NEPM 1999, April 2013).

Schedule A of the NEPM (1999) describes the tiered or staged site assessment process. Tier 1 comprises preliminary assessment/investigation and detailed contamination assessment (DCA). Tier 2 and Tier 3 investigations comprise site-specific risk assessments. The recommended general process for the assessment of site contamination is shown in the flow chart in Appendix A as gleaned from Schedule A of the NEPM (1999).

As part of Tier 1 assessment, a Preliminary contamination assessment (PCA) usually includes a desktop study and site inspection to collect information to identify any potential contaminants, potentially affected media and potential areas of contamination, and to determine if the site is likely to present a risk of harm to human health and the environment under the conditions of the proposed uses. The findings of the review of the desktop study (as part of the PCA) are used to develop an initial conceptual site model (CSM) for the site. The human health risk is of primary concern when assessing land use and exposure scenarios. The assessment of site contamination also includes a consideration of risks to the environment. The on-site and off-site impacts of contaminants are considered to address the potential adverse impacts. The initial PCA may be followed by a more detailed assessment of human health risks and ecological risks depending on the findings of the PCA.

2.0 SCOPE OF WORK

In order to achieve the objectives of this assessment, the following scope of work was conducted in accordance with our email fee proposal dated 1 May 2019:

- A desktop study of;
  - Historical aerial photographs
  - NSW Land Registry Services records
  - Section 10.7 (2) Planning Certificates
  - Council records
  - NSW EPA Record of Notices for Contaminated Lands
  - Search for licences, applications and notices under the Protection of Environment Operations (POEO) register
  - SafeWork NSW records
  - Soil and geological maps
  - Groundwater bore records of Department of Primary Industries, Office of Water
- An inspection to observe present site conditions and any areas of environmental concern based on visual and olfactory indicators of potential contamination.

3.0 SITE IDENTIFICATION

The site is located at 222-266, 268-280, 282, 284 Dunmore Street and 83, 85, 87, 89, 91, 93 and 105 Pendle Way, Pendle Hill, in the local government area of Cumberland Council and is registered as Lots 2 & 3 in DP554208, Lot A in DP335578, Lot 472 in DP1204429 and Lots 1 & 2 and Lots 8-12 in DP24728.

As shown on Drawing No 14467/1-AA1 and the attached Survey Plan No 15214-T3, the site is rectangular, measuring about 330 metres (m) along the Dunmore Street and 220m along Pendle Way, covering an area of 7.31 hectares (ha).

Reference may be made to the cadastral and deposited plans in Appendix B for details of the site location and dimensions.

4.0 SITE HISTORY

In order to formulate a picture of the site history and to assist in identification of any potential contamination, Geotechnique Pty Ltd (Geotechnique) reviewed available information, including historical aerial photographs, NSW Land Registry Services records, Planning Certificates under Section 10.7 (2) of the Environmental Planning and Assessment Act 1979, Council records, NSW EPA record of Notices for Contaminated Land and records of the POEO Public Register, as well as SafeWork NSW information on potential licensing to keep dangerous goods.

The information review is presented in the following sub-sections.

4.1 Aerial Photographs

Aerial photographs taken in 1951, 1961, 1970, 1986, 1998, October 2009 and April 2019 were examined. Copies of the aerial photographs are included in Appendix C of this report. The writer made the following observations. Due to scale, some of the listed observations are the best interpretations only.

All the aerial photographs indicate that Dunmore Street is located adjacent to the north of the site.

1951	The site appears to consist of several structures (buildings/sheds) along the southern boundary, the centre and northern boundary of the site. The rest of the site appears to consist of open space with scattered trees. The site appears to be surrounded by residential land to the south, Dunmore Street to the north, Pendle Way to the west and an industrial/commercial warehouse and vacant land to the east.
1961	The site appears to remain essentially unchanged apart from the construction of several dwellings along the western boundary. The neighbouring land to the east appears to have undergone some development with the construction of an additional industrial/commercial warehouse.
1970	The site and neighbouring properties appear to remain essentially unchanged since 1961.
1986	The site appears to have undergone significant development with the construction of a residential complex in the western half of the site and a smaller residential structure in the north-eastern corner of the site. The neighbouring properties appear to remain essentially unchanged.

1998	The site appears to have undergone some development with the construction of large residential buildings in the north-west of the site and small structures in the south-eastern corner and on the eastern boundary of the site. Some soil disturbance appears to have also occurred in the northeast of the site. The neighbouring land to the east appears to have undergone some development with the possible modifications to the industrial/commercial warehouses.
October 2009	The site and neighbouring properties appear to remain essentially unchanged since 1998.
April 2019	The site and neighbouring properties appear to remain essentially unchanged since October 2009.

In summary, the aerial photographs reveal that the site has been slowly developed over the years with the construction of residential buildings and associated structures.

The adjacent land to the north, west and south have remained essentially the same since 1951, being occupied by Dunmore Street to the north, Pendle Way to the west residential properties to the south. The land to the west appears to have been used for industrial/commercial purposes since 1951, and has been developed over the years.

4.2 NSW Land Registry Services Records

The chronological list of proprietors and lessee for the site is presented in Appendix B.

The records of reviewed land titles indicate various current and past owners (either private or commercial) of the site. It was noted that parts of the site were also owned by a panel beater and builders during the period between 1953 and 1959, a boilermaker during the period between 1954 and 1974 and a fitter mechanic during the period between 1956 and 1981.

4.3 Section 10.7 (2) Planning Certificates

Review of the selected Planning Certificates (Numbers 880/2019, 879/2019, 881/2019, 882/2019, 883/2019, 1280/ 2019, 1281/ 2019, 1282/ 2019, 1283/ 2019, 1284/ 2019 and 1285/ 2019) under Section 10.7 of the Environmental Planning and Assessment Act 1979, for Lots 2 & 3 in DP554208, Lot A in DP335578, Lot 472 in DP1204429 and Lots 1 & 2 and Lots 8-12 in DP24728 issued on 6 May & 1 July 2019 by Cumberland Council, indicated the following:

- The site is composed of lots zoned Low, Medium and High Density Residential (R2, R3, & R4).
- The site does not include or comprise critical habitat.
- The site is not in a conservation area.
- An item of environmental heritage is situated in Lot 3 in DP554208 and Lot A in DP335578.
- The site is not affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979*.
- The site has not been proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961*.
- The site is not affected by road widening / road realignment under Division 2 of Part 3 of the Roads Act 1992, any environmental planning instrument or any resolution of the Council.

- Council is not aware of the site including any residential premises listed on the Loose-Fill Asbestos Insulation Registered maintained under Division 1A of Part 8 of the Home Building Act 1989.
- The site is not affected by any of the matters prescribed by Section 59(2) of the Contaminated Land Management Act 1997.

Reference may be made to Appendix D for the Section 10.7 (2) Certificates.

It should be noted that the street addresses 95, 97, 99, 101 and 103 Pendle Way are related to Lot 472 of DP1204429, with street address as 282 Dunmore Street (Refer to the Certificate No 882/2019 in Appendix D).

4.4 Council Records

Publicly available records of the Cumberland Council focus primarily on Development Applications (DA), Building Applications (BA) and application approvals. This information can sometimes include complaints or comments from neighbouring persons or companies, which might be relevant to the contamination status of the site.

The available council records were accessed by an Environmental Scientist from Geotechnique on 16 May 2019 and are summarised below:

- 16 January 2009, Council approval of development application (DA 2008/160/1, Lot 3) by Living Care for proposed construction of a new entry structure and communal facilities to an existing residential care facility and construction of associated car park.
- 29 September 2009, Council approval of construction certificate (CC 2009/324/1, Lot 3) by Living Care for proposed alteration & additions to existing aged care facility staff rooms enclosing existing balcony spaces.
- 19 December 2013, Council approval of development application (DA 2013/360/1, Lot 3) by Paynter Dixon Constructions for proposed internal refurbishment and additions to existing seniors living facility to increase the number of resident rooms by 7 and associated driveway, car park, engineering and landscape works.
- 18 February 2016 Council approval of development application (DA 2015/3/1, Lot 3) by Integrated Design Associates for proposed alteration and additions to existing Dunmore House to create training and conference rooms; construction of a pergola and ancillary accommodation associated with the training and conference room.

4.5 NSW EPA Record of Notices and Environment Protection Licences

The NSW OEH maintains the record of EPA notices for contaminated lands under Section 58 of the Contaminated Land Management (CLM) Act 1997. The notices relate to the investigation and/or remediation of site contamination considered to pose a significant risk of harm under the definition in the CLM Act. A search of the EPA notices on 14 May 2019 revealed no notices issued for the site. It should be noted that the NSW EPA record for Contaminated Land does not provide a record of all contaminated lands in NSW. At the time of searching the records, 377 sites in NSW were registered in the database. The EPA issues environment protection licences to owners or operators of various industrial premises under the Protection of the Environment Operations (POEO) Act to control the air, noise, water and waste impacts of an activity. A search of the POEO Public Register on 14 May 2019 found no records for the site.

NSW EPA and the POEO Public Register records are detailed in Appendix E of this report.

4.6 SafeWork NSW Records

A request was made to SafeWork NSW to search for any information on the storage of hazardous chemicals.

A search of the records held by SafeWork NSW has not located any records pertaining to the site, as detailed in Appendix F.

5.0 SITE CONDITION AND SURROUNDING ENVIRONMENT

5.1 Site Condition

An Environmental Scientist from Geotechnique made the following observations during a site inspection for this PCA on 13 May 2019. At the time of inspection, the site consisted of residential land used as a senior's facility with multiple structures. The following observations were made about the site:

- Five (5) residential dwellings in the south west of the site; one constructed of fibro brick and tile roofing, one constructed of weatherboard, brick and tile roofing, one constructed of brick and tile roofing with a fibro garage, one constructed of weatherboard, brick and tile roofing with a weatherboard and galvanised iron (GI) garage, and one constructed of weatherboard, brick and tile roof dwelling with a weatherboard and tile roof garage.
- A large care facility constructed of brick, weatherboard and GI roofing.
- A small timber shelter.
- An area with large metal bins and old armchairs on a paved surface.
- A large care facility constructed of brick and tile roofing.
- Several asphalted car parks, paths and roads.
- Two (2) electrical substations.
- A gravel and grass car park.
- A care facility constructed of brick and tile roofing on a concrete slab with an attached metal roof covering a paved courtyard.
- A brick and GI roof structure used for laundry cleaning.
- An area with several stockpiles of soil, sand and mulch in the east of the site with approximate dimensions of 6m x 3m x 0.3m.
- A residential facility constructed of brick and GI roofing with a lower ground car park.
- A residential dwelling constructed of brick and tile roofing with a fibro garage.
- A residential complex composed of numerous brick, weatherboard and tile roof structures with garden beds, concrete paths and a central concrete road.
- Three (3) residential dwellings constructed of brick, fibro and tile roofing.
- A brick, timber fibro and GI roof structure storing flammable liquids.
- A structure with rendered brick walls, GI and tile roofing, with a small fibro and GI roof extension.
- Several possible fill areas.
- Two (2) metal shipping containers.
- A brick, timber and GI roof workshop on a concrete slab.
- A rendered brick and GI roof structure with a concrete car park.

The site features are indicated on Drawing No 14467/1-AA1.

There was no petroleum hydrocarbon staining on the ground surface of the site that would indicate the obvious potential for contamination. There were no signs of plant distress or visible indicators of potential contamination. There were no olfactory indicators of potential contamination. There were no obvious features (bowsers, breather pipe, inlet valve and piping) associated with underground storage tanks.

5.2 Surrounding Environment

At the time of undertaking the inspection, observations of the neighbouring properties were as follows:

To the north	Dunmore Street
To the south	Residential land
To the east	Industrial Warehouses
To the west	Pendle Way

6.0 TOPOGRAPHY, GEOLOGY & HYDROGEOLOGY

The site sloped generally to the north.

The Geological Map of Penrith (Clark and Jones 1991) indicates the residual soils within site to be underlain by Triassic Age Shale of the Wianamatta Group, comprising shale, carbonaceous claystone, claystone, laminite, fine to medium grained lithic sandstone, rare coal and tuff.

The Soil Landscape Map of Penrith (Hazelton et al. 1989) indicates that the site is located within the Blacktown soil landscape area and typically consists of highly plastic and relatively impermeable residual soil.

Pendle Creek is located approximately 250m to the west of the site.

A site-specific groundwater analysis is outside the scope of this assessment. However, a search was carried out on 14 May 2019 through the website of Department of Primary Industries Office of Water for any registered groundwater bore data within a radius of 500m of the site. The search revealed no groundwater bores within a radius of 500m of the site. The groundwater map and borehole information is included in Appendix G of this report.

7.0 CONCEPTUAL SITE MODEL / POTENTIAL AREAS OF ENVIRONMENTAL CONCERN

An environmental scientist from Geotechnique conducted a visual site inspection on 13 May 2019. The purpose of the site inspection was to observe present site conditions, the adjoining properties and any areas of environmental concern based on visual and olfactory indicators of potential contamination. During the visual site inspection only non-invasive data was gathered to support the conceptual understanding of the site and the adjoining properties.

A preliminary conceptual site model (CSM) prepared based on the desktop study and a site inspection, identified site-related information about potential contamination sources and receptors and potential migration pathways between those sources and receptors as detailed below:

7.1 Potential Sources of Contamination and Contaminants of Concern

Based on the findings of the desktop review and a site inspection, potential Areas of Environmental Concern (AEC) and associated contaminants have been identified and are presented in the following table:

Potential AEC	Rational / Details	Potential Contaminants
Site features including, residential building and associated fibro, timber, weatherboard and meal features	➢ In the surface soil surrounding the houses, there is potential for metals and OCP contamination due to possible pest control. Due to the age/nature of the houses, some building materials may also contain asbestos.	➢ Heavy Metals ➢ Organochlorine Pesticides(OCP) ➢ Asbestos
The footprints of the existing features, including associated hardstands/driveways/pathways.	➢ Potential for filling to have taken place beneath the features for cut and fill of levelling purposes. Fill materials could have been imported from unknown sources. Therefore, there is potential for the fill materials to be contaminated with the unknown source of origin. ➢ Based on the past owners of the site, Lot 5 and Lot 10 in 5 in DP24728 were owned by panel beater and boilermaker ➢ Possible pest control activities	➢ Heavy Metals ➢ Total Recoverable Hydrocarbon (TRH) ➢ Volatile Organic Compounds (VOC), including Benzene, Toluene, Ethylbenzene and Xylene (BTEX) ➢ Polycyclic Aromatic Hydrocarbon (PAH) ➢ OCP ➢ Polychlorinated Biphenyls (PCB) ➢ Phenols ➢ Asbestos
Stockpile	➢ Soil stockpile could have been imported or generated within site, therefore, there is potential for the stockpiles to be contaminated.	➢ Metals ➢ TRH ➢ BTEX ➢ PAH ➢ OCP ➢ PCB ➢ Asbestos

7.1 Potentially Contaminated Media

Potentially contaminated media present at the site include:

- Topsoil/surface soil, potential fill and
- Natural soils.

Based on the potential mobility of contaminants and their associated potential leachability through the soil / fill profile, vertical migration of contaminants from the surface soils and potential fill material into the underlying natural soils might have occurred. As a result, the natural soils are also considered to be potentially contaminated media.

If a substantial source of contamination is identified within the soil on-site, a groundwater assessment could be necessary.

7.2 Potential Migration

Contaminants generally migrate from a site via a combination of windblown dust, rainwater infiltration, groundwater migration and surface water run-off. The potential for contaminants to migrate is a combination of:

- The nature of the contaminants (solid / liquid and mobility characteristics)
- The extent of the contaminants (isolated or widespread)
- The location of the contaminants (surface soils or at depth)
- The site topography, geology, hydrology and hydrogeology

Off-site impacts of contaminants in soil are generally governed by the transport media available and likely receptors. The most common transport medium is water, whilst receptors include initially uncontaminated soils, groundwater, surface waterbodies, humans, flora and fauna.

The potential contaminants identified as part of the site history review and site inspection were generally in a solid form (e.g. metals, OCP, PAH, PCB, asbestos, etc.).

The open areas of the site are covered by buildings, hardstands, grassed and vegetated surfaces. The potential for migration of contaminants via wind-blown dust is considered low as a result of the lack of exposed soils within the site. The potential for migration of contamination via surface run-off is also expected to be minor. Pendle Creek is located approximately 250m to the west of the site. The majority of the site slopes to the north, towards Dunmore Street. As such, the potential for contamination of surface water bodies as a result of any contaminants within the site is considered to be low.

Migration of soil contaminants to the deeper soils or groundwater regime would generally be via leaching of contaminants from the surface soil or fill, facilitated by infiltration of surface water. If high levels and widespread of contaminants are detected through this assessment a groundwater assessment will be recommended.

7.4 Potential Receptors

The potential sensitive receptors at the site under the current site conditions and in the immediate vicinity are considered to include the residents, site visitors, workers involved for the maintenance of the existing features and amenities, who may come into contact with potentially contaminated media within the site.

8.0 CONCLUSION AND RECOMMENDATIONS

Based on the information site observation and desktop review for the PCA, it is considered that the site has a low potential for contamination due to minimal exposure of soil to human health under the current land use / present site conditions. However, as the site is proposed for rezoning for the residential development which will result in exposure of the soils to humans and the environment, we recommend an implementation of a suitable sampling and testing plan, to address the potential for contamination listed in Section 7.0 of this report, in order to determine the contamination status of the soil within the site. If any contaminants are identified the site can be made suitable for the proposed use, following successful remediation and validation

During the development application stage, it is considered reasonable for conditional development consent to be issued to require the sampling and testing to determine the need or otherwise for remediation. It is considered that based on this approach Council's requirement can be satisfied that the site can be made suitable for the proposed use subject to the sampling and testing followed by remediation and validation (if required).

If any suspect materials (identified by unusual staining, odour, discolouration or inclusions such as building rubble, asbestos sheets(s)/pieces(s)/pipe(s), ash material, etc.) are encountered during any stage of future earthworks/site preparation, we recommend that this office is contacted for assessment. In the event of contamination, detailed assessment, remediation and validation will be necessary.

For any materials to be excavated and removed from the site, it is recommended that waste classification of the materials, in accordance with the "Waste Classification Guidelines Part 1: Classifying Waste" NSW EPA 2014a; NSW EPA resource recovery exemptions and orders under the Protection of the Environment Operations (Waste) Regulation 2014, or NSW EPA Certification: Virgin excavated natural material is undertaken prior to disposal at a facility that can lawfully accept the materials.

Any imported soil (fill) must be assessed by a qualified environmental consultant, prior to importation, to ensure suitability for the proposed use. In addition, the imported fill must not contain asbestos and ash, be free of unusual odour, and not be discoloured and not acid sulphate soil or potential acid sulphate soil. The imported fill should either be virgin excavated natural material (VENM) or excavated natural material (ENM) (NSW EPA 2014b and 2014c).

9.0 LIMITATIONS

Within the scope of work outlined in our email proposal dated 13 May 2019, the services performed by Geotechnique in preparing this report were conducted in a manner consistent with the level of quality and skill generally exercised by members of the profession and consulting practice.

To the best of our knowledge, all information obtained and contained in this report is true and accurate. No further investigation has been carried out to authenticate the information provided. Supporting documentation was obtained where possible, some of which is contained in this report.

This report has been prepared for 9 Springs for the purpose stated within based on the agreed scope of work. Cumberland Council may rely on the report in making development application determination. Any reliance on this report by other parties shall be at such parties' sole risk, as the report might not contain sufficient information for other purposes.

This report shall only be presented in full and may not be used to support any other objective than those set out in the report, except where written approval is provided by Geotechnique.

The information in this report is considered accurate at the completion of field inspection on 13 May 2019. Any variations to the site form or use beyond that date will nullify the conclusion and recommendations stated.

Presented in Appendix H is a document entitled "Environmental Notes", which should be read in conjunction with this report.

LIST OF REFERENCES

Contaminated Land Management Act 1997

Clark, NR, and Jones, DC 1991, *Geological Series Sheet 9030, Scale 1:100,000 (Penrith),* Department of Minerals and Energy, NSW, Sydney

Contaminated Land Management Act 1997,

DUAP/EPA 1998, Managing Land Contamination: Planning Guidelines SEPP 55 – Remediation of Land, Department of Urban Affairs and Planning / NSW Environment Protection Authority, Sydney, Australia.

Hazelton PA, Bannerman SM and Tillie, PJ 1989, *Soil Landscape Series Sheet 9030, Scale 1:100,000 (Penrith),* Soil Conservation Service of NSW, Sydney

NEPM 1999, *National Environmental Protection (Assessment of Site Contamination) Amendment Measures,* National Environmental Protection Council (NEPC), Australia.

NEPM 1999 (April 2013), *National Environmental Protection (Assessment of Site Contamination) Amendment Measures, 1999 (April 2013),* National Environmental Protection Council (NEPC), Australia.

NSW EPA 2017, *Contaminated Land Management: Guidelines for the NSW Site Auditor Scheme (3rd* Edition), New South Wales Environment Protection Authority, Sydney, Australia.

NSW EPA 2014a, *Waste Classification Guidelines, Part 1: Classifying Waste,*

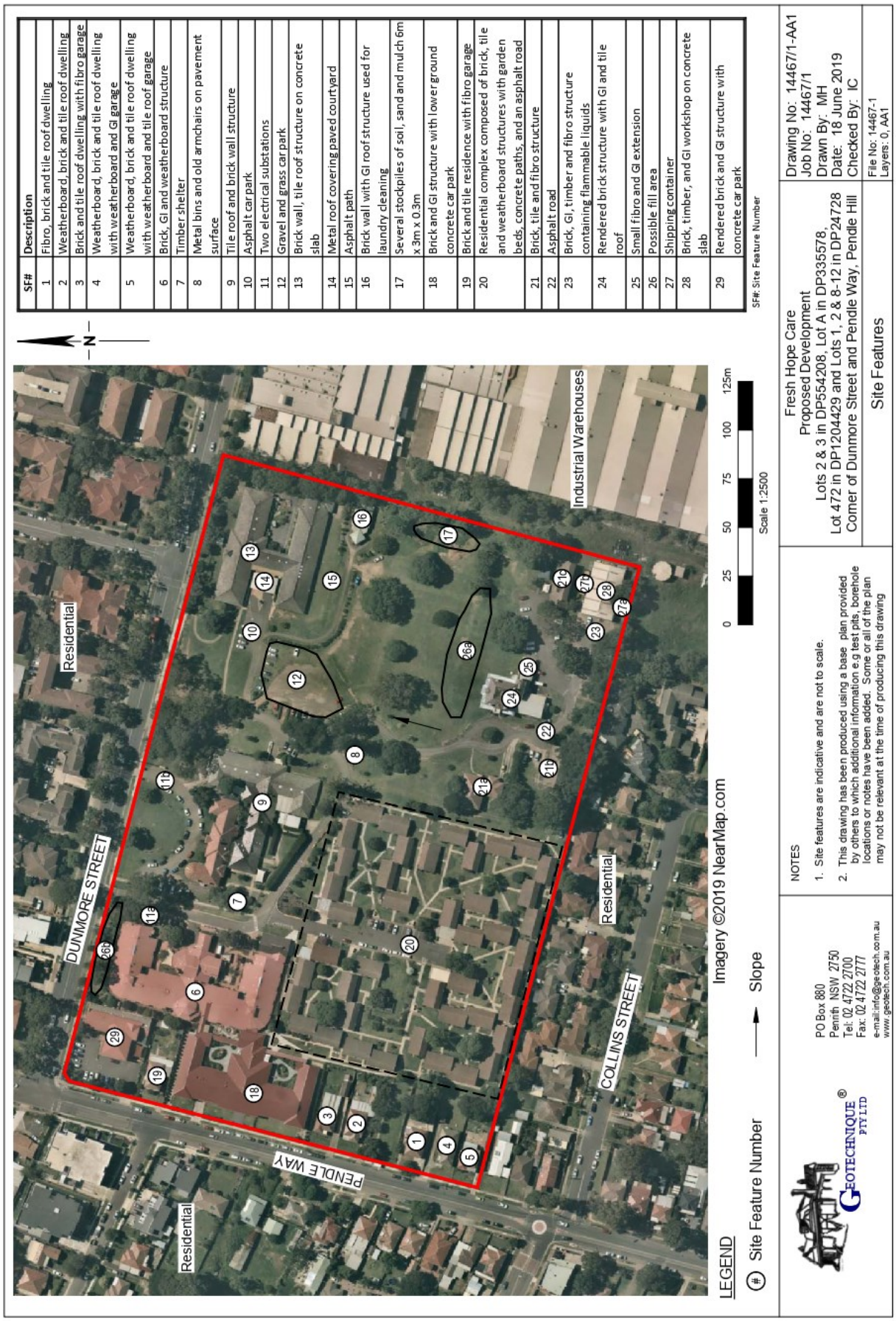
NSW EPA 2014b, *Resource Recovery Order under Part 9, Clause 93 of the Protection of the Environment Operations (Waste) Regulation 2014, The excavated natural material order 2014,* NSW Environment Protection Authority (EPA), Sydney, Australia.

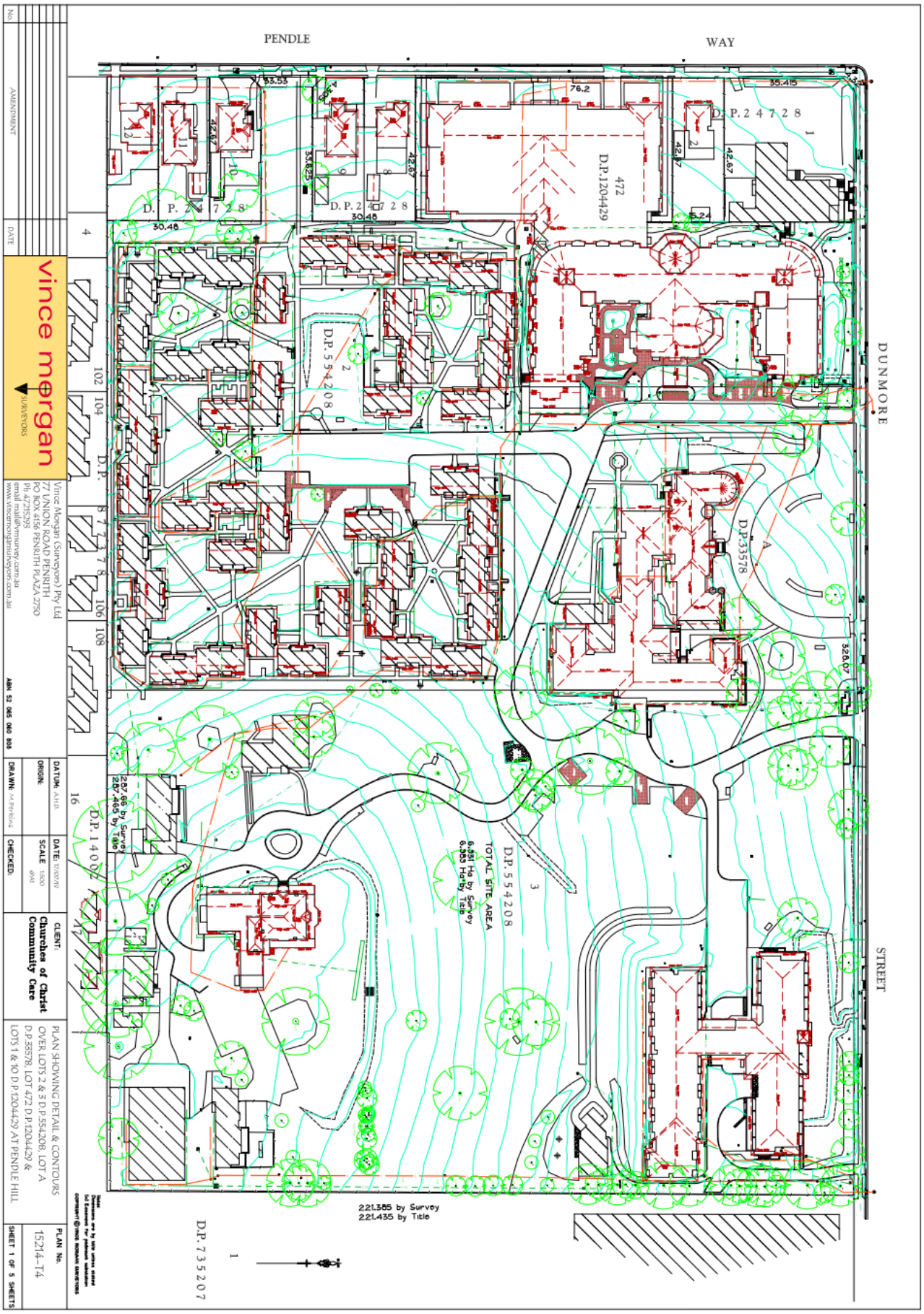
NSW EPA 2014c, *Resource Recovery Exemption under Part 9, Clauses 91 and 92 of the Protection of the Environment Operations (Waste) Regulation 2014, The excavated natural material exemption 2014*. NSW Environment Protection Authority (EPA), Sydney, Australia

NSW OEH 2011, *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites*, NSW Office of NSW Office of Environment and Heritage, Sydney Australia

DRAWING/PLAN

DRAWING NO 14467/1-AA1: SITE FEATURES
and
SURVEY PLAN NO 15214 - T3


SF# Description
1 Fibro, brick and tile roof dwelling
2 Weatherboard, brick and tile roof dwelling
3 Brick and tile roof dwelling with fibro garage
4 Weatherboard, brick and tile roof dwelling with weatherboard and GI garage
5 Weatherboard, brick and tile roof dwelling with weatherboard and tile roof garage
6 Brick, GI and weatherboard structure
7 Timber shelter
8 Metal bins and old armchairs on pavement surface
9 Tile roof and brick wall structure
10 Asphalt car park
11 Two electrical substations
12 Gravel and grass car park
13 Brick wall, tile roof structure on concrete slab
14 Metal roof covering paved courtyard
15 Asphalt path
16 Brick wall with GI roof structure used for laundry cleaning
17 Several stockpiles of soil, sand and mulch 6m x 3m x 0.3m
18 Brick and GI structure with lower ground concrete car park
19 Brick and tile residence with fibro garage
20 Residential complex composed of brick, tile and weatherboard structures with garden beds, concrete paths, and an asphalt road
21 Brick, tile and fibro structure
22 Asphalt road
23 Brick, GI, timber and fibro structure containing flammable liquids
24 Rendered brick structure with GI and tile roof
25 Small fibro and GI extension
26 Possible fill area
27 Shipping container
28 Brick, timber, and GI workshop on concrete slab
29 Rendered brick and GI structure with concrete car park
SF#: Site Feature Number
N
Residential
DUNMORE STREET
PENDLE WAY
Residential
Industrial Warehouses
Residential
COLLINS STREET
Imagery ©2019 NearMap.com
0 25 50 75 100 125m
Scale 1:2500
LEGEND
(#) Site Feature Number
Slope
GEOTECHNIQUE PTY LTD
PO Box 880
Penrith NSW 2750
Tel: 02 4722 2700
Fax: 02 4722 2777
e-mail:info@geotech.com.au
www.geotech.com.au
NOTES
1. Site features are indicative and are not to scale.
2. This drawing has been produced using a base plan provided by others to which additional information e.g test pits, borehole locations or notes have been added. Some or all of the plan may not be relevant at the time of producing this drawing
Fresh Hope Care
Proposed Development
Lots 2 & 3 in DP554208, Lot A in DP335578,
Lot 472 in DP1204429 and Lots 1, 2 & 8-12 in DP244728
Corner of Dunmore Street and Pendle Way, Pendle Hill
Site Features
Drawing No: 14467/1-AA1
Job No: 14467/1
Drawn By: MH
Date: 18 June 2019
Checked By: IC
File No: 14467-1
Layers: 0, AA1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WAY
DUNMORE
STREET
D.P.247281
D.P.1204429
472
D.P.554208
D.P.33578
D.P.140021
D.P.735207
TOTAL SITE AREA
6.351 Ha by Survey
6.383 Ha by Title
257.66 by Survey
257.465 by Title
221.385 by Survey
221.435 by Title
vince morgan
SURVEYORS
Vince Morgan (Surveyors) Pty Ltd
77 UNION ROAD PENRITH
PO BOX 4156 PENRITH PLAZA 2750
Ph 47215295
email mail@vmsurvey.com.au
www.vincemorganSurveyors.com.au
ABN 52 065 060 808
DATUM: A.H.D.
ORIGIN:
DRAWN:
CHECKED:
DATE: 17/07/19
SCALE: 1:500 @A1
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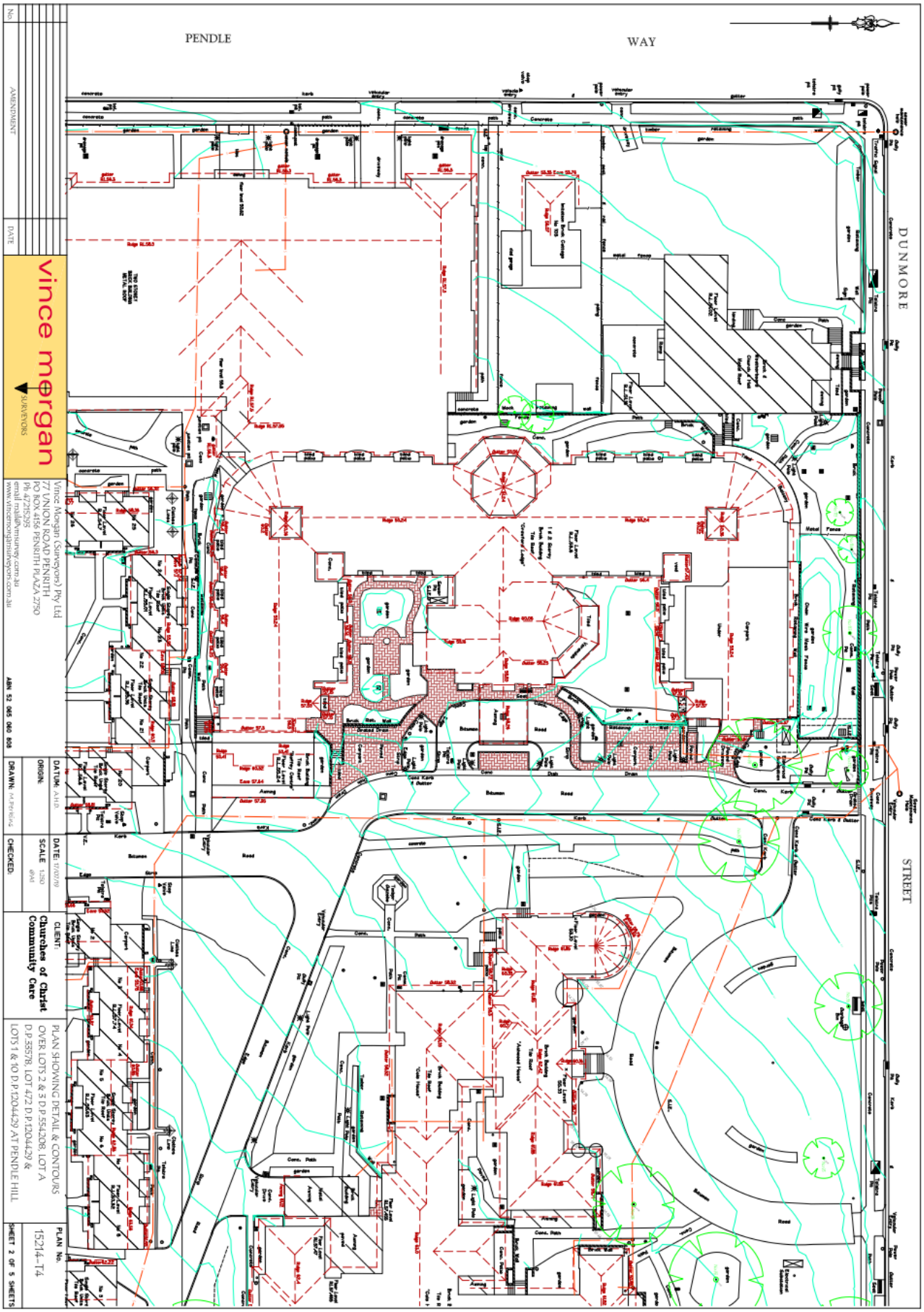
PLAN No. 15214–T4
SHEET 1 OF 5 SHEETS
AMENDMENT
DATE
No.


PENDLE
WAY
DUNMORE
STREET
No.
AMENDMENT
DATE
vince morgan
SURVEYORS
Vince Morgan (Surveyors) Pty Ltd
77 UNION ROAD PENRITH
PO BOX 456 PENRITH PLAZA 2750
Ph: 47235395
email: mail@vmsurvey.com.au
www.vincemorganSurveyors.com.au
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ORIGIN:
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DATE: 17/07/19
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Churches of Christ Community Care
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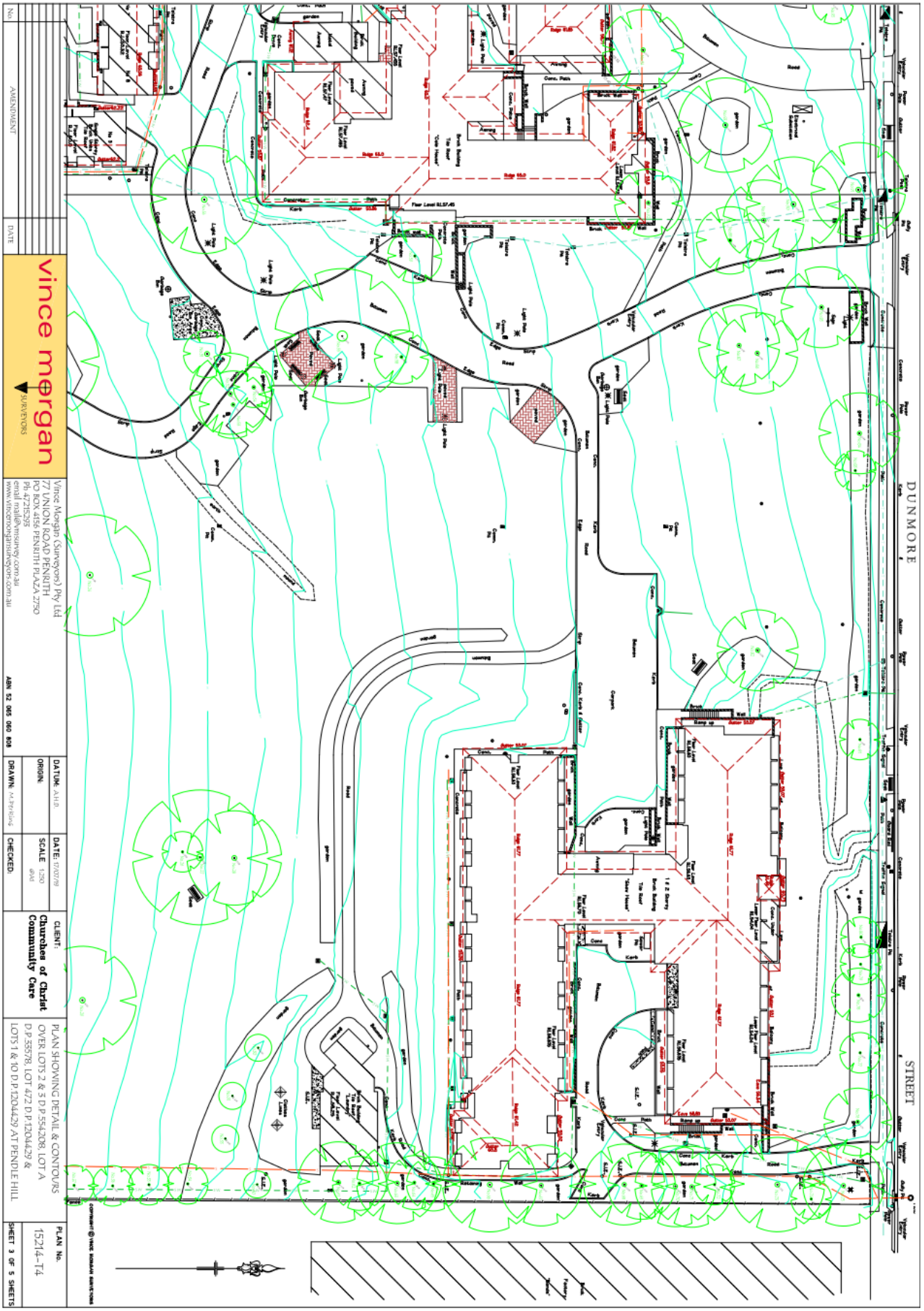
PLAN No.
15214-T4
SHEET 2 OF 5 SHEETS


vince morgan
SURVEYORS
Vince Morgan (Surveyors) Pty Ltd
77 UNION ROAD PENRITH
PO BOX 4156 PENRITH PLAZA 2750
Ph 47215293
email mail@vmsurvey.com.au
www.vincemorgansurveyors.com.au
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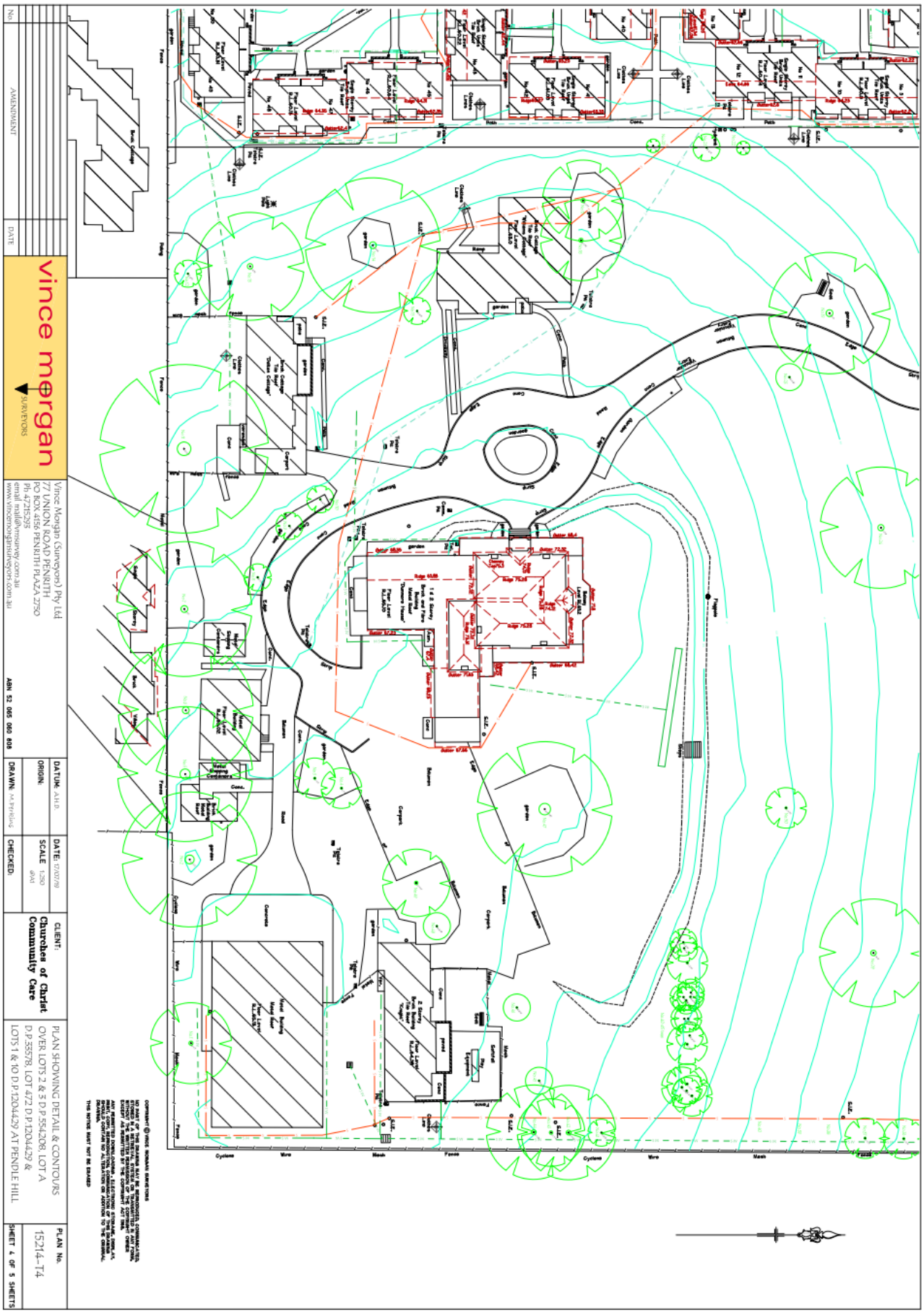
DATUM: A.H.D.
ORIGIN:
DRAWN: M.Pitfering
DATE: 17/07/19
SCALE 1:250 @A1
CHECKED:
CLIENT:
Churches of Christ Community Care
PLAN SHOWING DETAIL & CONTOURS
OVER LOTS 2 & 3 D.P.554208, LOT A
D.P.33578, LOT 472 D.P.1204429 &
LOTS 1 & 10 D.P.1204429 AT PENDLE HILL
PLAN No.
15214-T4
SHEET 3 OF 5 SHEETS
AMENDMENT
DATE
No.
DUNMORE
STREET


vince morgan
SURVEYORS
Vince Morgan (Surveyors) Pty Ltd
77 UNION ROAD PENRITH
PO BOX 4156 PENRITH PLAZA 2750
Ph: 47215295
email: mail@vmsurvey.com.au
www.vincemorgansurveyors.com.au
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DATE: 12/07/19
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SHEET 4 OF 5 SHEETS
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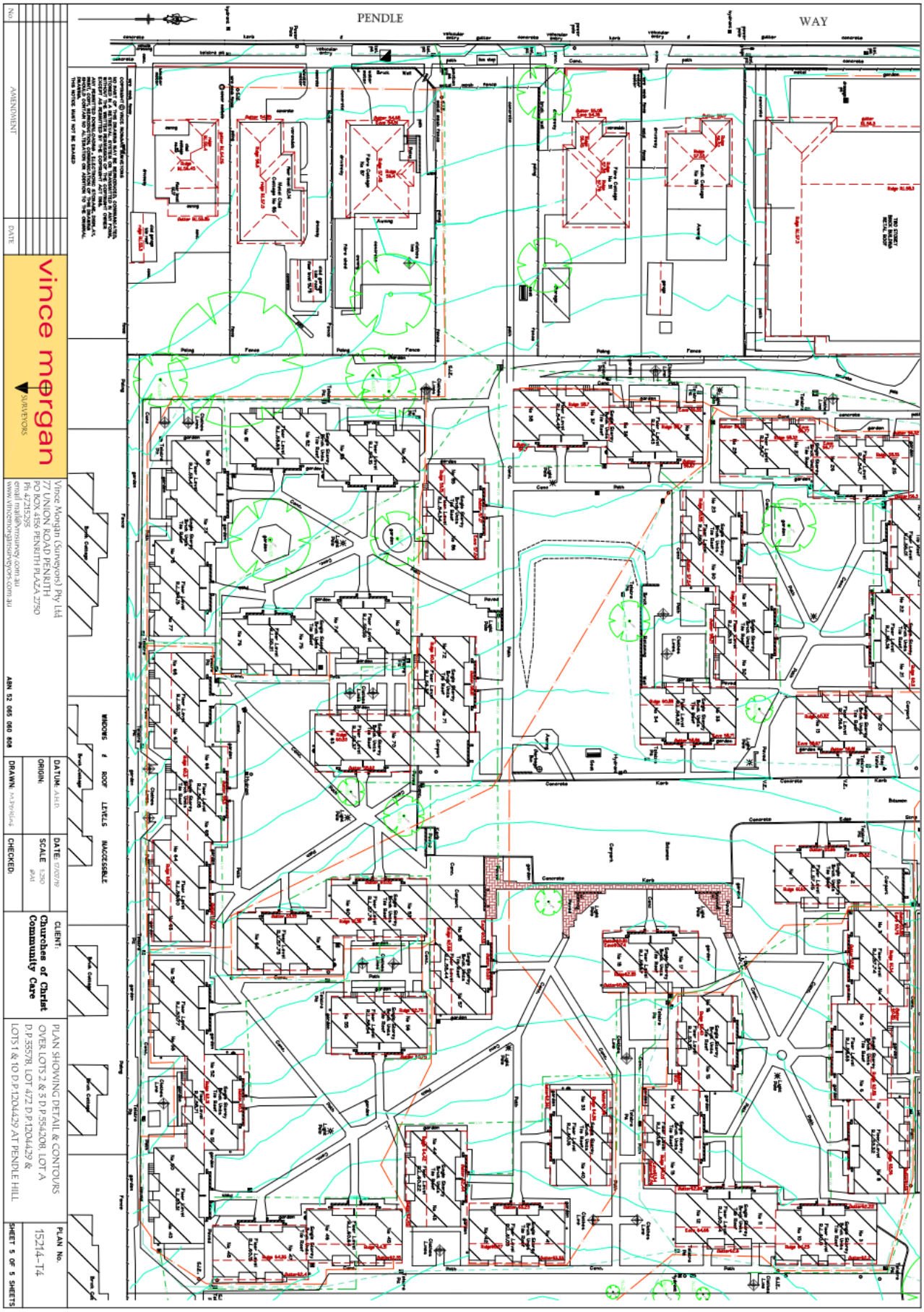
PENDLE
WAY
vince morgan
SURVEYORS
Vince Morgan (Surveyors) Pty Ltd
77 UNION ROAD PENRITH
PO BOX 4156 PENRITH PLAZA 2750
Ph 47215293
email mail@vmsurvey.com.au
www.vincemorgansurveyors.com.au
ABN 52 065 060 808
WINDOWS & ROOF LEVELS INACCESSIBLE
DATUM: A.H.D.
ORIGIN:
DRAWN: M.PERKINS
DATE: 17/07/19
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Churches of Christ Community Care
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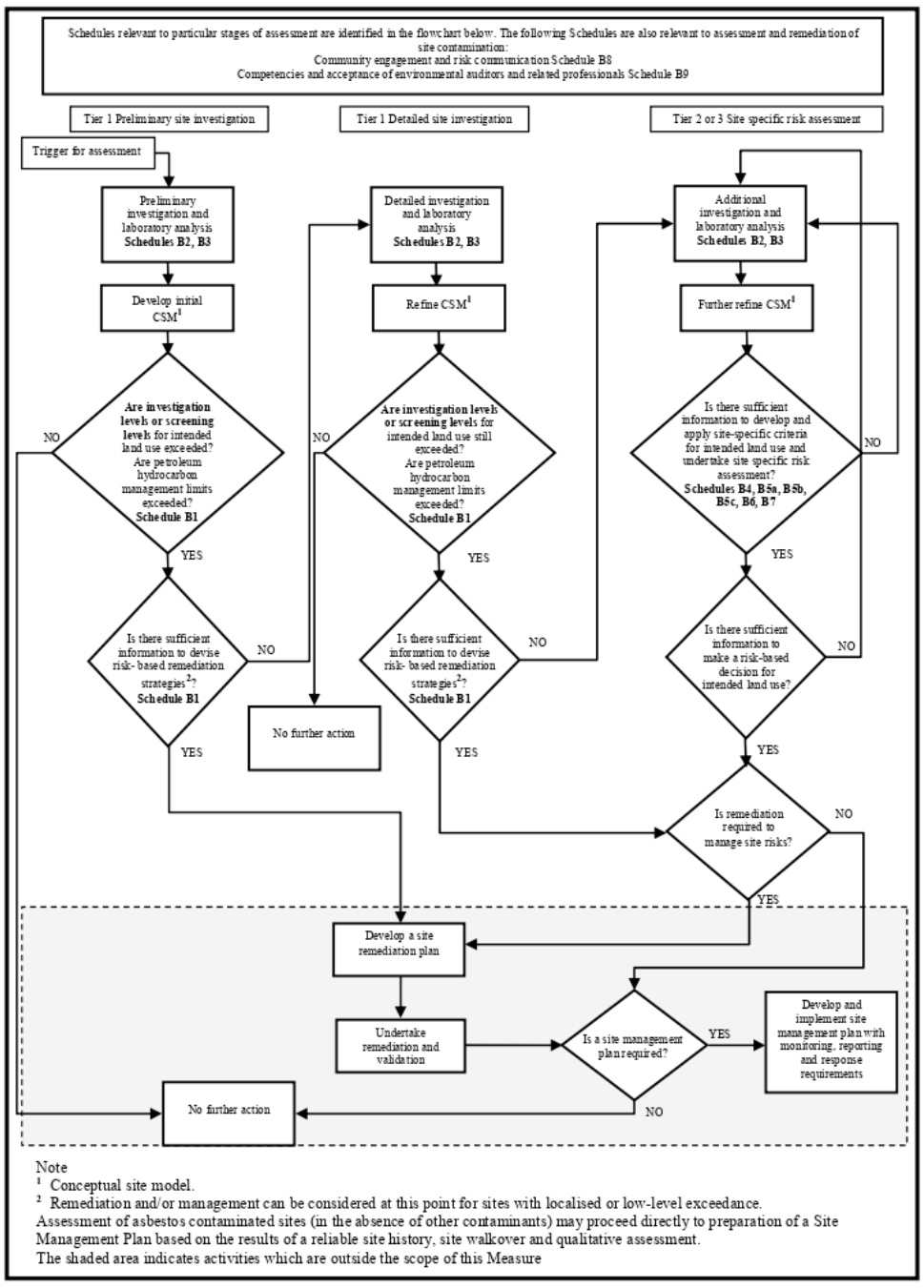
PLAN No.
15214-T4
SHEET 5 OF 5 SHEETS
AMENDMENT
DATE
No.

APPENDIX A

RECOMMENDED GENERAL PROCESS FOR ASSESSMENT OF SITE CONTAMINATION - FLOW CHART

Schedule A—Recommended general process for assessment of site contamination



Note
[1] Conceptual site model.
[2] Remediation and/or management can be considered at this point for sites with localised or low-level exceedance.
Assessment of asbestos contaminated sites (in the absence of other contaminants) may proceed directly to preparation of a Site Management Plan based on the results of a reliable site history, site walkover and qualitative assessment.
The shaded area indicates activities which are outside the scope of this Measure

APPENDIX B

NSW LAND AND REGISTRY SERVICES RECORDS

GEOTECHNIQUE PTY LTD

14467/1

Summary of Proprietors

Lots 2 & 3 DP554208

Year	Proprietor
1962 - 2019	The Churches of Christ Property Trust

Lot A DP335578

Year	Proprietor
1955 - 2019	The Churches of Christ Property Trust
1955	Frances May Ashwood, spinster and Jessie Selma Hall, widow

Lot 472 DP1204429

Year	Proprietor
1999 - 2019	The Churches of Christ Property Trust

Lot 1 DP205839 (Part of 472 DP1204429)

Year	Proprietor
1962 - 1999	The Churches of Christ Property Trust

Lot 3 DP24728 (Part of 472 DP1204429)

Year	Proprietor
1953 - 1999	Dorothy Eva Morton, spinster

Lot 4 DP24728 (Part of 472 DP1204429)

Year	Proprietor
1986 - 1999	The Churches of Christ Property Trust
1953 - 1986	Leo Heman Abe Eather, engineer
1953	James Alexander McKenzie, grocers assistant and Margaret Ann McKenzie, wife

GEOTECHNIQUE PTY LTD

14467/1

Lot 5 DP24728
(Part of 472 DP1204429)

Year	Proprietor
1961 - 1999	The Churches of Christ Property Trust
1959 - 1961	Brian Frederick Bradshaw, manufacturer's agent, William Charles Coffey, social service organizer, William Eric Crawford, Clerk
1953 - 1959	Norman Sinclair, panel beater and Gwenda Margaret Sinclair, wife
1953	Herbert Allan West, builder

Lot 6 DP24728
(Part of 472 DP1204429)

Year	Proprietor
1985 - 1999	The Churches of Christ Property Trust
1981 - 1985	Douglas Leonard Lees and Diane Langejans
1954 - 1981	Leonard Raymond Lees
1953 - 1954	Leonard Raymond Lees, labourer and Jean Mary Lees,wife

Lot 7 DP24728
(Part of 472 DP1204429)

Year	Proprietor
1985 - 1999	The Churches of Christ Property Trust
1955 - 1985	Harry Charles Laylor, bank officer and Joan Margaret Phillips, spinster
1953 - 1955	James Henry McClure, builder
1953	Leo Heman Abel Eather, engineer and Joan Eather, wife

Lot 1 DP24728

Year	Proprietor
1955 - 2019	The Churches of Christ Property Trust

GEOTECHNIQUE PTY LTD

Lot 2 DP24728

Year	Proprietor
2012 - 2019	John Farrugia

1981 - 2012	Louis Farrugia and Josephine Farrugia
1980 - 1981	Ernest Clare, Fitter Mechanic and Elizabeth Mary Clare, wife
1956 - 1980	Ernest Clare, Fitter Mechanic and Elizabeth Mary Clare, wife, Wolfgang Karl Walter Alps, carrier
1955 - 1956	Parramatta Freeholds Pty Limited
1953 - 1955	Charles Walker Dainty, Departmental Superintendent

Lot 8 DP24728

Year	Proprietor
2008 - 2019	Ramy Salame
1954 - 2008	William George Ross, motor mechanic and Dorothy Joyce Ross, wife
1953 - 1954	Herbert Walter Briggs, builder
1953	Walter Raymond Kennett, shop walker

Lot 9 DP24728

Year	Proprietor
1993 - 2019	Leila Bathani
1988 - 1993	Leila Tannous
1982 - 1988	George Michael Witenko
1975 - 1982	Nikolaus Witenko, retired
1960 - 1975	Robert George Denmeade, assistant manager

Lot 10 DP24728

Year	Proprietor
1993 - 2019	The Churches of Christ Property Trust
1987 - 1993	Peter Maklouf
1974 - 1987	George Hanna, Upholsterer
1954 - 1974	Victor Powell Dray, boilermaker and Gwenyth May Raven, spinster

Lot 11 DP24728

Year	Proprietor
2019	The Churches of Christ Property Trust
1974 - 2019	Sultana Holdings Pty Limited
1972 - 1974	Vicky Grima
1965 - 1972	Chris Grima, wharf labourer and Vicky Grima, wife
1954 - 1965	Agnes Ferguson, Feme Sole

GEOTECHNIQUE PTY LTD

Lot 12 DP24728

Year	Proprietor
2019	The Churches of Christ Property Trust
2013 - 2019	Nanthakumar Rasiah
2011 - 2013	Jennifer Fava and Bernadette Micallef
2001 - 2011	Dawn Monica McGinnity
2001	Lance Nelson McGinnity and Dawn Monica McGinnity
1983 - 2001	Lance Nelson McGinnity
1954 - 1983	Director of War Service Homes
1954	Lance Nelson McGinnity, iron walker
1954	Herbert Briggs, builder

LAND REGISTRY SERVICES

GLOBALX

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 2/554208

SEARCH DATE	TIME	EDITION NO	DATE
14/5/2019	1:18 PM	1	5/12/2011

LAND

LOT 2 IN DEPOSITED PLAN 554208
AT PENDLE HILL
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP554208

DESCRIPTION

THE CHURCHES OF CHRIST PENDLE HILL

LEASE FOLIOS CREATED. SEE LEASE PREMISES INDEX SEARCH FOR LF298

THIS FOLIO MAY BE AFFECTED BY CAVEATS AND/OR WRITS
RECORDED ON THE LEASE FOLIOS FOR THESE PREMISES

FIRST SCHEDULE

THE CHURCHES OF CHRIST PROPERTY TRUST

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 AF491650 THE LAND ABOVE DESCRIBED IS USED AS A RETIREMENT VILLAGE UNDER THE RETIREMENT VILLAGES ACT 1999 KNOWN AS PENDLE HILL RETIREMENT VILLAGE
3 AG656031 THIS EDITION ISSUED PURSUANT TO S.111 REAL PROPERTY ACT, 1900

NOTATIONS

NOTE: REFER ALL DEALINGS TO SD2
AF491650 NOTE: REFER ALL DEALINGS TO SD2 (RETIREMENT VILLAGE)

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

advlgeo PRINTED ON 14/5/2019

Obtained from NSW LRS on 14 May 2019 01:18 PM AEST

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register.

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NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 3/554208

SEARCH DATE	TIME	EDITION NO	DATE
14/5/2019	12:49 PM	-	-

VOL 11808 FOL 187 IS THE CURRENT CERTIFICATE OF TITLE

LAND

LOT 3 IN DEPOSITED PLAN 554208
AT PENDLE HILL
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP554208

FIRST SCHEDULE

THE CHURCHES OF CHRIST PROPERTY TRUST

SECOND SCHEDULE (1 NOTIFICATION)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND REGISTRY SERVICES

GLOBALX

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: A/335578

SEARCH DATE	TIME	EDITION NO	DATE
14/5/2019	1:27 PM	1	13/8/1997

LAND

LOT A IN DEPOSITED PLAN 335578
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP335578

FIRST SCHEDULE

THE CHURCHES OF CHRIST PROPERTY TRUST (T G303741)

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 R758288 EASEMENT FOR ELECTRICITY PURPOSES AFFECTING THE PART OF THE LAND ABOVE DESCRIBED SHOWN SO BURDENED IN VOL 4876 FOL 197
3 3288375 EASEMENT FOR PADMOUNT SUBSTATION AFFECTING THE PART SHOWN SO BURDENED IN DP267461

NOTATIONS

NOTE: THE CERTIFICATE OF TITLE FOR THIS FOLIO OF THE REGISTER DOES NOT INCLUDE SECURITY FEATURES INCLUDED ON COMPUTERISED CERTIFICATES OF TITLE ISSUED FROM 4TH JANUARY, 2004. IT IS RECOMMENDED THAT STRINGENT PROCESSES ARE ADOPTED IN VERIFYING THE IDENTITY OF THE PERSON(S) CLAIMING A RIGHT TO DEAL WITH THE LAND COMPRISED IN THIS FOLIO.

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

advlgeo PRINTED ON 14/5/2019

Obtained from NSW LRS on 14 May 2019 01:27 PM AEST

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register.

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LAND REGISTRY SERVICES

GLOBALX

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 472/1204429

SEARCH DATE	TIME	EDITION NO	DATE
14/5/2019	1:34 PM	2	18/7/2015

LAND

LOT 472 IN DEPOSITED PLAN 1204429
AT PENDLE HILL
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP1204429

FIRST SCHEDULE

THE CHURCHES OF CHRIST PROPERTY TRUST

SECOND SCHEDULE (10 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 F863906 COVENANT AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM.
3 F867349 COVENANT AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM.
4 F898182 COVENANT AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM.
5 F904798 COVENANT AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM.
6 F907555 COVENANT AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM.
7 3288375 EASEMENT FOR PADMOUNT SUBSTATION AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM
8 AJ665825 RESTRICTION(S) ON THE USE OF LAND
9 AJ665826 RESTRICTION(S) ON THE USE OF LAND
10 AJ665827 POSITIVE COVENANT

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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Obtained from NSW LRS on 14 May 2019 01:35 PM AEST

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LAND REGISTRY SERVICES

GLOBALX

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 1/24728

SEARCH DATE	TIME	EDITION NO	DATE
14/5/2019	1:43 PM	1	29/3/2007

LAND

LOT 1 IN DEPOSITED PLAN 24728
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP24728

FIRST SCHEDULE

THE CHURCHES OF CHRIST PROPERTY TRUST

SECOND SCHEDULE (1 NOTIFICATION)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 2/24728

SEARCH DATE	TIME	EDITION NO	DATE
1/7/2019	10:53 AM	1	20/11/2012

LAND

LOT 2 IN DEPOSITED PLAN 24728
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP24728

FIRST SCHEDULE

JOHN FARRUGIA (T AH372304)

SECOND SCHEDULE (2 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 F886156 COVENANT

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND REGISTRY SERVICES

GLOBALX

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 8/24728

SEARCH DATE	TIME	EDITION NO	DATE
1/7/2019	10:53 AM	2	2/9/2018

NO CERTIFICATE OF TITLE HAS ISSUED FOR THE CURRENT EDITION OF THIS FOLIO.
CONTROL OF THE RIGHT TO DEAL IS HELD BY COMMONWEALTH BANK OF AUSTRALIA.

LAND

LOT 8 IN DEPOSITED PLAN 24728
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP24728

FIRST SCHEDULE

RAMY SALAME (T AE323397)

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 F886155 COVENANT
3 AE323398 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND REGISTRY SERVICES

GLOBALX

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 9/24728

SEARCH DATE	TIME	EDITION NO	DATE
1/7/2019	10:53 AM	3	1/9/2018

NO CERTIFICATE OF TITLE HAS ISSUED FOR THE CURRENT EDITION OF THIS FOLIO.
CONTROL OF THE RIGHT TO DEAL IS HELD BY AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED.

LAND

LOT 9 IN DEPOSITED PLAN 24728
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP24728

FIRST SCHEDULE

LEILA BATHANI (CN I486172)

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 G706378 COVENANT
3 AJ836524 MORTGAGE TO AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND REGISTRY SERVICES

GLOBALX

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 10/24728

SEARCH DATE	TIME	EDITION NO	DATE
1/7/2019	10:53 AM	1	14/5/1993

LAND

LOT 10 IN DEPOSITED PLAN 24728
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP24728

FIRST SCHEDULE

THE CHURCHES OF CHRIST PROPERTY TRUST (T I325909)

SECOND SCHEDULE (2 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 F912283 COVENANT

NOTATIONS

NOTE: THE CERTIFICATE OF TITLE FOR THIS FOLIO OF THE REGISTER DOES NOT INCLUDE SECURITY FEATURES INCLUDED ON COMPUTERISED CERTIFICATES OF TITLE ISSUED FROM 4TH JANUARY, 2004. IT IS RECOMMENDED THAT STRINGENT PROCESSES ARE ADOPTED IN VERIFYING THE IDENTITY OF THE PERSON(S) CLAIMING A RIGHT TO DEAL WITH THE LAND COMPRISED IN THIS FOLIO.

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND REGISTRY SERVICES

GLOBALX

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 11/24728

SEARCH DATE	TIME	EDITION NO	DATE
1/7/2019	10:53 AM	4	21/1/2019

LAND

LOT 11 IN DEPOSITED PLAN 24728
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP24728

FIRST SCHEDULE

THE CHURCHES OF CHRIST PROPERTY TRUST (T AP11611)

SECOND SCHEDULE (2 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 F980731 COVENANT

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND REGISTRY SERVICES

GLOBALX

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 12/24728

SEARCH DATE	TIME	EDITION NO	DATE
1/7/2019	10:53 AM	6	27/2/2019

LAND

LOT 12 IN DEPOSITED PLAN 24728
LOCAL GOVERNMENT AREA CUMBERLAND
PARISH OF PROSPECT COUNTY OF CUMBERLAND
TITLE DIAGRAM DP24728

FIRST SCHEDULE

THE CHURCHES OF CHRIST PROPERTY TRUST (T AP87883)

SECOND SCHEDULE (2 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 F989159 COVENANT

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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Obtained from NSW LRS on 01 July 2019 10:52 AM AEST

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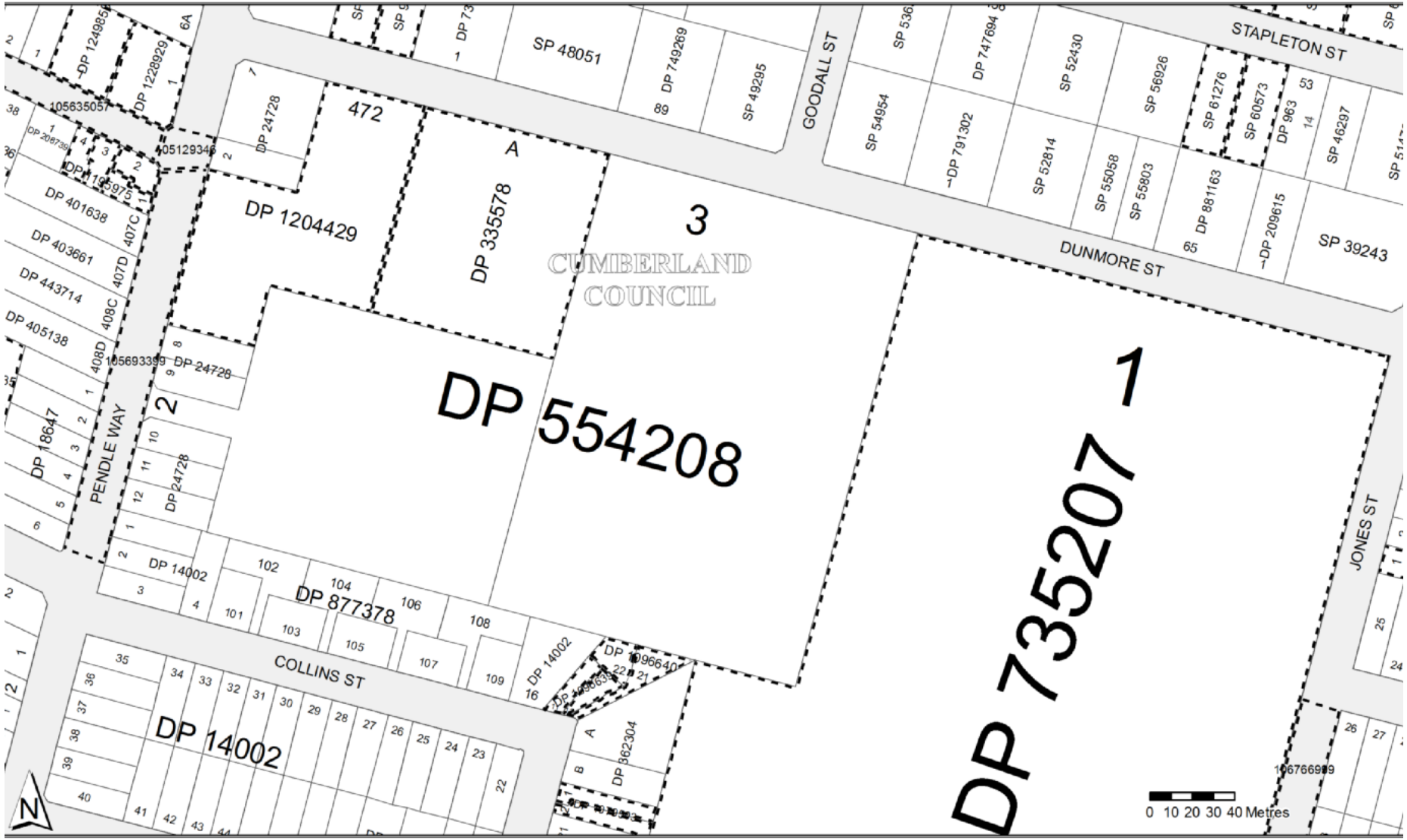
LAND REGISTRY SERVICES

Cadastral Records Enquiry Report : Lot 3 DP 554208

Locality : PENDLE HILL
LGA : CUMBERLAND
Parish : PROSPECT
County : CUMBERLAND
Ref : NOUSER

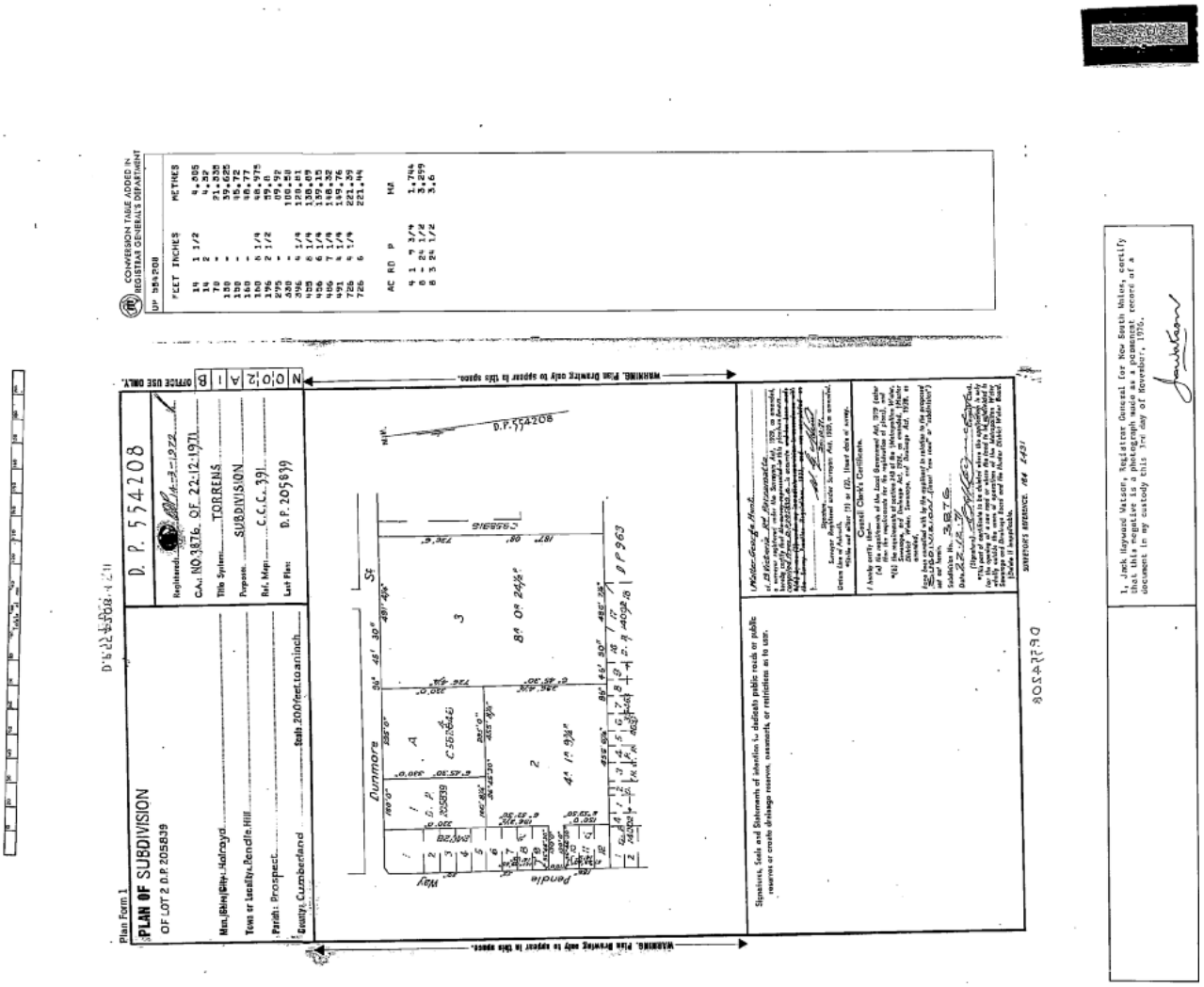


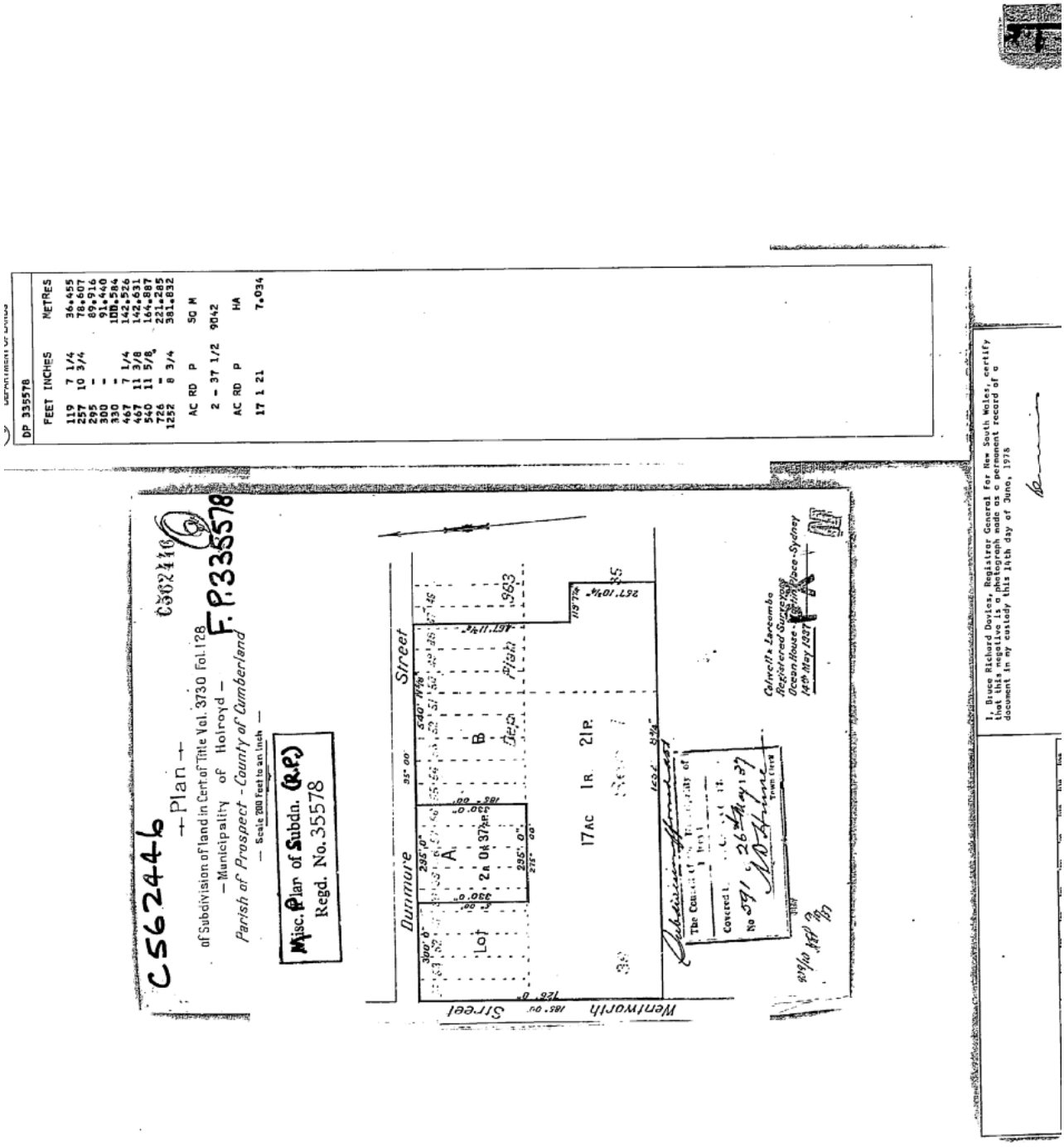
Report Generated 9:36:26 AM, 23 April, 2019
Copyright © Crown in right of New South Wales, 2017

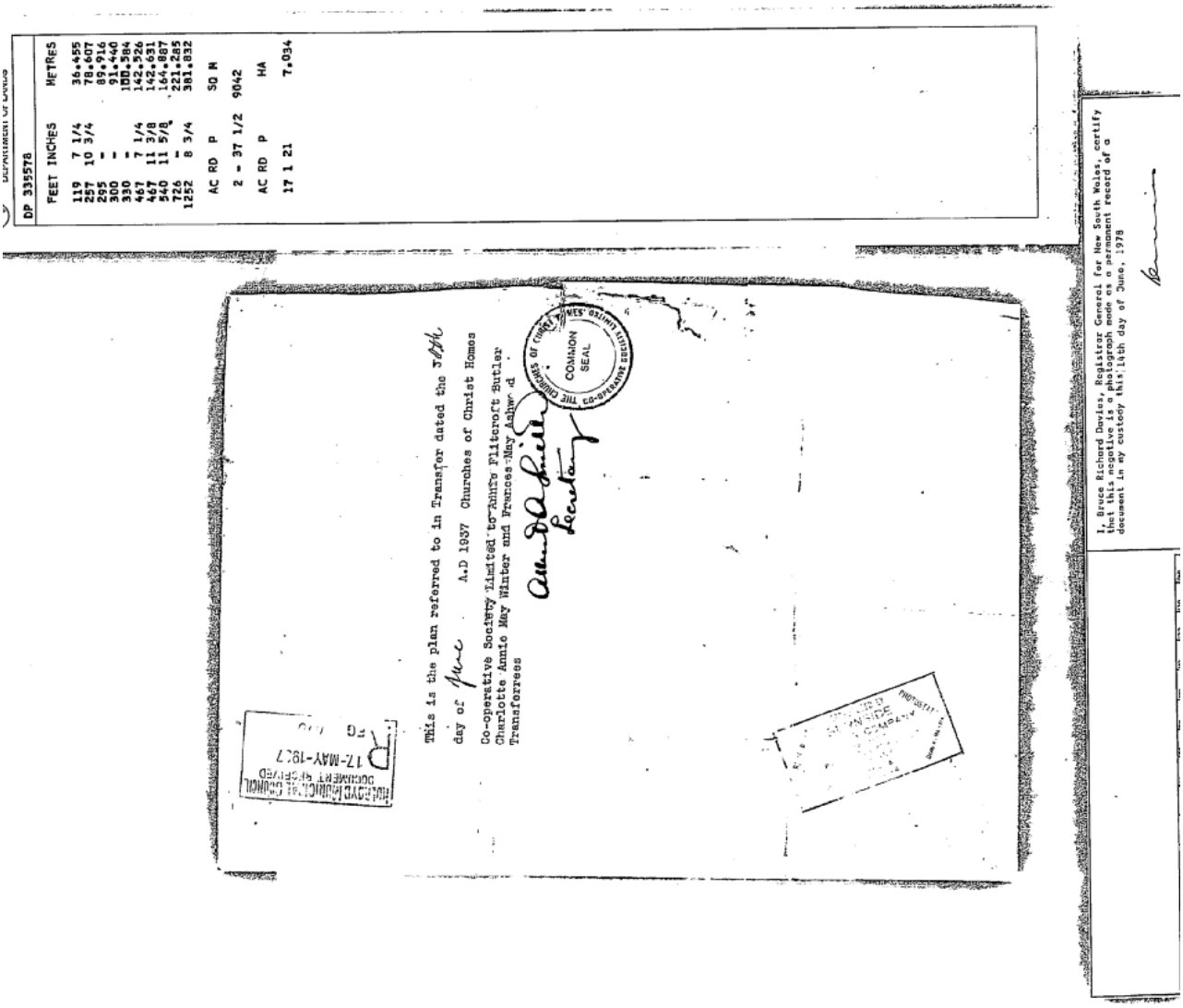
This information is provided as a searching aid only.Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps

Page 1 of 4

CUMBERLAND CITY COUNCIL


Plan Form 1
PLAN OF SUBDIVISION
OF LOT 2 D.P. 205839
D. P. 554208
Registered
C.A.: NO.3876 OF 22-12-1971
Title System: TORRENS
Purpose: SUBDIVISION
Ref. Map: C.C.C. 391
Last Plan: D.P. 205839
Dunmore
Pendle
Way
WARNING: Plan Drawing only to appear in this space.
OFFICE USE ONLY.
CONVERSION TABLE ADDED IN REGISTRAR GENERAL'S DEPARTMENT
UP 554208
FEET INCHES METRES
AC RD P HA
1, Jack Hayward Watson, Registrar General for New South Wales, certify that this negative is a photograph made as a permanent record of a document in my custody this 3rd day of November, 1976.


DEPARTMENT OF LANDS
DP 335578
FEET INCHES METRES
119 7 1/4 36.455
257 10 3/4 78.607
295 - 89.916
300 - 91.440
330 - 100.584
467 7 1/4 142.526
467 11 3/8 142.631
540 11 5/8 164.887
726 - 221.285
1252 8 3/4 381.832
AC RD P SQ M
2 - 37 1/2 9042
AC RD P HA
17 1 21 7.034
C562446
Plan
of Subdivision of land in Cert. of Title Vol. 3730 Fol. 128
— Municipality of Holroyd —
Parish of Prospect - County of Cumberland
— Scale 200 Feet to an Inch —
F.P. 335578
Misc. Plan of Subdn. (R.P.)
Regd. No. 35578
Dunmore Street
Wentworth Street
Lot A
2A 0R 37AP
B
Dep Fish
17AC 1R 21P
Calvert & Lacombe
Registered Surveyors
Ocean House - Martin Place - Sydney
14th May 1937
The Council of the Municipality of Holroyd
Covered by
No 591 26th May 1937
Town Clerk
I, Bruce Richard Davies, Registrar General for New South Wales, certify that this negative is a photograph made as a permanent record of a document in my custody this 14th day of June, 1978



DP 335578

FEET	INCHES	METRES
119	7 1/4	36.455
257	10 3/4	78.607
295	-	89.916
300	-	91.440
330	-	100.584
467	7 1/4	142.526
467	11 3/8	142.631
540	11 5/8	164.887
726	-	221.285
1252	8 3/4	381.032

AC	RD	P	SQ M
2	37	1/2	9042

AC	RD	P	HA
17	1	21	7.034

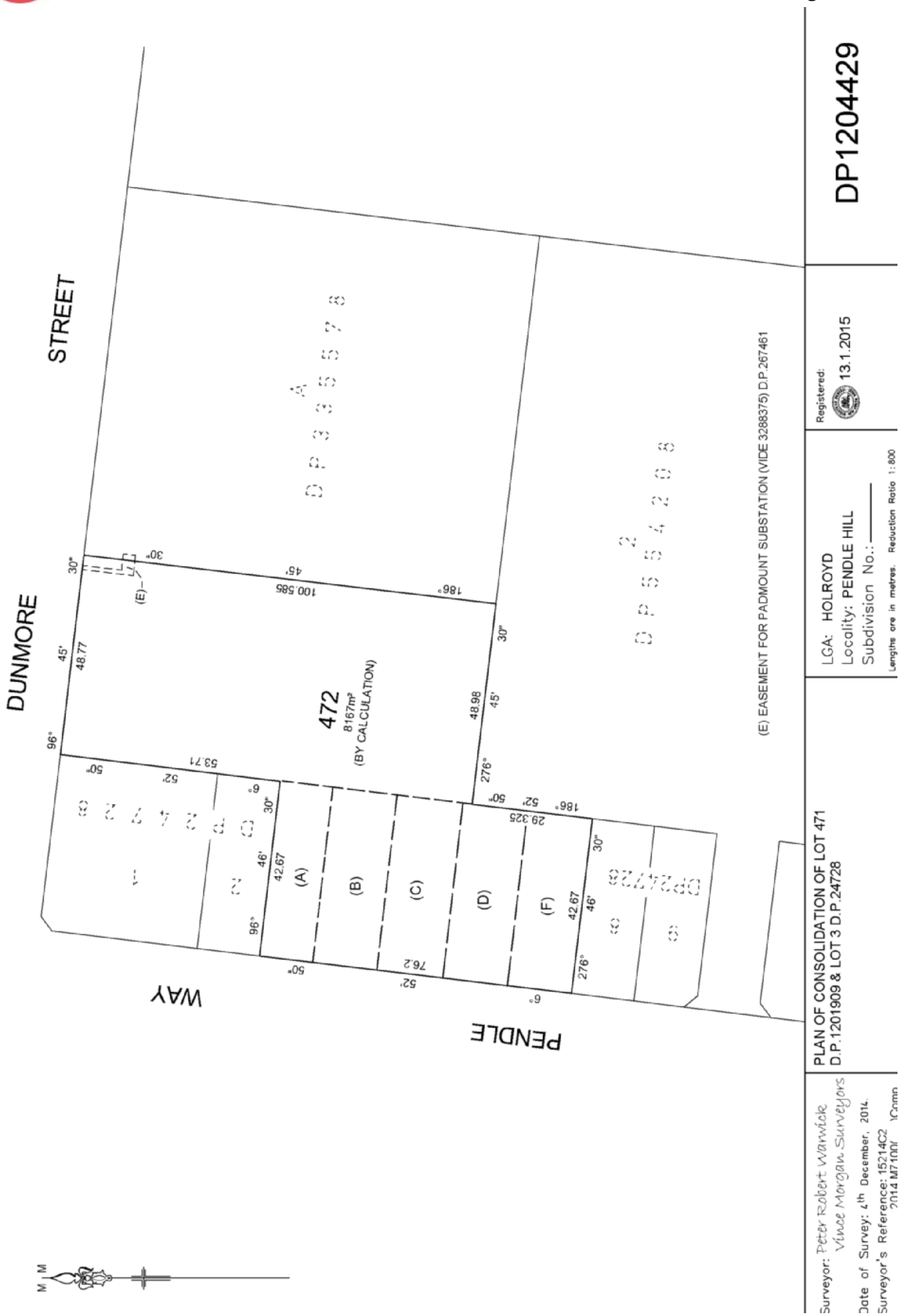
This is the plan referred to in Transfer dated the 3rd day of June A.D 1937 Churches of Christ Homes Co-operative Society Limited to Alwyn Fitzroft Butler Charlotte Annie May Winter and Frances May Ashworth Transferees

COMMON SEAL

Secretary

I, Bruce Richard Davies, Registrar General for New South Wales, certify that this negative is a photograph made as a permanent record of a document in my custody this 14th day of June, 1978

RECEIVED PUBLIC TRUST OFFICE DOCUMENT DESPATCHED 17-MAY-1937


DP1204429
STREET
DUNMORE
WAY
PENDLE
472
8167m²
(BY CALCULATION)
(A)
(B)
(C)
(D)
(F)
(E)
(E) EASEMENT FOR PADMOUNT SUBSTATION (VIDE 3288375) D.P.267461
LGA: HOLROYD
Locality: PENDLE HILL
Subdivision No.:
Lengths are in metres. Reduction Ratio 1:800
Registered: 13.1.2015
PLAN OF CONSOLIDATION OF LOT 471
D.P.1201909 & LOT 3 D.P.24728
Surveyor: Peter Robert Warwick
Vince Morgan Surveyors
Date of Survey: 4th December, 2014.
Surveyor's Reference: 15214C2
2014 M71001

PLAN FORM 6(2013) WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION ePlan

DEPOSITED PLAN ADMINISTRATION SHEET

Sheet 1 of 2 sheets

Registered: 13.1.2015 Office Use Only

Title System: TORRENS

Purpose: CONSOLIDATION

Office Use Only

DP1204429

PLAN OF CONSOLIDATION OF LOT 471 D.P.1201909 & LOT 3 D.P.24728

L G A: HOLROYD

Locality: PENDLE HILL

Parish: PROSPECT

County: CUMBERLAND

Crown Lands NSW/Western Lands Office Approval

I, ...in approving this plan certify
Authorised Officer
that all necessary approvals in regard to the allocation of the land shown hereon have been given.

Signature .....

Date:.....

File No: .....

Office:.....

Subdivision Certificate

I .....

*Authorised Person/*General Manager/*Accredited Certifier, certify that the provisions of s.109J of the Environmental Planning and Assessment Act, 1979 have been satisfied in relation to the proposed subdivision, new road or reserve set out herein

Signature: .....

Accreditation Number.....

Consent Authority .....

Date of endorsement .....

Subdivision Certificate Number.....

File Number.....

* strike through if inapplicable

Survey Certificate

I, PETER ROBERT WARWICK
of VINCE MORGAN SURVEYORS PTY.LTD.
Ph.47215293. email: pwarwick@vmsurvey.com.au
a surveyor registered under the Surveying & Spatial Information Act, 2002 certify that:

~~*(a) The land shown in the plan was surveyed in accordance with the Surveying and Spatial Information Regulation, 2012, is accurate and the survey was completed on*~~

*(b) The part of the land shown in the plan being (*being/excluding^*

.....

was surveyed in accordance with the Surveying and Spatial Information Regulation, 2012, is accurate and the survey was completed on ..... the part not surveyed was compiled in accordance with that Regulation.

(c) The land shown in the plan was compiled in accordance with the Surveying and Spatial Information Regulation, 2012.

Signature: Dated: 4th December, 2014.

Surveyor ID: 2207

Datum Line:

Type: URBAN

The terrain is level–undulating

* Strike through if inapplicable.

^ Specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey.

Statements of intention to dedicate public roads, public reserves and drainage reserves.

Plans used:–

D.P.24728
D.P.1201909

If space is insufficient continue on PLAN FORM 6A

Signatures, Seals and Section 88B Statements should appear on PLAN FORM 6A

SURVEYOR'S REFERENCE:15214C2 2014 M7100( )Comp.

PLAN FORM 6A (2012) WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION ePlan

DEPOSITED PLAN ADMINISTRATION SHEET

Sheet 2 of 2 sheets

Office Use Only

Registered: 13.1.2015

Office Use Only

DP1204429

PLAN OF CONSOLIDATION OF LOT 471 D.P.1201909 & LOT 3 D.P.24728

This sheet is for the provision of the following information as required:

- A schedule of lots and addresses – See 60(c) SSI Regulation 2012
- Statements of intention to create and release affecting interests in accordance with section 88B Conveyancing Act, 1919.
- Signatures and seals – See 195D Conveyancing Act, 1919.
- Any information which cannot fit in the appropriate panel of sheet 1 of the Administration sheets.

Subdivision Certificate No.:

Date of Endorsement:

THE CHURCH OF CHRIST PROPERTY TRUST * COMMON SEAL

JOHN ALFRED HOPPITT
MEMBER

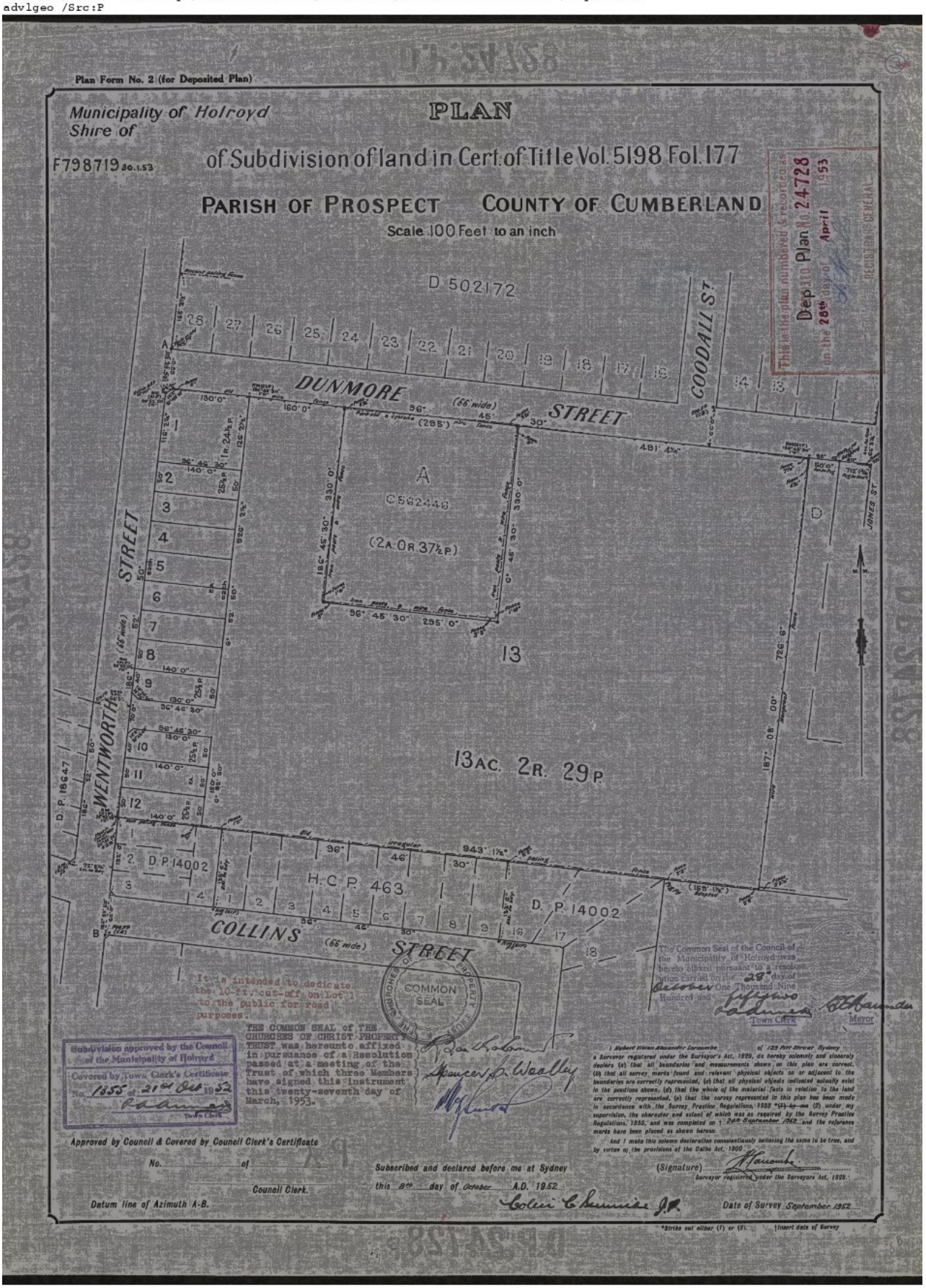
DAVID ANDREW BENTLEY
MEMBER

RICHARD BOONE
MEMBER

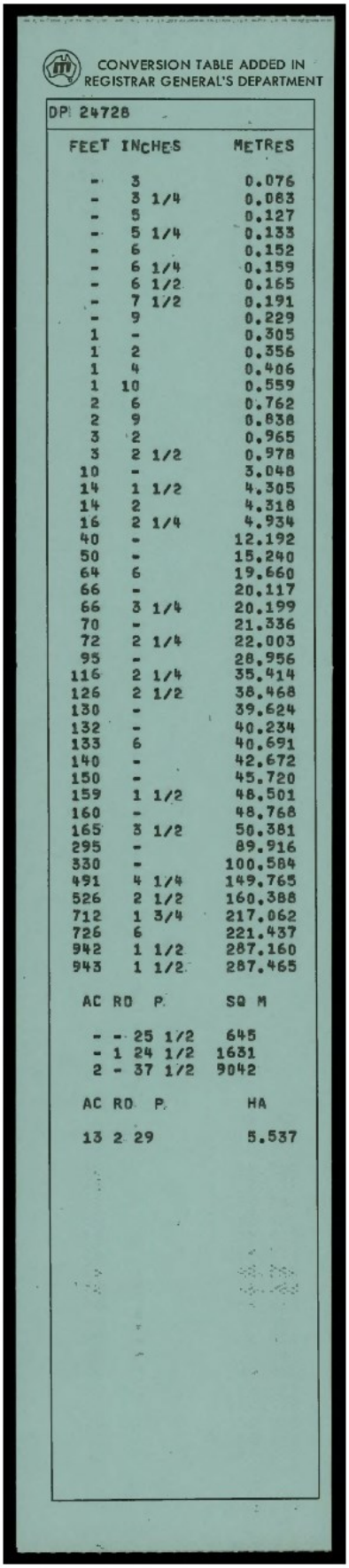
STREET ADDRESSES NOT AVAILABLE

SURVEYOR'S REFERENCE: 15214C2 2014 M7100( )Comp.

R460633 /Doc:DP 0024728 p /Rev:19-Feb-2019 /Sts:OK.OK /Prt:03-Jun-2019 09:00 /Seq:1 of 2
advlgeo /Src:P



R460633 /Doc:DP 0024728 p /Rev:19-Feb-2019 /Sts:OK.OK /Prt:03-Jun-2019 09:00 /Seq:2 of 2
advlgeo /Src:P



CONVERSION TABLE ADDED IN REGISTRAR GENERAL'S DEPARTMENT

DP 24728

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-	3 1/4	0.083
-	5	0.127
-	5 1/4	0.133
-	6	0.152
-	6 1/4	0.159
-	6 1/2	0.165
-	7 1/2	0.191
-	9	0.229
1	-	0.305
1	2	0.356
1	4	0.406
1	10	0.559
2	6	0.762
2	9	0.838
3	2	0.965
3	2 1/2	0.978
10	-	3.048
14	1 1/2	4.305
14	2	4.318
16	2 1/4	4.934
40	-	12.192
50	-	15.240
64	6	19.660
66	-	20.117
66	3 1/4	20.199
70	-	21.336
72	2 1/4	22.003
95	-	28.956
116	2 1/4	35.414
126	2 1/2	38.468
130	-	39.624
132	-	40.234
133	6	40.691
140	-	42.672
150	-	45.720
159	1 1/2	48.501
160	-	48.768
165	3 1/2	50.381
295	-	89.916
330	-	100.584
491	4 1/4	149.765
526	2 1/2	160.388
712	1 3/4	217.062
726	6	221.437
942	1 1/2	287.160
943	1 1/2	287.465

AC	RD	P.	SQ M
-	-	25 1/2	645
-	1	24 1/2	1631
2	-	37 1/2	9042

AC	RD	P.	HA
13	2	29	5.537

APPENDIX C

AERIAL PHOTOS



April 2019



October 2009

Fresh Hope Care
JN.mh/20.05.2019



1998



1986

Fresh Hope Care
JN.mh/20.05.2019



1970



1961

Fresh Hope Care
JN.mh/20.05.2019



1951

Fresh Hope Care
JN.mh/20.05.2019

APPENDIX D

SECTION 10.7 (2) PLANNING CERTIFICATES

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
P O Box 880
PENRITH
NSW 2750

Certificate No: 883/ 2019
Date: 06/05/2019
Applicant Reference: 14467/1
Receipt Number: 2102891

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 284 Dunmore Street PENDLE HILL NSW 2145

Legal Description: Lot: 1 DP: 24728

Parcel No: 20577

Owner(s) Name (as recorded by Council):

Churches Of Christ Prop Trust
PO Box 24
PENDLE HILL NSW 2145

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed Statement Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R4 High Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Environmental protection works; Exhibition homes; Home businesses; Home industries; Hostels; Kiosks; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop-top housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
NO

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:* — NO

6. Road widening & road realignment

Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions

Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO
Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls: — YES

Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls: — YES

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:* — NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements
NOT APPLICABLE

11. Bush fire prone land
The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans
NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006
Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order): NO

14. Directions under Part 3A
NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing
There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure
There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing
There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997
No matters apply to the land to which the certificate relates.

19. Site Verification Certificates
Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
P O Box 880
PENRITH
NSW 2750

Certificate No: 880/ 2019
Date: 06/05/2019
Applicant Reference: 14467/1
Receipt Number: 2102891

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 89 Pendle Way PENDLE HILL NSW 2145

Legal Description: Lot: 2 DP: 554208

Parcel No: 30175

Owner(s) Name (as recorded by Council):

Church Christ Community Care
PO Box 140
CARLINGFORD NSW 2118

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed Statement Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R3 Medium Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Environmental protection works; Exhibition homes; Exhibition villages; Group homes; Home businesses; Home industries; Hostels; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
NO

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:* — NO

6. Road widening & road realignment

Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions

Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO
Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls: — NO

Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls: — NO

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:* — NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements
NOT APPLICABLE

11. Bush fire prone land
The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans
NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006
Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order): NO

14. Directions under Part 3A
NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing
There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure
There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing
There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997
No matters apply to the land to which the certificate relates.

19. Site Verification Certificates
Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
P O Box 880
PENRITH
NSW 2750

Certificate No: 879/ 2019
Date: 06/05/2019
Applicant Reference: 14467/1
Receipt Number: 2102891

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 222-266 Dunmore Street PENDLE HILL NSW 2145

Legal Description: Lot: 3 DP: 554208

Parcel No: 7835

Owner(s) Name (as recorded by Council):

Church of Christ Prop Trust
C/- Churches of Christ Living Care
280 Dunmore Street
PENDLE HILL NSW 2145

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed Statement Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R2 Low Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Environmental protection works; Exhibition homes; Exhibition villages; Group homes; Health consulting rooms; Home businesses; Home industries; Hostels; Places of public worship; Recreation areas; Respite day care centres; Roads; Semi-detached dwellings.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
YES

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:*	NO

6. Road widening & road realignment
Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions
Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO

Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls:	NO
Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls:	NO

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:*	NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements

NOT APPLICABLE

11. Bush fire prone land

The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans

NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006

Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order):	NO

14. Directions under Part 3A

NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing

There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure

There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing

There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997

No matters apply to the land to which the certificate relates.

19. Site Verification Certificates

Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
P O Box 880
PENRITH
NSW 2750

Certificate No: 882/ 2019
Date: 06/05/2019
Applicant Reference: 14467/1
Receipt Number: 2102891

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 282 Dunmore Street PENDLE HILL NSW 2145

Legal Description: Lot: 472 DP: 1204429

Parcel No: 48572

Owner(s) Name (as recorded by Council):

Churches Of Christ Prop Trust
C/- Churches of Christ Living Care
280 Dunmore Street
PENDLE HILL NSW 2145

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed Statement Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R3 Medium Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Environmental protection works; Exhibition homes; Exhibition villages; Group homes; Home businesses; Home industries; Hostels; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

1. ZONE

R4 High Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Environmental protection works; Exhibition homes; Home businesses; Home industries; Hostels; Kiosks; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop-top housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
NO

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:*	NO

6. Road widening & road realignment
Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions
Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO

Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls:	NO
Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls:	NO

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:*	NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements

NOT APPLICABLE

11. Bush fire prone land

The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans

NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006

Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order):	NO

14. Directions under Part 3A

NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing

There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure

There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing

There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997

No matters apply to the land to which the certificate relates.

19. Site Verification Certificates

Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
P O Box 880
PENRITH
NSW 2750

Certificate No: 881/ 2019
Date: 06/05/2019
Applicant Reference: 14467/1
Receipt Number: 2102891

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 268-280 Dunmore Street PENDLE HILL NSW 2145

Legal Description: Lot: A DP: 335578

Parcel No: 28525

Owner(s) Name (as recorded by Council):

Churches Of Christ Prop Trust
C/- Churches of Christ Living Care
280 Dunmore Street
PENDLE HILL NSW 2145

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed Statement Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R3 Medium Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Environmental protection works; Exhibition homes; Exhibition villages; Group homes; Home businesses; Home industries; Hostels; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Respite day care centres; Roads; Semi-detached dwellings; Seniors housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
YES

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may not be carried out on any part of the land because the land is land that comprises, or on which there is, an item of environmental heritage that is identified as such an item in an environmental planning instrument.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:*	NO

6. Road widening & road realignment
Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions
Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO

Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls:	NO
Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls:	NO

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:*	NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements

NOT APPLICABLE

11. Bush fire prone land

The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans

NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006

Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order):	NO

14. Directions under Part 3A

NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing

There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure

There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing

There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997

No matters apply to the land to which the certificate relates.

19. Site Verification Certificates

Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
PO Box 880
PENRITH NSW 2750

Certificate No: 1283/ 2019
Date: 01/07/2019
Applicant Reference: 14467/1
Receipt Number:

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 105 Pendle Way PENDLE HILL NSW 2145

Legal Description: Lot: 2 DP: 24728

Parcel No: 20576

Owner(s) Name (as recorded by Council):

Mr J Farrugia
C/- Ray White Blacktown
34 Flushcombe Road
BLACKTOWN NSW 2145

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed State Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R4 High Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Environmental protection works; Exhibition homes; Home businesses; Home industries; Hostels; Kiosks; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop-top housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
NO

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:* — NO

6. Road widening & road realignment

Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions

Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO
Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls: — NO

Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls: — NO

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:* — NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements
NOT APPLICABLE

11. Bush fire prone land
The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans
NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006
Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order): NO

14. Directions under Part 3A
NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing
There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure
There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing
There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997
No matters apply to the land to which the certificate relates.

19. Site Verification Certificates
Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
PO Box 880
PENRITH NSW 2750

Certificate No: 1284/ 2019
Date: 01/07/2019
Applicant Reference: 14467/1
Receipt Number:

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 93 Pendle Way PENDLE HILL NSW 2145

Legal Description: Lot: 8 DP: 24728

Parcel No: 20571

Owner(s) Name (as recorded by Council):

Mr R Salame
9 Toongabbie Road
TOONGABBIE NSW 2146

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed State Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R4 High Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Environmental protection works; Exhibition homes; Home businesses; Home industries; Hostels; Kiosks; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop-top housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
NO

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:* — NO

6. Road widening & road realignment

Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions

Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO
Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls: — NO

Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls: — NO

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:* — NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements
NOT APPLICABLE

11. Bush fire prone land
The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans
NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006
Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order): NO

14. Directions under Part 3A
NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing
There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure
There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing
There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997
No matters apply to the land to which the certificate relates.

19. Site Verification Certificates
Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
PO Box 880
PENRITH NSW 2750

Certificate No: 1285/ 2019
Date: 01/07/2019
Applicant Reference: 14467/1
Receipt Number:

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 91 Pendle Way PENDLE HILL NSW 2145

Legal Description: Lot: 9 DP: 24728

Parcel No: 20570

Owner(s) Name (as recorded by Council):

Mrs L Bathani
65 Templestowe Avenue
CONDER ACT 2906

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed State Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R4 High Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Environmental protection works; Exhibition homes; Home businesses; Home industries; Hostels; Kiosks; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop-top housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
NO

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:* — NO

6. Road widening & road realignment

Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions

Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO
Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls: — NO

Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls: — NO

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:* — NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements
NOT APPLICABLE

11. Bush fire prone land
The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans
NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006
Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order): NO

14. Directions under Part 3A
NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing
There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure
There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing
There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997
No matters apply to the land to which the certificate relates.

19. Site Verification Certificates
Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
PO Box 880
PENRITH NSW 2750

Certificate No: 1280/ 2019
Date: 01/07/2019
Applicant Reference: 14467/1
Receipt Number:

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 87 Pendle Way PENDLE HILL NSW 2145

Legal Description: Lot: 10 DP: 24728

Parcel No: 20569

Owner(s) Name (as recorded by Council):

Churches Of Christ Prop Trust
C/- Churches of Christ CareWorks
PO Box 3561
RHODES NSW 2138

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed State Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R4 High Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Environmental protection works; Exhibition homes; Home businesses; Home industries; Hostels; Kiosks; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop-top housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
NO

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:* — NO

6. Road widening & road realignment

Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions

Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO
Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls: — NO

Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls: — NO

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:* — NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements
NOT APPLICABLE

11. Bush fire prone land
The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans
NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006
Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order): NO

14. Directions under Part 3A
NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing
There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure
There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing
There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997
No matters apply to the land to which the certificate relates.

19. Site Verification Certificates
Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
PO Box 880
PENRITH NSW 2750

Certificate No: 1281/2019
Date: 01/07/2019
Applicant Reference: 14467/1
Receipt Number:

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 85 Pendle Way PENDLE HILL NSW 2145

Legal Description: Lot: 11 DP: 24728

Parcel No: 20568

Owner(s) Name (as recorded by Council):

The Churches of Christ Property Trust
85 Pendle Way
PENDLE HILL NSW 2145

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

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

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed State Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R4 High Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Environmental protection works; Exhibition homes; Home businesses; Home industries; Hostels; Kiosks; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop-top housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
NO

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:* — NO

6. Road widening & road realignment

Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions

Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO
Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls: — NO

Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls: — NO

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:* — NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements
NOT APPLICABLE

11. Bush fire prone land
The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans
NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006
Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order): NO

14. Directions under Part 3A
NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing
There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure
There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing
There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997
No matters apply to the land to which the certificate relates.

19. Site Verification Certificates
Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

CONTACT STRATEGIC PLANNING
TELEPHONE 02 8757 9000

CUMBERLAND COUNCIL

Geotechnique Pty Ltd
PO Box 880
PENRITH NSW 2750

Certificate No: 1282/ 2019
Date: 01/07/2019
Applicant Reference: 14467/1
Receipt Number:

PLANNING CERTIFICATE

Issued under Section 10.7 (2) of the
Environmental Planning and Assessment Act 1979

PROPERTY DETAILS

Property: 83 Pendle Way PENDLE HILL NSW 2145

Legal Description: Lot: 12 DP: 24728

Parcel No: 20567

Owner(s) Name (as recorded by Council):

The Churches of Christ Property Trust
PO Box 3561
RHODES NSW 2138

In accordance with the requirements of Section 10.7(2) of the Environmental Planning and Assessment Act, 1979 (as amended), the following prescribed matters relate to the land at the date of this certificate.

Note: The information contained in Planning Certificates issued for a lot within Strata-Titled development relates to the land the development is situated on.

INFORMATION PROVIDED PURSUANT TO SECTION 10.7(2) OF THE ACT

As at the date of this Certificate the subjectland is land to which an Environmental Planning Instrument applies. Details are set out as follows:-

1. RELEVANT PLANNING INSTRUMENTS AND DCPS APPLYING TO THE LAND

State Environmental Planning Policies (SEPPs):
State Environmental Planning Policy No. 19 - Bushland in Urban Areas
State Environmental Planning Policy No. 21 - Caravan Parks
State Environmental Planning Policy No. 33 - Hazardous & Offensive Development
State Environmental Planning Policy No. 55 - Remediation of Land
State Environmental Planning Policy No. 64 - Advertising & Signage
State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007
State Environmental Planning Policy (Infrastructure) 2007
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004
State Environmental Planning Policy (Affordable Rental Housing) 2009

Deemed State Environmental Planning Policies
Sydney Regional Environmental Plan No. 9 – Extractive Industry (No. 2 – 1995)
SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 - 28/09/2005

Proposed State Environmental Planning Policies (SEPPs)
No proposed SEPPs apply to the land.

Local Environmental Plans
Holroyd Local Environmental Plan 2013

Proposed Local Environmental Plans
No Proposed Local Environmental Plans apply to the land.

Development Control Plans
Holroyd Development Control Plan 2013

2. Zoning and land uses under relevant LEPs:

1. ZONE

R4 High Density Residential

2. DEVELOPMENT PERMITTED WITHOUT CONSENT

Home occupations.

3. DEVELOPMENT PERMITTED ONLY WITH CONSENT

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Environmental protection works; Exhibition homes; Home businesses; Home industries; Hostels; Kiosks; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop-top housing.

4. PROHIBITED DEVELOPMENT

Any other development not specified in item 2 or 3.

Whether any development standards applying to the land fix minimum land dimensions for the erection of a dwelling house on the land and, if so, the minimum land dimensions so fixed
NO

Whether the land includes or comprises critical habitat
NO

Whether the land is in a conservation area (however described)
NO

Whether an item of environmental heritage (however described) is situated on the land
NO

3. Complying Development under SEPP (Exempt and Complying Development Codes) 2008

General Housing Code
The extent to which complying development may or may not be carried out on this land under the General Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Rural Housing Code
The extent to which complying development may or may not be carried out on this land under the Rural Housing Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land

Commercial and Industrial (New Buildings and Additions) Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial (New Buildings and Additions) Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Housing Alterations Code
The extent to which complying development may or may not be carried out on this land under the Housing Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

General Development Code
The extent to which complying development may or may not be carried out on this land under the General Development Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Commercial and Industrial Alterations Code
The extent to which complying development may or may not be carried out on this land under the Commercial and Industrial Alterations Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Subdivisions Code
The extent to which complying development may or may not be carried out on this land under the Subdivisions Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Demolition Code
The extent to which complying development may or may not be carried out on this land under the Demolition Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

Fire Safety Code
The extent to which complying development may or may not be carried out on this land under the Fire Safety Code because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1) (c3) and 1.19 of the SEPP:

Complying development may be carried out on the full extent of the land.

4. Coastal Protection

Whether or not the land is affected by the operation of Section 38 or 39 of the *Coastal Protection Act 1979* but only to the extent that the Council has been so notified by the Department of Services Technology & Administration :	NO

5. Mine Subsidence

Whether or not the land is proclaimed to be a mine subsidence district within the meaning of Section 15 of the *Mine Subsidence Compensation Act 1961:* — NO

6. Road widening & road realignment

Whether or not the land is affected by any road widening or road realignment under:

Division 2 of Part 3 of the Roads Act 1992	NO
Any Environmental Planning Instrument	NO
Any resolution of Council	NO

7. Council and other Public Authority policies on hazard risk restrictions

Whether or not the land is affected by a policy adopted by the Council or adopted by any other public authority and notified to the Council, which restricts the development of the land because of the likelihood of:

Bush fire:	NO
Tidal Inundation:	NO
Subsidence:	NO
Acid Sulfate Soils:	NO
Any other risk (other than flooding):	Council has adopted a policy on contaminated land. This policy is implemented when zoning or land use changes are proposed on lands which have previously been used for certain purposes. Consideration of Council's adopted policy and the application of provisions under relevant State Legislation is warranted. Further information in relation to the land is contained in s10.7 (5).

7A. Flood related development controls

Whether or not development on the land or part of the land for the purposes of dwelling houses, dual occupancies, multi dwelling housing or residential flat buildings (not including development for the purposes of group homes or seniors housing) is subject to flood related development controls: — NO

Whether or not development on the land or part of the land for any other purposes is subject to flood related development controls: — NO

8. Land reserved for acquisition

Whether or not any environmental planning instrument or proposed environmental planning instrument referred to in item 1 makes provision in relation to the acquisition of the land by a public authority as referred to in section 3.15 of the *Environmental Planning & Assessment Act 1979:* — NO

9. Contributions Plans applying to the land

Holroyd Section 7.11 Development Contributions Plan 2013

9A. Biodiversity certified land

NOT APPLICABLE

10. Biobanking Agreements
NOT APPLICABLE

11. Bush fire prone land
The land is NOT bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.

12. Property Vegetation Plans
NOT APPLICABLE

13. Orders Under Trees (Disputes Between Neighbours) Act 2006
Whether an order has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land (but only if the Council has been notified of the order): NO

14. Directions under Part 3A
NOT APPLICABLE

15. Site Compatibility Certificates and conditions for seniors housing
There is no current Site Compatibility Certificate (of which Council is aware), issued under clause 25 of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land.

There are no terms of a kind referred to in clause 18 (2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 that have been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land.

16. Site Compatibility Certificates for infrastructure
There is no valid Site Compatibility Certificate (of which Council is aware), issued under clause 19 of State Environmental Planning Policy (Infrastructure) 2007 in respect of proposed development on the land.

17. Site Compatibility Certificates and conditions for affordable rental housing
There is no current Site Compatibility Certificate (Affordable Rental Housing), of which the Council is aware, in respect of proposed development on the land.

There are no terms of a kind referred to in clause 17 (1) or 38 (1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

18. Matters arising under Section 59(2) of the Contaminated Land Management Act 1997
No matters apply to the land to which the certificate relates.

19. Site Verification Certificates
Whether there is a current site verification certificate, of which the council is aware, in respect of the land: NO

20. Loose-fill asbestos insulation

If the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division, a statement to that effect.

Council is not aware of the land being affected.

21. Affected building notices and building product rectification orders

(1) A statement of whether there is any affected building notice of which the council is aware that is in force in respect of the land.

(2) A statement of:

(a) whether there is any building product rectification order of which the council is aware that is in force in respect of the land and has not been fully complied with, and

(b) whether any notice of intention to make a building product rectification order of which the council is aware has been given in respect of the land and is outstanding.

(3) In this clause:

Affected building notice has the same meaning as in Part 4 of the Building Products (Safety) Act 2017 .

Building product rectification order has the same meaning as in the Building Products(Safety) Act 2017

Council is not aware of the land being affected.

HAMISH McNULTY
GENERAL MANAGER

Per: Monica Cologna
Manager – Strategic Planning - Planning

APPENDIX E

NSW EPA RECORD OF NOTICES & ENVIRONMENT PROTECTION LICENCES

Contaminated land - record of notices

Record under section 58 of the Contaminated Land Management Act 1997

This record is maintained by OEH in accordance with Part 5 of the Contaminated Land Management Act 1997 (CLM Act).

The record **does** provide	The record **does not** provide
✓ a record of written notices issued by OEH under the CLM Act, including preliminary investigation orders.	✘ a record of all contaminated land in NSW. See frequently asked questions
✓ the names of the sites, owners or occupiers **at the time of OEH action** in relation to the site	✘ a list of notifications of contamination that OEH receives.
✓ copies of site audit statements (SAS) provided to OEH under section 52 of the CLM Act and relating to significantly contaminated land.	✘ the names of the sites, owners or occupiers if it changes **after OEH action** in relation to the site.
	✘ some personal information.

... more about the CLM record of notices

From 1 July 2009 there were changes to the terminology of certain OEH actions under the CLM Act. See the list of these changes.

The record includes notices issued under sections 35 and 36 of the Environmentally Hazardous Chemicals Act 1985. These sections have been repealed. These notices are treated by the CLM Act as management orders.

Before using the record of notices see the Disclaimer and terms of use.

As at Tuesday, 14 May 2019 there are 1581 notices in the record relating to 377 sites.

Show me the entire record or Search the record

14 May 2019

Home Contaminated land Record of notices

Search results

Your search for:LGA: Holroyd City Council

Matched 12 notices relating to 2 sites.

Search Again

Refine Search

Suburb	Address	Site Name	Notices related to this site
MERRYLANDS	Corner Walpole and Peel STREET	Merrylands Substation PCB Storage	3 former
YENNORA	6 Foray STREET	TetraPak Site	9 former

Page 1 of 1

14 May 2019

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Home Contaminated land Record of notices

Search results

Your search for:Suburb: PENDLE HILL

Search Again
Refine Search

did not find any records in our database.

If a site does not appear on the record it may still be affected by contamination. For example:

- Contamination may be present but the site has not been regulated by the EPA under the Contaminated Land Management Act 1997 or the Environmentally Hazardous Chemicals Act 1985.
- The EPA may be regulating contamination at the site through a licence or notice under the Protection of the Environment Operations Act 1997 (POEO Act).
- Contamination at the site may be being managed under the planning process.

Search TIP

To search for a specific site, search by LGA (local government area) and carefully review all sites listed.

... more search tips

More information about particular sites may be available from:

- The POEO public register
- The appropriate planning authority: for example, on a planning certificate issued by the local council under section 149 of the Environmental Planning and Assessment Act.

See What's in the record and What's not in the record.

If you want to know whether a specific site has been the subject of notices issued by the EPA under the CLM Act, we suggest that you search by Local Government Area only and carefully review the sites that are listed.
This public record provides information about sites regulated by the EPA under the Contaminated Land Management Act 1997, including sites currently and previously regulated under the Environmentally Hazardous Chemicals Act 1985. Your inquiry using the above search criteria has not matched any record of current or former regulation. You should consider searching again using different criteria. The fact that a site does not appear on the record does not necessarily mean that it is not affected by contamination. The site may have been notified to the EPA but not yet assessed, or contamination may be present but the site is not yet being regulated by the EPA. Further information about particular sites may be available from the appropriate planning authority, for example, on a planning certificate issued by the local council under section 149 of the Environmental Planning and Assessment Act. In addition the EPA may be regulating contamination at the site through a licence under the Protection of the Environment Operations Act 1997. You may wish to search the POEO public register.POEO public register

14 May 2019

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Home Contaminated land Record of notices

Search results

Your search for:FULL REGISTER

Matched 1581 notices relating to 377 sites.

Search Again
Refine Search

Suburb	Address	Site Name	Notices related to this site
NEWCASTLE	26-28 Honeysuckle DRIVE	Reclaimed Land	1 former
NEWTOWN	79 Wilson STREET	Adjacent to Former Service Station	3 former
NEWTOWN	81 Wilson STREET	Former Service Station	4 former
NORTH ROTHBURY	Main ROAD	Ayrefield Colliery	1 current
NORTH SYDNEY	High STREET	HMAS Platypus Neutral Bay	1 current
NORTH SYDNEY	Adjacent to HMAS Platypus, 118 High STREET	Neutral Bay Sediments	2 former
NOWRA	Lamonds LANE	Former gasworks	2 current and 1 former
NOWRA EAST	Lot 3 Kalandar STREET	Mobil Service Station	6 former
OBERON	Off Endeavour STREET	CSR Ltd Property and King's Stockyard Creek	5 former
ORANGE	5-7 Edward STREET	Electrolux Orange	1 current
ORANGE	24-26 Peisley STREET	Former Fuel Depot	1 current
OYSTER BAY	20 Carvers ROAD	Shell Coles Express Service Station	6 current and 1 former
PADDINGTON	59 Oxford STREET	7-Eleven Service Station	1 current
PADSTOW	55 Bryant STREET	Former Exide Battery Manufacturing & Recycling	2 current and 1 former
PAGEWOOD	Corner of Page Street and Holloway STREET	Former Email Site	2 current and 6 former
PENNANT HILLS	386 Pennant Hills ROAD	Shell Coles Express Pennant Hills West	3 current and 1 former
PENRITH	Castlereagh ROAD	Crane Enfield Metals	5 current and 3 former
PITT TOWN	Lot 24 Pitt Town Bottoms ROAD	Chemical Waste Disposal Site	3 former
PORT KEMBLA	Springhill ROAD	BHP Area 21	1 former
PORT KEMBLA	Flinders STREET	Manildra Park	4 former

... 10 11 12 13 14 15 16 17 18 19

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Home Environment protection licences POEO Public Register Search for licences, applications and notices

Search results

Your search for: **General Search** with the following criteria

Suburb - Pendle Hill

returned 13 results

Export to excel 1 of 1 Pages Search Again

Number	Name	Location	Type	Status	Issued date
10869	BAIADA POULTRY PTY LIMITED	642 GREAT WESTERN HIGHWAY, PENDLE HILL, NSW 2145	POEO licence	Issued	01 Feb 2001
1005873	BAIADA POULTRY PTY LIMITED	642 GREAT WESTERN HIGHWAY, PENDLE HILL, NSW 2145	s.58 Licence Variation	Issued	28 Feb 2003
1048947	BAIADA POULTRY PTY LIMITED	642 GREAT WESTERN HIGHWAY, PENDLE HILL, NSW 2145	s.58 Licence Variation	Issued	08 Aug 2005
1337	HANSON CONSTRUCTION MATERIALS PTY LTD	225 WENTWORTH AVE, PENDLE HILL, NSW 2145	POEO licence	No longer in force	24 May 2000
1014	HOLCIM (AUSTRALIA) PTY LTD	154A BUNGAREE ROAD, PENDLE HILL, NSW 2145	POEO licence	No longer in force	14 Mar 2000
1005766	HOLCIM (AUSTRALIA) PTY LTD	154A BUNGAREE ROAD, PENDLE HILL, NSW 2145	s.58 Licence Variation	Issued	12 Jun 2001
20884	ITREAT PTY LTD	5 Nirvana Street, PENDLE HILL, NSW 2145	POEO licence	Issued	05 Jan 2017
13019	RLA POLYMERS PTY LTD	363 Wentworth Avenue, PENDLE HILL, NSW 2145	POEO licence	Issued	05 Mar 2009
1104583	RLA POLYMERS PTY LTD	363 Wentworth Avenue, PENDLE HILL, NSW 2145	s.58 Licence Variation	Issued	07 Aug 2009
1107990	RLA POLYMERS PTY LTD	363 Wentworth Avenue, PENDLE HILL, NSW 2145	s.58 Licence Variation	Issued	23 Oct 2009
1525325	RLA POLYMERS PTY LTD	363 Wentworth Avenue, PENDLE HILL, NSW 2145	s.58 Licence Variation	Issued	02 Oct 2014
309	SYNGENTA CROP PROTECTION PTY LIMITED	140-150 BUNGAREE ROAD, PENDLE HILL, NSW 2145	POEO licence	Surrendered	09 May 2000
1017311	SYNGENTA CROP PROTECTION PTY LIMITED	140-150 BUNGAREE ROAD, PENDLE HILL, NSW 2145	s.58 Licence Variation	Issued	24 May 2002

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Background

A strategy to systematically prioritise, assess and respond to notifications under Section 60 of the ***Contaminated Land Management Act 1997*** (CLM Act) has been developed by the EPA. This strategy acknowledges the EPA's obligations to make information available to the public under ***Government Information (Public Access) Act 2009***.

When a site is notified to the EPA, it may be accompanied by detailed site reports where the owner has been proactive in addressing the contamination and its source. However, often there is minimal information on the nature or extent of the contamination.

After receiving a report, the first step is to confirm that the report does not relate to a pollution incident. The *Protection of the Environment Operations Act 1997* (POEO Act) deals with pollution incidents, waste stockpiling or dumping. The EPA also has an **incident management** process to manage significant incidents.

In many cases, the information indicates the contamination is securely immobilised within the site, such as under a building or carpark, and is not currently causing any significant risks for the community or environment. Such sites may still need to be cleaned up, but this can be done in conjunction with any subsequent building or redevelopment of the land. These sites do not require intervention under the CLM Act, and are dealt with through the **planning and development consent process**. In these cases, the EPA informs the local council or other planning authority, so that the information can be recorded and considered at the appropriate time.

Where indications are that the contamination could cause actual harm to the environment or an unacceptable offsite impact (i.e. the land is 'significantly contaminated'), the EPA would apply the regulatory provisions of the CLM Act to have the responsible polluter and/or landowner investigate and remediate the site. If the reported contamination could present an immediate or long-term threat to human health NSW Health will be consulted. SafeWork NSW and Water NSW can also be consulted if there appear to be occupational health and safety risks or an impact on groundwater quality.

As such, the sites notified to the EPA and presented in the list of contaminated sites notified to the EPA are at various stages of the assessment and remediation process. Understanding the nature of the underlying contamination, its implications and implementing a remediation program where required, can take a considerable period of time. The list provides an indication, in relation to each nominated site, as to the management status of that particular site. Further detailed information may be available from the EPA or the person who notified the site.

The following questions and answers may assist those interested in this issue:

Frequently asked questions

What is the difference between the 'List of NSW contaminated sites notified to EPA' and the 'Contaminated Land: Record of Notices'?

A site will be on the **Contaminated Land: Record of Notices** only if the EPA has issued a regulatory notice in relation to the site under the *Contaminated Land Management Act 1997*.

The sites appearing in the list of NSW contaminated sites notified to the EPA indicate that the notifiers consider that the sites are contaminated and warrant reporting to EPA. However, the contamination may or may not be significant enough to warrant regulation by the EPA. The EPA needs to review and, if necessary, obtain more information before it can make a determination as to whether the site warrants regulation.

Why does my site appear on the list?

Your site appears on the list for one or more of the following reasons

- The site owner and/or the person partly or fully responsible for causing the contamination notified the EPA about the contamination under Section 60 of the *Contaminated Land Management Act 1997*. In other words, the site owner or the 'polluter' believes the site is contaminated.
- The EPA has been notified via other means and is satisfied that the site is or was contaminated.

Does the list contain all contaminated sites in NSW?

No. The list only contains contaminated sites that EPA is aware of, with regard to its regulatory role under the CLM Act. An absence of a site from the list does not necessarily mean the site is not contaminated.

The EPA relies upon responsible parties to notify contaminated sites.

How are notified contaminated sites managed by the EPA?

There are different ways that the EPA manages these notified contaminated sites. First, an initial assessment is carried out by the EPA. At the completion of the initial assessment, the EPA may take one or more than one of the following management approaches:

- The contamination warrants the EPA's direct regulatory intervention either under the *Contaminated Land Management Act 1997* or the *Protection of the Environment Operations Act 1997* (POEO Act), or both. Information about current or past regulatory action on this site can be found on the EPA website.
- The contamination with respect to the current use or approved use of the site, as defined under the *Contaminated Land Management Act 1997,* is not significant enough that it warrants EPA regulation.
- The contamination does not require EPA regulation and can be managed by a planning approval process.
- The contamination is related to an operational underground petroleum storage system, such as a service station or fuel depot. The contamination may be managed under the POEO Act and the Protection of the Environment Operation (Underground Petroleum Storage Systems) Regulation 2014.

Note: There are specific instances where contamination is managed under a specifically tailored program operated by another agency. For example the **Division of Resources & Geoscience's Derelict Mines Program** and the **NSW DPI Cattle tick dip site locator**.

The Legacy contamination management procedures for these sites will be detailed in a Memorandum of Understanding between the NSW EPA, NSW Resources and Energy and Dept. Primary Industries (Crown Lands and Biosecurity) (Note: the MoU is currently in draft).

I am the owner of a site that appears on the list. What should I do?

First of all, you should ensure the current use of the site is compatible with the site contamination. Secondly, if the site is the subject of EPA regulation, make sure you comply with the regulatory requirements, and you have considered your obligations to notify other parties who may be affected.

If you have any concerns, contact us and we may be able to offer you general advice, or direct you to accredited professionals who can assist with specific issues.

I am a prospective buyer of a site that appears on the list. What should I do?

You should seek advice from the vendor to put the contamination issue into perspective. You may need to seek independent expert advice.

The information provided in the list, particularly the EPA site management class, is meant to be indicative only, and a starting point for your own assessment. Site contamination as a legacy of past site uses is not uncommon, particularly in an urban environment. If the contamination on a site is properly remediated or managed, it may not materially impact upon the intended future use of the site. However, each site needs to be considered in context.

Who can I contact if I need more information about a site?

If you have questions about a site on the list of sites notified to the EPA you can contact the Environment Line at any time. By phone: 131 555 or by email: info@environment.nsw.gov.au

List of NSW Contaminated Sites Notified to the EPA

Disclaimer

The EPA has taken all reasonable care to ensure that the information in the list of contaminated sites notified to the EPA (the list) is complete and correct. The EPA does not, however, warrant or represent that the list is free from errors or omissions or that it is exhaustive.

The EPA may, without notice, change any or all of the information in the list at any time.

You should obtain independent advice before you make any decision based on the information in the list.

The list is made available on the understanding that the EPA, its servants and agents, to the extent permitted by law, accept no responsibility for any damage, cost, loss or expense incurred by you as a result of:

1. any information in the list; or
2. any error, omission or misrepresentation in the list; or
3. any malfunction or failure to function of the list;
4. without limiting (2) or (3) above, any delay, failure or error in recording, displaying or updating information.

Site Status	Explanation
Under assessment	The contamination is being assessed by the EPA to determine whether regulation is required. The EPA may require further information to complete the assessment. For example, the completion of management actions regulated under the planning process or *Protection of the Environment Operations Act 1997*.
Under Preliminary Investigation Order	The EPA has issued a Preliminary Investigation Order under s10 of the *Contaminated Land Management Act 1997*, to obtain additional information needed to complete the assessment.
Regulation under CLM Act not required	The EPA has completed an assessment of the contamination and decided that regulation under the *Contaminated Land Management Act 1997* is not required.
Regulation being finalised	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation under the

	Contaminated Land Management Act 1997. A regulatory approach is being finalised.
Contamination currently regulated under CLM Act	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation under the *Contaminated Land Management Act 1997* (CLM Act). Management of the contamination is regulated by the EPA under the CLM Act. Regulatory notices are available on the EPA's Contaminated Land Public Record.
Contamination currently regulated under POEO Act	Contamination is currently regulated under the *Protection of the Environment Operations Act 1997* (POEO Act). The EPA as *the appropriate regulatory authority* reasonably suspects that a pollution incident is occurring/ has occurred and that it requires regulation under the POEO Act. The EPA may use environment protection notices, such as clean up notices, to require clean up action to be taken. Such regulatory notices are available on the POEO public register.
Contamination being managed via the planning process (EP&A Act)	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation. The contamination of this site is managed by the consent authority under the *Environmental Planning and Assessment Act 1979* (EP&A Act) planning approval process, with EPA involvement as necessary to ensure significant contamination is adequately addressed. The consent authority is typically a local council or the Department of Planning and Environment.
Contamination formerly regulated under the CLM Act	The EPA has determined that the contamination is no longer significant enough to warrant regulation under the *Contaminated Land Management Act 1997* (CLM Act). The contamination was addressed under the CLM Act.
Contamination formerly regulated under the POEO Act	The EPA has determined that the contamination is no longer significant enough to warrant regulation. The contamination was addressed under the *Protection of the Environment Operations Act 1997* (POEO Act).
Contamination was addressed via the planning process (EP&A Act)	The EPA has determined that the contamination is no longer significant enough to warrant regulation. The contamination was addressed by the appropriate consent authority via the planning process under the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Ongoing maintenance required to manage residual contamination (CLM Act)	The EPA has determined that ongoing maintenance, under the *Contaminated Land Management Act 1997* (CLM Act), is required to manage the residual contamination. Regulatory notices under the CLM Act are available on the EPA's Contaminated Land Public Record.

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
ABBOTSFORD	Former Gasworks	83 Wymston PARADE	Gasworks	Contamination formerly regulated under the CLM Act	-33.85288351	151.1265979
ABBOTSFORD	Former Gasworks	82, 83, 84 Wymston Pde, & 37, 39, 43, 45 St Albans STREET	Gasworks	Contamination formerly regulated under the CLM Act	-33.85288316	151.1267729
ABBOTSFORD	Former Gasworks	85 Wymston PARADE	Gasworks	Regulation under CLM Act not required	-33.85265214	151.1266277
ABBOTSFORD	Former Gasworks	80-81 Wymston Pde and 35 and 41 St Albans STREET	Gasworks	Regulation under CLM Act not required	-33.85306653	151.1268142
ABBOTSFORD	Former Gasworks	43 St Albans STREET	Gasworks	Contamination formerly regulated under the CLM Act	-33.85270604	151.126976
ABERDEEN	Former Transport Depot	87-89 St Andrew STREET	Other Industry	Regulation under CLM Act not required	-32.17160931	150.8972859
ALBION PARK	Caltex Albion Park Service Station	1 Calderwood ROAD	Service Station	Regulation under CLM Act not required	-34.57131362	150.7647971
ALBION PARK RAIL	Caltex Service Station	174 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.56134097	150.7953663
ALBION PARK RAIL	Caltex Service Station	31 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.55162786	150.7880626
ALBION PARK RAIL	Former Timber Storage Area	36 Rivulet CRESCENT	Other Industry	Regulation under CLM Act not required	-34.54872597	150.7899351
ALBURY	Mobil Depot, Railway Place Albury	1 Railway PLACE	Other Petroleum	Regulation under CLM Act not required	-36.08526805	146.9236999
ALBURY	Woolworths Petrol	515 Young STREET	Service Station	Regulation under CLM Act not required	-36.08073723	146.92351
ALBURY	Former Caltex Service Station	842 David STREET	Service Station	Regulation under CLM Act not required	-36.06398743	146.9252143
ALBURY	SRA Land, 514 to 526 Young Street	514 to 526 Young STREET	Other Petroleum	Regulation under CLM Act not required	-36.08084123	146.9241682
ALBURY	Former Gasworks and surrounding commercial land.	441 Kiewa STREET	Gasworks	Contamination currently regulated under CLM Act	-36.08357983	146.9137004
ALBURY	Coles Express Albury	465 Guinea STREET	Service Station	Regulation under CLM Act not required	-36.07513665	146.9213077
ALBURY	Former Thales Australia site, Albury	161 Fallon STREET	Other Industry	Contamination currently regulated under CLM Act	-36.064966	146.9434831
ALBURY	Xpress Service Station	616-624 Young STREET	Service Station	Contamination formerly regulated under the CLM Act	-36.07555262	146.9256466
ALBURY	Albury Plaza	Cnr Smollett Street and Townsend STREET	Other Industry	Regulation under CLM Act not required	-36.08112933	146.9135719
ALBURY	Mobil Albury Aviation Fuel Depot	Hangar 8 (Albury Airport), Ogden PLACE	Other Petroleum	Regulation under CLM Act not required	-36.07178139	146.9530165
ALBURY	SRA Land	448 and 452 Young STREET	Unclassified	Regulation under CLM Act not required	-36.08438605	146.9235454
ALBURY	Caltex Service Station	Dean Street, Corner Creek STREET	Service Station	Regulation under CLM Act not required	-36.07978937	146.9110825

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
ALEXANDRIA	Former Mobil Service Station	20 O'Riordan STREET	Service Station	Regulation under CLM Act not required	-33.9075539	151.2014811
ALEXANDRIA	Caltex Alexandria Service Station	133 Wyndham St, cnr McEvoy STREET	Service Station	Regulation under CLM Act not required	-33.9022092	151.2000425
ALEXANDRIA	Former Cadbury Schweppes	49-59 O'Riordan STREET	Other Industry	Contamination formerly regulated under the CLM Act	-33.9140661	151.1950671
ALEXANDRIA	Formerly Gas N Go Alexandria (fully redeveloped into residential	10-20 Botany ROAD	Service Station	Under preliminary investigation order	-33.895363	151.198779
ALEXANDRIA	Mascot Developments	494-504 Gardeners ROAD	Other Industry	Regulation under CLM Act not required	-33.9198218	151.191282
ALEXANDRIA	Alexandria GoGas	562 Botany ROAD	Service Station	Regulation under CLM Act not required	-33.9157722	151.2000753
ALEXANDRIA	Australian Refined Alloys	202-212 Euston ROAD	Metal Industry	Regulation under CLM Act not required	-33.9150513 6	151.185872
ALEXANDRIA	Alexandra Canal Sediments	Off Huntley STREET	Unclassified	Contamination currently regulated under CLM Act	-33.9220421 3	151.1770009
ALEXANDRIA	Australia Post	10-24 Ralph STREET	Other Industry	Contamination was addressed via the planning process (EP&A Act)	-33.9158304 1	151.197997
ALEXANDRIA	Perry Park	1B Maddox STREET	Landfill	Regulation under CLM Act not required	-33.9080994 9	151.1962945
ALEXANDRIA	Alexandria Gardens	146-156 Wyndham Street & 146-156 Botany ROAD	Unclassified	Regulation under CLM Act not required	-33.8995696 1	151.1997377
ALEXANDRIA	Sydney Park	Sydney Park, Alexandria ROAD	Landfill	Contamination currently regulated under CLM Act	-33.9116342 1	151.1840827
ALEXANDRIA	Former Industrial Site (now Value Suites)	16 O'Riordan STREET	Other Industry	Regulation under CLM Act not required	-33.9069796	151.201902
ALEXANDRIA	The Gentry Alexandria - 31 to 41 William St	31-41 William STREET	Unclassified	Regulation under CLM Act not required	-33.9128803 3	151.1980106
ALSTONVILLE	Caltex Service Station Alstonville	73 Main STREET	Service Station	Regulation under CLM Act not required	-28.8411599 4	153.4388699
AMBARVALE	Caltex Service Station	37 Woodhouse DRIVE	Service Station	Regulation under CLM Act not required	-34.0843803 4	150.8019168
ANNANDALE	7-Eleven (former Mobil) Annandale Service Station	198 Parramatta ROAD	Service Station	Regulation under CLM Act not required	-33.8870643 4	151.1741135
ANNANDALE	Shell Coles Express Service Station	124-126 Johnston STREET	Service Station	Regulation under CLM Act not required	-33.8808565 1	151.1704805
APPIN	Eladale Creek Aqueduct Upper Canal	Macquariedale ROAD	Unclassified	Regulation under CLM Act not required	-34.1886706 7	150.7539597
APPIN	West Cliff Colliery	Wedderburn ROAD	Other Petroleum	Regulation under CLM Act not required	-34.2197061 2	150.8217522
ARDLETHAN	Landmark Fertiliser Storage Facility	18 & 24-26 Ariah STREET	Chemical Industry	Regulation under CLM Act not required	-34.3569664 5	146.9007084
ARGENTON	NSW Mines Rescue Services - Argenton	533 Lake ROAD	Other Industry	Regulation under CLM Act not required	-32.9380720 8	151.6269664

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
ARMIDALE	Former Mobil Depot	132 Niagara STREET	Other Petroleum	Contamination formerly regulated under the CLM Act	-30.51115918	151.6490343
ARMIDALE	Caltex Service Station	146 Miller STREET	Service Station	Regulation under CLM Act not required	-30.51362759	151.6481123
ARMIDALE	RTA land adjoining Martin Street estate	adjoining Martin STREET	Other Industry	Contamination formerly regulated under the CLM Act	-30.5045	151.6433
ARMIDALE	Shell Service Station	93 Marsh STREET	Service Station	Regulation under CLM Act not required	-30.51299824	151.6697557
ARMIDALE	Parklands near the former gasworks	Beardy Street and Allingham STREET	Gasworks	Regulation under CLM Act not required	-30.51013465	151.6652722
ARMIDALE	Gasworks and portion of Harris Park	Corner of Beardy Street and Allingham STREET	Gasworks	Contamination currently regulated under CLM Act	-30.51157406	151.6623073
ARMIDALE	Martin Street Estate, Lot 3	Lot 3 Martin STREET	Other Industry	Regulation under CLM Act not required	-30.5066659	151.6453692
ARMIDALE	Martin Street Estate	Martin STREET	Other Industry	Regulation under CLM Act not required	-30.50559024	151.6431854
ARMIDALE	Caltex Armidale Girraween Service Station	6-8 Queen Elizabeth DRIVE	Service Station	Regulation under CLM Act not required	-30.50348872	151.6510748
ARMIDALE	Martin Street, Crown Land	Martin STREET	Other Industry	Contamination formerly regulated under the CLM Act	-30.50414076	151.6429516
ARMIDALE	Former Shell Depot	134 Niagara STREET	Other Petroleum	Regulation under CLM Act not required	-30.51180178	151.6488634
ARMIDALE	Caltex Service Station	144 Marsh STREET	Service Station	Regulation under CLM Act not required	-30.51709925	151.6675802
ARMIDALE	Caltex North Hill Service Station	2-4 Marsh STREET	Service Station	Regulation under CLM Act not required	-30.50320439	151.6727051
ARMIDALE	Mobil Armidale Service Station and Former Depot	10-12 McLennan STREET	Service Station	Regulation under CLM Act not required	-30.51107573	151.648242
ARMIDALE	Caltex Service Station	19/10541 New England HIGHWAY	Service Station	Regulation under CLM Act not required	-30.53210764	151.6160492
ARMIDALE	Armidale Dumaresq Council Grafton Road Depot	15-25 Grafton ROAD	Other Petroleum	Regulation under CLM Act not required	-30.52058076	151.6815261
ARNCLIFFE	7-Eleven Arncliffe	28 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-33.93428397	151.1525438
ARTARMON	7-Eleven (former Mobil) Artarmon Service Station	477 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.81053826	151.1774248
ASHBY	Ashby Dry Dock	via Clarence STREET	Other Industry	Contamination formerly regulated under the CLM Act	-29.44158377	153.1972304
ASHFIELD	Vehicle Workshop	445-449 Liverpool ROAD	Service Station	Regulation under CLM Act not required	-33.88826829	151.1167477
ASQUITH	BP Service Station	462 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.68982678	151.106156
ATTUNGA	Attunga Limestone Mine (Waste Oil Site)	Garthowen ROAD	Other Industry	Regulation under CLM Act not required	-30.92920627	150.8579435

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
AUBURN	DIC Australia	323 Chisholm ROAD	Other Industry	Regulation under CLM Act not required	-33.87228962	151.0157032
AUBURN	Former Ajax chemical factory	9 Short STREET	Other Industry	Contamination currently regulated under CLM Act	-33.83671601	151.0292071
AUBURN	Janyon	Manchester ROAD	Other Industry	Regulation under CLM Act not required	-33.84467826	151.020745
AUBURN	Maintrain Facility - Sydney Trains Auburn	Manchester ROAD	Other Industry	Regulation under CLM Act not required	-33.84410947	151.0242502
AUBURN	Department of Corrective Services land adjacent to the former	Jamieson STREET	Landfill	Contamination formerly regulated under the CLM Act	-33.82928257	151.0590653
AWABA	Awaba Colliery	Wilton ROAD	Other Industry	Regulation under CLM Act not required	-33.02098186	151.5383612
BALGOWLAH	BP Service Station	Cnr Sydney Road and Maretimo STREET	Service Station	Regulation under CLM Act not required	-33.79546175	151.2559309
BALGOWLAH	Part of Manly Council Maintenance Depot	8-10 Roseberry STREET	Other Petroleum	Regulation under CLM Act not required	-33.78928907	151.2679557
BALGOWNIE	Fuel Power Plus	99 Balgownie ROAD	Service Station	Under assessment	-34.38925632	150.8808544
BALLINA	Former Mobil Service Station	37-41 Cherry STREET	Service Station	Regulation under CLM Act not required	-28.87022308	153.5620713
BALLINA	Ballina Shell	273 River STREET	Service Station	Regulation under CLM Act not required	-28.86809272	153.5552789
BALLINA	Woolworths Petrol	Kerr STREET	Service Station	Regulation under CLM Act not required	-28.85824461	153.5605439
BALLINA	Ballina Mays Motors	River STREET	Other Petroleum	Regulation under CLM Act not required	-28.86935402	153.5585931
BALRANALD	Caltex Service Station	Sturt HIGHWAY	Service Station	Regulation under CLM Act not required	-34.66747746	143.5662034
BANKSIA	Woolworths Petrol Service Station Banksia	314 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-33.94567308	151.1416884
BANKSIA	Cooks Cove Development	Cooks Cove PARK	Landfill	Under assessment	-33.948464	151.153128
BANKSMEADOW	Orica Botany Groundwater Project	16-20 Beauchamp ROAD	Chemical Industry	Contamination currently regulated under CLM Act	-33.9552673	151.2151954
BANKSMEADOW	Discovery Cove, Former Ampol Rail Terminal	1801 Botany ROAD	Other Petroleum	Regulation being finalised	-33.96162178	151.2184122
BANKSMEADOW	Caltex Terminal	1-3 Penrhyn ROAD	Other Petroleum	Contamination currently regulated under POEO Act	-33.96335328	151.2171062
BANKSMEADOW	Orica Botany (Pre-2003 Regulation)	Port Feeder ROAD	Chemical Industry	Contamination currently regulated under CLM Act	-33.9516159	151.2195804
BANKSMEADOW	Veolia Waste Transfer Terminal (former Keith Engineering site)	34-36 McPherson STREET	Other Industry	Under assessment	-33.95811039	151.2195225
BANKSMEADOW	Orica Former Chlor Alkali Plant	Botany Industrial Park, off Denison STREET	Chemical Industry	Contamination currently regulated under CLM Act	-33.95664283	151.221685

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
BANKSMEADOW	Former Pipeline	Corish CIRCLE	Other Petroleum	Regulation being finalised	-33.94705787	151.2209919
BANKSMEADOW	Pacific National Rail Siding	1 Beauchamp ROAD	Chemical Industry	Contamination currently regulated under CLM Act	-33.95757712	151.2204974
BANKSMEADOW	Former Mobil Banksmeadow Terminal	Coal Pier ROAD	Other Petroleum	Regulation under CLM Act not required	-33.95405624	151.2142048
BANKSMEADOW	Orica Car Park Waste Encapsulation	Corish CIRCLE	Landfill	Contamination formerly regulated under the POEO Act	-33.94703665	151.22083
BANKSTOWN	7-Eleven Service Station	689 Henry Lawson DRIVE	Service Station	Regulation under CLM Act not required	-33.92749953	150.9804784
BANORA POINT	Caltex Service Station	Corner Leisure Drive and Darlington DRIVE	Service Station	Regulation under CLM Act not required	-28.21390712	153.5417434
BARGO	Tahmoor Colliery	Remembrance DRIVE	Other Industry	Regulation under CLM Act not required	-34.25090795	150.5793631
BARMEDMAN	Caltex - Barmedman	Corner Watson Street and Star STREET	Other Petroleum	Regulation under CLM Act not required	-34.14351302	147.3824934
BARRACK HEIGHTS	Caltex Service Station	332-336 Shellharbour ROAD	Service Station	Regulation under CLM Act not required	-34.56489171	150.8597814
BATEAU BAY	Former landfill	The Entrance ROAD	Landfill	Contamination currently regulated under CLM Act	-33.3938305	151.4699046
BATEAU BAY	Woolworths Service Station Bateau Bay	9 Bay Village ROAD	Service Station	Regulation under CLM Act not required	-33.37316432	151.4737125
BATEHAVEN	Caltex Service Station	264 Beach ROAD	Service Station	Regulation under CLM Act not required	-35.73255166	150.1997536
BATEHAVEN	Coles Express Service Station Batehaven	198 Beach ROAD	Service Station	Regulation under CLM Act not required	-35.72671807	150.1944931
BATEMANS BAY	Caltex Service Station	87-89 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-35.71940701	150.1762788
BATHURST	Shell Coles Express Service Station	(Cnr Stewart and Rocket Street) 298 Stewart STREET	Service Station	Regulation under CLM Act not required	-33.41910999	149.5677773
BATHURST	Former Shell Depot Bathurst	56 Bant STREET	Other Petroleum	Regulation under CLM Act not required	-33.43471575	149.5774595
BATHURST	Bathurst Rail Fabrication Centre	34 Alpha STREET	Other Industry	Regulation under CLM Act not required	-33.43037796	149.5821533
BATHURST	Bathurst - Former Caltex Depot	114 Howick STREET	Other Petroleum	Regulation under CLM Act not required	-33.42296963	149.5862574
BATHURST	Caltex Bathurst Service Station	53 Durham STREET	Service Station	Regulation under CLM Act not required	-33.41689545	149.5848527
BATHURST	Former Police Station	Corner of William Street and Durham STREET	Other Petroleum	Contamination formerly regulated under the CLM Act	-33.41592424	149.5842233
BATHURST	Former Mobil Depot	1 Lambert STREET	Other Petroleum	Regulation under CLM Act not required	-33.42875534	149.5806344
BATHURST	Crago Mill site	Piper STREET	Other Industry	Regulation under CLM Act not required	-33.42777602	149.5809428

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
BATHURST	Former Mobil Depot	Lower Russell STREET	Other Petroleum	Regulation under CLM Act not required	-33.42497876	149.585128
BATHURST	Shell Coles Express Bathurst Service Station	59 Durham STREET	Service Station	Regulation under CLM Act not required	-33.41639415	149.5843243
BATHURST	Former Gasworks	71 Russell STREET	Gasworks	Contamination formerly regulated under the CLM Act	-33.42420302	149.5864517
BATHURST	Devro Cattle Hide Processing Plant	46 Vale ROAD	Other Industry	Regulation under CLM Act not required	-33.43926137	149.5803563
BAULKHAM HILLS	Caltex Baulkham Hills Service Station	117 Seven Hills ROAD	Service Station	Regulation under CLM Act not required	-33.76139872	150.9750767
BAULKHAM HILLS	Caltex Service Station	130 Seven Hills ROAD	Service Station	Regulation under CLM Act not required	-33.76180431	150.9746297
BAULKHAM HILLS	Shell Coles Express Service Station	363 Windsor ROAD	Service Station	Regulation under CLM Act not required	-33.7601819	150.9916224
BEACON HILL	Caltex Service Station	176 Warringah ROAD	Service Station	Contamination currently regulated under CLM Act	-33.75381485	151.2602617
BEACON HILL	Former 7 - Eleven Service Station, Beacon Hill	312 Warringah ROAD	Service Station	Regulation under CLM Act not required	-33.7515497	151.2469442
BEACONSFIELD	63-85 Victoria St, Beaconsfield	63-85 Victoria STREET	Other Industry	Regulation under CLM Act not required	-33.9102929	151.2016275
BEGA	Coles Express (former Caltex) Service Station	2-6 Swan (Corner Carp) STREET	Service Station	Regulation under CLM Act not required	-36.67388263	149.838163
BEGA	Former BP Service Station	100 - 102 Gipps STREET	Service Station	Regulation under CLM Act not required	-36.67563094	149.8433291
BEGA	Former Bega Gasworks	19-29 Upper STREET	Gasworks	Under preliminary investigation order	-36.67710613	149.8480253
BEGA	Caltex Service Station	36-40 Lagoon STREET	Service Station	Regulation under CLM Act not required	-36.66832965	149.8289048
BEGA	Lands Adjoining the Former Bega Gasworks	Part of Upper, East, Gordon & Gloucester STREET	Gasworks	Under preliminary investigation order	-36.67710613	149.8480253
BEGA	Spenco Site - owned by Bega Spotlight Property 2 Pty Ltd	53-65 Bega Street STREET	Other Industry	Under assessment	-36.67135539	149.8450828
BELMONT	Coles Express Belmont Service Station	502 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.0331715	151.6605194
BELMONT	Former Ampol Service Station	467-469 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.0299728	151.6613301
BELMONT NORTH	Woolworths Service Station Belmont North	399 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.0245211	151.6634893
BELMONT NORTH	Caltex Belmont North Service Station	406 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.02476876	151.6623655
BELMONT NORTH	Belmont Bus Depot	2 Floraville ROAD	Other Petroleum	Regulation under CLM Act not required	-33.02476269	151.6606657
BELMORE	SRA Land	348 Burwood ROAD	Unclassified	Regulation under CLM Act not required	-33.91753611	151.0859487

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
BELMORE	7-Eleven Service Station	792-794 Canterbury ROAD	Service Station	Regulation under CLM Act not required	-33.92567992	151.0873469
BELROSE	Glenrose Shopping Centre	56-58 Glen STREET	Unclassified	Contamination currently regulated under CLM Act	-33.73917996	151.2101029
BELROSE	Woolworths Petrol	60 Glen STREET	Service Station	Regulation under CLM Act not required	-33.74009002	151.2091045
BELROSE	Caltex Service Station	157 Forest WAY	Service Station	Regulation under CLM Act not required	-33.7347675	151.2212004
BENNETTS GREEN	Former Windale Wastewater Treatment Works	8 Templar PLACE	Other Industry	Regulation under CLM Act not required	-33.00317523	151.6936636
BERESFIELD	BP Beresfield Truckstop	2 Kinta Drive, corner John Renshaw DRIVE	Service Station	Regulation under CLM Act not required	-32.81122768	151.6393427
BERESFIELD	Former Koppers Timber Treatment Site	53 Weakleys DRIVE	Other Industry	Regulation under CLM Act not required	-32.79902937	151.6358846
BERKELEY VALE	Former Berkeley Vale Service Station	121-123 Lakedge AVENUE	Service Station	Regulation under CLM Act not required	-33.34899186	151.4423109
BERKSHIRE PARK	Shell Coles Express Berkshire Park	746 - 752 Richmond ROAD	Service Station	Regulation under CLM Act not required	-33.66508654	150.7990243
BEROWRA	Caltex Berowra Service Station	12-14 Berowra Waters ROAD	Service Station	Regulation under CLM Act not required	-33.6233827	151.1505554
BEROWRA	7-Eleven Berowra Service Station	965-969 Pacific (Cnr Waratah Rd) HIGHWAY	Service Station	Regulation under CLM Act not required	-33.62673163	151.1479171
BEROWRA	Shell Coles Express Berowra	955 Pacific (Cnr Yallambee Rd) HIGHWAY	Service Station	Regulation under CLM Act not required	-33.62818015	151.1475736
BEROWRA	42 Berowra Waters Road	42 Berowra Waters ROAD	Unclassified	Regulation under CLM Act not required	-33.6203211	151.1482454
BERRIGAN	Caltex Service Station Berrigan	155-165 Chanter STREET	Service Station	Regulation under CLM Act not required	-35.6557616	145.8015557
BERRY	Berry Service Centre - Shell Branded	88 Queen STREET	Service Station	Regulation under CLM Act not required	-34.77571634	150.6961713
BERRY	Shell Berry - Now Oleum branded	75 Queen STREET	Service Station	Contamination currently regulated under POEO Act	-34.77500516	150.695167
BEXLEY	7-Eleven Bexley	474 Forest ROAD	Service Station	Regulation under CLM Act not required	-33.95160096	151.1252355
BEXLEY	7-Eleven (former Mobil) Service Station Bexley	613 Forest ROAD	Service Station	Regulation under CLM Act not required	-33.95539246	151.118447
BILLINUDGEL	CSR Readymix	Mogo PLACE	Other Industry	Regulation under CLM Act not required	-28.50210255	153.5278161
BILLINUDGEL	Billinudgel General Store	2A Wilfred STREET	Service Station	Under assessment	-28.50435	153.52701
BLACKMANS FLAT	Mount Piper Extension Development Site	2847 Boulder ROAD	Other Industry	Regulation under CLM Act not required	-33.35619968	150.0279881
BLACKMANS FLAT	Lamberts Gully Mine	Castlereagh HIGHWAY	Other Industry	Regulation under CLM Act not required	-33.36713827	150.0483236

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
BLACKTOWN	Former Caltex Service Station	131 Richmond ROAD	Service Station	Regulation under CLM Act not required	-33.75866104	150.8962614
BLACKTOWN	Valspar Blacktown	4 Steel STREET	Chemical Industry	Regulation under CLM Act not required	-33.75425018	150.9127714
BLACKTOWN	Land at Reservoir Road	Reservoir ROAD	Unclassified	Regulation under CLM Act not required	-33.79119448	150.8967838
BLACKTOWN	7-Eleven Service Station	60 Walters ROAD	Service Station	Regulation under CLM Act not required	-33.77599783	150.8948926
BLAKEHURST	Woolworths Service Station Blakehurst	390 Princes HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-33.990197	151.11361
BLAKEHURST	The Bay Nursing Home	392-394 Princes HIGHWAY	Service Station	Under assessment	-33.99030465	151.1140293
BLAXLAND	7-Eleven (former Mobil) Service Station	137 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.74627	150.6137669
BOAMBEE	Lindsay Bros transport depot site	542 Pacific HIGHWAY	Other Petroleum	Regulation under CLM Act not required	-30.33106848	153.0802985
BOAMBEE	BP-branded (former Mobil) Boambee Service Station	601 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-30.33544287	153.0817266
BOBS FARM	Bob's Farm	15 Fenningham Island ROAD	Other Industry	Regulation under CLM Act not required	-32.74867207	152.0316217
BOGGABILLA	Former Caltex Service Station	90 Simpson Street, corner Newell HIGHWAY	Service Station	Regulation under CLM Act not required	-28.60654029	150.3571056
BOGGABILLA	Lowes (Former Mobil) Depot	Newell HIGHWAY	Other Petroleum	Regulation under CLM Act not required	-28.61023985	150.3529156
BOMADERRY	Caltex Service Station	341 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.84561952	150.5946978
BOMADERRY	Caltex Service Station Bomaderry	246 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.83833824	150.5958799
BOMADERRY	Former Mobil Emoleum Depot	7 Victa WAY	Other Petroleum	Regulation under CLM Act not required	-34.8445461 8	150.6139462
BOMADERRY	Former Shell Depot	44 Railway STREET	Other Petroleum	Regulation under CLM Act not required	-34.85193621	150.6117038
BOMADERRY	SRA Land	Lot 2 Meroo STREET	Unclassified	Regulation under CLM Act not required	-34.85314813	150.6099573
BOMADERRY	Bomaderry Works Depot	10 McIntyre WAY	Other Petroleum	Regulation under CLM Act not required	-34.84576748	150.6131411
BOMADERRY	Commercial Land	320 Princes HIGHWAY	Other Industry	Contamination currently regulated under CLM Act	-34.84424073	150.5958149
BOMBALA	Caltex Service Station Bombala	159-161 Maybe STREET	Service Station	Regulation under CLM Act not required	-36.91234945	149.2374622
BOMBALA	Former Bright Street Timber Mill	Bright STREET	Other Industry	Regulation under CLM Act not required	-36.9154764 5	149.2302454
BOMBALA	Caltex Bombala Service Station	High Street corner Stephen STREET	Service Station	Regulation under CLM Act not required	-36.90447935	149.241292

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
BOMBALA	Prime Pine site	Sandy LANE	Other Industry	Regulation under CLM Act not required	-36.9315425	149.2110959
BOMEN	Caltex Terminal	34 Lewington STREET	Other Petroleum	Regulation under CLM Act not required	-35.0700202	147.4121955
BONDI	BP-branded Service Station	185 Bondi ROAD	Service Station	Regulation under CLM Act not required	-33.894432208	151.2647671
BONDI	Caltex Service Station Bondi	51 Bondi ROAD	Service Station	Regulation under CLM Act not required	-33.8936307	151.260001
BONDI JUNCTION	Waverley Bus Depot	1-15 Oxford STREET	Other Industry	Regulation under CLM Act not required	-33.89165341	151.2421246
BONNY HILLS	Bonny View Store	923 Ocean DRIVE	Service Station	Regulation under CLM Act not required	-31.59075636	152.8392935
BONNYRIGG	Metro (Formerly United & AP SAVER) Service Station Bonnyrigg	709 Cabramatta Road West ROAD	Service Station	Under preliminary investigation order	-33.893058	150.892476
BONNYRIGG HEIGHTS	BP-Branded Service Station	451 North Liverpool ROAD	Service Station	Regulation under CLM Act not required	-33.89416327	150.8578378
BOOLAROO	Bonnyrigg Cardiff West Estate - Pasminco Cockle Creek	Adjacent to PCC Smelter at 13A Main ROAD	Metal Industry	Regulation under CLM Act not required	-32.93950137	151.6349183
BOOLAROO	Cockle Creek and Cockle Bay Sediments	Off Creek Reserve ROAD	Metal Industry	Contamination currently regulated under CLM Act	-32.96079541	151.6141327
BOOLAROO	Pasminco Cockle Creek Smelter	Lake ROAD	Metal Industry	Contamination currently regulated under CLM Act	-32.94434593	151.6307345
BOOLAROO	Incitec Pivot	13 Main STREET	Other Industry	Contamination formerly regulated under the CLM Act	-32.94803538	151.6302187
BOOLAROO	Bumings Site - Pasminco Cockle Creek	13a Main ROAD	Metal Industry	Contamination formerly regulated under the CLM Act	-32.94364503	151.6252316
BOOLAROO	Part Lot 2 DP1127713 (proposed Lot G) - Pasminco Cockle Creek	13a Main ROAD	Metal Industry	Contamination formerly regulated under the CLM Act	-32.94364503	151.6252316
BOOLAROO	Lot 600 DP1228699 (formerly Part Lot 2 DP1127713 & proposed Lot	Main ROAD	Metal Industry	Contamination currently regulated under CLM Act	-32.944397	151.626397
BOOROWA	Former Mobil Depot	14-16 Brial STREET	Other Petroleum	Regulation under CLM Act not required	-34.43673234	148.7300821
BOOROWA	Mobil Service Station	63-69 Marsden STREET	Service Station	Contamination formerly regulated under the CLM Act	-34.4415733 1	148.7162391
BOTANY	Former Aerosols of Australia	1617 Botany ROAD	Chemical Industry	Regulation under CLM Act not required	-33.9529386	151.2037468
BOTANY	Nuplex Resins	49-61 Stephen ROAD	Chemical Industry	Contamination currently regulated under CLM Act	-33.952588	151.21101
BOTANY	Former Tannery	2 Daniel STREET	Other Industry	Regulation under CLM Act not required	-33.94126194	151.1991087
BOTANY	Botany, Underwood	14a Underwood AVENUE	Unclassified	Contamination being managed via the planning process (EP&A Act)	-33.94508532	151.1947626
BOTANY	Roads and Maritime Service	5 - 9 Lord STREET	Other Industry	Regulation under CLM Act not required	-33.94100279	151.1968763

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
BOTANY	Former Industrial Site	28 Folkestone PARADE	Unclassified	Contamination being managed via the planning process (EP&A Act)	-33.95187539	151.1960537
BOURKE	Caltex Service Station	82-86 Anson STREET	Service Station	Regulation under CLM Act not required	-30.09500388	145.9414388
BOURKE	Former Shell Bourke Depot	94-106 Anson STREET	Service Station	Regulation under CLM Act not required	-30.09548497	145.9436745
BOWENFELS	Bowenfels Field Support Centre	9-13 Cooerwull ROAD	Other Petroleum	Regulation under CLM Act not required	-33.47514572	150.1323899
BOWRAL	Shell Coles Express Bowral Service Station	430 Bong Bong STREET	Service Station	Regulation under CLM Act not required	-34.48269596	150.417389
BOWRAL	Former Gasworks	Merrigang STREET	Gasworks	Contamination currently regulated under CLM Act	-34.4783957	150.4255053
BOX HILL	Former Waste Management Facility	25 Terry ROAD	Landfill	Regulation under CLM Act not required	-33.65559259	150.8977986
BOX HILL	Former Poultry Farm	27-33 Boundary ROAD	Other Industry	Regulation under CLM Act not required	-33.64866563	150.8815467
BOX HILL	Former Poultry Farm	19-25 Boundary ROAD	Other Industry	Under assessment	-33.64975248	150.8819725
BRANXTON	Former Service Station Branxton	Part of 70 Maitland STREET	Service Station	Under preliminary investigation order	-32.65647051	151.3516199
BRANXTON	Branxton Wastewater Treatment Works	2151 New England HIGHWAY	Other Industry	Regulation under CLM Act not required	-32.66069944	151.3625572
BREWARRINA	Dowell's Fuel	39 Doyle STREET	Service Station	Regulation under CLM Act not required	-29.96152786	146.8612561
BRIGHTON-LE-SANDS	Shell Service Station Brighton Le Sands & adjacent land	2 General Holmes DRIVE	Service Station	Contamination formerly regulated under the CLM Act	-33.9579214	151.1578665
BRIGHTON-LE-SANDS	Cook Park	General Holmes DRIVE	Service Station	Contamination formerly regulated under the CLM Act	-33.9581072	151.1579572
BROADMEADOW	Former Industrial Site	16 Broadmeadow ROAD	Service Station	Regulation under CLM Act not required	-32.91444096	151.7300112
BROADMEADOW	Nineways Broadmeadow Coles Express SS	Corner Brunker Road and Lambton ROAD	Service Station	Regulation under CLM Act not required	-32.92511185	151.7364247
BROKEN HEAD	South Byron Sewage Treatment Works	Broken Head ROAD	Other Industry	Regulation under CLM Act not required	-28.67233626	153.6148974
BROKEN HILL	Former Caltex Depot	3 Kanandah ROAD	Service Station	Regulation under CLM Act not required	-31.98341823	141.4332211
BROKEN HILL	Former Caltex Service Station	167-173 Argent STREET	Service Station	Regulation under CLM Act not required	-31.96066663	141.4624175
BROKEN HILL	Caltex Service Station	535 Argent STREET	Service Station	Regulation under CLM Act not required	-31.95311924	141.4745274
BROKEN HILL	Tasco Petroleum (Former Mobil) Depot	5 Kanandah ROAD	Other Petroleum	Regulation under CLM Act not required	-31.9843986	141.4329127
BROKEN HILL	Former Mobil Aviation Refuelling Facility, Broken Hill Airport	Airport ROAD	Other Petroleum	Regulation under CLM Act not required	-31.99928312	141.4685759

CUMBERLAND CITY COUNCIL

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
BROKEN HILL	Caltex Service Station	73-87 Oxide STREET	Service Station	Contamination formerly regulated under the CLM Act	-31.955 19591	141.4658647
BROKEN HILL	Former Mobil Depot	Corner Of Talc Street and Gossan STREET	Other Petroleum	Regulation under CLM Act not required	-31.96018102	141.4514752
BROKEN HILL	Former Gasworks	Cornish STREET	Gasworks	Contamination formerly regulated under the CLM Act	-31.963305 62	141.4470611
BROOKLYN	Former Oyster Farm	139 Brooklyn (Off Government) ROAD	Unclassified	Regulation under CLM Act not required	-33.54716867	151.2229744
BROOKVALE	Coles Express Service Station Brookvale	198 Harbord ROAD	Service Station	Regulation under CLM Act not required	-33.76332299	151.2794028
BROOKVALE	Woolworths Petrol Brookvale	756 Pittwater ROAD	Service Station	Regulation under CLM Act not required	-33.76170587	151.2762411
BROOKVALE	Caltex Service Station Brookvale	740-742 Pittwater ROAD	Service Station	Regulation under CLM Act not required	-33.76146721	151.2745358
BROOKVALE	Harrison Manufacturing	75 Old Pittwater ROAD	Other Industry	Regulation under CLM Act not required	-33.76497282	151.2637961
BROOKVALE	Brookvale Bus Depot	630-636 Pittwater ROAD	Other Petroleum	Regulation under CLM Act not required	-33.76641698	151.2705659
BROOKVALE	Warringah Mall	Cnr Condamine Street, Old Pittwater Rd & Cross STREET	Other Industry	Regulation under CLM Act not required	-33.76729923	151.2657272
BROOKVALE	Littles Dry Cleaning	123 Old Pittwater ROAD	Other Industry	Regulation under CLM Act not required	-33.76759121	151.2625932
BROWNSVILLE	Caltex Service Station	342 Kanahooka ROAD	Service Station	Regulation under CLM Act not required	-34.48591734	150.8064373
BRUNSWICK HEADS	Caltex Service Station	5 Tweed STREET	Service Station	Regulation under CLM Act not required	-28.5381619	153.5487135
BUDGEWOI	Colongra Power Station	Off Scenic DRIVE	Other Industry	Under assessment	-33.21463137	151.5529338
BULAHDELAH	Caltex Service Station	8 Red Gum Road, Corner Mahogany STREET	Service Station	Regulation under CLM Act not required	-32.39837094	152.2106015
BULAHDELAH	Former Caltex Service Station	53-59 Bulahdelah WAY	Service Station	Regulation under CLM Act not required	-32.40721638	152.2110291
BULAHDELAH	BP-branded (former Mobil) Service Station	73-75 Bulahdelah WAY	Service Station	Regulation under CLM Act not required	-32.40971018	152.2105785
BULLABURRA	Former Burmah Bullaburra Service Station	367 - 369 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.72482995	150.4124537
BULLI	Scrap Yard	7 Molloy STREET	Other Industry	Contamination formerly regulated under the CLM Act	-34.33663195	150.9131154
BULLI	Bulli Brickworks	Quilkey PLACE	Other Industry	Regulation under CLM Act not required	-34.33263113	150.9086247
BUNGENDORE	Former Timber Treatment Plant	Corner King Street and Butmaroo STREET	Other Industry	Contamination formerly regulated under the CLM Act	-35.26151273	149.4434907
BURONGA	Caltex Service Station	Sturt Hwy Cnr Silver City HIGHWAY	Service Station	Regulation under CLM Act not required	-34.17056496	142.1813847

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
BURWOOD	Burwood STA Depot	Cnr Shaftesbury and Parramatta ROADS	Other Industry	Contamination formerly regulated under the CLM Act	-33.86982934	151.1089057
BYRON BAY	Residential Development	Lot 15 Seaview STREET	Unclassified	Regulation under CLM Act not required	-28.65214464	153.6165573
BYRON BAY	Butler Street Reserve Byron Bay	Butler STREET	Landfill	Under preliminary investigation order	-28.6434329	153.6101099
CABARITA	Dulux (Orica Australia)	Cabarita ROAD	Chemical Industry	Contamination formerly regulated under the CLM Act	-33.84643972	151.1157115
CABARITA	Cabarita Wellcome	47 and 48 Phillips STREET	Other Industry	Ongoing maintenance required to manage residual contamination	-33.85250251	151.1176366
CABRAMATTA	Caltex Service Station Cabramatta	168 John STREET	Service Station	Regulation under CLM Act not required	-33.89422314	150.9279279
CABRAMATTA	Cabramatta Creek	17 A and 19A Liverpool Street STREET	Unclassified	Regulation under CLM Act not required	-33.90282	150.941563
CALGA	Former service station	101 Peats Ridge ROAD	Service Station	Contamination formerly regulated under the CLM Act	-33.37592138	151.2254951
CALLALA BEACH	Callala Beach General Store	(formerly 1 Quay Rd) 114A Quay ROAD	Service Station	Regulation under CLM Act not required	-35.0101817	150.6964322
CAMBRIDGE GARDENS	Caltex Cambridge Park	1 Boomerang PLACE	Service Station	Regulation under CLM Act not required	-33.74068794	150.717174
CAMDEN	Camden High School (former)	John STREET	Gasworks	Regulation under CLM Act not required	-34.05114079	150.6951285
CAMDEN	Caltex Camden Service Station	21 Barsden STREET	Service Station	Regulation under CLM Act not required	-34.05808413	150.6914744
CAMDEN SOUTH	Coles Express Service Station Camden South	273 Old Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-34.08660995	150.6945444
CAMELLIA	Hymix Concrete	14 Grand AVENUE	Metal Industry	Contamination currently regulated under CLM Act	-33.82243454	151.044789
CAMELLIA	Mauri Foods	15 Grand AVENUE	Other Industry	Regulation being finalised	-33.81996985	151.0335725
CAMELLIA	James Hardie Factory (former, eastern portion)	1 Grand AVENUE	Other Industry	Ongoing maintenance required to manage residual contamination	-33.8182384	151.0261019
CAMELLIA	Bitumen Manufacturer	12 Grand AVENUE	Other Industry	Contamination currently regulated under CLM Act	-33.82189695	151.0429251
CAMELLIA	Hambear	14 Thackeray STREET	Metal Industry	Regulation under CLM Act not required	-33.81920482	151.0419394
CAMELLIA	Former Asciano Properties	39 Grand AVENUE	Chemical Industry	Contamination currently regulated under CLM Act	-33.8205614	151.0443331
CAMELLIA	Railway Land	27 Grand AVENUE	Other Industry	Regulation under CLM Act not required	-33.81910822	151.0382483
CAMELLIA	Wrigg	13 Grand AVENUE	Metal Industry	Under preliminary investigation order	-33.81971361	151.0321525
CAMELLIA	Former Akzo Nobel site	6 Grand AVENUE	Chemical Industry	Contamination currently regulated under CLM Act	-33.82238826	151.0319264

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
CAMELLIA	Former Shell Clyde Refinery	Durham STREET	Other Industry	Contamination currently regulated under POEO Act	-33.82804924	151.0378966
CAMELLIA	Council Reserve	11B Grand AVENUE	Metal Industry	Regulation under CLM Act not required	-33.81850502	151.0302425
CAMELLIA	Veolia	37 Grand AVENUE	Chemical Industry	Contamination currently regulated under CLM Act	-33.81980027	151.0430689
CAMELLIA	Sydney Water	41 Grand AVENUE	Chemical Industry	Contamination formerly regulated under the CLM Act	-33.8217493	151.0453367
CAMELLIA	Maritime Services Board	33A Grand AVENUE	Metal Industry	Regulation under CLM Act not required	-33.81836086	151.0401249
CAMMERAY	Tunks Park	Brothers AVENUE	Landfill	Contamination formerly regulated under the CLM Act	-33.81734704	151.2113338
CAMMERAY	Coles Express Cammeray	477-483 Miller STREET	Service Station	Regulation under CLM Act not required	-33.82141124	151.2108658
CAMPBELLTOWN	Mobil Service Station	96-98 Queen STREET	Service Station	Regulation under CLM Act not required	-34.06407588	150.8170082
CAMPBELLTOWN	BP Macarthur Service Station	Cnr Blaxland ROAD and Campbelltown ROAD	Service Station	Regulation under CLM Act not required	-34.05312872	150.8234349
CAMPBELLTOWN	Former vehicle wrecking yard	38 Blaxland ROAD	Other Industry	Regulation under CLM Act not required	-34.06055735	150.8130598
CAMPERDOWN	Former Gee Graphics	27 Church STREET	Other Industry	Regulation under CLM Act not required	-33.88737747	151.1773616
CAMPERDOWN	O'Dea Reserve	Salisbury LANE	Landfill	Contamination formerly regulated under the CLM Act	-33.89072786	151.1736948
CAMPERDOWN	The Spruce	12-14 Marsden STREET	Other Industry	Regulation under CLM Act not required	-33.88720632	151.1784514
CAMPSIE	Budget Petroleum and adjacent property	403 Canterbury Road and 1 Una STREET	Service Station	Contamination currently regulated under CLM Act	-33.91605617	151.1086596
CAMPSIE	Former Sunbeam factory	60 Charlotte STREET	Other Industry	Contamination formerly regulated under the CLM Act	-33.92254225	151.1025796
CANLEY HEIGHTS	Former Caltex Canley Heights	368 Canley Vale ROAD	Service Station	Regulation under CLM Act not required	-33.88271081	150.9154176
CANLEY HEIGHTS	Caltex Canley Heights Service Station	280-286 Canley Vale ROAD	Service Station	Regulation under CLM Act not required	-33.88393501	150.9241656
CANLEY VALE	Coles Express Lansvale	99 Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-33.89295753	150.9606136
CANLEY VALE	Former Mobil Service Station	96 Canley Vale ROAD	Service Station	Regulation under CLM Act not required	-33.88591573	150.9369801
CANOWINDRA	BP-branded Jasbe Service Station	76 Rodd STREET	Service Station	Regulation under CLM Act not required	-33.56131773	148.6682805
CANTERBURY	Metro Petroleum Service Station	13-19 Canterbury ROAD	Service Station	Contamination currently regulated under CLM Act	-33.90783455	151.1125207
CARDIFF	7-Eleven Service Station	399 Main ROAD	Service Station	Regulation under CLM Act not required	-32.93391137	151.6562111

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
CARDIFF	Former Caltex Service Station	367 Main ROAD	Service Station	Regulation under CLM Act not required	-32.93761223	151.6577781
CARDIFF	Maneela Oval	Main ROAD	Other Industry	Regulation under CLM Act not required	-32.93018443	151.6435559
CARDIFF	Former Mobil Depot	7 Ranton STREET	Other Petroleum	Regulation under CLM Act not required	-32.94516764	151.6470387
CARDIFF	BP Service Station (Reliance Petroleum)	Corner Sturt and Main ROADS	Service Station	Regulation under CLM Act not required	-32.93792229	151.6569905
CARDIFF	Woolworths (former Mobil) Cardiff Service Station	43 Macquarie ROAD	Service Station	Regulation under CLM Act not required	-32.94118246	151.6578195
CARINGBAH	Adjacent to Spirent Australia	101-103 Cawarra ROAD	Other Industry	Contamination formerly regulated under the CLM Act	-34.03360747	151.1245577
CARINGBAH	Former Consumer Health Products Manufacturer	32-40 Cawarra ROAD	Other Industry	Regulation under CLM Act not required	-34.03024369	151.1277755
CARINGBAH	Caltex Lilli Pilli Service Station	477-481 Port Hacking ROAD	Service Station	Regulation under CLM Act not required	-34.05243807	151.1216353
CARINGBAH	7-Eleven Service Station	367 The KINGSWAY	Service Station	Regulation under CLM Act not required	-34.03948677	151.1203268
CARINGBAH	Spirent Australia	105 Cawarra ROAD	Other Industry	Contamination formerly regulated under the CLM Act	-34.03425343	151.1245092
CARINGBAH	BP Caringbah	54 Captain Cook DRIVE	Service Station	Under assessment	-34.032652	151.125487
CARLINGFORD	Caltex Service Station Carlingford	131 Pennant Hills ROAD	Service Station	Regulation under CLM Act not required	-33.78762398	151.0279422
CARLINGFORD	Caltex Service Station	797 Pennant Hills ROAD	Service Station	Regulation under CLM Act not required	-33.7757819	151.0516532
CARLTON	Shell Coles Express Service Station	277 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-33.97485579	151.1272732
CARRINGTON	Commercial Metals Company (CMC) Australia Pty Ltd	117-121 Bourke STREET	Other Industry	Regulation under CLM Act not required	-32.91488832	151.7677193
CARRINGTON	Carrington redevelopment site	11 Howden STREET	Other Industry	Regulation under CLM Act not required	-32.91309509	151.7625341
CARRINGTON	Forgacs Dockyard	81 Denison STREET	Other Industry	Regulation under CLM Act not required	-32.9207441	151.764816
CARRINGTON	NAT vacant land	Bourke STREET	Unclassified	Regulation under CLM Act not required	-32.91276029	151.7685894
CARRINGTON	Dyke Point Containment Cell	Dyke ROAD	Other Industry	Regulation under CLM Act not required	-32.91763422	151.7727101
CARRINGTON	Carrington Coal Tar Pavements	Bourke Street to Dyke ROAD	Other Industry	Regulation under CLM Act not required	-32.91441348	151.770271
CARRINGTON	Pasminco Ship Loader	Dyke Berth 2 (off Bourke Street)	Metal Industry	Regulation under CLM Act not required	-32.9148698	151.7716837
CARSS PARK	Vacant Property	334 Princes HIGHWAY	Other Industry	Regulation under CLM Act not required	-33.98628486	151.1133908

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
CARWELL	Cement Australia Carwell Creek Quarries	Quarry ROAD	Other Industry	Regulation under CLM Act not required	-32.85413742	149.923172
CASINO	Caltex Service Station and Depot Casino	28 & 32 Dyraaba STREET	Service Station	Regulation under CLM Act not required	-28.85488567	153.044806
CASINO	Caltex Service Station	96 Centre STREET	Service Station	Regulation under CLM Act not required	-28.86539567	153.0450654
CASINO	Former Gasworks	134-136 North STREET	Gasworks	Regulation under CLM Act not required	-28.86080712	153.0526043
CASINO	Woolworths Service Station Casino	130 Canterbury STREET	Service Station	Regulation under CLM Act not required	-28.86231341	153.0464642
CASINO	18 Beith Street, Casino	18 Beith STREET	Unclassified	Regulation under CLM Act not required	-28.84951426	153.0446585
CASINO	Corner Store	30 Barker STREET	Service Station	Regulation under CLM Act not required	-28.86316792	153.0389124
CASINO	Casino Roadhouse	86 Johnston STREET	Service Station	Under assessment	-28.85960698	153.0562429
CASULA	Caltex Casula Service Station	646 Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-33.95641262	150.8934783
CATHERINE HILL BAY	Catherine Hill Bay Coal Handling and Preparation Plant	1A Keene STREET	Other Industry	Regulation under CLM Act not required	-33.16120556	151.6302456
CESSNOCK	Caltex Cessnock Service Station	103-105 Wollombi (Cnr James Street) ROAD	Service Station	Regulation under CLM Act not required	-32.83936243	151.3430078
CESSNOCK	Former Mobil Service Station	102 Wollombi ROAD	Service Station	Regulation under CLM Act not required	-32.83844074	151.3436022
CESSNOCK	Former Service Station	2-4 Allandale ROAD	Service Station	Under assessment	-32.83118911	151.3560677
CHARBON	Charbon Colliery	Charbon ROAD	Other Industry	Regulation under CLM Act not required	-32.92390131	149.9839098
CHARLESTOWN	7-Eleven Charlestown	273 Charlestown ROAD	Service Station	Under assessment	-32.95802555	151.6897931
CHARLESTOWN	Caltex Service Station	81 Pacific HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-32.96708479	151.6955919
CHARLESTOWN	Caltex Woolworths (Former BP)	91-93 Pacific HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-32.96633569	151.6959051
CHARLESTOWN	Ausgrid Powell Street Depot	8 Powell STREET	Other Industry	Regulation under CLM Act not required	-32.95912375	151.6944136
CHARMHAVEN	Caltex Charmhaven Service Station	13-15 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.21655768	151.5091452
CHATSWOOD	Former Caltex Chatswood Service Station	607 Pacific HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-33.80396472	151.1795766
CHATSWOOD	Woolworths Chatswood	364-366 Eastern Valley WAY	Service Station	Regulation under CLM Act not required	-33.78667419	151.2010828
CHATSWOOD	Caltex Service Station Chatswood	572 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.80381271	151.1789656

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
CHATSWOOD	Auto Repairs	2 Devonshire STREET	Service Station	Regulation under CLM Act not required	-33.8015482	151.1859632
CHATSWOOD	Coles Express Service Station Chatswood	877-879 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.79182176	151.1804867
CHATSWOOD WEST	Chatswood Toyota	728 Pacific HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-33.79654247	151.1776136
CHERRYBROOK	Caltex Service Station	67 Shepherds DRIVE	Service Station	Regulation under CLM Act not required	-33.72069183	151.0451415
CHESTER HILL	Former Orica, Chester Hill	127 Orchard ROAD	Chemical Industry	Contamination formerly regulated under the CLM Act	-33.8869823	150.9952873
CHIPPENDALE	Frasers Development	Wellington STREET	Chemical Industry	Under assessment	-33.88669108	151.2015805
CHIPPING NORTON	Former Solchem (Mobil) Depot Chipping Norton	49-51 Riverside ROAD	Other Petroleum	Regulation under CLM Act not required	-33.91621314	150.9696948
CHIPPING NORTON	Former ACR	85-107 Alfred STREET	Chemical Industry	Contamination currently regulated under CLM Act	-33.92226795	150.9586496
CHISWICK	Former Sydney Wiremills (BHP) site	Blackwall Point ROAD	Other Industry	Regulation under CLM Act not required	-33.85131849	151.1369131
CHITTAWAY BAY	Former Caltex Chittaway Point	100 Chittaway ROAD	Service Station	Regulation under CLM Act not required	-33.32707555	151.4293546
CHULLORA	Chullora Railway Workshops	Worth STREET	Other Industry	Regulation under CLM Act not required	-33.88639388	151.0598201
CLARENCE	Clarence Colliery	Chifley ROAD	Other Industry	Regulation under CLM Act not required	-33.46450217	150.2522729
CLARENDON	Coles Express Clarendon Service Station	244 Hawkesbury Valley WAY	Service Station	Regulation under CLM Act not required	-33.6083729	150.7890956
CLEARFIELD	Former Pamplings Dip Site	Off Clearfield ROAD	Cattle Dip	Regulation under CLM Act not required	-29.16287185	152.882974
CLYBUCCA	BP Service Station	2171 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-30.93845014	152.9422791
CLYDE	7-Eleven Clyde	3 Parramatta (Cnr Harbord Street) ROAD	Service Station	Regulation under CLM Act not required	-33.83494433	151.0222628
COBAR	Former Caltex (Bogas) Service Station Cobar	56-58 Marshall STREET	Service Station	Regulation under CLM Act not required	-31.49793339	145.8346684
COBAR	Mckinnons Gold Mine	Cobar ROAD	Metal Industry	Regulation under CLM Act not required	-31.78179755	145.693
COBAR	Caltex Service Station Cobar	99 Marshall (formerly Cnr Barrier Highway and Bathurst Street)	Service Station	Regulation under CLM Act not required	-31.49631924	145.8275727
COBAR	Caltex Service Station	Lot 10 Railway PARADE	Service Station	Regulation under CLM Act not required	-31.49350124	145.8442372
COFFS HARBOUR	BP Service Station	134-136 Pacific HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-30.29187037	153.1182106
COFFS HARBOUR	Dan Murphy's Coffs Harbour	10 Elbow STREET	Service Station	Regulation under CLM Act not required	-30.29439262	153.115069

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
COFFS HARBOUR	Mobil Service Station	314-316 Harbour DRIVE	Service Station	Contamination formerly regulated under the CLM Act	-30.3056983	153.131966
COFFS HARBOUR	Mobil Coffs Harbour Airport	Aviation DRIVE	Other Petroleum	Contamination formerly regulated under the CLM Act	-30.313385	153.1175018
COFFS HARBOUR	Woolworths Petrol	Park Beach Plaza, Arthur STREET	Service Station	Regulation under CLM Act not required	-30.28101154	153.132027
COFFS HARBOUR	Caltex Service Station	157 Orlando STREET	Service Station	Regulation under CLM Act not required	-30.289975334	153.1306354
COFFS HARBOUR	Coffs Harbour Slipway	38 Marina DRIVE	Other Industry	Under assessment	-30.30325637	153.1441437
COFFS HARBOUR	Aussitel Backpackers Hostel	312 Harbour DRIVE	Service Station	Contamination formerly regulated under the CLM Act	-30.3057	153.132
COLEAMBALLY	Former Mobil Coleambally Depot	19 Bencubbin AVENUE	Other Petroleum	Regulation under CLM Act not required	-34.80279552	145.8945239
COLLARENEBRI	Former Shell Depot	Corner Narran Street and Queen STREET	Other Petroleum	Regulation under CLM Act not required	-29.54114772	148.5789365
COLONGRA	Munmorah Colliery	Scenic DRIVE	Other Industry	Regulation under CLM Act not required	-33.21297737	151.5416882
COLONGRA	Endeavour Colliery	Scenic DRIVE	Other Industry	Regulation under CLM Act not required	-33.21297737	151.5416882
COLYTON	Ampol Service Station	88 Great Western HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-33.7754	150.7954
CONCORD	Caltex Service Station	89 Parramatta ROAD	Service Station	Regulation under CLM Act not required	-33.86785624	151.0993769
CONCORD WEST	Caltex Service Station	369-375 Concord ROAD	Service Station	Regulation under CLM Act not required	-33.84113835	151.0888843
CONDOBOLIN	BP-Branded Service Station	38 Denison Street, corner Molong STREET	Service Station	Regulation under CLM Act not required	-33.08520378	147.1524976
CONDOBOLIN	Former Mobil Depot	6 Burnett STREET	Other Petroleum	Contamination currently regulated under CLM Act	-33.08010515	147.1642972
CONDOBOLIN	Former Ampol Depot	Cnr Parkes Road and Goobang STREET	Service Station	Regulation under CLM Act not required	-33.08034753	147.1642436
CONDOBOLIN	Former Caltex Depot	Parkes ROAD	Service Station	Regulation under CLM Act not required	-33.08255593	147.1585922
CONDOBOLIN	Mobil Condobolin Depot Railway Siding	Railway Siding behind 6 Burnett STREET	Other Petroleum	Regulation under CLM Act not required	-33.08058612	147.164225
CONSTITUTION HILL	Sydney Water Land	Caloola ROAD	Unclassified	Regulation under CLM Act not required	-33.79776636	150.9697715
COOGEE	Caltex Coogee Service Station	146-148 Coogee Bay (Cnr Mount St) ROAD	Service Station	Regulation under CLM Act not required	-33.91989232	151.2517454
COOKS HILL	Former Council Depot Cooks Hill	152 Bruce Street and 115 Corlette STREET	Other Industry	Regulation under CLM Act not required	-32.935255337	151.7641074
COOLAC	Coolac Service Station	Corner Hume Highway and Coleman STREET	Service Station	Regulation under CLM Act not required	-34.95435052	148.1595525

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
COOLAH	BP Depot (Reliance Petroleum)	72 (formerly 17-23) Cunningham STREET	Other Petroleum	Regulation under CLM Act not required	-31.82275896	149.7243171
COOLONGOLOOK	Caltex Service Station	Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-32.21648325	152.322813
COOMA	Caltex Cooma Service Station	44 Sharp (Cnr Baron St) STREET	Service Station	Regulation under CLM Act not required	-36.23323489	149.1304134
COOMA	Former Mobil Cooma Depot	2 Commissioner STREET	Other Petroleum	Regulation under CLM Act not required	-36.23267537	149.1346338
COOMA	Former Caltex Cooma Depot	2 Short STREET	Service Station	Regulation under CLM Act not required	-36.2338672	149.1348862
COOMA	Lowes Petroleum Cooma Depot and Service Station (Former BP	2-4 Sharp STREET	Other Petroleum	Regulation under CLM Act not required	-36.22862603	149.1356483
COOMA	Woolworths Caltex Cooma Service Station	Bombala Street Cnr Massie STREET	Service Station	Regulation under CLM Act not required	-36.23364626	149.1267469
COOMA	Former Shell Depot	48-50 Bradley STREET	Other Petroleum	Regulation under CLM Act not required	-36.23448955	149.1347987
COOMA	Former Shell Service Station	48-52 Sharp STREET	Service Station	Contamination formerly regulated under the CLM Act	-36.23350402	149.1299514
COONABARABRAN	Former Mobil Depot	49 Cowper STREET	Other Petroleum	Regulation under CLM Act not required	-31.27096226	149.2818461
COONABARABRAN	Shell Coles Express Service Station	2-6 John STREET	Service Station	Regulation under CLM Act not required	-31.27706775	149.27836
COONABARABRAN	Former Shell Coonabarabran CVRO	Corner Cowper St and Dawson St, formerly 51 Cowper STREET	Other Petroleum	Regulation under CLM Act not required	-31.27003745	149.281788
COONABARABRAN	Caltex Service Station	Cnr Dawson & Drummond STREET	Service Station	Regulation under CLM Act not required	-31.26994941	149.28183
COONABARABRAN	Caltex Service Station	85-87 John STREET	Service Station	Regulation under CLM Act not required	-31.27231215	149.2771297
COONAMBLE	Former Shell Coonamble Depot	Corner Aberford Street and Quambone ROAD	Other Petroleum	Regulation under CLM Act not required	-30.95349182	148.3793432
COONAMBLE	Caltex Service Station	Quambone ROAD	Service Station	Regulation under CLM Act not required	-30.95410067	148.3792167
COORANBONG	Former Poultry Farm - 91 Alton Road, Cooranbong	64 - 98 Alton ROAD	Unclassified	Regulation under CLM Act not required	-33.06860138	151.4512156
COORANBONG	Avondale Auto Centre	677 Freemans DRIVE	Service Station	Under assessment	-33.06968809	151.4636293
COOTAMUNDRA	Former BP Depot	1-5 Murray STREET	Other Petroleum	Regulation under CLM Act not required	-34.62915841	148.0306962
COOTAMUNDRA	Caltex Service Station	26-34 Hovell STREET	Service Station	Regulation under CLM Act not required	-34.63624703	148.0347479
COOTAMUNDRA	Former Caltex Depot	219 Sutton STREET	Other Petroleum	Regulation under CLM Act not required	-34.65126548	148.0145283
COOTAMUNDRA	Former Ampol Service Station	72 Parker STREET	Service Station	Regulation under CLM Act not required	-34.63471008	148.0296112

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
COOTAMUNDRA	Cootamundra Gasworks	140-146 Hovell STREET	Gasworks	Contamination currently regulated under CLM Act	-34.64572841	148.0255049
COOTAMUNDRA	Former Amoco Depot	68-72 Hovell STREET	Other Petroleum	Contamination currently regulated under CLM Act	-34.63871124	148.0321134
COOTAMUNDRA	Former Ampol Cootamundra Rail Siding	Back Brawlin ROAD	Other Petroleum	Under assessment	-34.65326425	148.0143068
CORAMBA	Martin Street	End of Martin Street and adjacent car park OTHER	Service Station	Ongoing maintenance required to manage residual contamination	-30.22125208	153.0156997
COROWA	Corowa Shire Council Works Depot	24 Poseidon ROAD	Other Petroleum	Regulation under CLM Act not required	-35.98807923	146.3652266
COROWA	Former Ampol Corowa	10 Bow STREET	Service Station	Regulation under CLM Act not required	-35.99364786	146.3901259
COROWA	Cignall Corowa	280 Hume STREET	Service Station	Under assessment	-36.00996015	146.3760437
CORRIMAL	Woolworths Petrol - Corrimal	275-277 Princes HIGHWAY	Service Station	Under assessment	-34.37527426	150.8962637
CORRIMAL	7-Eleven Corrimal	138-146 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.36986923	150.8978271
COWRA	Landmark Fertiliser Storage Facility	Corner Young Road & Waratah STREET	Chemical Industry	Regulation under CLM Act not required	-33.84321832	148.6722578
COWRA	Lowes Petroleum (former BP Cowra Depot)	12 Campbell STREET	Other Petroleum	Regulation under CLM Act not required	-33.83803706	148.6977873
COWRA	Former Gasworks	30 Brougham STREET	Gasworks	Contamination currently regulated under CLM Act	-33.8389659	148.6963482
COWRA	Shell Depot	34 Brougham STREET	Other Petroleum	Contamination formerly regulated under the CLM Act	-33.83932421	148.6976295
CRANGAN BAY	Big T Road House.	555 and 565 Pacific HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-33.17326538	151.6083864
CREMORNE	Shell Coles Express Service Station	225 Military ROAD	Service Station	Regulation under CLM Act not required	-33.83063306	151.226223
CRESTWOOD	Former Caltex Depot Queanbeyan	36 Kendall (Cnr Stephens Rd) AVENUE	Other Petroleum	Regulation under CLM Act not required	-35.34615546	149.207807
CRESTWOOD	Former BP Queanbeyan	64 Uriarra ROAD	Service Station	Regulation under CLM Act not required	-35.34646177	149.2246263
CRONULLA	Breen Holdings	Bate Bay ROAD	Other Industry	Regulation under CLM Act not required	-34.03861737	151.1614114
CROWS NEST	Caltex Service Station	111-121 Falcon STREET	Service Station	Regulation under CLM Act not required	-33.82868236	151.2060317
CROYDON	Caltex Service Station	404-410 Liverpool ROAD	Service Station	Regulation under CLM Act not required	-33.88853994	151.115879
CROYDON	BP Ashfield	584 Parramatta ROAD	Service Station	Regulation under CLM Act not required	-33.87399409	151.1267296
CROYDON PARK	Mobil Service Station	334 Georges River ROAD	Service Station	Regulation under CLM Act not required	-33.89771626	151.0999194

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
CULCAIRN	Caltex Service Station	2883 Olympic HIGHWAY	Service Station	Regulation under CLM Act not required	-35.67441635	147.0356845
CULLEN BULLEN	Baal Bone Colliery	Castlereagh HIGHWAY	Other Industry	Regulation under CLM Act not required	-33.27193875	150.0587194
CUNDLETOWN	Caltex Service Station (1 Manning River Drive)	Old Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-31.893295 98	152.5068225
CURL CURL	John Fisher Park	Corner Harbord and Abbott ROADS	Landfill	Regulation under CLM Act not required	-33.76352692	151.2798462
DACEYVILLE	Astrolabe Park	Cook AVENUE	Landfill	Under assessment	-33.92963704	151.221773
DAPTO	RailCorp Dapto	(Rear of property) 12-14 Hamilton STREET	Other Industry	Regulation under CLM Act not required	-34.50045405	150.787353
DAPTO	Nicheinvest Pty Ltd	133-139 Lakelands DRIVE	Service Station	Under assessment	-34.50335	150.803144
DARLINGHURST	Proposed Retail Unit	139-155 Palmer STREET	Unclassified	Regulation under CLM Act not required	-33.87504688	151.2168106
DARLINGHURST	Cross City Tunnel	Riley Street and William STREET	Service Station	Contamination was addressed via the planning process (EP&A Act)	-33.87424636	151.2158305
DARLINGHURST	18-28 Neild Avenue, Darlinghurst	18-28 Neild AVENUE	Landfill	Regulation under CLM Act not required	-33.87876581	151.2276546
DEE WHY	United Dee Why	1 The Strand STREET	Service Station	Contamination currently regulated under POEO Act	-33.75569207	151.2959451
DEE WHY	Caltex Service Station	793-797 Pittwater ROAD	Service Station	Regulation under CLM Act not required	-33.74566596	151.2920719
DEE WHY	Dee Why Town Centre	Pittwater ROAD	Other Industry	Regulation under CLM Act not required	-33.753169	151.2875805
DEE WHY	Roche Products Dee Why Facility	Inman ROAD	Other Industry	Contamination currently regulated under CLM Act	-33.73834964	151.2876392
DENHAM COURT	Service Station and Caravan Park Denham Court	505 Campbelltown ROAD	Service Station	Under assessment	-33.98208395	150.8459471
DENILIQUIN	Shell Coles Express Service Station	336 Victoria STREET	Service Station	Contamination formerly regulated under the CLM Act	-35.52373613	144.9807345
DENILIQUIN	Former Deniliquin Gasworks	365, 369 and 329-331 George and 380 and 386 Charlotte STREET	Gasworks	Under assessment	-35.52663588	144.9634994
DENILIQUIN	Landmark Fertiliser Storage Facility	99-101 Davidson STREET	Chemical Industry	Regulation under CLM Act not required	-35.52534735	144.975142
DENILIQUIN	Former Deniliquin Caltex Depot	116-118 Hardinge (Cnr Wood St) STREET	Service Station	Regulation under CLM Act not required	-35.53196985	144.9544597
DENILIQUIN	BP Depot (Reliance Petroleum)	125 - 127 Hardinge STREET	Service Station	Regulation under CLM Act not required	-35.53222124	144.9517397
DENILIQUIN	Former Shell Depot	143-147 Napier STREET	Other Petroleum	Regulation under CLM Act not required	-35.5342355	144.953169
DENMAN	Former Industrial Site	10 Fontana WAY	Metal Industry	Regulation under CLM Act not required	-32.37945456	150.6868239

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
DENMAN	Former Industrial Site	9 Fontana WAY	Metal Industry	Regulation under CLM Act not required	-32.37911159	150.6869866
DORA CREEK	Former Service Station	4 Doree PLACE	Service Station	Under assessment	-33.08452746	151.502415
DOYALSON	Part Lot 3 DP 259306	Off David STREET	Other Industry	Regulation under CLM Act not required	-33.20436131	151.5232558
DOYALSON	Munmorah Power Station	(Central Coast Highway) Scenic DRIVE	Unclassified	Regulation under CLM Act not required	-33.20678347	151.540795
DOYALSON	Mannering Colliery (formerly Wyee)	Rutleys ROAD	Other Industry	Regulation under CLM Act not required	-33.17179576	151.5419248
DOYALSON NORTH	Caltex Service Station	235 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.18501024	151.5526114
DOYALSON NORTH	Shell Coles Express Service Station	260-270 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.18636608	151.5482399
DRUMMOYNE	Coles Express Service Station Drummoyne (Eastbound)	36-46 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.85576628	151.1593519
DRUMMOYNE	Former Dry Cleaners	225 Victoria ROAD	Chemical Industry	Regulation under CLM Act not required	-33.8507152	151.1537113
DRUMMOYNE	Coles Express Service Station Drummoyne South (Westbound)	39-45 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.85606575	151.1589061
DRUMMOYNE	Caltex Service Station	191-195 Lyons ROAD	Service Station	Regulation under CLM Act not required	-33.85699216	151.1460356
DUBBO	BP Reliance Petroleum Service Station (Former Mobil Depot)	107 Erskine STREET	Other Petroleum	Regulation under CLM Act not required	-32.24441287	148.6111704
DUBBO	Dubbo Police Station	143 Brisbane STREET	Other Petroleum	Regulation under CLM Act not required	-32.24652288	148.6034702
DUBBO	Shell Coles Express Service Station	131-133 Cobra STREET	Service Station	Regulation under CLM Act not required	-32.25511317	148.6126147
DUBBO	Shell Coles Express Service Station	45-49 Whylandra STREET	Service Station	Regulation under CLM Act not required	-32.2474598	148.5932769
DUBBO	Former Mobil depot	40-44 Morgan STREET	Other Petroleum	Regulation under CLM Act not required	-32.23912277	148.6182711
DUBBO	Caltex Service Station, Dubbo	60 Windsor PARADE	Service Station	Regulation under CLM Act not required	-32.2545932	148.6318
DUBBO	BP-Branded Service Station Dubbo West	51-63 Whylandra STREET	Service Station	Regulation under CLM Act not required	-32.24827657	148.5927084
DUBBO	Lowes Petroleum (BP-Branded) Depot, Dubbo	105 Erskine STREET	Service Station	Regulation under CLM Act not required	-32.24423247	148.6101676
DUBBO	Inland Petroleum (Former Shell) Depot	109 Erskine STREET	Other Petroleum	Regulation under CLM Act not required	-32.24470512	148.6124108
DUBBO	Former Caltex Depot	Phillip (corner Fitzroy) STREET	Service Station	Regulation under CLM Act not required	-32.24534863	148.6150144
DUBBO	Caltex Service Station	119 Bourke STREET	Service Station	Regulation under CLM Act not required	-32.24336464	148.6091931

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
DUBBO	Former Ambulance Station	165 Brisbane STREET	Other Petroleum	Contamination formerly regulated under the CLM Act	-32.24850755	148.6031749
DUBBO	United (former Volume Plus) Service Station	219-223 Cobra STREET	Service Station	Regulation under CLM Act not required	-32.2565155	148.6228586
DUBBO	Caltex Service Station, Dubbo	Cnr Brisbane Street and Cobra STREET	Service Station	Contamination currently regulated under CLM Act	-32.25322183	148.603164
DULWICH HILL	Former Tyre Recapping	115-117 Constitution ROAD	Other Industry	Regulation under CLM Act not required	-33.90300876	151.1387724
DULWICH HILL	Denison Road Playground	194 Denison ROAD	Landfill	Regulation under CLM Act not required	-33.90121956	151.1404637
DUNEDOO	Former Shell Depot Dunedoo	Cnr Bolaro and Redbank STREET	Other Petroleum	Regulation under CLM Act not required	-32.01565761	149.3922418
DUNGOG	Lot 54 Common Rd	54 Common ROAD	Unclassified	Regulation under CLM Act not required	-32.39490989	151.739821
DUNGOG	Former HWC Maintenance Depot for Civil Engineering Works	86 Abelard STREET	Other Industry	Under assessment	-32.40429396	151.7514073
DUNMORE	Equestrian Centre	71 Fig Hill LANE	Unclassified	Regulation under CLM Act not required	-34.62313393	150.8421544
DURAL	Caltex Dural Service Station	917-923 Old Northern ROAD	Service Station	Regulation under CLM Act not required	-33.68312075	151.0287519
DURAL	BP Dural Service Station	580 Old Northern ROAD	Service Station	Regulation under CLM Act not required	-33.69569985	151.0283357
DURAL	Caltex Service Station	530 Old Northern ROAD	Service Station	Regulation under CLM Act not required	-33.69348472	151.0202716
DURAL	Woolworths Service Station	532 Old Northern ROAD	Service Station	Regulation under CLM Act not required	-33.69348472	151.0202716
EAGLE VALE	BP Service Station	Corner Eagle Vale Drive and Gould ROAD	Service Station	Regulation under CLM Act not required	-34.03128043	150.816363
EARLWOOD	RTA Land	3 Jackson PLACE	Unclassified	Contamination currently regulated under CLM Act	-33.9272087	151.1432854
EARLWOOD	Wolli Creek Aqueduct	Unwin STREET	Unclassified	Regulation under CLM Act not required	-33.92788788	151.1480807
EAST BALLINA	Caltex East Ballina Service Station	34 Links AVENUE	Service Station	Regulation under CLM Act not required	-28.85009113	153.5829246
EAST GOSFORD	Presbyterian Aged Care Facility	8-18 Enid CRESCENT	Landfill	Regulation under CLM Act not required	-33.4376675	151.3577947
EAST GOSFORD	Mobil Service Station	44 Victoria STREET	Service Station	Contamination formerly regulated under the CLM Act	-33.43804781	151.353303
EAST GOSFORD	Hylton Moore Park	Althrop STREET	Landfill	Under assessment	-33.43521607	151.3600229
EAST MAITLAND	United Service Station East Maitland	164 (also known as 250) Newcastle STREET	Service Station	Regulation under CLM Act not required	-32.75248998	151.5869338
EAST MAITLAND	Former Gasworks Site	Corner Melbourne Street and Brisbane STREET	Gasworks	Regulation under CLM Act not required	-32.74939199	151.5788783

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
EAST MAITLAND	Caltex East Maitland Service Station	Newcastle Road, Corner William STREET	Service Station	Regulation under CLM Act not required	-32.74883712	151.582926
EAST TAMWORTH	Caltex Service Station	350-362 Armidale ROAD	Service Station	Regulation under CLM Act not required	-31.11401974	150.9613327
EASTERN CREEK	Caltex Service Station	M4 (Eastbound) MOTORWAY	Service Station	Regulation under CLM Act not required	-33.801607	150.8857989
EASTERN CREEK	Caltex Service Station M4 Motorway Westbound	M4 (Westbound) MOTORWAY	Service Station	Regulation under CLM Act not required	-33.80255701	150.8829211
EASTERN CREEK	Fulton Hogan Industries (formerly Pioneer Road Services)	Honeycomb DRIVE	Other Industry	Regulation under CLM Act not required	-33.80231274	150.8288299
EASTGARDENS	130-150 Bunnerong Road Eastgardens	130 - 150 Bunnerong ROAD	Other Industry	Regulation under CLM Act not required	-33.94230414	151.2248138
EASTLAKES	Former Shell Rosebery service station and adjacent land	275-279 Gardeners ROAD	Service Station	Contamination formerly regulated under the CLM Act	-33.92470279	151.2100722
EASTLAKES	Eastlakes Reserve	Evans AVENUE	Service Station	Contamination formerly regulated under the CLM Act	-33.92497291	151.2102725
EASTLAKES	Budget Petroleum Eastlakes	102 Maloney STREET	Service Station	Contamination formerly regulated under the CLM Act	-33.93096702	151.2056606
EASTLAKES	Budget Petroleum Eastlakes	102 Maloney STREET	Service Station	Contamination formerly regulated under the CLM Act	-33.93120382	151.2054267
EASTLAKES	73 Gardeners Road	73 Gardeners ROAD	Unclassified	Regulation under CLM Act not required	-33.92541594	151.2182856
EASTWOOD	Former Mobil Service Station Eastwood	3-5 Trelawney (Cnr Rutledge St) STREET	Service Station	Regulation under CLM Act not required	-33.79273381	151.079584
EDEN	Caltex Service Station	159 Imlay STREET	Service Station	Regulation under CLM Act not required	-37.06324099	149.9044022
EDEN	Former Caltex Eden Depot	80-82 Imlay STREET	Service Station	Contamination currently regulated under CLM Act	-37.0570984	149.9038538
EDENSOR PARK	Caltex Bonnyrigg Service Station, Edensor Park	549 Elizabeth DRIVE	Service Station	Regulation under CLM Act not required	-33.88840816	150.8822609
EDENSOR PARK	7-Eleven (former Mobil) Service Station	615-621 Cowpasture Road (Cnr Elizabeth) DRIVE	Service Station	Regulation under CLM Act not required	-33.88326139	150.865591
EDGECLIFF	BP-branded (former Coles Express) Service Station	73-85A New South Head ROAD	Service Station	Regulation under CLM Act not required	-33.876960	151.2311617
EDGEWORTH	Caltex Service Station	662 Main ROAD	Service Station	Regulation under CLM Act not required	-32.92566329	151.6278888
EDGEWORTH	Woolworths Edgeworth	738-742 Main ROAD	Service Station	Under assessment	-32.92455492	151.6202897
EMERALD BEACH	Shell Coles Express Woolgoolga Service Station	1850 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-30.16450856	153.1826673
EMERTON	7-Eleven Emerton	135-137 Poponderta ROAD	Service Station	Regulation under CLM Act not required	-33.74463908	150.8102251
EMU HEIGHTS	7-Eleven Service Station	126 Old Bathurst ROAD	Service Station	Regulation under CLM Act not required	-33.74299098	150.6547098

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
EMU HEIGHTS	Woolworths Service Station	132 Old Bathurst ROAD	Service Station	Regulation under CLM Act not required	-33.7429739	150.6559655
EMU PLAINS	Woolworths Service Station	283 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.753713 49	150.6530165
ENGADINE	Former Caltex Service Station	995 Old Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.06413459	151.0155734
ENGADINE	BP Service Station	1234 Princes HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-34.07735416	151.01121
ENGADINE	BP Branded Service Station	963 Old Princes HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-34.06428454	151.0167121
EPPING	7-Eleven (former Mobil) Service Station	246 Beecroft ROAD	Service Station	Regulation under CLM Act not required	-33.77073552	151.080581
ERINA	Coles Express Service Station Erina	211 The Entrance ROAD	Service Station	Regulation under CLM Act not required	-33.43547804	151.3850522
ERINA	7-Eleven Erina	214 The Entrance ROAD	Service Station	Regulation under CLM Act not required	-33.43494257	151.3879511
ERINA	7-Eleven Service Station	96 The Entrance ROAD	Service Station	Regulation under CLM Act not required	-33.43786868	151.3729331
ERINA	Former Frozen Food Distribution Depot	1 Aston ROAD	Other Petroleum	Contamination currently regulated under CLM Act	-33.434878	151.3845431
ERINA	Caltex Service Station	155 The Entrance ROAD	Service Station	Regulation under CLM Act not required	-33.43824871	151.3801096
ERMINGTON	Blue Star Ermington	700 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.808595	151.066004
ERMINGTON	Caltex Service Station	562 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.81392814	151.0547543
ERSKINE PARK	Western Sydney Service Centre	25-55 Templar ROAD	Other Industry	Regulation under CLM Act not required	-33.81897822	150.7937394
ERSKINEVILLE	Redevelopment Site (Former Industrial Park) Erskineville	36/1A Coulson STREET	Other Industry	Regulation under CLM Act not required	-33.90325501	151.1855668
ERSKINEVILLE	Department of Housing	52 John STREET	Other Industry	Regulation under CLM Act not required	-33.8982925	151.1840284
ERSKINEVILLE	RailCorp land	Coulson STREET	Other Industry	Regulation under CLM Act not required	-33.90279502	151.1846827
ERSKINEVILLE	Lot 4/1A Coulson Street	Coulson STREET	Other Industry	Under assessment	-33.90316549	151.1867963
ERSKINEVILLE	Area B - Public Domain / The Roadway	1A Coulson STREET	Other Petroleum	Regulation under CLM Act not required	-33.90479634	151.1871194
EUABALONG WEST	BP Euabalong West Depot (Reliance Petroleum)	12 Illewong STREET	Other Petroleum	Regulation under CLM Act not required	-33.05720426	146.3946386
EVANS HEAD	Evans Head Aerodrome	Memorial Airport DRIVE	Other Industry	Regulation under CLM Act not required	-29.10389976	153.4216791
EVANS HEAD	Bundjalung National Park	The Gap ROAD	Unclassified	Regulation under CLM Act not required	-29.24433977	153.3626472

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
EVANS HEAD	Evans Head Residential subdivision	Bounded by Currajong, Woodburn, Carrabeen Streets and	Unclassified	Regulation under CLM Act not required	-29.1080969	153.4243577
EVELEIGH	Macdonaldtown Triangle	Burren STREET	Gasworks	Contamination being managed via the planning process (EP&A Act)	-33.89803492	151.186059
EVELEIGH	Australian Technology Park	Henderson ROAD	Other Industry	Regulation under CLM Act not required	-33.89634136	151.1944915
FAIRFIELD	Endeavour Energy Fairfield Zone Substation	22 Hedges STREET	Other Industry	Regulation under CLM Act not required	-33.86133019	150.9555899
FAIRFIELD EAST	Speedway-Branded Service Station Fairfield	251 The Horsley DRIVE	Service Station	Regulation under CLM Act not required	-33.8711661	150.9630077
FAIRFIELD HEIGHTS	7-Eleven Fairfield Heights	234 Hamilton (Cnr The Boulevarde) ROAD	Service Station	Regulation under CLM Act not required	-33.87208474	150.9373134
FAIRY MEADOW	Woolworths Petrol Service Station	47 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.39399705	150.8925369
FAIRY MEADOW	Caltex Fuel Depot and adjoining land	46 Montague STREET	Service Station	Contamination formerly regulated under the CLM Act	-34.40050499	150.8953125
FAIRY MEADOW	Deynal (Seeman)	51-59 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.39437085	150.8924666
FARLEY	Farley Wastewater Treatment Works	Owlpen LANE	Other Industry	Regulation under CLM Act not required	-32.74431314	151.5194217
FASSIFERN	Newstan Colliery	Fassifern ROAD	Other Industry	Regulation under CLM Act not required	-32.97942521	151.5660046
FASSIFERN	Former Arsenic Smelter	Fassifern ROAD	Other Industry	Regulation under CLM Act not required	-32.99649819	151.5618283
FEDERAL	Federal General Store	3-6 Federal DRIVE	Service Station	Contamination formerly regulated under the CLM Act	-28.65190728	153.4552976
FERN BAY	Former service station	37 Fullerton (1006 Nelson Bay Road) STREET	Service Station	Regulation under CLM Act not required	-32.87245004	151.7939904
FIVE DOCK	7-Eleven Five Dock Service Station	231-235 Great North ROAD	Service Station	Regulation under CLM Act not required	-33.86488376	151.130002
FIVE DOCK	Caltex Five Dock Service Station	47 Ramsay Road, corner Fairlight STREET	Service Station	Regulation under CLM Act not required	-33.87002804	151.1301835
FORBES	BP (Former Mobil) Depot Forbes	3-15 Union STREET	Other Petroleum	Regulation under CLM Act not required	-33.37751977	148.0101422
FORBES	Former Gasworks	24-26 Union STREET	Gasworks	Contamination currently regulated under CLM Act	-33.37752036	148.0090064
FORBES	Woolworths (Former Save on Fuel) Service Station	26 Dowling STREET	Service Station	Regulation under CLM Act not required	-33.38148764	148.0109845
FORBES	BP Service Station Forbes	29 Dowling STREET	Other Petroleum	Regulation under CLM Act not required	-33.38121776	148.0100351
FORBES	Former Shell Depot	Stephen STREET	Other Petroleum	Regulation under CLM Act not required	-33.37704755	148.0103001
FORBES	Caltex Service Station Forbes	Parkes ROAD	Service Station	Regulation under CLM Act not required	-33.36333714	148.0223727

List current as at 15th April 2019

Page 31 of 85

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
FORESTVILLE	BP Service Station	632 Warringah ROAD	Service Station	Contamination currently regulated under CLM Act	-33.75997969	151.2142944
FORESTVILLE	Shell Service Station	667 Warringah ROAD	Service Station	Contamination currently regulated under CLM Act	-33.76035336	151.2184929
FORRESTERS BEACH	Caltex Service Station	The Entrance Rd Cnr Bellevue ROAD	Service Station	Regulation under CLM Act not required	-33.40057818	151.4687631
FORSTER	Caltex Service Station	16-18 Lake STREET	Service Station	Regulation under CLM Act not required	-32.18306967	152.5162492
FORSTER	Shell (Kneebone's) Service Station	2-6 The Lakes WAY	Service Station	Regulation under CLM Act not required	-32.1946108	152.5145662
FORSTER	Enhance (Former Mobil) Service Station	86-88 Macintosh STREET	Service Station	Regulation under CLM Act not required	-32.19079468	152.5154847
FREDERICKTON	Former Service station	2-4 Great North ROAD	Service Station	Regulation under CLM Act not required	-31.03513998	152.8794105
FRENCHS FOREST	Former BP Service Station	Russell AVENUE	Service Station	Regulation under CLM Act not required	-33.75018093	151.2245005
FRENCHS FOREST	Former 7-Eleven / Mobil Beacon Hill Service Station, Frenchs Forest	312 Warringah ROAD	Service Station	Regulation under CLM Act not required	-33.75129647	151.2469656
FRESHWATER	Prime Service Station Freshwater	117 Harbord ROAD	Service Station	Regulation under CLM Act not required	-33.77286748	151.2794354
GEORGETOWN	Former Caltex Service Station	4 Georgetown ROAD	Service Station	Regulation under CLM Act not required	-32.91121105	151.7319693
GERRINGONG	Gerringong Cooperative	18 Belinda STREET	Other Petroleum	Regulation under CLM Act not required	-34.74518835	150.8181054
GILGANDRA	United (Former Mobil) Service Station	13 Castlereagh STREET	Service Station	Regulation under CLM Act not required	-31.71715641	148.6581574
GILGANDRA	Former Mobil Depot	2 Federation STREET	Other Petroleum	Regulation under CLM Act not required	-31.70937362	148.6522102
GILGANDRA	Former Mobil Depot	20 Federation STREET	Other Petroleum	Regulation under CLM Act not required	-31.70771744	148.6514198
GILGANDRA	Caltex Service Station Gilgandra	6425 Newell HIGHWAY	Service Station	Regulation under CLM Act not required	-31.72545524	148.65281
GILLENBAH	Caltex (Former Mobil) Narrandera Service Station	16321 - 16335 Newell HIGHWAY	Service Station	Regulation under CLM Act not required	-34.76124219	146.5398604
GIRRAWEEN	Industrial Galvanizers site	20-22 Amax AVENUE	Metal Industry	Contamination currently regulated under POEO Act	-33.80500693	150.9396743
GIRRAWEEN	Caltex Pendle Hill Service Station Girrawween	602 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.80827518	150.9421511
GLADESVILLE	Caltex Service Station	287-295 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.8285374	151.1268639
GLADESVILLE	Road Reserve	Pittwater ROAD	Other Industry	Regulation under CLM Act not required	-33.81603924	151.1355085
GLADESVILLE	Caltex Service Station	116 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.83575319	151.1277863

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
GLADESVILLE	Glade View Business Park	436-484 Victoria ROAD	Other Industry	Under assessment	-33.82382382	151.1223941
GLEBE	The Hill and Jubilee Embankment	12 Maxwell ROAD	Other Industry	Regulation under CLM Act not required	-33.87573032	151.1776027
GLEN INNES	Ambulance Station	106 Bourke STREET	Unclassified	Regulation under CLM Act not required	-29.73805854	151.7313138
GLEN INNES	Telstra Depot Glen Innes	126 Lambeth STREET	Unclassified	Regulation under CLM Act not required	-29.73565341	151.7278271
GLEN INNES	Caltex Glen Innes Service Station	Meade Street, corner Church STREET	Service Station	Regulation under CLM Act not required	-29.73699014	151.7379335
GLEN INNES	Former Shell Depot	Lambeth STREET	Other Petroleum	Regulation under CLM Act not required	-29.7376309	151.7276309
GLEN INNES	Former Caltex Depot, Glen Innes	Lot 1 DP785636 Lambeth STREET	Other Petroleum	Regulation under CLM Act not required	-29.7352485	151.7279167
GLEN INNES	Council-owned Laneway	Lot 2 Lang STREET	Gasworks	Regulation under CLM Act not required	-29.74385432	151.7323049
GLEN INNES	Caltex Service Station	Cnr Taylor Street & Church STREET	Service Station	Regulation under CLM Act not required	-29.73289036	151.739653
GLEN INNES	Caltex Glen Innes Paddock	9979 New England HIGHWAY	Service Station	Regulation under CLM Act not required	-29.75608853	151.7344106
GLENBROOK	Caltex Service Station Glenbrook	78 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.76545234	150.6215447
GLENDALE	Coles Express Glendale	593 Main ROAD	Service Station	Regulation under CLM Act not required	-32.92709242	151.637946
GLENDALE	Settlement Pond	65 Glendale DRIVE	Unclassified	Under assessment	-32.93411399	151.6483695
GLENDALE	Former Service Station	334-342 Lake ROAD	Unclassified	Regulation under CLM Act not required	-32.92775076	151.6433463
GLENDALE	Woolworths Service Station	Stockland DRIVE	Service Station	Regulation under CLM Act not required	-32.93250548	151.6404097
GLENDENNING	7-Eleven Plumpton Service Station Glendenning	1 Dublin Street, corner Richmond ROAD	Service Station	Regulation under CLM Act not required	-33.73988232	150.8603323
GLENORIE	Caltex Glenorie Service Station	912 Old Northern ROAD	Service Station	Regulation under CLM Act not required	-33.60550946	151.0126731
GLENTHORNE	Caltex Taree Service Station	Manning River DRIVE	Service Station	Regulation under CLM Act not required	-31.94415251	152.4703511
GLOUCESTER	Caltex Service Station	141 Church STREET	Service Station	Regulation under CLM Act not required	-32.01222514	151.9579521
GOOLMANGAR	Goolmangar General Store	851 Nimbin ROAD	Service Station	Regulation under CLM Act not required	-28.74694441	153.225401
GOONELLABAH	Former Invercauld Road Cattle Dip	161 Invercauld ROAD	Cattle Dip	Contamination currently regulated under CLM Act	-28.8308417	153.3098878
GOSFORD	United (former Mobil) Depot	Corner Merinee Road and Bowen CRESCENT	Other Petroleum	Regulation under CLM Act not required	-33.41523225	151.3257069

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
GOULBURN	Former Goulburn Gasworks	1 Blackshaw ROAD	Gasworks	Contamination currently regulated under CLM Act	-34.75237525	149.725507
GOULBURN	Goulburn Tannery	13 Gibson STREET	Other Industry	Regulation under CLM Act not required	-34.73756525	149.72059
GOULBURN	Caltex Depot	13 Sloane STREET	Other Petroleum	Regulation under CLM Act not required	-34.77423152	149.7088626
GOULBURN	Metro Goulburn Depot	23 Braidwood ROAD	Other Petroleum	Regulation under CLM Act not required	-34.76217302	149.7170897
GOULBURN	Caltex Service Station	72-74 Clinton STREET	Service Station	Regulation under CLM Act not required	-34.75728157	149.7135824
GOULBURN	Caltex Service Station	68 Goldsmith STREET	Service Station	Regulation under CLM Act not required	-34.75054432	149.7192098
GOULBURN	Former Shell Autoport Service Station	Corner Bruce Street and Lagoon STREET	Service Station	Regulation under CLM Act not required	-34.74807885	149.7266246
GOULBURN	Coles Express Service Station	90 Cowper (Corner Clinton Street) STREET	Service Station	Regulation under CLM Act not required	-34.75566648	149.7107831
GOULBURN	Mobil Service Station	129 Lagoon STREET	Service Station	Contamination formerly regulated under the CLM Act	-34.74618793	149.7330484
GOULBURN	Caltex Service Station	315 Auburn, corner Bradley STREET	Service Station	Regulation under CLM Act not required	-34.74942293	149.7232692
GOULBURN	Former Mobil Service Station Goulburn	422-426 Auburn STREET	Service Station	Regulation under CLM Act not required	-34.74869879	149.7229392
GRAFTON	Former General Store and Service Station Grafton	161 Turf STREET	Service Station	Regulation under CLM Act not required	-29.67412811	152.9336609
GRAFTON	Lowes Petroleum (BP-Branded) Depot, Grafton	13 Orara STREET	Other Petroleum	Regulation under CLM Act not required	-29.67016421	152.918161
GRAFTON	Former Shell Depot	2 Milton STREET	Other Petroleum	Regulation under CLM Act not required	-29.67723019	152.9205374
GRAFTON	Grafton Works Depot	26-28 Bruce STREET	Other Petroleum	Regulation under CLM Act not required	-29.67975507	152.9249357
GRAFTON	Former BP Service Station (Reliance Petroleum)	202 Queen STREET	Service Station	Regulation under CLM Act not required	-29.67645469	152.9423977
GRAFTON	Woolworths Petrol	75 - 77 Fitzroy Street Cnr of Duke STREET	Service Station	Regulation under CLM Act not required	-29.69221713	152.9343562
GRAFTON	Caltex Service Station	Corner Villiers St and Fitzroy STREET	Service Station	Regulation under CLM Act not required	-29.69296308	152.9366431
GRAFTON	BP Service Station (Reliance Petroleum)	14 Villiers (Cnr Fitzroy) STREET	Service Station	Regulation under CLM Act not required	-29.6934545 6	152.9373123
GRAFTON	Former Mobil Depot Grafton	2-16 Bruce STREET	Other Petroleum	Regulation under CLM Act not required	-29.68093591	152.9231289
GRAFTON	Caltex Service Station	179 Prince STREET	Service Station	Regulation under CLM Act not required	-29.68600117	152.9371093
GRANVILLE	Caltex Service Station	144 Parramatta ROAD	Service Station	Regulation under CLM Act not required	-33.83039605	151.0109216

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
GRANVILLE	Australand	15-17 Berry STREET	Other Industry	Contamination being managed via the planning process (EP&A Act)	-33.83600073	151.0211988
GRANVILLE	Woolworths Service Station Granville	158 Clyde STREET	Service Station	Regulation under CLM Act not required	-33.84623338	151.0124885
GRANVILLE	Commercial Property	2B Factory STREET	Other Industry	Ongoing maintenance required to manage residual contamination	-33.84173556	151.0165687
GRANVILLE	Old Granville Depot	23 Elizabeth STREET	Unclassified	Regulation under CLM Act not required	-33.83765925	151.008528
GRANVILLE	7-Eleven Service Station	154-160 Parramatta ROAD	Service Station	Regulation under CLM Act not required	-33.83022685	151.0101322
GRANVILLE	A'Becketts Creek	Albert STREET	Unclassified	Under assessment	-33.82735397	151.0113643
GREENACRE	Former Plating Works	12 Claremont STREET	Unclassified	Regulation under CLM Act not required	-33.89992254	151.0386128
GREENACRE	7-Eleven (former Mobil) Service Station	301-305 Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-33.90524488	151.0419971
GREENACRE	Caltex Service Station	87 - 91 Roberts ROAD	Service Station	Regulation under CLM Act not required	-33.90461089	151.0648581
GREENWICH	Gore Creek Reserve - Drainage Line	St Vincents ROAD	Other Industry	Regulation under CLM Act not required	-33.82888693	151.1819101
GRENFELL	Former SRA Fuel Depot	Grafton STREET	Other Petroleum	Regulation under CLM Act not required	-33.89351237	148.1560188
GRENFELL	Grenfell Gasworks	Corner Gooloogong Road & Bourke STREET	Gasworks	Regulation under CLM Act not required	-33.89006016	148.1615443
GRETA	Coles Express Greta	122 New England HIGHWAY	Service Station	Regulation under CLM Act not required	-32.67656357	151.3872818
GRETA	redevelopment site	112-114 High STREET	Other Industry	Regulation under CLM Act not required	-32.67706709	151.3876682
GRETA	Former landfill	Hollingshed ROAD	Landfill	Regulation under CLM Act not required	-32.66705287	151.3923474
GREYSTANES	Metro Branded (former Mobil) Service Station	73 Ettalong ROAD	Service Station	Regulation under CLM Act not required	-33.81822648	150.9513946
GRIFFITH	Liberty Depot (former Shell CVRO) Griffith	6-10 Mackay AVENUE	Other Petroleum	Regulation under CLM Act not required	-34.2910045	146.063824
GRIFFITH	Former Murrumbidgee Irrigation Depot	55-77 Banna AVENUE	Other Industry	Regulation under CLM Act not required	-34.28858242	146.0567509
GRIFFITH	Mobil Depot - Griffith Airport	Off Rememberance DRIVE	Other Petroleum	Regulation under CLM Act not required	-34.25618872	146.0620449
GRIFFITH	Former Ampol Depot	32-34 Mackay AVENUE	Other Petroleum	Regulation under CLM Act not required	-34.2933331	146.0679503
GRIFFITH	Caltex Service Station and Depot	2-4 Mackay AVENUE	Service Station	Regulation under CLM Act not required	-34.2908766	146.0630815
GRIFFITH	Former Landmark Fertiliser Storage Facility	2-8 Jensen ROAD	Chemical Industry	Regulation under CLM Act not required	-34.29365599	146.0536413

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
GRIFFITH	Belford Petroleum (former Mobil) Depot	30 Banna AVENUE	Service Station	Regulation under CLM Act not required	-34.29042827	146.0595497
GRIFFITH	Former BP Service Station (Reliance Petroleum)	81 Banna AVENUE	Service Station	Regulation under CLM Act not required	-34.28851251	146.0540815
GUILDFORD	7-Eleven Service Station Guildford West	176 Fowler ROAD	Service Station	Regulation under CLM Act not required	-33.85149493	150.9722491
GULGONG	Lowes Petroleum (former BP) Depot Gulgong	6 Railway STREET	Other Petroleum	Regulation under CLM Act not required	-32.35950625	149.5461499
GULGONG	The Oval Site	Queen STREET	Unclassified	Regulation under CLM Act not required	-32.36169815	149.531075
GULMARRAD	BP Service Station Maclean	3976 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-29.48537407	153.2004311
GUMLY GUMLY	Caltex Service Station	3723 Sturt HIGHWAY	Service Station	Regulation under CLM Act not required	-35.13590309	147.4424551
GUMLY GUMLY	Brick Kiln Reserve	Eunony Bridge ROAD	Landfill	Regulation under CLM Act not required	-35.12098411	147.4196309
GUNDAGAI	Former Mobil Depot	98 Mount STREET	Other Petroleum	Regulation under CLM Act not required	-35.08206783	148.096221
GUNNEDAH	Caltex Service Station	21 Abbott STREET	Service Station	Regulation under CLM Act not required	-30.98021001	150.2561856
GUNNEDAH	Former Shell Depot Gunnedah	85-89 Barber STREET	Other Petroleum	Regulation under CLM Act not required	-30.97949284	150.2507401
GUNNEDAH	Mobil Gunnedah Depot	16-24 Wentworth STREET	Other Petroleum	Regulation under CLM Act not required	-30.98428725	150.260609
GUNNEDAH	BP Depot and Retail Fuel Outlet Gunnedah	103 Mathias ROAD	Other Petroleum	Under assessment	-30.96665001	150.2326526
GUNNEDAH	BP Service Station	Corner Conadilly Street & Henry STREET	Service Station	Contamination formerly regulated under the CLM Act	-30.98116266	150.2583066
GUNNEDAH	Mobil Service Station	341 Conadilly STREET	Service Station	Contamination formerly regulated under the CLM Act	-30.9807394	150.2578428
GUNNEDAH	Property NSW Site	35-37 Abbott STREET	Other Petroleum	Regulation under CLM Act not required	-30.9789841	150.25737
GUNNEDAH	Former Telstra Line Depot	81 Barber STREET	Other Petroleum	Regulation under CLM Act not required	-30.97933809	150.2503121
GUNNEDAH	Adjacent to Service Station	Intersection of Henry Street and Conadilly STREET	Service Station	Contamination formerly regulated under the CLM Act	-30.98072588	150.2582802
GUNNEDAH	Former Caltex Depot	61 Railway AVENUE	Other Petroleum	Contamination formerly regulated under the CLM Act	-30.97953242	150.2494457
GUNNING	Gunning Motors	56 Yass STREET	Service Station	Regulation under CLM Act not required	-34.78159326	149.2684791
GUYRA	Guyra Fourways Service Centre	87-89 Bradley STREET	Service Station	Regulation under CLM Act not required	-30.24580085	151.6701156
GUYRA	Caltex-branded Service Station	4352 New England HIGHWAY	Service Station	Regulation under CLM Act not required	-30.20601937	151.6757291

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
GUYRA	StateRail land leased to Incitec	Starr ROAD	Other Industry	Regulation under CLM Act not required	-30.2315701	151.6707135
GWANDALAN	Metro Petroleum Gwandalan (Formerly Gwandalan Auto Care)	47 Orana ROAD	Service Station	Regulation under CLM Act not required	-33.1363294	151.5813396
GWANDALAN	Former Gwandalan Landfill	Kanangra DRIVE	Landfill	Regulation under CLM Act not required	-33.1749772	151.5917107
GYMEA	7-Eleven (former Mobil) Gymea Service Station	110 Gymea Bay ROAD	Service Station	Regulation under CLM Act not required	-34.037545848	151.0848547
GYMEA	Coles Express Kirrawee	470 Princes (Cnr The Boulevarde) HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-34.02735302	151.0845079
GYMEA	Former Shell Service Station Gymea	Gymea Bay ROAD	Service Station	Regulation under CLM Act not required	-34.04129676	151.0841328
HABERFIELD	7-Eleven Haberfield	25-35 Parramatta ROAD	Service Station	Contamination currently regulated under CLM Act	-33.887956	151.142868
HALEKULANI	Former Halekulani Landfill	Macleay DRIVE	Landfill	Regulation under CLM Act not required	-33.21446301	151.5527625
HAMILTON	SRA Land	10 Maitland ROAD	Unclassified	Regulation under CLM Act not required	-32.91994358	151.7512417
HAMILTON	Taxi Services	116 Tudor STREET	Service Station	Contamination formerly regulated under the CLM Act	-32.92351606	151.7454742
HAMILTON	Caltex Hamilton	59-63 Tudor STREET	Service Station	Regulation under CLM Act not required	-32.92498593	151.7509313
HAMILTON	Newcastle Toyota	65 Tudor STREET	Other Petroleum	Regulation under CLM Act not required	-32.925171	151.7504048
HAMILTON	Hamilton Bus Depot	Cnr Denison Street and Gordon AVENUE	Other Petroleum	Regulation under CLM Act not required	-32.92542648	151.7512512
HAMILTON NORTH	Shell Newcastle Terminal	5 Chatham STREET	Other Petroleum	Contamination currently regulated under CLM Act	-32.91630469	151.7408712
HAMILTON NORTH	Former Black and Decker Site	56 Clyde STREET	Metal Industry	Contamination currently regulated under CLM Act	-32.91080413	151.7358236
HAMILTON NORTH	Hamilton Gasworks	1 Chatham ROAD	Gasworks	Contamination currently regulated under CLM Act	-32.91362741	151.7406241
HAMILTON NORTH	Former ELMA Site	54 Clyde STREET	Other Industry	Contamination currently regulated under CLM Act	-32.91145768	151.7367691
HARBORD	Former Dry Cleaners	121 Wyndora AVENUE	Other Industry	Regulation under CLM Act not required	-33.77425321	151.2821553
HARDEN	SRA Site	31 Aurvill ROAD	Unclassified	Regulation under CLM Act not required	-34.54998656	148.3689577
HARDEN	SRA Site	51 Whitton LANE	Unclassified	Contamination formerly regulated under the CLM Act	-34.55396035	148.3713349
HARDEN	South West Fuel Harden	294 Albury STREET	Service Station	Regulation under CLM Act not required	-34.550176	148.351276
HARRIS PARK	Dalley Street Reserve	2A Dalley STREET	Other Industry	Regulation under CLM Act not required	-33.827491118	151.0097545

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
HARTLEY VALE	Former Shale Oil Refinery	Lot 52 Hartley Vale ROAD	Unclassified	Contamination currently regulated under CLM Act	-33.52925119	150.24216
HASTINGS POINT	Coles Express Hastings Point	99 Tweed Coast ROAD	Service Station	Regulation under CLM Act not required	-28.36914103	153.5725676
HAY	SRA Land	429, 431, 435, 437 & 439 Murray STREET	Other Industry	Regulation under CLM Act not required	-34.49965611	144.840976
HAY	SRA Land	443 Murray STREET	Other Industry	Contamination formerly regulated under the CLM Act	-34.49966753	144.8410778
HAY	Former Shell Hay Depot	391 Murray STREET	Other Petroleum	Regulation under CLM Act not required	-34.50028195	144.8463999
HAY	Former Mobil Depot Hay	397-399 Murray STREET	Other Petroleum	Regulation under CLM Act not required	-34.50019184	144.8456578
HAY SOUTH	Caltex Service Station	429-431 Moama STREET	Service Station	Regulation under CLM Act not required	-34.52001427	144.8380121
HAZELBROOK	Caltex Service Station Hazelbrook	198 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.72106175	150.4520976
HEATHCOTE	Caltex Service Station	1344 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.08841066	151.0072048
HEATHCOTE	Caltex Service Station	1403 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.09059834	151.003752
HEATHCOTE	Shell Coles Express Service Station	1355 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.08780042	151.0069741
HEATHERBRAE	Bogas (Former Caltex) Service Station	3 Speedy Lock LANE	Service Station	Regulation under CLM Act not required	-32.78057822	151.7372135
HEATHERBRAE	Shell Coles Express Motto Farm Service Station	2137 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-32.79835449	151.7176284
HEXHAM	QR National - Hexham Precinct	179 & 3/67 Maitland ROAD	Other Industry	Regulation under CLM Act not required	-32.83474038	151.6821895
HEXHAM	Caltex Diesel Stop	360 Maitland ROAD	Service Station	Regulation under CLM Act not required	-32.82844873	151.6851063
HEXHAM	Cummins Newcastle Facility Hexham	21 Gallegher STREET	Other Industry	Regulation under CLM Act not required	-32.83186739	151.686709
HEXHAM	BP Service Station (Reliance Petroleum)	Corner Pacific Highway and Old Maitland ROAD	Service Station	Regulation under CLM Act not required	-32.82756403	151.6846929
HEXHAM	Former Forgacs Site	21 Sparke STREET	Chemical Industry	Contamination currently regulated under CLM Act	-32.85464558	151.6988053
HEXHAM	Caltex-Bogas Warehouse	239 Old Maitland ROAD	Service Station	Regulation under CLM Act not required	-32.82899942	151.6861849
HEXHAM	Industrial Galvanizers	312 Pacific HIGHWAY	Metal Industry	Contamination currently regulated under POEO Act	-32.83457186	151.6884941
HILLSTON	Former BP Depot Hillston	141-143 Cowper STREET	Other Petroleum	Regulation under CLM Act not required	-33.48823546	145.5381623
HOLBROOK	Caltex Truckstop	Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-35.71332625	147.3207237

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
HOMEBUSH	Ausgrid Mason Park Substation	1 Underwood ROAD	Other Industry	Regulation under CLM Act not required	-33.85674677	151.0747044
HOMEBUSH BAY	SUEZ Waste Recycling Centre (WRC) and Cleanaway Liquid	Corner Pondage Link and Hill ROAD	Landfill	Regulation under CLM Act not required	-33.84359299	151.0593656
HOMEBUSH WEST	Caltex Service Station Homebush West	334-336 Parramatta ROAD	Service Station	Regulation under CLM Act not required	-33.8581543	151.0681261
HOMEBUSH WEST	Former Ford Landfill	22 Mandemar AVENUE	Landfill	Under preliminary investigation order	-33.86180526	151.0635664
HORNSBY	Midas Car Care Centre Hornsby	2A Linda STREET	Unclassified	Regulation under CLM Act not required	-33.70052215	151.1004786
HORNSBY	Coles Express Hornsby	194- 206 Pacific HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-33.7071993	151.0991452
HORNSBY	Hornsby Train Maintenance Centre	1B Stephen STREET	Other Industry	Regulation under CLM Act not required	-33.69342449	151.1035295
HOXTON PARK	Endeavour Energy Hoxton Park	490 Hoxton Park ROAD	Other Industry	Regulation under CLM Act not required	-33.92766437	150.8689069
HUNTERS HILL	Coles Express Hunters Hill	4 Ryde ROAD	Service Station	Regulation under CLM Act not required	-33.8317985	151.141655
HUNTERS HILL	Foreshore Land	Rear of 7, 9 & 11 Nelson PARADE	Other Industry	Contamination currently regulated under CLM Act	-33.84248362	151.1649249
HUNTERS HILL	7, 9 and 11 Nelson Parade Hunters Hill	7, 9 and 11 Nelson PARADE	Other Industry	Regulation under CLM Act not required	-33.84218911	151.164968
HURLSTONE PARK	Former Telstra Depot	82 Canterbury ROAD	Service Station	Regulation under CLM Act not required	-33.90803171	151.1258121
HURLSTONE PARK	Former Speedway Petroleum Service Station	610 - 618 New Canterbury ROAD	Service Station	Contamination formerly regulated under the CLM Act	-33.90541228	151.1322009
HURLSTONE PARK	7-Eleven Hurlstone Park	670 New Canterbury ROAD	Service Station	Regulation under CLM Act not required	-33.90510388	151.1299825
HURSTVILLE GROVE	Moore Reserve	Morshead DRIVE	Landfill	Contamination currently regulated under CLM Act	-33.97920603	151.0873578
INGLEBURN	7-Eleven Ingleburn	63 Oxford St (Cnr Cumberland St) STREET	Service Station	Under assessment	-33.9999965	150.8680085
INVERELL	Former Shell Depot	25 Edward STREET	Other Petroleum	Regulation under CLM Act not required	-29.76151684	151.1182033
INVERELL	Former Service Station	20 Oliver STREET	Service Station	Regulation under CLM Act not required	-29.77229743	151.1152692
INVERELL	Former Caltex Depot Inverell	4 Edward STREET	Service Station	Regulation under CLM Act not required	-29.76123104	151.1147983
INVERELL	Former Mobil Inverell Depot	29-33 Edward STREET	Other Petroleum	Regulation under CLM Act not required	-29.76135322	151.1171412
INVERELL	Caltex Service Station	55-59 Ring STREET	Service Station	Regulation under CLM Act not required	-29.76204512	151.1141737
INVERELL	Former Mobil Service Station	Corner Otho Street and Henderson STREET	Service Station	Regulation under CLM Act not required	-29.7786926	151.1149921

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
INVERELL	Former Caltex Service Station	141 Otho STREET	Service Station	Regulation under CLM Act not required	-29.77819403	151.1145699
ISLINGTON	Caltex Service Station	240 Maitland ROAD	Service Station	Regulation under CLM Act not required	-32.91138644	151.7457701
ISLINGTON	Shell Pipeline Easement (vacant land)	24 Fern STREET	Other Petroleum	Regulation under CLM Act not required	-32.91706254	151.7473809
JAMISONTOWN	BP Service Station Jamisontown	124 - 128 Mulgoa ROAD	Service Station	Regulation under CLM Act not required	-33.76978323	150.6764977
JAMISONTOWN	Former Caltex Jamisontown	229-231 Mulgoa ROAD	Service Station	Regulation under CLM Act not required	-33.76661447	150.6784735
JAMISONTOWN	7-Eleven Service Station	92 Mulgoa ROAD	Service Station	Contamination currently regulated under CLM Act	-33.7667231	150.6796488
JANNALI	Former Mobil Service Station	121 Georges River ROAD	Service Station	Regulation under CLM Act not required	-34.01614613	151.0681921
JANNALI	Former IGA	541 Box ROAD	Other Industry	Regulation under CLM Act not required	-34.01602134	151.0660384
JENNINGS	Jennings Former Arsenic Poison Factory	Duke Street, Manor Street, and Ballandean STREET	Chemical Industry	Contamination currently regulated under CLM Act	-28.92833023	151.9301552
JESMOND	Caltex Service Station	27 Bluegum ROAD	Service Station	Regulation under CLM Act not required	-32.9029287	151.691164
JINDABYNE	BP Service Station (Reliance Petroleum)	8 Kosciuszko ROAD	Service Station	Regulation under CLM Act not required	-36.41478692	148.6178882
JINDABYNE	Caltex Service Station	50 Kosciuszko ROAD	Service Station	Regulation under CLM Act not required	-36.41395847	148.6225113
JINGELLIC	Former Jingellic School	3179 River ROAD	Other Industry	Under assessment	-35.926501	147.701011
JUNEE	Subdivision Proposal	5858 Gundagai ROAD	Unclassified	Regulation under CLM Act not required	-34.87783587	147.6067578
KANAHOOKA	Former Smelter Site	Kanahooka ROAD	Metal Industry	Under assessment	-34.49406369	150.8227583
KANDOS	Cement Australia Kandos Cement Works	1 Jamison STREET	Other Industry	Regulation under CLM Act not required	-32.86399912	149.9779259
KANWAL	Kanwal General Store and Fuel Supplies and Adjacent Land	68 and part of 70 Craigie AVENUE	Service Station	Contamination currently regulated under CLM Act	-33.263026	151.482125
KANWAL	Former Bus and Truck Rental Yard	645-647 Pacific Highway	Other Petroleum	Regulation under CLM Act not required	-33.26233802	151.4825469
KARIONG	Coles Express Kariong	6 Central Coast HIGHWAY	Service Station	Regulation under CLM Act not required	-33.43443192	151.2963401
KARIONG	Caltex Service Station	Lot 2 Langford DRIVE	Service Station	Regulation under CLM Act not required	-33.43934827	151.2935447
KARUAH	BP Roadhouse Karuah	403 Tarean ROAD	Service Station	Regulation under CLM Act not required	-32.65371781	151.9629963
KATOOMBA	Aldi Stores	201 Katoomba STREET	Service Station	Regulation under CLM Act not required	-33.71756625	150.3101649

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
KATOOMBA	Former Katoomba/Leura Gasworks	Megalong STREET	Gasworks	Contamination currently regulated under CLM Act	-33.71318559	150.3187284
KELLYVILLE	Caltex Service Station	3-5 Windsor ROAD	Service Station	Regulation under CLM Act not required	-33.71436125	150.9602175
KELLYVILLE	BP Service Station Kellyville	19-23 Windsor ROAD	Service Station	Regulation under CLM Act not required	-33.71280997	150.9590756
KELSO	Caltex Service Station Kelso	19 Sydney ROAD	Service Station	Regulation under CLM Act not required	-33.41904247	149.6023985
KELSO	BP Service Station (Reliance Petroleum)	63 Sydney ROAD	Service Station	Regulation under CLM Act not required	-33.41925328	149.6076677
KEMBLA GRANGE	ShawCor Australia	66 West Dapto ROAD	Other Petroleum	Regulation under CLM Act not required	-34.46875328	150.8106326
KEMBLAWARRA	Griffins Bay, Lake Illawarra	Shellharbour ROAD	Landfill	Regulation under CLM Act not required	-34.49653984	150.8943776
KEMPS CREEK	Caltex-branded Service Station	1163 Mamre ROAD	Service Station	Regulation under CLM Act not required	-33.86972102	150.7966074
KEMPSEY	Kempsey Showground	19 Sea STREET	Unclassified	Contamination being managed via the planning process (EP&A Act)	-31.07334836	152.8308795
KEMPSEY	Former Shell Depot	43-51 Gladstone STREET	Other Petroleum	Regulation under CLM Act not required	-31.07500944	152.8346699
KEMPSEY	Former Mobil Depot	14 Hopetoun STREET	Other Petroleum	Regulation under CLM Act not required	-31.07603107	152.8350132
KEMPSEY	Shell Coles Express Service Station Kempsey	165 Smith STREET	Service Station	Regulation under CLM Act not required	-31.07036743	152.8461571
KEMPSEY	Mobil Depot	154 Belgrave STREET	Service Station	Regulation under CLM Act not required	-31.07965043	152.8326303
KEMPSEY	Liberty (Former Mobil) Service Station	108-112 Smith STREET	Service Station	Regulation under CLM Act not required	-31.07492508	152.8431945
KENSINGTON	7-Eleven Kensington	135 Anzac PARADE	Service Station	Regulation under CLM Act not required	-33.91035885	151.2228537
KENSINGTON	Former Ampol Service Station	76-82 Anzac PARADE	Service Station	Regulation under CLM Act not required	-33.9059246	151.2242891
KENSINGTON	Footpath adjacent to 10-20 Anzac Parade	10-20 Anzac PARADE	Service Station	Regulation under CLM Act not required	-33.9032124	151.2237836
KENSINGTON	Caltex Service Station	211-213 Anzac PARADE	Service Station	Regulation under CLM Act not required	-33.91460752	151.2251266
KENTHURST	Vacant Land	259 McDylmonts ROAD	Unclassified	Regulation under CLM Act not required	-33.61283529	150.9425303
KHANCOBAN	Khancoban Tip	Alpine WAY	Landfill	Regulation under CLM Act not required	-36.21994191	148.1542718
KIAMA	Former Gasworks	105 to 109 and 113 Shoalhaven STREET	Gasworks	Regulation under CLM Act not required	-34.67416881	150.8504143
KIAMA HEIGHTS	Former Mobil Service Station Kiama	7-9 South Kiama DRIVE	Service Station	Regulation under CLM Act not required	-34.69553931	150.8437977

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
KILLARA	7-Eleven Service Station (former Mobil)	496 Pacific HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-33.771465 54	151.1606903
KILLARA	Former Caltex Service Station	692B-694 Pacific HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-33.76306802	151.1550109
KILLARA	Killara Garage	544 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.76974164	151.1599696
KILLARA	Former BP Service Station	478 Pacific HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-33.7719298	151.1613874
KILLARA	Land Adjacent to Former Service Station Site	684-684a, 690, 692 and 696 Pacific HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-33.76312226	151.1549237
KINCUMBER	Frost Reserve	Avoca DRIVE	Landfill	Under assessment	-33.47065695	151.3909044
KINGS PARK	Multi-Fill	14 Garling ROAD	Unclassified	Regulation being finalised	-33.74478046	150.9111964
KINGS PARK	Former Dow Corning Factory	21 Tattersall ROAD	Chemical Industry	Regulation under CLM Act not required	-33.75012653	150.9138477
KINGSFORD	Caltex Service Station	603-611 Anzac PARADE	Service Station	Regulation under CLM Act not required	-33.93435787	151.2371198
KINGSFORD	Coles Express Service Station Kingsford	58 Gardeners ROAD	Service Station	Regulation under CLM Act not required	-33.9250054	151.2257601
KINGSGROVE	Shell Coles Express Service Station	137 Kingsgrove ROAD	Service Station	Regulation under CLM Act not required	-33.93276948	151.099026
KINGSGROVE	Caltex Kingsgrove	351-357 Stoney Creek ROAD	Service Station	Regulation under CLM Act not required	-33.95192175	151.0926872
KINGSGROVE	State Transit Authority Depot	17-23 Richland STREET	Other Petroleum	Regulation under CLM Act not required	-33.93646086	151.0973617
KIRRAWEE	Ingal Civil Products	127-141 Bath ROAD	Metal Industry	Regulation under CLM Act not required	-34.03029516	151.0754469
KIRRAWEE	7-Eleven (former Mobil) Service Station	542-546 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.03238179	151.0758071
KIRRAWEE	Caltex-branded Kirrawee Service Station	(1-3 Waratah Street) 487 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.02915971	151.0808279
KOGARAH	Scarborough Park South	184R Production AVENUE	Landfill	Regulation being finalised	-33.97922253	151.140276
KOGARAH	Caltex Service Station	29 President AVENUE	Service Station	Regulation under CLM Act not required	-33.96516866	151.141145
KOGARAH	7-Eleven Service Station	736 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-33.96406472	151.1376011
KOGARAH	Woolworths Petrol Service Station	69 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-33.96330397	151.1371182
KOOLKHAN	Former Koolkhan Power Station	Summerland WAY	Other Industry	Regulation under CLM Act not required	-29.61688704	152.9300645
KOORAGANG	NPC, berths 2 and 3	Heron ROAD	Metal Industry	Regulation being finalised	-32.89260063	151.7742527

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
KOORAGANG	Kooragang Island Waste Facility	Off Cormorant ROAD	Metal Industry	Contamination currently regulated under POEO Act	-32.88250732	151.7466125
KOORAGANG	Orica Kooragang Island	15 Greenleaf ROAD	Chemical Industry	Contamination currently regulated under CLM Act	-32.89654619	151.7771372
KOORAGANG	Former Boral Timber Export Facility	16 Heron ROAD	Other Industry	Regulation under CLM Act not required	-32.89710295	151.7739966
KOORAGANG	Cleanaway Technical Services	19 Egret STREET	Unclassified	Regulation under CLM Act not required	-32.8634857	151.7414904
KOORAGANG	Industrial Facility	39 Heron ROAD	Chemical Industry	Under assessment	-32.89106439	151.7784064
KOORAGANG	Vacant Land	Raven Street and Cormorant ROAD	Unclassified	Regulation under CLM Act not required	-32.88410199	151.7701334
KOORAGANG	Linx Logistics	240 Cormorant ROAD	Other Industry	Regulation under CLM Act not required	-32.87480951	151.7757352
KOORINGAL	Former Shell Wagga Depot	11-15 Lake Albert ROAD	Other Petroleum	Regulation under CLM Act not required	-35.12273113	147.3786005
KOORINGAL	Caltex Service Station	265-267 Lake Albert ROAD	Service Station	Regulation under CLM Act not required	-35.14078443	147.3755442
KOORINGAL	Caltex-branded (former Mobil) Service Station	24 Lake Albert ROAD	Service Station	Regulation under CLM Act not required	-35.12239591	147.3769936
KOSCIUSZKO	Smiggin Holes Snow Clearing Shed	Link ROAD	Landfill	Regulation under CLM Act not required	-36.39098211	148.4304981
KOSCIUSZKO	Khancoban Spoil Dump	Alpine WAY	Landfill	Regulation under CLM Act not required	-36.21982803	148.1527401
KOSCIUSZKO	Sawpit Creek landfill	13km from Jindabyne, off Kosciuszko ROAD	Landfill	Regulation under CLM Act not required	-36.34858097	148.5673374
KURMOND	BP Service Station	501 Bells Line of road ROAD	Service Station	Contamination formerly regulated under the CLM Act	-33.55096662	150.6911676
KURNELL	Former Phillips Imperial Chemicals site	260 Captain Cook DRIVE	Chemical Industry	Regulation under CLM Act not required	-34.02493837	151.1952149
KURNELL	Caltex Refinery	2 Solander STREET	Other Petroleum	Contamination currently regulated under POEO Act	-34.0175214	151.2159572
KURNELL	Abbott Australasia	Captain Cook DRIVE	Chemical Industry	Contamination formerly regulated under the CLM Act	-34.02339937	151.19921
KURNELL	Former Caltex Kurnell Service Station	Corner Captain Cook Drive and Solander STREET	Service Station	Regulation under CLM Act not required	-34.01269846	151.2094347
KURRI KURRI	Caltex Service Station Kurri Kurri	279-281 Lang STREET	Service Station	Contamination currently regulated under CLM Act	-32.82047175	151.477646
KURRI KURRI	Kurri Kurri Smelter	Hart ROAD	Metal Industry	Regulation under CLM Act not required	-32.7873063	151.4828827
KYOGLE	Caltex Service Station	22-24 Summerland WAY	Service Station	Regulation under CLM Act not required	-28.61806766	153.003862
LAKE HAVEN	Caltex Service Station	Goobarabah Ave Cnr Gorokan DRIVE	Service Station	Regulation under CLM Act not required	-33.24337276	151.5065335

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
LAKEMBA	Former Lakemba Police Station	59 Quigg STREET	Unclassified	Regulation under CLM Act not required	-33.92199239	151.079412
LAKEMBA	Caltex Service Station - Corner Punchbowl Rd and Wangee Rd	81 Wangee ROAD	Service Station	Regulation under CLM Act not required	-33.91153044	151.073306
LAKEMBA	Caltex Service Station	961-967 Canterbury ROAD	Service Station	Regulation under CLM Act not required	-33.92671102	151.0814905
LAMBTON	Caltex Service Station	422 Newcastle ROAD	Service Station	Regulation under CLM Act not required	-32.9095592	151.710968
LANE COVE	7-Eleven Service Station	203 Burns Bay ROAD	Service Station	Regulation under CLM Act not required	-33.81458334	151.1543844
LANE COVE	BP-branded Jasbe Service Station	62-70 Epping ROAD	Service Station	Regulation under CLM Act not required	-33.81108427	151.1641531
LANE COVE	Pacific Power	Sirius ROAD	Landfill	Ongoing maintenance required to manage residual contamination	-33.80701776	151.1449658
LANE COVE	Coles Express Service Station Burns Bay	254 Burns Bay ROAD	Service Station	Regulation under CLM Act not required	-33.81719214	151.1518774
LANE COVE NORTH	Former Caltex Service Station	428-432 Mowbray ROAD	Service Station	Regulation under CLM Act not required	-33.80804563	151.1721538
LANE COVE NORTH	BP Artarmon Service Station, Lane Cove North	432 Pacific HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-33.8112038	151.175547
LANE COVE WEST	Caltex Lane Cove West	235-245 Burns Bay ROAD	Service Station	Regulation under CLM Act not required	-33.81719214	151.1518774
LANE COVE WEST	Ventemans Reach Bushland	Off Mars ROAD	Unclassified	Regulation under CLM Act not required	-33.80615015	151.1451474
LANSVALE	Mobil Service Station	161 Hume HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-33.89442261	150.9571507
LANSVALE	Mobil Service Station	44 Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-33.89172416	150.9656537
LAURIETON	Camden Haven Tyre and Brake Centre (Former Caltex Service	461 Ocean DRIVE	Service Station	Regulation under CLM Act not required	-31.64367775	152.7977735
LAVENDER BAY	SRA Land	French STREET	Unclassified	Regulation under CLM Act not required	-33.84560621	151.2030148
LAVINGTON	Former Caltex Service Station	373-375 Wagga ROAD	Service Station	Regulation under CLM Act not required	-36.04797551	146.9385325
LAVINGTON	Caltex Service Station	436 Wagga (corner Dick Road) ROAD	Service Station	Regulation under CLM Act not required	-36.04500034	146.9444932
LAVINGTON	Former ERS liquid waste treatment and storage facility	819 Knights ROAD	Other Industry	Regulation under CLM Act not required	-36.06763885	146.942143
LEETON	Former Mobil Depot	108 Calrose STREET	Other Petroleum	Regulation under CLM Act not required	-34.55813326	146.3921296
LEETON	Caltex Service Station	1 Belah STREET	Service Station	Regulation under CLM Act not required	-34.55421752	146.3998431
LEETON	Yenda Producers (formerly Incitec) Leeton	1 - 2 Canal STREET	Other Petroleum	Regulation under CLM Act not required	-34.55184684	146.3862573

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
LEETON	Former Fuel Depot, Leeton	1-3 Short STREET	Other Petroleum	Regulation under CLM Act not required	-34.55253237	146.3864507
LEICHHARDT	SRA Land	10-11 Balmain ROAD	Other Industry	Contamination formerly regulated under the CLM Act	-33.87774852	151.1590952
LEICHHARDT	Former Kolotex site	22 George STREET	Other Industry	Contamination currently regulated under CLM Act	-33.888	151.148
LEICHHARDT	Former Labelcraft Site	30-40 George STREET	Chemical Industry	Contamination currently regulated under CLM Act	-33.887795	151.148486
LEICHHARDT	Leichhardt Bus Depot Area E	240 Balmain Road, corner City West LINK	Other Industry	Regulation under CLM Act not required	-33.87589727	151.1598073
LEICHHARDT	RailCorp Leichhardt	7 Darley ROAD	Other Industry	Regulation under CLM Act not required	-33.87520846	151.1539012
LENNOX HEAD	Former Caltex Lennox Head	Byron STREET	Service Station	Regulation under CLM Act not required	-28.79189328	153.5883225
LENNOX HEAD	Spoors Dip	13 Fig Tree Hill DRIVE	Cattle Dip	Contamination formerly regulated under the CLM Act	-28.78258175	153.5752527
LEPPINGTON	Coles Express Leppington	1443 Camden Valley WAY	Service Station	Regulation under CLM Act not required	-33.96631609	150.8154793
LEUMEAH	Caltex Service Station	6 Rudd ROAD	Service Station	Regulation under CLM Act not required	-34.05398325	150.8299209
LEURA	Former Leura Garage	126-128 Leura MALL	Service Station	Regulation under CLM Act not required	-33.7125311	150.3315386
LIDCOMBE	Metro Lidcombe (former Liberty)	134 John STREET	Service Station	Contamination currently regulated under POEO Act	-33.854665	151.046744
LIDDELL	Liddell Power Station	New England HIGHWAY	Other Industry	Regulation under CLM Act not required	-32.37393962	150.9756283
LIDSDALE	Angus Place Colliery	Wolgan ROAD	Other Industry	Regulation under CLM Act not required	-33.35274573	150.0996773
LIDSDALE	Kerosene Vale Colliery	Wolgan ROAD	Other Industry	Regulation under CLM Act not required	-33.38145755	150.0940097
LIGHTNING RIDGE	Former Ambulance Station	18 - 42 Pandora STREET	Other Industry	Regulation under CLM Act not required	-29.43133877	147.9812981
LIGHTNING RIDGE	Caltex Service Station	Onyx Street, corner Morilla STREET	Service Station	Regulation under CLM Act not required	-29.4292885	147.9747954
LILLIAN ROCK	Former 'Peters Dip' Cattle Tick Dip Site	427 Lillian Rock ROAD	Cattle Dip	Regulation under CLM Act not required	-28.5314327	153.1556392
LINDFIELD	7-Eleven (former Mobil) Service Station	238 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.7788603	151.1689594
LISAROW	OneSteel Recycling	902A Pacific HIGHWAY	Metal Industry	Regulation under CLM Act not required	-33.38420179	151.3655856
LISMORE	Caltex Lismore Service Station	136 Woodlark STREET	Service Station	Regulation under CLM Act not required	-28.80807597	153.2807591
LISMORE	Shell Coles Express Service Station	100 Dawson STREET	Service Station	Regulation under CLM Act not required	-28.81140865	153.2800472

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
LISMORE	Former Shell Depot	116 Wilson STREET	Other Petroleum	Regulation under CLM Act not required	-28.81070081	153.2621577
LISMORE	Caltex Service Station	73-75 Dawson STREET	Service Station	Regulation under CLM Act not required	-28.80894415	153.2809619
LISMORE	Lismore Gasworks	Cnr John Street & Keen STREET	Gasworks	Ongoing maintenance required to manage residual contamination	-28.81764489	153.2710196
LISMORE	SRA Land	Norco LANE	Unclassified	Regulation under CLM Act not required	-28.810742	153.2702306
LISMORE HEIGHTS	Coles Express Lismore Heights	426 Ballina ROAD	Service Station	Contamination currently regulated under CLM Act	-28.81068067	153.3053065
LISMORE HEIGHTS	Beardow Street Landslip Project	22 New Ballina ROAD	Unclassified	Under assessment	-28.804051	153.291801
LITHGOW	Former Shell CVRO and Depot	77 Bridge Street and 6 Gas Works LANE	Other Petroleum	Regulation under CLM Act not required	-33.47995091	150.162216
LITHGOW	Lithgow Thales	4 Martini PARADE	Metal Industry	Contamination formerly regulated under the CLM Act	-33.49012248	150.1415389
LITHGOW	Former Mobil Depot	353 Main STREET	Other Petroleum	Regulation under CLM Act not required	-33.48235166	150.1383012
LITHGOW	Former Gasworks	Mort STREET	Gasworks	Regulation under CLM Act not required	-33.47995167	150.1635401
LITHGOW	Jasbe BP-branded Service Station (Former Reliance Petroleum)	1106 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.48426647	150.134992
LITHGOW	Caltex Lithgow (Quota Park)	Adjacent to 1131 Great Western HIGHWAY	Unclassified	Regulation under CLM Act not required	-33.47927554	150.1366238
LIVERPOOL	AC McGrath (Wholesale) Pty Ltd	20 Shepherd Street and 6A & 6B Atkinson STREET	Other Industry	Regulation under CLM Act not required	-33.9320192	150.9236862
LIVERPOOL	Former Car Park	4 - 6 Rose STREET	Unclassified	Regulation under CLM Act not required	-33.93258955	150.9157936
LIVERPOOL	Woolworths Service Station	59-67 Orange Grove ROAD	Service Station	Regulation under CLM Act not required	-33.90711248	150.9178855
LIVERPOOL	68 Speed Street, Liverpool NSW	68 Speed STREET	Gasworks	Under assessment	-33.929889	150.92243
LOFTUS	BP Freedom Fuel Service Station Loftus	127 Loftus AVENUE	Service Station	Regulation under CLM Act not required	-34.04570765	151.0508004
LONG JETTY	Long Jetty Servo	326 The Entrance ROAD	Service Station	Under assessment	-33.35897356	151.4847709
LONG JETTY	Caltex Service Station	431 The Entrance ROAD	Service Station	Regulation under CLM Act not required	-33.36022468	151.4826553
LONG JETTY	Westside Petroleum Service Station	290-294 The Entrance ROAD	Service Station	Contamination currently regulated under CLM Act	-33.35688982	151.4862246
LONG JETTY	7-Eleven (former Mobil) Service Station	184-186 The Entrance ROAD	Service Station	Regulation under CLM Act not required	-33.35089363	151.4924904
LONGUEVILLE	Caltex Service Station	5-7 Northwood ROAD	Service Station	Regulation under CLM Act not required	-33.82452775	151.1725758

CUMBERLAND
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Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
LUCAS HEIGHTS	Harringtons Quarry	access from Little Forest ROAD	Landfill	Contamination currently regulated under CLM Act	-34.03555347	150.9751826
LUCAS HEIGHTS	IWC landfill	Little Forest ROAD	Landfill	Contamination currently regulated under CLM Act	-34.03214889	150.9753474
LUDDENHAM	Caltex Service Station	3019-3035 The Northern ROAD	Service Station	Regulation under CLM Act not required	-33.87536093	150.6888872
MACKSVILLE	Caltex Service Station	Pacific (22-24 Cooper Street) HIGHWAY	Service Station	Regulation under CLM Act not required	-30.70977455	152.9198448
MACLEAN	MacLean Outdoors	255 River STREET	Service Station	Regulation under CLM Act not required	-29.45782683	153.1970725
MACQUARIE FIELDS	Caltex Service Station	68 Harold STREET	Service Station	Regulation under CLM Act not required	-33.98557276	150.8933681
MACQUARIE PARK	Caltex North Ryde Service Station	41-43 Epping ROAD	Service Station	Regulation under CLM Act not required	-33.79138236	151.1312248
MACQUARIE PARK	1-7 Waterloo Road, Macquarie Park	1-7 Waterloo ROAD	Other Petroleum	Regulation under CLM Act not required	-33.78806877	151.1332148
MACQUARIE PARK	Porters Creek Depot - Proposed Operations Centre Site	160 Wicks ROAD	Landfill	Regulation under CLM Act not required	-33.7853348	151.13663
MACQUARIE PARK	De Burghs Cycleway - Lane Cove National Park	Riverside DRIVE	Other Petroleum	Regulation under CLM Act not required	-33.77802854	151.1367529
MAITLAND	Maitland Gasworks	Charles STREET	Gasworks	Contamination currently regulated under CLM Act	-32.73603658	151.5578926
MAITLAND	Hannan and High Street	Hannan Street and High STREET	Service Station	Regulation under CLM Act not required	-32.72731682	151.5515673
MAITLAND	Coles Express Service Station	235 High STREET	Service Station	Regulation under CLM Act not required	-32.73923807	151.5620399
MALABAR	ANZAC Rifle Range former landfill	Franklin STREET	Landfill	Regulation being finalised	-33.95792671	151.2566373
MANDALONG	Mandalong Mine	Mandalong ROAD	Other Industry	Regulation under CLM Act not required	-33.11725583	151.4616452
MANGROVE MOUNTAIN	Poultry Litter Containment Pit site	258 Waratah ROAD	Unclassified	Regulation under CLM Act not required	-33.28917277	151.167235
MANILLA	Tamworth Regional Council Works Depot - Manilla	73 River STREET	Other Petroleum	Regulation under CLM Act not required	-30.746085	150.725363
MANLY	Caltex Service Station	86 Pittwater ROAD	Service Station	Regulation under CLM Act not required	-33.79306889	151.2858638
MANLY	Former Little Manly Point Gasworks	End of Stuart STREET	Gasworks	Regulation under CLM Act not required	-33.80842005	151.2877784
MANLY	St Patrick's Estate	151 Darley ROAD	Unclassified	Regulation under CLM Act not required	-33.8044568	151.2938595
MANLY	Little Manly Point	Stuart STREET	Gasworks	Contamination formerly regulated under the CLM Act	-33.80814626	151.2876245
MANLY VALE	Caltex Service Station Manly Vale	236-238 Condamine STREET	Service Station	Regulation under CLM Act not required	-33.78508231	151.2674386

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
MANLY VALE	Former Landfill Addiscombe Road	Addiscombe ROAD	Landfill	Contamination currently regulated under CLM Act	-33.78307439	151.2747846
MANNERING PARK	Parkview General Store (a former service station)	2 Vales ROAD	Service Station	Regulation under CLM Act not required	-33.14753814	151.5387832
MANNERING PARK	Mannering Park Mini Mart	70 Vales ROAD	Service Station	Regulation under CLM Act not required	-33.15236501	151.5371767
MARAYONG	7-Eleven (former Mobil Blacktown West) Service Station Marayong	173 Richmond ROAD	Service Station	Regulation under CLM Act not required	-33.75472796	150.8913605
MARAYONG	Woolworths Petrol Service Station Marayong	Corner Vardys Road and Turbo ROAD	Service Station	Regulation under CLM Act not required	-33.7452356	150.9041601
MARDI	Former Mardi Landfill	70-90 McPherson ROAD	Landfill	Regulation under CLM Act not required	-33.29273289	151.4100941
MARKS POINT	Former Mobil Service Station (now 7-Eleven)	770-772 Pacific HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-33.05646268	151.6533795
MARKS POINT	Former Mobil Aviation Depot Belmont Airport	864 Pacific HIGHWAY	Other Petroleum	Regulation under CLM Act not required	-33.06657244	151.6497674
MAROUBRA	Coles Express Pagewood Service Station, Maroubra	299 Bunnerong PARADE	Service Station	Regulation under CLM Act not required	-33.94071282	151.2285063
MARRANGAROO	United (Former Mobil) Service Station Marrangaroo	394-398 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.45253322	150.1181023
MARRICKVILLE	Former Mobil Service Station	384 Illawarra ROAD	Service Station	Regulation under CLM Act not required	-33.91534969	151.1506717
MARRICKVILLE	TRW Steering and Suspension	22-28 Carrington ROAD	Other Industry	Contamination formerly regulated under the CLM Act	-33.92012667	151.1566181
MARRICKVILLE	Woolworths Petrol Service Station Marrickville	490 Illawarra ROAD	Service Station	Regulation under CLM Act not required	-33.91845177	151.1459951
MARRICKVILLE	RailCorp	361 Victoria ROAD	Other Industry	Regulation under CLM Act not required	-33.91404835	151.1557132
MARRICKVILLE	Mackey Park	Cnr Richardsons Crescent and Carrington ROAD	Landfill	Regulation under CLM Act not required	-33.9220263	151.1547903
MARRICKVILLE	Cooks River Aqueduct	Thornley STREET	Unclassified	Contamination formerly regulated under the CLM Act	-33.92204604	151.1480332
MARRICKVILLE	2 Carrington Road	2 Carrington ROAD	Unclassified	Regulation under CLM Act not required	-33.91596071	151.1597199
MARRICKVILLE	Former Dry Cleaners and Loading Dock (adjacent Lot 1 DP612551)	Smidmore STREET	Other Industry	Contamination currently regulated under CLM Act	-33.90707592	151.171701
MARSDEN PARK	226 Grange Avenue	226 Grange AVENUE	Unclassified	Regulation under CLM Act not required	-33.70259609	150.83825
MARSFIELD	Coles Express Service Station Marsfield	189 Epping ROAD	Service Station	Regulation under CLM Act not required	-33.77519246	151.1053691
MARULAN	BP Express Marulan (Northbound)	(Northbound) Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-34.71888332	149.9949547
MARULAN	BP Service Station	(Southbound) Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-34.71932066	150.0014827

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
MARYVILLE	7-Eleven Service Station	184-188 Hannell STREET	Service Station	Contamination currently regulated under CLM Act	-32.9136028	151.7579315
MASCOT	Former Zinc Smelter and Paint Manufacturing Facilty	163 O'Riordan STREET	Metal Industry	Regulation under CLM Act not required	-33.92526513	151.1892582
MASCOT	Caltex Service Station	125 O'Riordan STREET	Service Station	Regulation under CLM Act not required	-33.92309169	151.1911539
MASCOT	Mascot Pioneer Plating	25-29 Ricketty STREET	Metal Industry	Contamination currently regulated under CLM Act	-33.92075288	151.1824801
MASCOT	Heritage Business Centre	5-9 Ricketty STREET	Unclassified	Regulation under CLM Act not required	-33.92029202	151.1816656
MASCOT	Telstra Exchange	904-922 Botany ROAD	Other Industry	Regulation under CLM Act not required	-33.9293166	151.1942777
MASCOT	Former Shell Service Station Mascot	746 Botany ROAD	Service Station	Contamination currently regulated under CLM Act	-33.92352295	151.1955852
MASCOT	Ing Industrial Fund (unoccupied Land and General Parking)	19-33 Kent ROAD	Landfill	Regulation under CLM Act not required	-33.922765	151.185262
MASCOT	Former Mascot Galvanising	336-348 King STREET	Metal Industry	Contamination currently regulated under CLM Act	-33.92902126	151.185874
MASCOT	Sokol Corporation	50-56 Robey STREET	Other Industry	Regulation under CLM Act not required	-33.93162265	151.1904955
MASCOT	Linear Park	Off O'Riordan STREET	Landfill	Regulation under CLM Act not required	-33.92278693	151.1904751
MATRAVILLE	Port Botany Bus Depot	7 Bumborah Point ROAD	Other Petroleum	Regulation under CLM Act not required	-33.96880413	151.2255889
MATRAVILLE	Former Golden Fleece Terminal No2	151 Beauchamp ROAD	Other Petroleum	Contamination formerly regulated under the CLM Act	-33.95719404	151.2259884
MATRAVILLE	Former Rieco Incinerator	Kain AVENUE	Other Industry	Contamination being managed via the planning process (EP&A Act)	-33.95980534	151.2423679
MATRAVILLE	7-Eleven Service Station Matraville	515 Bunnerong ROAD	Service Station	Contamination currently regulated under CLM Act	-33.95943536	151.2317598
MATRAVILLE	Former Golden Fleece Terminal No1	133 -149 Beauchamp ROAD	Other Petroleum	Contamination formerly regulated under the CLM Act	-33.95776666	151.2248518
MATRAVILLE	Vacant Lot	3 Wilkes AVENUE	Other Industry	Regulation under CLM Act not required	-33.96006406	151.2431087
MAYFIELD	7-Eleven (Former Mobil) Service Station	412-416 Maitland ROAD	Service Station	Regulation under CLM Act not required	-32.89292005	151.7300948
MAYFIELD	Shell Coles Express Service Station	63-69 Maud STREET	Service Station	Regulation under CLM Act not required	-32.89358962	151.7221298
MAYFIELD	BHP Closure Site (Hunter River Sediments)	Bed Sediments of the Hunter adjacent to Lot 221 DP1013964	Metal Industry	Contamination formerly regulated under the CLM Act	-32.89203741	151.7646702
MAYFIELD	Australian Tube Mills Newcastle Site	Industrial DRIVE	Metal Industry	Under assessment	-32.88835767	151.7450751
MAYFIELD	BHP Steel River	The Buffer Zone' extending directly adjacent to the Hunter	Metal Industry	Contamination currently regulated under CLM Act	-32.8773556	151.7252427

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
MAYFIELD	BHPB Supply site	Lot 223 South and West - Industrial DRIVE	Metal Industry	Contamination currently regulated under CLM Act	-32.88583041	151.7388423
MAYFIELD	Waratah Steel Mill	23 Frith STREET	Metal Industry	Regulation under CLM Act not required	-32.89426592	151.7257429
MAYFIELD	OneSteel (BHP)	Industrial DRIVE	Metal Industry	Contamination currently regulated under CLM Act	-32.88366987	151.7449491
MAYFIELD NORTH	OneSteel - Newcastle Market Mills	141 & 151 Ingall STREET	Metal Industry	Under assessment	-32.89008485	151.752949
MAYFIELD WEST	Stevenson Park landfill	2/559 Maitland ROAD	Landfill	Regulation under CLM Act not required	-32.88472556	151.7224791
MAYFIELD WEST	Koppers Coal Tar	East of Woodstock Street and Tourle STREET	Other Industry	Contamination currently regulated under CLM Act	-32.88554791	151.7368545
MAYFIELD WEST	Tourle Street Bridge Project	Tourle STREET	Landfill	Regulation under CLM Act not required	-32.88075518	151.7330073
MCDOUGALLS HILL	Caltex Service Station	4949 New England HIGHWAY	Service Station	Regulation under CLM Act not required	-32.54484714	151.1490757
MEADOWBANK	Former Council Works Depot	2 Parsonage STREET	Unclassified	Regulation under CLM Act not required	-33.82191421	151.0951974
MENAI	7-Eleven (Former Mobil) Service Station Menai	289 Menai ROAD	Service Station	Regulation under CLM Act not required	-34.01579095	151.0131737
MENAI	Caltex Service Station Menai	1 Carter Road ROAD	Service Station	Regulation under CLM Act not required	-34.01654043	151.0124133
MEREWETHER	Merewether Childcare Centre	2/23 Caldwell STREET	Unclassified	Regulation under CLM Act not required	-32.94249653	151.7504279
MERIMBULA	Caltex Service Station	19-25 Merimbula DRIVE	Service Station	Regulation under CLM Act not required	-36.88757881	149.9089159
MERIMBULA	Former Mobil Service Station	27 Market STREET	Service Station	Regulation under CLM Act not required	-36.88941693	149.9103485
MERRYLANDS	Former Timber Yard and Hardware	11-19 Centenary ROAD	Other Petroleum	Regulation under CLM Act not required	-33.83083025	150.9698915
MERRYLANDS	Caltex Service Station	229 Woodville ROAD	Service Station	Regulation under CLM Act not required	-33.84547463	150.9983413
MERRYLANDS	Caltex Service Station Merrylands	148 Woodville ROAD	Service Station	Regulation under CLM Act not required	-33.83818499	150.9997199
MERRYLANDS	Stockland Merrylands Court	249-259 Merrylands ROAD	Service Station	Regulation under CLM Act not required	-33.83560037	150.9869735
MERRYLANDS	7-Eleven Merrylands Service Station	295-297 Merrylands (Cnr Windsor Rd) ROAD	Service Station	Regulation under CLM Act not required	-33.83533205	150.9851801
MERRYLANDS	Former Stockfeed Manufacturing Site	1-7 & 9-11 Neil STREET	Other Petroleum	Regulation under CLM Act not required	-33.83390257	150.9947449
MERRYLANDS WEST	Former Mobil Service Station	3 Centenary ROAD	Service Station	Regulation under CLM Act not required	-33.83214226	150.9698958
MILLER	Caltex Service Station	86 Cartwright AVENUE	Service Station	Regulation under CLM Act not required	-33.91878146	150.8827514

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
MILLERS FOREST	Chichester Trunk Gravity Main	water pipeline	Other Industry	Contamination currently regulated under POEO Act	-32.772877	151.6826841
MILLERS POINT	Former AGL Gasworks	30 - 34 Hickson ROAD	Gasworks	Regulation under CLM Act not required	-33.86179594	151.2031726
MILLERS POINT	Moores Wharf UPSS	4 Towns PLACE	Other Petroleum	Regulation under CLM Act not required	-33.85581123	151.2024759
MILLERS POINT	Former AGL Gasworks	38 Hickson and road reserve ROAD	Gasworks	Contamination being managed via the planning process (EP&A Act)	-33.86280104	151.2032452
MILLERS POINT	Former AGL Gasworks	Berths 5, 6 and 7 (already demolished) and part Hickson	Gasworks	Contamination currently regulated under CLM Act	-33.86053571	151.2015022
MILLERS POINT	Former AGL Gasworks	Road reserve fronting 30-38 Hickson ROAD	Gasworks	Contamination currently regulated under CLM Act	-33.86241531	151.2024634
MILLERS POINT	Former AGL Gasworks 36 Hickson Road	36 Hickson ROAD	Gasworks	Contamination formerly regulated under the CLM Act	-33.86243824	151.2032514
MILPERRA	Heatcraft Australia Pty Ltd	286 Horsley ROAD	Other Industry	Regulation under CLM Act not required	-33.94031556	150.9958606
MILPERRA	United Group Rail Pty Limited	373 Horsley ROAD	Landfill	Regulation under CLM Act not required	-33.93286283	150.9934071
MILPERRA	Caltex Service Station	264 Milperra ROAD	Service Station	Regulation under CLM Act not required	-33.93018101	150.9910964
MILPERRA	Former Landfill	479 Henry Lawson DRIVE	Landfill	Regulation under CLM Act not required	-33.933968	150.977629
MILTON	Former Sanitary Depot	Slaughterhouse ROAD	Other Industry	Regulation under CLM Act not required	-35.33819825	150.4471917
MILTON	Caltex Milton Service Station and Depot	331 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-35.33154474	150.4492852
MINCHINBURY	7-Eleven (former Mobil) Service Station	815 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.78812909	150.8495992
MINCHINBURY	BP Service Station	1055 Great Western Highway corner Archbold ROAD	Service Station	Regulation under CLM Act not required	-33.78211857	150.8244185
MINTO	Land adjacent to Former Shell depot	Airds Road and Essex STREET	Other Petroleum	Regulation under CLM Act not required	-34.02140447	150.8415134
MINTO	Shell Coles Express Service Station	73 Pembroke STREET	Service Station	Regulation under CLM Act not required	-34.02316454	150.8503118
MINTO	Former Endeavour Energy Depot	Pembroke ROAD	Other Petroleum	Regulation under CLM Act not required	-34.0408973	150.8451837
MINTO	Logistics Hub - Culverston Road, Minto	Culverston ROAD	Other Petroleum	Regulation under CLM Act not required	-34.0421711	150.833825
MIRANDA	Woolworth's Service Station	455 Kingsway OTHER	Service Station	Contamination currently regulated under CLM Act	-34.03492814	151.1124681
MITTAGONG	Enhance (former Coles Express) Service Station	224 Old Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-34.44746118	150.4326183
MITTAGONG	Lots 1 and 2 Alfred St.	Alfred STREET	Other Petroleum	Contamination formerly regulated under the CLM Act	-34.44738105	150.4565159

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
MITTAGONG	Caltex Mittagong Service Station	65 Bowral ROAD	Service Station	Regulation under CLM Act not required	-34.45245915	150.4381291
MOAMA	Caltex Moama Service Station	73 Meninya (Cnr Regent St) STREET	Service Station	Regulation under CLM Act not required	-36.10815134	144.752849
MOLONG	Caboone BP Service Station	2 Gidley STREET	Service Station	Contamination currently regulated under CLM Act	-33.09026307	148.8695809
MOLONG	Former Gasworks	Hill STREET	Gasworks	Contamination currently regulated under CLM Act	-33.09074595	148.8703262
MONA VALE	Mona Vale Bus Depot	58 Darley STREET	Other Petroleum	Contamination currently regulated under CLM Act	-33.6745241 4	151.3074246
MONA VALE	Former Caltex service station and adjacent properties	79 Barrenjoey Road, 2 Polo Avenue, 6 Polo Avenue, 45	Service Station	Contamination formerly regulated under the CLM Act	-33.6743659	151.3096932
MONA VALE	7-Eleven (former Mobil) Service Station	24 Barrenjoey ROAD	Service Station	Regulation under CLM Act not required	-33.676909	151.3082515
MONA VALE	BP Peninsula Express Service Station	Corner Barrenjoey Road and Darley Street East STREET	Service Station	Regulation under CLM Act not required	-33.67670799	151.3090068
MONA VALE	BP Service Station Mona Vale	1721 Pittwater ROAD	Service Station	Regulation under CLM Act not required	-33.68043443	151.3023553
MONA VALE	Caltex Investigation Area	Polo Ave, Perak STREET	Service Station	Contamination formerly regulated under the CLM Act	-33.67431333	151.3091148
MOOBALL	Moobail General Store	5913 Tweed Valley WAY	Service Station	Regulation under CLM Act not required	-28.44204594	153.4887648
MOONBI	Caltex Moonbi Service Station	New England HIGHWAY	Service Station	Regulation under CLM Act not required	-31.02264369	151.069094
MOORE PARK	Area 2, Moore Park	Driver AVENUE	Unclassified	Regulation under CLM Act not required	-33.89426868	151.2226839
MOOREBANK	Caltex Service Station	216 Newbridge ROAD	Service Station	Regulation under CLM Act not required	-33.92930835	150.9551469
MOOREBANK	Joyce Foam Products	5-9 Bridges ROAD	Chemical Industry	Regulation under CLM Act not required	-33.92596302	150.9335273
MOOREBANK	ABB Australia Pty Ltd	(a) 1 Bapaume ROAD	Other Industry	Ongoing maintenance required to manage residual contamination	-33.94143741	150.9208754
MOOREBANK	Caltex Service Station Moorebank	2 Bridges ROAD	Service Station	Regulation under CLM Act not required	-33.92839682	150.9327012
MOOREBANK	Former Landfill Site	Newbridge ROAD	Landfill	Under assessment	-33.93907207	150.9654125
MOOREBANK	Former Concrete Recyclers property, Newbridge Road,	Newbridge ROAD	Landfill	Under assessment	-33.938825	150.965169
MOORLAND	Caltex Service Station	99 Jericho ROAD	Service Station	Regulation under CLM Act not required	-31.79436622	152.6514849
MOREE	Former Freedom Service Station Site Moree	1 Dover STREET	Service Station	Contamination currently regulated under CLM Act	-29.4715814	149.8440279
MOREE	Caltex Depot	101 Gosport STREET	Other Petroleum	Regulation under CLM Act not required	-29.47603684	149.8476728

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
MOREE	Former Golden Fleece Depot	Gosport STREET	Other Petroleum	Contamination formerly regulated under the CLM Act	-29.47698315	149.8477108
MOREE	Former Mobil Depot	Gosport STREET	Other Petroleum	Contamination formerly regulated under the CLM Act	-29.47771921	149.8478438
MOREE	Moree Airport Evaporation Pond	Newell HIGHWAY	Unclassified	Regulation under CLM Act not required	-29.50289837	149.8411301
MOREE	Caltex Service Station	54 Alice STREET	Service Station	Contamination currently regulated under CLM Act	-29.47158492	149.8433182
MOREE	Former Shell Depot	Adelaide STREET	Other Petroleum	Contamination formerly regulated under the CLM Act	-29.47655335	149.8465698
MOREE	Shell Coles Express Service Station	Corner Gwydir and Balo STREET	Service Station	Regulation under CLM Act not required	-29.46081826	149.8419975
MOREE	BP Truckstop and Depot Moree	Newell Highway - 423 Frome STREET	Service Station	Regulation under CLM Act not required	-29.48223274	149.8463679
MOREE	Sunnyside Road	Sunnyside ROAD	Unclassified	Regulation under CLM Act not required	-29.456633	149.8225
MORISSET	Railcorp Station Masters Cottage	24 Dora STREET	Unclassified	Regulation under CLM Act not required	-33.10849681	151.4880317
MORPETH	Telstra Cable Installation and RTA Bridge work	Northumberland STREET	Other Petroleum	Regulation under CLM Act not required	-32.72489729	151.6266795
MORPETH	Former Service Station	Swan STREET	Service Station	Regulation under CLM Act not required	-32.72477413	151.6250642
MORTLAKE	Former Petroleum Storage Site	108-116 Tennyson ROAD	Other Petroleum	Regulation under CLM Act not required	-33.83979033	151.1064889
MORTLAKE	Kendall Bay Sediments	Kendall BAY	Gasworks	Contamination currently regulated under CLM Act	-33.83905999	151.1120458
MORTLAKE	Former AGL site	Tennyson ROAD	Gasworks	Contamination formerly regulated under the CLM Act	-33.84287407	151.1109313
MORTLAKE	Majors Bay Redevelopment	14-22 Hilly STREET	Other Industry	Regulation under CLM Act not required	-33.839553	151.105554
MORUYA	Former Fuel Depot Moruya	11 to 13 Ford STREET	Other Petroleum	Regulation under CLM Act not required	-35.91112243	150.0826475
MORUYA	Caltex Service Station Moruya	80-84 Campbell STREET	Service Station	Regulation under CLM Act not required	-35.91195596	150.0824213
MORUYA	Caltex Service Station	26 Campbell STREET	Service Station	Regulation under CLM Act not required	-35.9104985	150.0711419
MOSMAN	7-Eleven Mosman	162A Spit Road Corner Mitchell ROAD	Service Station	Regulation under CLM Act not required	-33.81747016	151.2433633
MOSMAN	BP Service Station	175 Ourimbah ROAD	Service Station	Regulation under CLM Act not required	-33.82106757	151.233291
MOSMAN	7-Eleven Service Station Mosman	45 Spit ROAD	Service Station	Regulation under CLM Act not required	-33.82302718	151.2435627
MOSS VALE	Woolworths Service Station Moss Vale	609 Argyle STREET	Service Station	Regulation under CLM Act not required	-34.55409411	150.3609797

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
MOSS VALE	Coles Express Service Station	579 Argyle STREET	Service Station	Regulation under CLM Act not required	-34.553134 22	150.364684
MOSS VALE	Moss Vale Refuelling Facility	Lackey ROAD	Other Petroleum	Regulation under CLM Act not required	-34.546624 21	150.372152 5
MOUNT ANNAN	Woolworths Caltex Mount Annan	157 Narellan (Corner Smeaton Grange Road) ROAD	Service Station	Under assessment	-34.046954	150.760354
MOUNT ANNAN	Great Southern Railways Aqueduct	Off Narellan ROAD	Unclassified	Regulation under CLM Act not required	-34.073084 79	150.770743 6
MOUNT COLAH	Caltex Service Station Mount Colah	603 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.670346 62	151.115186 1
MOUNT COLAH	Foxglove Oval	Mount Colah ROAD	Landfill	Under assessment	-33.658298 55	151.122963 8
MOUNT DRUITT	Caltex (former Mobil) Service Station	17 Mount STREET	Service Station	Regulation under CLM Act not required	-33.765679 94	150.824454 4
MOUNT HUTTON	Woolworths Service Station	46 Wilsons ROAD	Service Station	Regulation under CLM Act not required	-32.983637 8	151.67309
MOUNT PRITCHARD	7-Eleven Service Station	352 Elizabeth DRIVE	Service Station	Regulation under CLM Act not required	-33.902606 56	150.896332 6
MOUNT THORLEY	Bulga Surface Operations	Broke ROAD	Other Industry	Regulation under CLM Act not required	-32.683257 51	151.120615 8
MOUNT THORLEY	Lowes Petroleum (Former BP) Depot Mount Thorley	74 Mount Thorley ROAD	Other Petroleum	Regulation under CLM Act not required	-32.624430 74	151.102512 2
MOUNT VICTORIA	Former Mobil Service Station	81 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.588972 7	150.251178 3
MOUNT VICTORIA	Caltex Service Station	36a Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.584365 17	150.246552 8
MUDGEE	Caltex Service Station	114-116 Church STREET	Service Station	Regulation under CLM Act not required	-32.594280 29	149.587619 9
MUDGEE	Shell Coles Express Service Station	47 Church STREET	Service Station	Regulation under CLM Act not required	-32.593474 93	149.588462 3
MUDGEE	BP Service Station Mudgee	77 Church STREET	Service Station	Regulation under CLM Act not required	-32.595458 72	149.588123
MUDGEE	Mobil Depot	47 Douro STREET	Other Petroleum	Contamination currently regulated under CLM Act	-32.600239 79	149.582344 8
MUDGEE	Mudgee Gasworks	Mortimer Street and Court STREET	Gasworks	Regulation under CLM Act not required	-32.591688 59	149.581770 5
MUDGEE	Former Essential Energy Depot	27-31 Inglis STREET	Other Industry	Regulation under CLM Act not required	-32.60073	149.585658
MUDGEE	Former Caltex Depot Mudgee	cnr Nicholson Street & Atkinson STREET	Other Petroleum	Regulation under CLM Act not required	-32.601252 98	149.585139 8
MULGRAVE	7-Eleven (former Mobil) Service Station	Corner Windsor Road and Mulgrave ROAD	Service Station	Regulation under CLM Act not required	-33.616877 81	150.834180 9
MULWALA	Mulwala ADI Explosives Factory	Bayly STREET	Other Industry	Regulation being finalised	-35.975726 89	145.980978 6

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
MURWILLUMBAH	Puma Murwillumbah (formerly Matilda)	182 Tweed Valley WAY	Service Station	Contamination currently regulated under CLM Act	-28.3263681	153.4103824
MURWILLUMBAH	Murwillumbah Ambulance Depot	27 Queen STREET	Other Petroleum	Regulation under CLM Act not required	-28.32552576	153.4000182
MURWILLUMBAH SOUTH	Former Norco Butter Factory (Eastern Portion)	230 Tweed Valley WAY	Other Petroleum	Regulation under CLM Act not required	-28.32791359	153.4073052
MUSWELLBROOK	Former Caltex Depot	1 Lower William STREET	Other Petroleum	Regulation under CLM Act not required	-32.26614257	150.8865136
MUSWELLBROOK	Vacant Rail Land	27 Brook STREET	Unclassified	Regulation under CLM Act not required	-32.26346086	150.8873181
MUSWELLBROOK	United Branded (Former Mobil) Service Station Muswellbrook	49-51 Maitland STREET	Service Station	Regulation under CLM Act not required	-32.27218162	150.8900206
MUSWELLBROOK	Former Mobil Depot Muswellbrook	43-51 Ford STREET	Other Petroleum	Regulation under CLM Act not required	-32.2599725	150.887573
MUSWELLBROOK	Woolworths Petrol	72 Brook STREET	Service Station	Regulation under CLM Act not required	-32.26325377	150.8905966
MUSWELLBROOK	Caltex Muswellbrook Service Station	84-86 Maitland STREET	Service Station	Regulation under CLM Act not required	-32.27793094	150.8980938
MUSWELLBROOK	Former Gasworks	Cnr Carl St and Foley STREET	Gasworks	Regulation under CLM Act not required	-32.26672337	150.8935982
MUSWELLBROOK	Bayswater Power Station	New England HIGHWAY	Other Industry	Regulation under CLM Act not required	-32.3954046	150.9502683
MUSWELLBROOK	Former Industrial Site	Lot 89 Rathmore STREET	Other Industry	Regulation under CLM Act not required	-32.30544071	150.8823657
MUSWELLBROOK	Caltex Service Station	12-16 Sydney STREET	Service Station	Regulation under CLM Act not required	-32.26785559	150.8879601
MUSWELLBROOK	Former Caltex Depot	47-50 Victoria STREET	Service Station	Regulation under CLM Act not required	-32.26788823	150.8930609
NABIAC	Caltex Service Station Nabiac	3964 Wallanbah (Cnr Wallanbah Rd and Pacific Hwy) ROAD	Service Station	Regulation under CLM Act not required	-32.09864883	152.3754346
NAMBUCCA HEADS	Former Mobil Service Station	6 Bowra STREET	Service Station	Regulation under CLM Act not required	-30.64282127	153.0035884
NARELLAN	Caltex Service Station Narellan	1 George Hunter DRIVE	Service Station	Regulation under CLM Act not required	-34.03963992	150.7432386
NARELLAN	Former Landfill	1 Elyard STREET	Landfill	Regulation under CLM Act not required	-34.043474	150.7393256
NAROOMA	Narooma Service Station	60 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-36.21617955	150.126261
NAROOMA	Former Caltex - Narooma	82 Princes HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-36.21711766	150.1279305
NARRABEEN	Caltex Service Station	1509-1511 Pittwater ROAD	Service Station	Regulation under CLM Act not required	-33.70455756	151.2969352
NARRABEEN	Shell Coles Express Service Station	1418 Pittwater ROAD	Service Station	Regulation under CLM Act not required	-33.70013931	151.3002782

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
NARRABEEN	Narrabeen Shotgun Range Sydney Academy of Sport	Wakehurst PARKWAY	Unclassified	Ongoing maintenance required to manage residual contamination	-33.72138423	151.2642798
NARRABEEN	7-Eleven Service Station	1234 Pittwater ROAD	Service Station	Regulation under CLM Act not required	-33.71958892	151.298272
NARRABRI	Caltex Service Station	13 Doyle STREET	Service Station	Regulation under CLM Act not required	-30.3239182	149.7843052
NARRABRI	Lowes Petroleum (Former Mobil) Narrabri Depot	3 Old Gunnedah ROAD	Other Petroleum	Regulation under CLM Act not required	-30.334735 86	149.789587
NARRABRI	Caltex Service Station	31-35 Cooma ROAD	Service Station	Regulation under CLM Act not required	-30.33968576	149.7657241
NARRABRI	Caltex Narrabri Service Station	31 Dangar (Cnr Anne and Dangar) STREET	Service Station	Regulation under CLM Act not required	-30.32989667	149.7756598
NARRABRI	Caltex Service Station	12 Reid STREET	Other Petroleum	Regulation under CLM Act not required	-30.32282764	149.7901182
NARRABRI	Cargill Soapstock Disposal Site	Westport ROAD	Unclassified	Contamination formerly regulated under the CLM Act	-30.4698458	149.6981931
NARRABRI	Caltex Service Station	7-13 James STREET	Service Station	Regulation under CLM Act not required	-30.33016168	149.7940732
NARRANDERA	Former Mobil Narrandera Depot	24 Whitton STREET	Other Petroleum	Regulation under CLM Act not required	-34.7410523	146.5620667
NARRANDERA	Former Mobil Emoleum Narrandera Depot	5-7 Margaret STREET	Other Petroleum	Regulation under CLM Act not required	-34.74105391	146.5628144
NARROMINE	Narromine Fuel (Former Caltex) Service Station	Cnr Burraway Street and Algalah STREET	Service Station	Regulation under CLM Act not required	-32.23565321	148.2454259
NELLIGEN	Former Clay Target Shooting Range	1398 Kings Highway and adjoining land on Old Bolaro Mountain	Unclassified	Contamination currently regulated under CLM Act	-35.64392469	150.0955224
NELLIGEN	Lot 2 Old Bolaro Road	Old Bolaro ROAD	Unclassified	Contamination formerly regulated under the CLM Act	-35.64485609	150.0937341
NELSON BAY	Shell Coles Express Service Station	25 Stockton STREET	Service Station	Regulation under CLM Act not required	-32.72265762	152.1437317
NELSON BAY	Former Caltex Service Station Nelson Bay	38 Stockton STREET	Service Station	Regulation under CLM Act not required	-32.72335662	152.1429384
NEMINGHA	Caltex Service Station and Depot Nemingha	428 Armidale (previously 16 New England Highway) ROAD	Service Station	Regulation under CLM Act not required	-31.12425169	150.9909054
NEUTRAL BAY	Caltex Service Station	16-38 Military ROAD	Service Station	Under assessment	-33.82907162	151.2163342
NEUTRAL BAY	Shell Coles Express Service Station	200-204 Ben Boyd ROAD	Service Station	Regulation under CLM Act not required	-33.82915781	151.219437
NEW LAMBTON	Caltex Service Station New Lambton	144 Bridges ROAD	Service Station	Regulation under CLM Act not required	-32.93283668	151.7141748
NEW LAMBTON	BP Service Station	105 St James ROAD	Service Station	Regulation under CLM Act not required	-32.92910325	151.7155801
NEW LAMBTON	7-Eleven (former Mobil) Service Station	291 Turton ROAD	Service Station	Regulation under CLM Act not required	-32.91773864	151.7243096

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
NEWCASTLE	Reclaimed Land	26-28 Honeysuckle DRIVE	Unclassified	Contamination formerly regulated under the CLM Act	-32.92604705	151.7649508
NEWCASTLE	Wharf Road Newcastle Car Park	313-317 Wharf ROAD	Unclassified	Regulation under CLM Act not required	-32.92570385	151.7744076
NEWCASTLE	Newcastle Foreshore	40 Stevenson Place STREET	Other Industry	Regulation under CLM Act not required	-32.92556503	151.7876742
NEWCASTLE	BHP Steelworks (Closure site)	Bound by Hunter River, Selwyn Street & Industrial DRIVE	Metal Industry	Ongoing maintenance required to manage residual contamination	-32.89436064	151.7590762
NEWCASTLE	SRA Land	Scott STREET	Gasworks	Regulation under CLM Act not required	-32.92641425	151.7837817
NEWCASTLE WEST	Former Mobil Service Station	113 Parry STREET	Service Station	Regulation under CLM Act not required	-32.92560628	151.7558542
NEWPORT	7-Eleven (former Mobil) Service Station	307 Barrenjoey ROAD	Service Station	Regulation under CLM Act not required	-33.65632902	151.3182089
NEWPORT	Former Caltex Service Station Newport	316-324 Barrenjoey ROAD	Service Station	Regulation under CLM Act not required	-33.65634516	151.3191571
NEWTOWN	Caltex Service Station Newtown	26 - 36 Enmore ROAD	Service Station	Regulation under CLM Act not required	-33.89851331	151.17714
NEWTOWN	Former Service Station	81 Wilson STREET	Service Station	Contamination formerly regulated under the CLM Act	-33.89626791	151.1827556
NEWTOWN	Aluminium Enterprises	66 Brocks LANE	Metal Industry	Contamination was addressed via the planning process (EP&A Act)	-33.89467126	151.1847528
NEWTOWN	Adjacent to Former Service Station	79 Wilson STREET	Service Station	Contamination formerly regulated under the CLM Act	-33.89630155	151.1826567
NORAVILLE	Former Toukley Landfill	Wilfred Barrett DRIVE	Landfill	Regulation under CLM Act not required	-33.27734185	151.5537784
NORTH ALBURY	Caltex Service Station and Diesel Stop	79 Union ROAD	Service Station	Regulation under CLM Act not required	-36.05496713	146.9487635
NORTH BOAMBEE VALLEY	Caltex Service Station	Cnr Pacific Hwy & Halls ROAD	Service Station	Regulation under CLM Act not required	-30.30639482	153.1007996
NORTH BONDI	Caltex Service Station North Bondi	321 Old South Head ROAD	Service Station	Regulation under CLM Act not required	-33.88463526	151.268551
NORTH NARRABEEN	7-Eleven Service Station	1501-1503 Pittwater ROAD	Service Station	Regulation under CLM Act not required	-33.70749859	151.296351
NORTH RICHMOND	Caltex Service Station	50 Bells Line Of ROAD	Service Station	Regulation under CLM Act not required	-33.57991338	150.7202346
NORTH ROCKS	7-Eleven Service Station North Rocks	340 North Rocks ROAD	Service Station	Regulation under CLM Act not required	-33.76895144	151.0305952
NORTH ST MARYS	BP Service Station	76 Glossop STREET	Service Station	Regulation under CLM Act not required	-33.76020183	150.7818149
NORTH STRATHFIELD	Budget Service Station	143 Concord ROAD	Service Station	Regulation under CLM Act not required	-33.85945248	151.0927853
NORTH STRATHFIELD	Former Caltex Service Station	92a Concord ROAD	Service Station	Regulation under CLM Act not required	-33.86244297	151.0932434

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
NORTH SYDNEY	Iora Complex	1 Kiara PLACE	Gasworks	Regulation under CLM Act not required	-33.843145	151.2161142
NORTH SYDNEY	Neutral Bay Sediments	Adjacent to HMAS Platypus, 118 High STREET	Gasworks	Contamination formerly regulated under the CLM Act	-33.842724	151.2174523
NORTH SYDNEY	HMAS Platypus Neutral Bay	High STREET	Gasworks	Contamination currently regulated under CLM Act	-33.8435935	151.2170347
NORTH WOLLONGONG	Former Mobil Depot	122-126 Montague STREET	Other Petroleum	Regulation under CLM Act not required	-34.40988259	150.8939374
NORTHMEAD	Former Prestige Plastics	1C Redbank ROAD	Other Industry	Regulation under CLM Act not required	-33.79716925	150.989926
NORTHMEAD	Coles Express Service Station Northmead	197 Windsor ROAD	Service Station	Regulation under CLM Act not required	-33.77741733	151.0001719
NORTHMEAD	Sydney Water Land	51c Hammers ROAD	Landfill	Regulation under CLM Act not required	-33.7887535	150.9858088
NORTHMEAD	Caltex Service Station	98-100 Windsor ROAD	Service Station	Regulation under CLM Act not required	-33.78786563	150.9945909
NORTHMEAD	7-Eleven Service Station Northmead	56 Windsor ROAD	Service Station	Regulation under CLM Act not required	-33.79090731	150.9967332
NOWRA	Former Gasworks Managers Residence	24 Osborne STREET	Gasworks	Regulation under CLM Act not required	-34.8708875	150.5992586
NOWRA	Fire Station	69 Bridge ROAD	Gasworks	Regulation under CLM Act not required	-34.87081582	150.6004881
NOWRA	Historically Filled Land	70 Bridge ROAD	Unclassified	Regulation under CLM Act not required	-34.87081809	150.6013231
NOWRA	Shell Coles Express Service Station	55 Kinghorne STREET	Service Station	Regulation under CLM Act not required	-34.87633757	150.6023481
NOWRA	Former gasworks	Lamonds LANE	Gasworks	Contamination currently regulated under CLM Act	-34.87111182	150.6000803
NOWRA	Former Hollingworth Scrap Yard	72-74 Jervis and 117 East STREET	Other Industry	Regulation under CLM Act not required	-34.883224216	150.6034361
NOWRA	Woolworths Service Station	2 Berry STREET	Service Station	Regulation being finalised	-34.87266278	150.6014052
NOWRA	Harry Sawkins Park	Bounded by Princes Hwy, Graham St & McGrath AVENUE	Gasworks	Regulation under CLM Act not required	-34.87093993	150.6037157
NOWRA EAST	Mobil Service Station	Lot 3 Kalandar STREET	Service Station	Contamination formerly regulated under the CLM Act	-34.88850535	150.6093504
NYNGAN	Caltex Service Station	39-41 Pangee STREET	Service Station	Regulation under CLM Act not required	-31.56101006	147.1914997
NYNGAN	Caltex Service Station	126 Pangee STREET	Service Station	Regulation under CLM Act not required	-31.56482841	147.2002892
OAK FLATS	Shellharbour City Works Depot	132 Industrial ROAD	Other Industry	Regulation under CLM Act not required	-34.56546013	150.8087225
OBERON	Caltex Service Station and Depot	Lowes Mount ROAD	Service Station	Regulation under CLM Act not required	-33.69509055	149.8570553

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
OBERON	Oberon Timber Complex	Lowes Mount ROAD	Other Industry	Regulation under CLM Act not required	-33.69264862	149.8564588
OBERON	Former Shell Depot	32 O'Connell ROAD	Other Petroleum	Regulation under CLM Act not required	-33.6997172	149.8450057
OBERON	CSR Ltd Property and King's Stockyard Creek	Off Endeavour STREET	Other Industry	Contamination formerly regulated under the CLM Act	-33.6922152	149.8686909
OCEAN SHORES	Former Ocean Shores Service Station	Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-28.51270299	153.5301496
OLD GUILDFORD	Caltex Service Station	636-644 Woodville ROAD	Service Station	Regulation under CLM Act not required	-33.86670857	150.9879189
ORANGE	Former Fuel Depot	24-26 Peisley STREET	Other Petroleum	Contamination currently regulated under CLM Act	-33.29624293	149.1017277
ORANGE	Caltex Orange Depot	184 Byng STREET	Service Station	Regulation under CLM Act not required	-33.28285589	149.1050273
ORANGE	Woolworths Orange Service Station	357-361 Summer Street, corner William STREET	Service Station	Regulation under CLM Act not required	-33.28445811	149.1053604
ORANGE	BP Orange Service Station (Reliance Petroleum)	81 Summer STREET	Service Station	Regulation under CLM Act not required	-33.2825884	149.0951535
ORANGE	BP-Branded Lowes Petroleum Depot	197 - 201 Margaret STREET	Other Petroleum	Regulation under CLM Act not required	-33.27145977	149.1078103
ORANGE	Caltex Summer Street Service Station Orange	70-74 Summer Street, corner Hill STREET	Service Station	Regulation under CLM Act not required	-33.28311722	149.0940712
ORANGE	Lowes Petroleum (BP-branded) Service Station	76 Peisley STREET	Service Station	Regulation under CLM Act not required	-33.29025034	149.1027194
ORANGE	Former Mobil Service Station	24-28 Bathurst ROAD	Service Station	Regulation under CLM Act not required	-33.2866912	149.1066505
ORANGE	BP (Reliance Petroleum) Service Station Orange	56-60 Bathurst ROAD	Service Station	Regulation under CLM Act not required	-33.28980053	149.1086212
ORANGE	Former Mobil Service Station	168 Peisley STREET	Service Station	Regulation under CLM Act not required	-33.28525478	149.1037259
ORANGE	Electrolux Orange	5-7 Edward STREET	Other Industry	Contamination currently regulated under CLM Act	-33.29874849	149.1038449
OURIMBAH	Palmdale Service Centre Pty Ltd	3130 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.3381336	151.374586
OURIMBAH	Shell Coles Express Service Station	78-80 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.3468202	151.3710098
OXLEY VALE	Hayes Transport Services	10 Manilla ROAD	Other Petroleum	Regulation under CLM Act not required	-31.06991417	150.9101381
OYSTER BAY	Shell Coles Express Service Station	20 Carvers ROAD	Service Station	Contamination currently regulated under CLM Act	-34.00934475	151.0758626
OYSTER COVE	Cove Marine Pty Ltd	60 Frederick STREET	Unclassified	Contamination currently regulated under POEO Act	-32.73549959	151.952446
PADDINGTON	7-Eleven Service Station	59 Oxford STREET	Service Station	Contamination currently regulated under CLM Act	-33.88322921	151.2205024

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
PADDINGTON	Former Workshop	52 Hopewell STREET	Other Industry	Regulation under CLM Act not required	-33.881947	151.222074
PADSTOW	Caltex Padstow	115 Fairford ROAD	Service Station	Regulation under CLM Act not required	-33.9434571	151.0345671
PADSTOW	Selleys / Dulux	1-29 Gow STREET	Chemical Industry	Regulation under CLM Act not required	-33.93904125	151.0381725
PADSTOW	Former Exide Battery Manufacturing & Recycling	55 Bryant STREET	Other Industry	Contamination currently regulated under CLM Act	-33.94265241	151.0378986
PADSTOW	Galvatech	49 Gow STREET	Metal Industry	Contamination currently regulated under POEO Act	-33.93808679	151.0346862
PADSTOW	Fosco Australia	7 Stuart STREET	Chemical Industry	Regulation under CLM Act not required	-33.94342957	151.0377316
PADSTOW	Sebel Furniture	Parts 64 and 92 Gow STREET	Other Industry	Regulation under CLM Act not required	-33.93606752	151.0322057
PAGEWOOD	Former Email Site	Corner of Page Street and Holloway STREET	Metal Industry	Contamination currently regulated under CLM Act	-33.94302462	151.2132036
PAMBULA	Offsite area (roadways) adjacent to United Service Station Pambula	Corner Quondola Street and Bullara STREET	Service Station	Regulation under CLM Act not required	-36.93104481	149.8746763
PARKES	Caltex Service Station Parkes	352-360 Clarinda STREET	Service Station	Regulation under CLM Act not required	-33.13317454	148.173643
PARKES	Former Caltex Parkes (Mugincoble) Depot - Eugowra	Eugowra ROAD	Service Station	Regulation under CLM Act not required	-33.19007031	148.224822
PARKES	BP Truckstop	(Newell Highway) 1 Forbes ROAD	Other Petroleum	Regulation under CLM Act not required	-33.14309226	148.1710282
PARKES	Former BP Telescope Service Station	339-341 Clarinda STREET	Service Station	Regulation under CLM Act not required	-33.13216152	148.1743239
PARKES	BP Reliance East End Service Station Parkes	46 Clarinda STREET	Service Station	Regulation under CLM Act not required	-33.14243539	148.1846227
PARKLEA	Caltex Parklea Service Station	Old Windsor (north of Miami Street) ROAD	Service Station	Regulation under CLM Act not required	-33.72427108	150.9388531
PARRAMATTA	BP Service Station	435 Church STREET	Service Station	Regulation under CLM Act not required	-33.80498714	151.0056151
PARRAMATTA	Coleman Oval Embankment	Cnr of Pitt STREET and Maquarie STREET	Unclassified	Regulation under CLM Act not required	-33.80441625	150.9954841
PARRAMATTA	7-Eleven (former Mobil) Service Station	81 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.80919769	151.0142894
PARRAMATTA	Parramatta Park Toilet Block Demolition	The Cresent Toilet Block Parramatta PARK	Unclassified	Regulation under CLM Act not required	-33.81054034	150.9961968
PAUPONG	Former Timber Treatment Plant	Off Paupong ROAD	Other Industry	Regulation under CLM Act not required	-36.57657408	148.6624998
PENDLE HILL	7-Eleven Service Station	217 Wentworth AVENUE	Service Station	Regulation under CLM Act not required	-33.8017814	150.9577994
PENNANT HILLS	Shell Coles Express Pennant Hills West	386 Pennant Hills ROAD	Service Station	Contamination currently regulated under CLM Act	-33.73936462	151.0680237

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
PENRITH	Mirvac Industrial Site	2101 Castlereagh ROAD	Other Industry	Regulation under CLM Act not required	-33.73497514	150.6954097
PENRITH	7-Eleven (former Mobil) Service Station	212-222 Andrews ROAD	Service Station	Regulation under CLM Act not required	-33.73059678	150.6952571
PENRITH	Lowes Petroleum (Former Mobil) Depot Penrith	174 Coreen AVENUE	Other Petroleum	Regulation under CLM Act not required	-33.74484268	150.6980504
PENRITH	Caltex Service Station	Castlereagh Rd Cnr Lugard STREET	Service Station	Regulation under CLM Act not required	-33.73426843	150.6933382
PENRITH	BP Express Service Station	Corner Coreen Avenue and Castlereagh ROAD	Service Station	Regulation under CLM Act not required	-33.74385498	150.6925743
PENRITH	Crane Enfield Metals	Castlereagh ROAD	Metal Industry	Contamination currently regulated under CLM Act	-33.73734959	150.696442
PENRITH	7-Eleven Service Station Penrith	30 Henry STREET	Service Station	Regulation under CLM Act not required	-33.75408799	150.7045594
PENRITH	Caltex Penrith Service Station	153 Coreen AVENUE	Service Station	Regulation under CLM Act not required	-33.74287244	150.6927071
PENRITH	Jet 60 Dry Cleaners	Shop 3 134-138 Henry STREET	Unclassified	Regulation under CLM Act not required	-33.75231953	150.6964541
PENRITH	St Mary's Shopping Village	Charles Hackett DRIVE	Other Industry	Under assessment	-33.766814	150.770363
PENSHURST	7-Eleven Service Station	612 Forest ROAD	Service Station	Regulation under CLM Act not required	-33.96153533	151.0793525
PENSHURST	Caltex Service Station	641 King Georges ROAD	Service Station	Regulation under CLM Act not required	-33.95985335	151.0891118
PERISHER VALLEY	Perisher Centre Loading Dock	Kosciuszko ROAD	Other Petroleum	Regulation under CLM Act not required	-36.40392862	148.4111593
PERISHER VALLEY	Perisher Ski Resort	Kosciuszko ROAD	Other Petroleum	Regulation under CLM Act not required	-36.41106374	148.4005469
PETERSHAM	Fanny Durack Aquatic Centre	Station STREET	Unclassified	Regulation under CLM Act not required	-33.89194583	151.151824
PHEASANTS NEST	7-Eleven Service Station	(Southbound) Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-34.28291571	150.6394606
PHEASANTS NEST	7-Eleven (former Mobil) Service Station	(Northbound) Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-34.28303112	150.6363145
PICTON	Coles Express Picton	93-99 Argyle STREET	Service Station	Regulation under CLM Act not required	-34.16844337	150.6114236
PICTON	McDonalds	69 -71 Argyle STREET	Service Station	Regulation under CLM Act not required	-34.16711877	150.6121524
PLUMPTON	Woolworths Service Station Plumpton (Plumpton Marketplace	260 Jersey ROAD	Service Station	Regulation under CLM Act not required	-33.74478874	150.8369408
PORT BOTANY	Vopak B	20 Friendship ROAD	Chemical Industry	Regulation under CLM Act not required	-33.97946548	151.2121752
PORT BOTANY	Vopak A	49 Friendship ROAD	Chemical Industry	Regulation under CLM Act not required	-33.97426175	151.2206228

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
PORT BOTANY	Terminals	45 Friendship ROAD	Chemical Industry	Regulation under CLM Act not required	-33.97609287	151.2174402
PORT BOTANY	Bunnerong Canal	Between Brotherson Dock and Bumborah Point ROAD	Unclassified	Regulation under CLM Act not required	-33.96800557	151.2227633
PORT BOTANY	Bulk Liquids Berth UPSS, Port Botany	Charlotte ROAD	Other Petroleum	Regulation under CLM Act not required	-33.97386329	151.2120157
PORT BOTANY	Port Operations Centre UPSS, Port Botany	Penrhyn ROAD	Other Petroleum	Regulation under CLM Act not required	-33.96803686	151.2205968
PORT BOTANY	Port Botany Railway Corridors	Friendship ROAD	Other Industry	Regulation under CLM Act not required	-33.95467008	151.2178012
PORT BOTANY	Smith Bros	4 Bumborah Point ROAD	Other Petroleum	Regulation under CLM Act not required	-33.9681757	151.2239505
PORT KEMBLA	Coates Hire Facility (Eastern Portion)	1 Flinders STREET	Other Industry	Regulation under CLM Act not required	-34.47104817	150.89162
PORT KEMBLA	Shell Port Kembla CVRO	87-89 Flinders STREET	Other Petroleum	Regulation under CLM Act not required	-34.46964995	150.8953859
PORT KEMBLA	Darcy Road Rail Sidings	Darcy ROAD	Other Industry	Regulation under CLM Act not required	-34.47792834	150.9105503
PORT KEMBLA	No 2 Steelworks	Five Islands ROAD	Metal Industry	Regulation under CLM Act not required	-34.45965024	150.8844432
PORT KEMBLA	Port Kembla Orica	Foreshore Road and Darcy ROAD	Other Industry	Contamination currently regulated under CLM Act	-34.47773583	150.9054545
PORT KEMBLA	Port Kembla, Ausginc Metals and Alloys	Lot 2 Shellharbour ROAD	Metal Industry	Regulation under CLM Act not required	-34.49335414	150.8961205
PORT KEMBLA	South Yard Rail Sidings	Lot 3 Old Port ROAD	Unclassified	Regulation under CLM Act not required	-34.47500551	150.8951759
PORT KEMBLA	Manildra Park	Flinders STREET	Other Petroleum	Contamination formerly regulated under the CLM Act	-34.46946878	150.8935731
PORT KEMBLA	Port Kembla Copper Smelter	Military ROAD	Metal Industry	Under assessment	-34.4810006	150.9063426
PORT KEMBLA	Caltex Service Station	16 Flinders STREET	Service Station	Regulation under CLM Act not required	-34.47058088	150.8945864
PORT KEMBLA	BHP Area 21	Springhill ROAD	Metal Industry	Contamination formerly regulated under the CLM Act	-34.45244614	150.8676517
PORT KEMBLA	Port Kembla Steelworks Recycling Area	Springhill ROAD	Unclassified	Regulation under CLM Act not required	-34.45271181	150.8677127
PORT KEMBLA	Commonwealth Rolling Mills (CRM)	Old Port ROAD	Metal Industry	Regulation under CLM Act not required	-34.47476117	150.8974746
PORT KEMBLA	Port Kembla, Former Electricity Commission Site	Old Port Road/Christie Drive ROAD	Other Industry	Regulation under CLM Act not required	-34.46899143	150.8982854
PORT KEMBLA	Port Kembla Steelworks - Steelhaven	Five Islands ROAD	Other Industry	Regulation under CLM Act not required	-34.47605247	150.891144
PORT KEMBLA	Port Kembla Steelworks - No.1 Works Site	Five Islands ROAD	Metal Industry	Regulation under CLM Act not required	-34.47386606	150.8794912

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
PORT KEMBLA	Port Kembla Springhill Works	Springhill ROAD	Metal Industry	Regulation under CLM Act not required	-34.45905808	150.8749558
PORT MACQUARIE	Former Mobil Depot	211 Lake ROAD	Other Petroleum	Regulation under CLM Act not required	-31.44688513	152.8864499
PORT MACQUARIE	Caltex Service Station	112-114 Gordon STREET	Service Station	Regulation under CLM Act not required	-31.43491709	152.9047618
PORT MACQUARIE	Caltex Port Macquarie Service Station	29 Lord STREET	Service Station	Regulation under CLM Act not required	-31.43326436	152.9169873
PORT MACQUARIE	Coles Myer	43 John Oxley DRIVE	Service Station	Regulation under CLM Act not required	-31.45741442	152.8739626
PORT MACQUARIE	Air BP Avgas Facility	Oliver DRIVE	Other Petroleum	Regulation under CLM Act not required	-31.43227222	152.8681083
PORT MACQUARIE	Former Mobil Service Station	Corner Oxley Highway and Major Innes DRIVE	Service Station	Regulation under CLM Act not required	-31.45738931	152.873956
PORT MACQUARIE	Port Macquarie Council Depot	Koala STREET	Unclassified	Regulation under CLM Act not required	-31.45341586	152.9032764
PORT MACQUARIE	Shell Coles Express Port Macquarie Service Station	121 Gordon STREET	Service Station	Regulation under CLM Act not required	-31.4343131	152.9046869
PORT MACQUARIE	Caltex Service Station	92 Hastings River DRIVE	Service Station	Regulation under CLM Act not required	-31.42934052	152.8830188
PORT MACQUARIE	Caltex Service Station	12-14 Bolwarra ROAD	Service Station	Regulation under CLM Act not required	-31.45015286	152.8854769
PORT MACQUARIE	Car park	28 Hayward STREET	Other Industry	Regulation under CLM Act not required	-31.43385131	152.9072399
PORTLAND	Ivanhoe Colliery	Pipers Flat ROAD	Other Industry	Regulation under CLM Act not required	-33.36595748	150.0099577
PORTLAND	Mt Piper Power Station	350 Boulder ROAD	Other Petroleum	Regulation under CLM Act not required	-33.35581541	150.0350801
PRAIRIEWOOD	7-Eleven (former Caltex) Service Station	485-487 Smithfield ROAD	Service Station	Regulation under CLM Act not required	-33.87102509	150.9031383
PROSPECT	7-Eleven (former Mobil) Service Station Prospect	354 Flushcombe ROAD	Service Station	Regulation under CLM Act not required	-33.79541624	150.9049417
PROSPECT	Pincott's Cottage, Gate C1	Off Reservoir ROAD	Unclassified	Regulation under CLM Act not required	-33.81589773	150.9144343
PROSPECT	Gatehouse, 544 Reservoir Road	544 Reservoir ROAD	Unclassified	Regulation under CLM Act not required	-33.81049244	150.9157439
PROSPECT	Cottage 3, William Lawson Drive	William Lawson DRIVE	Unclassified	Regulation under CLM Act not required	-33.81490331	150.9149885
PUNCHBOWL	Former BP Service Station	1375 Canterbury Road, corner Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.93170424	151.0537302
PUNCHBOWL	Punchbowl Laundry	42-44 Belmore ROAD	Chemical Industry	Contamination currently regulated under CLM Act	-33.93582701	151.0562638
PUNCHBOWL	Caltex Service Station Punchbowl	1285-1289 Canterbury ROAD	Service Station	Regulation under CLM Act not required	-33.93146308	151.0596348

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
PUTNEY	Putney Marina	20 Waterview STREET	Other Industry	Regulation being finalised	-33.82608091	151.1003966
PYMBLE	Caltex Service Station	1089 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.74102977	151.1385257
PYMBLE	Shell Coles Express Service Station	21 Ryde ROAD	Service Station	Regulation under CLM Act not required	-33.75198512	151.1438115
PYMBLE	Former 3M site	950 Pacific HIGHWAY	Gasworks	Regulation under CLM Act not required	-33.75050288	151.1460578
PYMBLE	Pymble West Dry Cleaners	6 Philip MALL	Other Industry	Under preliminary investigation order	-33.76109009	151.1284329
PYRMONT	Former Council Works Depot (Fig and Wattle Depot)	14-26 Wattle STREET	Other Industry	Regulation under CLM Act not required	-33.8752655	151.1942645
QUAKERS HILL	7-Eleven (former Mobil) Service Station	83 Lalor ROAD	Service Station	Regulation under CLM Act not required	-33.72759077	150.8966764
QUAKERS HILL	BP Branded Parkway (Former Caltex) Service Station Quakers	450 Quakers Hill PARKWAY	Service Station	Regulation under CLM Act not required	-33.72998613	150.9023617
QUEANBEYAN	Former Mobil Service Station	153 Uriarra ROAD	Service Station	Regulation under CLM Act not required	-35.34425514	149.2148687
QUEANBEYAN	Bill Lilley Automotive	169 Crawford STREET	Service Station	Regulation under CLM Act not required	-35.35138121	149.232486
QUEANBEYAN	Woolworths Queanbeyan Service Station	196 Crawford (Cnr Morisset St) STREET	Service Station	Regulation under CLM Act not required	-35.35163055	149.2335759
QUEANBEYAN	Caltex Queanbeyan Service Station	88 Macquoid (also known as Burgendore Rd) STREET	Service Station	Regulation under CLM Act not required	-35.34930535	149.2438607
QUEANBEYAN	Former Mobil Emoleum Depot	109-111 High STREET	Other Petroleum	Regulation under CLM Act not required	-35.3396115	149.237556
QUEANBEYAN	Former Caltex Depot	20-30 Railway STREET	Other Petroleum	Regulation under CLM Act not required	-35.34523	149.22333
QUEANBEYAN EAST	BP-Branded Service Station Queanbeyan	50 Yass ROAD	Service Station	Regulation under CLM Act not required	-35.34126641	149.2445103
QUEANBEYAN WEST	Caltex Service Station	Lanyon Dr Cnr Mccrae St (1 Suraci Place) STREET	Service Station	Regulation under CLM Act not required	-35.36372923	149.2067531
QUIRINDI	Former Mobil Depot Quirindi	4-6 Cross STREET	Other Petroleum	Regulation under CLM Act not required	-31.49903355	150.681972
QUIRINDI	Tamarang ServiCentre Quirindi	113-117 Station (also known as 119-121 Nowland) STREET	Service Station	Under assessment	-31.50179204	150.6814611
QUIRINDI	Caltex Service Station, Quirindi	199-201 George STREET	Service Station	Regulation under CLM Act not required	-31.50654793	150.6803589
RAMSGATE	Shell Coles Express Service Station	Grand Parade cnr Ramsgate ROAD	Service Station	Regulation under CLM Act not required	-33.98537988	151.1471234
RANDWICK	7-Eleven Service Station	126-130 Barker STREET	Service Station	Contamination currently regulated under CLM Act	-33.92096152	151.2355927
RANDWICK	Caltex Service Station	2 Alison ROAD	Service Station	Regulation under CLM Act not required	-33.9065752	151.2320697

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
RANDWICK	Metro Petroleum	345 Avoca STREET	Service Station	Regulation under CLM Act not required	-33.92544832	151.2396799
RANDWICK	Service Station, Randwick	33-37 Carrington ROAD	Service Station	Contamination currently regulated under CLM Act	-33.90655015	151.2525065
RAVENSWORTH	Ravensworth Operations Narama Mine	Lemington ROAD	Other Industry	Regulation under CLM Act not required	-32.47115903	151.0359579
RAVENSWORTH	Cummock Colliery	Pikes Gully ROAD	Other Industry	Regulation under CLM Act not required	-32.40218281	150.9960082
RAYMOND TERRACE	Shell Coles Express Raymond Terrace	107 Adelaide (formerly Pacific Highway) STREET	Service Station	Regulation under CLM Act not required	-32.76110922	151.7492847
RAYMOND TERRACE	Caltex Service Station Raymond Terrace	136 Adelaide Street, corner Glenelg STREET	Service Station	Regulation under CLM Act not required	-32.76503842	151.7425264
RAYMOND TERRACE	Former Motor Registry	53 William STREET	Other Petroleum	Regulation under CLM Act not required	-32.76286473	151.7445839
RAYMOND TERRACE	Raymond Terrace Wastewater Treatment Works	22 Elizabeth AVENUE	Other Industry	Regulation under CLM Act not required	-32.774658	151.749978
REDFERN	BP Service Station	116 Regent STREET	Service Station	Regulation under CLM Act not required	-33.89367876	151.1995256
REDFERN	Former Printing Works	101a Marriott STREET	Other Industry	Regulation under CLM Act not required	-33.89512556	151.2113422
REDFERN	BP-branded Jasbe Surry Hills	411 Cleveland STREET	Service Station	Regulation under CLM Act not required	-33.89183974	151.2132466
REVESBY	Dorf Clark Industries	184-194 Milperra ROAD	Metal Industry	Regulation under CLM Act not required	-33.93387149	151.000553
REVESBY	Bituminous Products	33-35 Violet STREET	Chemical Industry	Contamination currently regulated under CLM Act	-33.93702092	151.0067896
REVESBY	Mirotone Pty Ltd	21 Marigold STREET	Chemical Industry	Contamination currently regulated under POEO Act	-33.93559608	151.0002207
REVESBY	Caltex Service Station Revesby	181 The River ROAD	Service Station	Regulation under CLM Act not required	-33.95573605	151.0171779
RHODES	Homebush Bay Sediments adjoining former UCAL & Allied	Homebush BAY	Chemical Industry	Ongoing maintenance required to manage residual contamination	-33.8263749	151.0839216
RHODES	Former Glad factory site	10-16 Marquet STREET	Chemical Industry	Regulation under CLM Act not required	-33.82884048	151.0848716
RHODES	Former Allied Feeds site	Walker STREET	Other Industry	Contamination was addressed via the planning process (EP&A Act)	-33.82465376	151.0870401
RHODES	Former UCAL site	Walker STREET	Chemical Industry	Ongoing maintenance required to manage residual contamination	-33.82727505	151.0853195
RHODES	Homebush Bay sediments adjoining former Berger Paint	Oulton AVENUE	Chemical Industry	Ongoing maintenance required to manage residual contamination	-33.83535308	151.083238
RICHMOND	Caltex Richmond Service Station	98 March (Cnr East Market St) STREET	Service Station	Regulation under CLM Act not required	-33.59937996	150.7514483
RIVERSTONE	Axalta Coating Systems	15-23 Melbourne ROAD	Other Industry	Regulation under CLM Act not required	-33.6636649	150.8557519

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
RIVERSTONE	7-Eleven Riverstone	55 Garfield ROAD	Service Station	Regulation under CLM Act not required	-33.67802232	150.8635246
RIVERSTONE	Woolworths Vineyard Service Station, Riverstone	1 Woodland Street, corner of Windsor ROAD	Service Station	Regulation under CLM Act not required	-33.65607641	150.8724067
RIVERSTONE	Vacant Commercial Land	88-94 Junction ROAD	Unclassified	Regulation under CLM Act not required	-33.66226398	150.8789967
RIVERWOOD	7-Eleven Riverwood	30 Bonds ROAD	Service Station	Regulation under CLM Act not required	-33.9523701	151.0583887
ROCKDALE	7-Eleven (former Mobil) Service Station	293 West Botany STREET	Service Station	Regulation under CLM Act not required	-33.94995672	151.1484667
ROCKDALE	7-Eleven Service Station	99 Railway STREET	Service Station	Regulation under CLM Act not required	-33.95247322	151.1356785
ROOTY HILL	7-Eleven (former Mobil) Service Station	106 Rooty Hill Road South ROAD	Service Station	Regulation under CLM Act not required	-33.78036181	150.8501998
ROOTY HILL	7-Eleven (former Mobil) Service Station	1042 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.78214955	150.8287656
ROSE BAY	Caltex Rose Bay Service Station	488 Old South Head ROAD	Service Station	Regulation under CLM Act not required	-33.87475145	151.2723847
ROSE BAY	Rose Bay Budget Service station	638 -646 New South Head ROAD	Service Station	Contamination currently regulated under CLM Act	-33.87062149	151.2677617
ROSEBERY	Autofoil P/L	2 Mentmore AVENUE	Other Industry	Regulation under CLM Act not required	-33.91121318	151.2054882
ROSEBERY	Caltex Rosebery Service Station	321 Gardeners (Cnr Macquarie St) ROAD	Service Station	Contamination currently regulated under CLM Act	-33.92302898	151.2059541
ROSEBERY	Former Industrial Site (Former Electroplating Facility)	108 Dunning AVENUE	Other Industry	Regulation under CLM Act not required	-33.91630811	151.201557
ROSEBERY	Rosebery Service Station	395 Gardeners ROAD	Service Station	Contamination formerly regulated under the CLM Act	-33.92246784	151.2024589
ROSEHILL	James Hardie Australia and former James Hardie lands	Devon STREET	Landfill	Ongoing maintenance required to manage residual contamination	-33.82539019	151.0339466
ROSEHILL	2 Ritchie Street, Rosehill	2 Ritchie STREET	Unclassified	Contamination formerly regulated under the CLM Act	-33.82691192	151.0154948
ROSEHILL	James Hardie Factory (former, western portion)	181 James Ruse DRIVE	Other Industry	Ongoing maintenance required to manage residual contamination	-33.81605834	151.0238145
ROSELANDS	Roselands Shopping Centre	24 Roseland AVENUE	Service Station	Regulation under CLM Act not required	-33.93499281	151.0691284
ROSELANDS	Woolworths Caltex Petrol Service Station Roselands	218 King Georges ROAD	Service Station	Regulation under CLM Act not required	-33.933243	151.073586
ROSELANDS	7-Eleven (former Mobil) Service Station	91 Canary's ROAD	Service Station	Regulation under CLM Act not required	-33.93356078	151.0736274
ROSEVILLE	Mobil Service Station	2 Boundary STREET	Service Station	Regulation under CLM Act not required	-33.78769177	151.1796011
ROSEVILLE CHASE	Coles Express Roseville Chase	388 Eastern Valley WAY	Service Station	Regulation under CLM Act not required	-33.78337722	151.1973901

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
ROZELLE	Caltex Service Station	121 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.86252996	151.168497
ROZELLE	7-Eleven (former Mobil) Service Station	178-180 (176-184) Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.8630268	151.1680857
ROZELLE	Kennards Rozelle	15-39 Wellington STREET	Other Petroleum	Regulation under CLM Act not required	-33.86176757	151.1686519
ROZELLE	White Bay Power Station	Robert STREET	Other Industry	Regulation under CLM Act not required	-33.86674636	151.1772204
ROZELLE	BP Service Station	Corner Darling Street and Thornton STREET	Service Station	Regulation under CLM Act not required	-33.8591647	151.1716591
RUFUS RIVER	SA Water Depot - Rufus River	Old Wentworth STREET	Other Petroleum	Regulation under CLM Act not required	-34.04191512	141.2679475
RUSHCUTTERS BAY	d'Albora Marinas	1b New Beach ROAD	Other Industry	Contamination currently regulated under POEO Act	-33.87351297	151.2345082
RUTHERFORD	Rutherford Transpacific	11 Kyle STREET	Other Industry	Regulation under CLM Act not required	-32.71105203	151.500311
RUTHERFORD	Shell Coles Express Service Station Rutherford	118 New England HIGHWAY	Service Station	Regulation under CLM Act not required	-32.7208703	151.5394595
RUTHERFORD	Caltex Service Station	134-138 New England HIGHWAY	Service Station	Regulation under CLM Act not required	-32.7202589	151.5381526
RUTHERFORD	Transpacific Industrial Services/Nationwide Oil Pty Ltd	99 Kyle STREET	Chemical Industry	Regulation under CLM Act not required	-32.71262159	151.5013865
RYDALMERE	Caltex Service Station	309 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.81196193	151.0371185
RYDALMERE	Mitsubishi Electric	348 Victoria ROAD	Other Industry	Contamination currently regulated under CLM Act	-33.81040138	151.0392812
RYDALMERE	Rheem Australia	1 Alan STREET	Other Industry	Contamination formerly regulated under the CLM Act	-33.81545013	151.0295476
RYDALMERE	BP Service Station	265 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.8109483	151.0328101
RYDALMERE	Hunter Douglas	Victoria ROAD	Chemical Industry	Regulation under CLM Act not required	-33.81009112	151.0384732
RYDALMERE	United Petroleum (former 7-Eleven) Service Station Rydalmere	262-272 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.81006724	151.032377
RYDE	Shell Coles Express Ryde	45 Lane Cove ROAD	Service Station	Regulation under CLM Act not required	-33.80726028	151.109981
RYDE	Caltex Service Station	110 Lane Cove ROAD	Service Station	Regulation under CLM Act not required	-33.80142973	151.1137925
RYDE	7-Eleven (former Mobil) Service Station	326-328 Blaxland ROAD	Service Station	Regulation under CLM Act not required	-33.80242183	151.1004278
RYDE	Ryde Bus Depot	51 - 75 Buffalo ROAD	Other Petroleum	Regulation under CLM Act not required	-33.81679771	151.1225255
SANCTUARY POINT	United Service Station, Sanctuary Point	147 Larmer AVENUE	Service Station	Regulation under CLM Act not required	-35.09918861	150.6329537

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
SANDGATE	Caltex Service Station Sandgate	162 Maitland ROAD	Service Station	Regulation under CLM Act not required	-32.86501596	151.706161
SANDGATE	North Limited Storage Handling facility	Maitland ROAD	Other Industry	Contamination formerly regulated under the CLM Act	-32.86598453	151.7012866
SANS SOUCI	7-Eleven (Former Mobil) Service Station	474 Rocky Point ROAD	Service Station	Regulation under CLM Act not required	-33.99088939	151.1333779
SANS SOUCI	Kendall Street Reserve	Lawson Street and Kendall STREET	Landfill	Under preliminary investigation order	-33.99966431	151.13005
SANS SOUCI	Former Service Station	542-544 Rocky Point ROAD	Service Station	Contamination was addressed via the planning process (EP&A Act)	-33.99376148	151.1316131
SANS SOUCI	Former 7-Eleven Ramsgate	368 Rocky Point ROAD	Service Station	Contamination currently regulated under CLM Act	-33.98631668	151.135849
SCONE	Shell Coles Express Service Station	91- 93 Kelly STREET	Service Station	Contamination currently regulated under CLM Act	-32.04715941	150.8676346
SCONE	Scone Works Depot	220 Susan STREET	Other Petroleum	Regulation under CLM Act not required	-32.04444892	150.879152
SCONE	Mobil Scone Airport Elt	8 Walter Pye AVENUE	Other Petroleum	Regulation under CLM Act not required	-32.03596733	150.8323698
SCONE	BP - Former Depot	Scone St, Guernsey St & Susan STREET	Service Station	Contamination formerly regulated under the CLM Act	-32.04599284	150.8662046
SEVEN HILLS	7-Eleven (Former Mobil) Service Station Seven Hills	151 Prospect HIGHWAY	Service Station	Regulation under CLM Act not required	-33.76894646	150.9427004
SEVEN HILLS	Australia Post	3 Powers ROAD	Unclassified	Regulation under CLM Act not required	-33.77434009	150.9395495
SEVEN HILLS	Car Park (Former Brickworks / Warehouse)	1 Powers ROAD	Other Industry	Regulation under CLM Act not required	-33.77387442	150.9379787
SEVEN HILLS	BP-branded Jasbe Petroleum Service Station	156 Prospect HIGHWAY	Service Station	Regulation under CLM Act not required	-33.76906502	150.9414821
SEVEN HILLS	Caltex Service Station	38 Abbott ROAD	Service Station	Regulation under CLM Act not required	-33.76692649	150.9548271
SEVEN HILLS	Caltex Service Station Seven Hills	105 Station ROAD	Service Station	Regulation under CLM Act not required	-33.77435881	150.9448733
SEVEN HILLS	Australian Waste Oil Refineries	27 Powers ROAD	Other Industry	Contamination currently regulated under CLM Act	-33.77536127	150.9511122
SHELLY BEACH	Former Shelly Beach Landfill	Oaks AVENUE	Landfill	Regulation under CLM Act not required	-33.36700551	151.4913631
SHORTLAND	Former Astra St landfill	1, 2 & 28 Astra STREET	Landfill	Contamination currently regulated under CLM Act	-32.86716222	151.6966948
SHORTLAND	Tuxford Park landfill	10 King STREET	Landfill	Regulation under CLM Act not required	-32.87721139	151.6936837
SHORTLAND	Former Lorna St landfill	8/475 Sandgate ROAD	Landfill	Regulation under CLM Act not required	-32.87888726	151.7023245
SHORTLAND	7-Eleven (Former BP) Service Station	298-302 Sandgate ROAD	Service Station	Regulation under CLM Act not required	-32.8861645	151.6953912

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
SILVERWATER	Former Silverwater Landfill	Carnarvon ROAD	Landfill	Regulation under CLM Act not required	-33.83506394	151.033214
SILVERWATER	Vacant property	103-105 Silverwater ROAD	Other Industry	Regulation under CLM Act not required	-33.83831374	151.0472576
SILVERWATER	Storage Facility	54-58 Derby STREET	Unclassified	Under assessment	-33.83855869	151.0478649
SILVERWATER	Former Printing Facility	46-58 Derby STREET	Unclassified	Under assessment	-33.83855869	151.0478649
SILVERWATER	Silverwater Correctional Complex	Holker STREET	Landfill	Under assessment	-33.82944797	151.0567486
SINGLETON	BP Service Station Singleton	53 George (Cnr Macquarie St) STREET	Other Petroleum	Regulation under CLM Act not required	-32.56182325	151.1748054
SINGLETON	Singleton Gasworks	55-57 John STREET	Gasworks	Contamination currently regulated under CLM Act	-32.56774715	151.1658188
SINGLETON	Shell Coles Express Service Station	69-73 George STREET	Service Station	Regulation under CLM Act not required	-32.56297156	151.1755215
SINGLETON	Mobil Singleton Airport Elt	74B Range ROAD	Other Petroleum	Regulation under CLM Act not required	-32.60270846	151.1944828
SINGLETON	Putty Saw Mill	(via Singleton) Putty ROAD	Unclassified	Contamination currently regulated under CLM Act	-32.99958725	150.7111684
SINGLETON	NSW Mines Rescue Services - Singleton	6 Lachlan AVENUE	Other Industry	Regulation under CLM Act not required	-32.54537821	151.156584
SMITHFIELD	Caltex Smithfield	16-18 Tait STREET	Service Station	Regulation under CLM Act not required	-33.84596441	150.9435497
SMITHFIELD	Freestones	1 Hume ROAD	Other Petroleum	Regulation under CLM Act not required	-33.83577694	150.9310112
SMITHFIELD	Liquip International	13 Hume ROAD	Other Industry	Regulation under CLM Act not required	-33.83802635	150.9319034
SMITHFIELD	Coles Express (former Mobil) Service Station	678 The Horsley Drive, corner Smithfield ROAD	Service Station	Regulation under CLM Act not required	-33.85376154	150.9400104
SMITHFIELD	Former Landfill	Little STREET	Landfill	Contamination being managed via the planning process (EP&A Act)	-33.85025253	150.9411561
SOUTH ALBURY	BP Border Service Station	Corner Ebden Street and Wodonga PLACE	Service Station	Contamination currently regulated under CLM Act	-36.08875942	146.9093882
SOUTH BOWENFELS	Shell Coles Express Service Station	Lot 1 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.50589001	150.1238487
SOUTH COOGEE	Caltex South Coogee Service Station	169-173 Malabar ROAD	Service Station	Regulation under CLM Act not required	-33.93233184	151.2574377
SOUTH GRAFTON	Shell Coles Express Service Station	91 Bent STREET	Service Station	Regulation under CLM Act not required	-29.70605829	152.9400329
SOUTH GRAFTON	Former United (former Mobil) Service Station	Corner Pacific Highway and Charles STREET	Service Station	Regulation under CLM Act not required	-29.70814828	152.9412928
SOUTH GRAFTON	Former Caltex Service Station	46-58 Schwinghammer STREET	Service Station	Regulation under CLM Act not required	-29.71128273	152.9458313

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
SOUTH GRAFTON	Former Caltex Depot South Grafton	72-82 Swallow ROAD	Other Petroleum	Regulation under CLM Act not required	-29.73168549	152.944024
SOUTH GRAFTON	Caltex Service Station	Pacific Hwy Cnr Gwyder HIGHWAY	Service Station	Regulation under CLM Act not required	-29.70739015	152.9425508
SOUTH GRANVILLE	Enhance Service Station south Granville	2 Rawson ROAD	Service Station	Regulation under CLM Act not required	-33.86366193	151.0088768
SOUTH KEMPSEY	Caltex Service Station	52 Lachlan STREET	Service Station	Regulation under CLM Act not required	-31.09361084	152.8370796
SOUTH LISMORE	North Coast Petroleum (Former Mobil) Depot Lismore	19-21 Elliot ROAD	Other Petroleum	Regulation under CLM Act not required	-28.81212046	153.2661935
SOUTH LISMORE	Former Mobil Service Station	126 - 128 Union STREET	Service Station	Regulation under CLM Act not required	-28.81242175	153.267541
SOUTH LISMORE	Caltex Service Station	237 Union STREET	Service Station	Regulation under CLM Act not required	-28.82052708	153.2648111
SOUTH LISMORE	Former Mobil Depot	26-32 Phyllis STREET	Other Petroleum	Regulation under CLM Act not required	-28.81005206	153.2660073
SOUTH MURWILLUMBAH	Former Caltex Depot	39 Lundberg DRIVE	Service Station	Regulation under CLM Act not required	-28.332622	153.4212884
SOUTH MURWILLUMBAH	Caltex Service Station	1-7 Buchanan (Cnr Tweed Valley Way) STREET	Service Station	Regulation under CLM Act not required	-28.32687988	153.4093274
SOUTH MURWILLUMBAH	Former Mobil Depot	45 Wardrop STREET	Other Petroleum	Regulation under CLM Act not required	-28.33421395	153.3993772
SOUTH NOWRA	Caltex South Nowra	100 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.90516081	150.6029621
SOUTH PENRITH	7-Eleven Service Station	45 Aspen STREET	Service Station	Regulation under CLM Act not required	-33.77727694	150.7107228
SOUTH TAMWORTH	Coles Express Tamworth	251 - 253 Goonoo Goonoo ROAD	Service Station	Contamination currently regulated under CLM Act	-31.11058167	150.9236721
SOUTH TAMWORTH	Caltex Service Station	2 Kathleen Street, corner Kent STREET	Service Station	Regulation under CLM Act not required	-31.10361712	150.9186343
SOUTH WENTWORTHVILLE	Aldi Stores Development	331-339 Great Western HIGHWAY	Metal Industry	Regulation under CLM Act not required	-33.81605854	150.9697429
SOUTH WENTWORTHVILLE	Caltex Service Station	313 Great Western HIGHWAY	Service Station	Regulation under CLM Act not required	-33.81643692	150.9718802
SOUTH WEST ROCKS	Former Trial Bay Caltex Depot	Phillip DRIVE	Other Petroleum	Regulation under CLM Act not required	-30.89190078	153.0573056
SOUTH WEST ROCKS	Former Shell Trial Bay Depot	Phillip DRIVE	Other Petroleum	Regulation under CLM Act not required	-30.89273836	153.0612772
SOUTH WEST ROCKS	Residential area and Reserve opposite Former Caltex terminal	Phillip DRIVE	Other Petroleum	Regulation under CLM Act not required	-30.89172594	153.0573164
SPRINGVALE	Springvale Colliery	Castlereagh HIGHWAY	Other Industry	Regulation under CLM Act not required	-33.40334736	150.1070462
ST CLAIR	7-Eleven (former Mobil) Service Station	4 Endeavour AVENUE	Service Station	Regulation under CLM Act not required	-33.79430926	150.7885793

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
ST IVES	7-Eleven (former Mobil) St Ives Service Station	157-159 Mona Vale Road, corner Putarri AVENUE	Service Station	Regulation under CLM Act not required	-33.73265301	151.1563899
ST IVES	Caltex Service Station	452 Mona Vale ROAD	Service Station	Regulation under CLM Act not required	-33.70752272	151.187545
ST IVES	Caltex Service Station	164 Mona Vale ROAD	Service Station	Regulation under CLM Act not required	-33.7307595	151.1570462
ST IVES	Caltex Service Station St Ives	363 Mona Vale ROAD	Service Station	Regulation under CLM Act not required	-33.7168971	151.1735263
ST IVES	Shell Service Station	179-181 Mona Vale ROAD	Service Station	Contamination currently regulated under CLM Act	-33.73124859	151.1575827
ST LEONARDS	Telstra Data Centre	4A Herbert STREET	Other Petroleum	Under assessment	-33.81873741	151.1914222
ST MARYS	Former Woolworths Service Station	120-128 Forrester ROAD	Service Station	Regulation under CLM Act not required	-33.75525115	150.7752897
ST MARYS	7-Eleven (former Mobil) Service Station	2 Christie STREET	Service Station	Regulation under CLM Act not required	-33.74790843	150.7767667
ST MARYS	7-Eleven (former Mobil) Service Station	2 Wilson STREET	Service Station	Regulation under CLM Act not required	-33.77790415	150.771689
ST MARYS	Solveco	38 LINKS ROAD	Other Industry	Contamination currently regulated under CLM Act	-33.738673	150.771554
ST MARYS	Integral Energy Mt Druitt Transmission Substation	69 Kurrajong North ROAD	Other Industry	Regulation under CLM Act not required	-33.76376093	150.7921691
ST MARYS	Caltex St Marys Service Station	Wordoo St Cnr Forrester ROAD	Service Station	Regulation under CLM Act not required	-33.75334263	150.7755489
ST MARYS	Chemcolour Industries Ltd	19-25 Anne STREET	Chemical Industry	Under assessment	-33.75027071	150.7725397
ST MARYS	Old Drycleaning location	1-7 Queen STREET	Other Industry	Under assessment	-33.73873	150.771747
ST PETERS	Cooks River Rail Terminal	20 Canal ROAD	Unclassified	Regulation under CLM Act not required	-33.91943986	151.1726689
ST PETERS	Camdenville Park	May STREET	Other Industry	Regulation under CLM Act not required	-33.90911815	151.176951
ST PETERS	Former Tidyburn Facility	53 Barwon Park ROAD	Chemical Industry	Contamination formerly regulated under the CLM Act	-33.9130091	151.1809912
ST PETERS	BP Express Service Station	2 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-33.90982281	151.1809936
ST PETERS	Former Industrial Manufacturing Facility (Taubman's Paints)	75 Mary STREET	Other Industry	Regulation under CLM Act not required	-33.91307297	151.1731383
STANMORE	125 Corunna Road	125 Corunna ROAD	Unclassified	Regulation under CLM Act not required	-33.88937382	151.1644589
STRATHFIELD	7-Eleven (former Mobil) Service Station	577 Liverpool ROAD	Service Station	Regulation under CLM Act not required	-33.88736091	151.0743474
STRATHFIELD SOUTH	Former Landfill Site	7-9 Dunlop STREET	Landfill	Regulation under CLM Act not required	-33.89509698	151.0796751

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
STROUD	Stroud Fuel Supplies (Former Caltex) Service Station	1 Cowper STREET	Service Station	Regulation under CLM Act not required	-32.39092749	151.9563089
SUFFOLK PARK	BP Service Station	207-209 Broken Head ROAD	Service Station	Regulation under CLM Act not required	-28.68800088	153.6083821
SUFFOLK PARK	Suffolk Park dip site	Cnr Broken Head Road & Beech DRIVE	Cattle Dip	Regulation under CLM Act not required	-28.6874242	153.6072824
SURRY HILLS	Woolworths Petrol Surry Hills	475 Cleveland STREET	Service Station	Regulation under CLM Act not required	-33.89203644	151.216217
SURRY HILLS	Former Legion Cabs (Trading) Cooperative	81 & 81A (Formerly 69 - 81) Foveaux STREET	Service Station	Regulation under CLM Act not required	-33.88470082	151.2107944
SURRY HILLS	Ausgrid Road Reserve	Mary STREET	Other Industry	Regulation under CLM Act not required	-33.88292195	151.2095176
SUTHERLAND	United Service Station and Sutherland Reservoir	1 to 3 Oxford STREET	Service Station	Contamination currently regulated under CLM Act	-34.029532	151.0579906
SUTHERLAND	7-Eleven Service Station	693 Old Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.02976735	151.0588789
SUTTON FOREST	Coles Express Sutton Forest West	Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-34.60808989	150.2250592
SWANSEA	Caltex Service Station	126 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.08811841	151.6381764
SWANSEA	Swansea 1 - Wastewater Pumping Station	137 and 137a Northcote AVENUE	Other Industry	Under assessment	-33.09745672	151.6473257
SYDENHAM	SRA Land	117 Railway PARADE	Other Industry	Regulation under CLM Act not required	-33.91560723	151.1656846
SYDENHAM	Sydenham XPT Maintenance Facility	Way STREET	Other Industry	Regulation under CLM Act not required	-33.91698468	151.1614089
SYDNEY	Interpro House (OSP 46581)	447 Kent STREET	Other Petroleum	Regulation under CLM Act not required	-33.87225413	151.204761
SYDNEY OLYMPIC PARK	RMS Western Precinct	14A-14E and 16 Hill ROAD	Other Petroleum	Regulation under CLM Act not required	-33.82239777	151.0758664
SYDNEY OLYMPIC PARK	Haslams Creek South Area 3	At Kronos Hill, Kevin Coombes AVENUE	Landfill	Contamination formerly regulated under the CLM Act	-33.84113059	151.0602966
SYDNEY OLYMPIC PARK	Bicentennial Park	Bicentennial DRIVE	Landfill	Ongoing maintenance required to manage residual contamination	-33.84456248	151.0788116
SYDNEY OLYMPIC PARK	Former Golf Driving Range Landfill	Sarah Durack AVENUE	Landfill	Ongoing maintenance required to manage residual contamination	-33.85358517	151.0713987
SYDNEY OLYMPIC PARK	Kronos Hill Landfill	Kevin Coombes AVENUE	Landfill	Ongoing maintenance required to manage residual contamination	-33.84014442	151.0649521
SYDNEY OLYMPIC PARK	Wilson Park (Former oil gas plant site)	Newington ROAD	Gasworks	Ongoing maintenance required to manage residual contamination	-33.82633586	151.0534322
SYDNEY OLYMPIC PARK	Woo-la-ra Landfill	Hill ROAD	Landfill	Ongoing maintenance required to manage residual contamination	-33.82695807	151.07282
SYDNEY OLYMPIC PARK	Aquatic Centre Carpark Landfill	Shane Gould AVENUE	Landfill	Ongoing maintenance required to manage residual contamination	-33.85093439	151.0656713

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
SYDNEY OLYMPIC PARK	Blaxland Common Landfill	Jamieson STREET	Landfill	Ongoing maintenance required to manage residual contamination	-33.82638382	151.05972
SYLVANIA	Caltex Service Station - Sylvania Heights	414-416 Princes HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-34.02361051	151.0895394
SYLVANIA	Caltex Service Station	61 Port Hacking ROAD	Service Station	Regulation under CLM Act not required	-34.0140089	151.104212
TALBINGO	Old Town Landfill	Bridle STREET	Landfill	Regulation under CLM Act not required	-35.59018237	148.3041771
TALBINGO	T3 Spoil dump and adjoining river sediments	Off Snowy Mountains HIGHWAY	Landfill	Contamination formerly regulated under the CLM Act	-35.6177268	148.2926158
TALBINGO	Former grit blasting site	Old Damsite ROAD	Other Industry	Regulation under CLM Act not required	-35.60894551	148.3030165
TAMINDA	Mobil Depot	9 Hinkler ROAD	Other Petroleum	Regulation under CLM Act not required	-31.09584286	150.9040493
TAMWORTH	Caltex Tamworth Service Station	109 Gunnedah ROAD	Service Station	Regulation under CLM Act not required	-31.09723226	150.8955299
TAMWORTH	Curlew Crescent	19-29 Curlew CRESCENT	Metal Industry	Regulation under CLM Act not required	-31.06963607	150.9069306
TAMWORTH	Former Service Station, Fitzpatrick Super Fund, Tamworth	210 Goonoo Goonoo ROAD	Service Station	Regulation under CLM Act not required	-31.10613594	150.9234143
TAMWORTH	Gunnedah Road Site	49 GUNNEDAH ROAD	Other Industry	Contamination formerly regulated under the CLM Act	-31.09574904	150.9021583
TAMWORTH	Elovera Former Sheep Dip	730 Ascot Calala ROAD	Cattle Dip	Regulation under CLM Act not required	-31.1801846	150.962897
TAMWORTH	Housing NSW	29 -33 White STREET	Other Petroleum	Regulation under CLM Act not required	-31.0915651	150.9357811
TAMWORTH	BP Tamworth Service Station and Depot	27-29 Gunnedah ROAD	Other Petroleum	Under assessment	-31.09642128	150.9058193
TAMWORTH	Former Mobil Service Station	373-375 Armidale ROAD	Service Station	Regulation under CLM Act not required	-31.10122679	150.9441341
TAMWORTH	Kensell's Mitsubishi	11-14 Kable AVENUE	Other Petroleum	Regulation under CLM Act not required	-31.08921565	150.9273063
TAMWORTH	Caltex Star Tamworth	21 White STREET	Service Station	Regulation under CLM Act not required	-31.09255137	150.9341709
TAMWORTH	Former Service Station Tamworth	(Cnr Scott Rd) 254-256 Goonoo Goonoo ROAD	Service Station	Regulation under CLM Act not required	-31.1118945	150.9228523
TARCUTTA	Mobil Service Station	(Hume Highway) 32 Sydney STREET	Service Station	Contamination formerly regulated under the CLM Act	-35.2772942	147.73574
TAREE	Caltex Taree	12 Pitt STREET	Service Station	Regulation under CLM Act not required	-31.90551738	152.4783334
TAREE	Former Caltex Depot	44 Stevenson STREET	Other Petroleum	Regulation under CLM Act not required	-31.90563595	152.4640848
TAREE	Former BP Service Station (Reliance Petroleum)	150 Manning River DRIVE	Service Station	Regulation under CLM Act not required	-31.93842026	152.4682056

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
TAREE	Former Shell Depot	53-55 Stevenson STREET	Other Petroleum	Regulation under CLM Act not required	-31.90514622	152.4649706
TAREE	United Service Station and Former Mobil Depot	85 Muldoon Street, corner Grey Gum ROAD	Service Station	Regulation under CLM Act not required	-31.89744109	152.4508569
TAREE	Caltex Service Station	104-106 Commerce STREET	Service Station	Regulation under CLM Act not required	-31.90720519	152.4500926
TAREE	Footpath in front of the former BP service station	53-55 Victoria STREET	Service Station	Regulation under CLM Act not required	-31.91015653	152.4659073
TAREN POINT	Former Oyster Farm	Part 2R Alexander Avenue and part 98 Woodlands ROAD	Other Industry	Contamination being managed via the planning process (EP&A Act)	-34.01714802	151.1252694
TAREN POINT	Former Oyster Farmer	1A Atkinson ROAD	Other Industry	Regulation under CLM Act not required	-34.02081803	151.1283282
TAREN POINT	Former manufacturing site	46-50 Bay ROAD	Other Industry	Regulation under CLM Act not required	-34.0236184	151.1231649
TAREN POINT	Mangrove Lane Cycle pathway	Mangrove LANE	Unclassified	Regulation under CLM Act not required	-34.02404025	151.1324783
TAREN POINT	Caltex Service Station	114 Taren Point ROAD	Service Station	Regulation under CLM Act not required	-34.02065958	151.1218938
TAREN POINT	Shell Coles Express Service Station	99-103 Parraweena ROAD	Service Station	Regulation under CLM Act not required	-34.02630233	151.1200897
TAREN POINT	Redevelopment Site	25 Bay ROAD	Other Industry	Under assessment	-34.021451	151.12813
TELARAH	Former Ausgrid Depot	Green STREET	Other Industry	Regulation under CLM Act not required	-32.7276446	151.5269745
TELARAH	ACIRL	5 Junction STREET	Other Industry	Regulation under CLM Act not required	-32.73457183	151.5400128
TEMPE	Tempe Depot	1a Gannon STREET	Other Petroleum	Regulation under CLM Act not required	-33.92408255	151.1596469
TEMPE	Caltex Service Station	775 Princes HIGHWAY	Service Station	Contamination currently regulated under CLM Act	-33.9253681	151.1596532
TEMPE	Former Tempe Tip	South STREET	Landfill	Contamination currently regulated under CLM Act	-33.9255792	151.1668117
TEMPE	Railcorp Site Renwick Street	Renwick STREET	Other Industry	Regulation under CLM Act not required	-33.91997709	151.1576058
TERALBA	Lake Macquarie Teralba Sanitary Depot	Griffen ROAD	Landfill	Regulation under CLM Act not required	-32.9372059	151.6214528
TERALBA	Lucky's Scrap Metal Yard	21 Racecourse ROAD	Metal Industry	Contamination currently regulated under CLM Act	-32.946805	151.61698
TERANIA CREEK	Former Izzards Cattle Tick Dip	Wallace ROAD	Cattle Dip	Contamination formerly regulated under the CLM Act	-28.65425776	153.2767438
THIRLMERE	Thirlmere Rail Heritage Museum	10 Barbour ROAD	Other Industry	Regulation under CLM Act not required	-34.20689245	150.5693902
THORNLEIGH	Caltex Thornleigh Service Station	192-198 Pennant Hills (Cnr Duffy Ave) ROAD	Service Station	Regulation under CLM Act not required	-33.72660793	151.08364

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
THORNLEIGH	Coles Express Service Station Thornleigh	188 - 190 Pennant Hills ROAD	Service Station	Regulation under CLM Act not required	-33.72502184	151.0850569
THORNTON	Energy Australia Thornton Pole Yard	55 Weakleys DRIVE	Other Industry	Regulation under CLM Act not required	-32.79973875	151.6374998
TIGHES HILL	Holcim Australia Cement Batching Plant	340 Industrial DRIVE	Other Industry	Regulation under CLM Act not required	-32.9053241 8	151.7574857
TIGHES HILL	SRA Land	73 Elizabeth STREET	Unclassified	Regulation under CLM Act not required	-32.90795794	151.754631
TIGHES HILL	Former Ampol Depot	94 Elizabeth STREET	Other Petroleum	Regulation being finalised	-32.90658137	151.757239
TIGHES HILL	Former Mobil Terminal	110 Elizabeth STREET	Other Petroleum	Contamination formerly regulated under the CLM Act	-32.90600406	151.7586907
TOCUMWAL	Former Mobil Depot	250 Murray STREET	Other Petroleum	Regulation under CLM Act not required	-35.79180653	145.5648214
TOCUMWAL	Former Mobil Depot	79-83 Deniliquin ROAD	Other Petroleum	Regulation under CLM Act not required	-35.80914914	145.5585528
TOMAGO	Balcombe Sweat Furnace	26 Laverick AVENUE	Metal Industry	Regulation under CLM Act not required	-32.82557395	151.7056416
TOMAGO	Former Hydromet Site	25 School DRIVE	Metal Industry	Under assessment	-32.8301553	151.7300603
TOMAGO	RZM Site - Tomago	1877 Pacific HIGHWAY	Other Industry	Under assessment	-32.81419433	151.6985159
TOMERONG	Log Cabin Service Station (United Petroleum)	D1300 Princes HIGHWAY	Service Station	Under assessment	-35.01820959	150.5779687
TOONGABBIE	7-Eleven (Former Mobil) Service Station Toongabbie	3 Metella ROAD	Service Station	Regulation under CLM Act not required	-33.78692357	150.9462837
TOORMINA	Caltex Service Station	2 Minorca PLACE	Service Station	Regulation under CLM Act not required	-30.35229568	153.0906606
TORONTO	Coles XP (Former Mobil) Toronto Service Station	133 - 137 Cary (Cnr Thorne St) STREET	Service Station	Regulation under CLM Act not required	-33.01187681	151.5930879
TORONTO	BP Toronto Service Station	132 Cary (Cnr Donnelly Ave) STREET	Service Station	Regulation under CLM Act not required	-33.01144673	151.5937863
TORONTO	Toronto Hotel	74 Victory PARADE	Unclassified	Regulation under CLM Act not required	-33.01214835	151.5958127
TORONTO	Caltex Service Station	147 Cary STREET	Service Station	Regulation under CLM Act not required	-33.01288007	151.5928388
TOUKLEY	Former Shell Toukley Autoport	211 Main ROAD	Service Station	Regulation under CLM Act not required	-33.26383791	151.5386268
TOUKLEY	7-Eleven Australia	287 Main ROAD	Service Station	Regulation under CLM Act not required	-33.26469166	151.5462414
TRANGIE	Caltex Service Station	(Mitchell Hwy) 76 Narromine STREET	Service Station	Regulation under CLM Act not required	-32.03234676	147.985164
TUGGERAH	BP Tuggerah	100 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.30578167	151.4198083

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
TUMBARUMBA	Former Caltex Depot	150 Albury STREET	Other Petroleum	Regulation under CLM Act not required	-35.77024081	147.9927182
TUMBI UMBI	Former Tumbi Landfill	140 Bellevue ROAD	Landfill	Regulation under CLM Act not required	-33.3993472	151.456471
TUMUT	CSR Blue Dam	Jepsen AVENUE	Other Industry	Regulation being finalised	-35.30098337	148.1958308
TUMUT	CSR Railway cutting	Jepsen AVENUE	Unclassified	Regulation being finalised	-35.30422002	148.1942579
TUMUT	Former Telstra Depot	22-26 Carey STREET	Other Industry	Regulation under CLM Act not required	-35.29873079	148.2191122
TUROSS HEAD	Tern Inn Restaurant (abandoned UPSS)	2 Trafalgar ROAD	Service Station	Regulation under CLM Act not required	-36.05871059	150.1308443
TURRAMURRA	7-Eleven (former Mobil) Service Station Turramurra	1408 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.73326389	151.1264194
TURRAMURRA	Woolworths Service Station	1233 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.73317594	151.1313195
TURRELLA	Tulloch Australia Pty Limited	61 Turrella STREET	Chemical Industry	Contamination currently regulated under CLM Act	-33.92857213	151.1475387
TURRELLA	Rail Corridor and adjacent industrial land	75 Henderson STREET	Other Industry	Under assessment	-33.928402	151.148355
TWEED HEADS	Former Mobil Quix Service Station	60 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-28.20143775	153.5445381
TWEED HEADS	Francis Street Road Reserve adjacent to 79-81 Wharf Street,	79-81 Wharf STREET	Other Petroleum	Regulation under CLM Act not required	-28.17351959	153.54262
TWEED HEADS SOUTH	Former BP Depot	142 Minjungbal DRIVE	Other Petroleum	Regulation under CLM Act not required	-28.20860702	153.5455932
TWEED HEADS SOUTH	Coles Express Service Station	Corner Minjungbal Drive and Heffron STREET	Service Station	Regulation under CLM Act not required	-28.19459987	153.5419978
TWEED HEADS SOUTH	Woolworths Plus Petrol	98-102 Pacific (100 Minjungbal Drive) HIGHWAY	Service Station	Regulation under CLM Act not required	-28.20488521	153.5448675
TWEED HEADS WEST	Caltex Service Station	96 to 98 Kennedy DRIVE	Service Station	Regulation being finalised	-28.1871486	153.5229866
TYAGARAH	Tyagarah Airstrip	25 Staceys WAY	Other Petroleum	Under assessment	-28.59553079	153.5469165
ULAN	Ulan Coal Mine	4505 Ulan ROAD	Other Industry	Regulation under CLM Act not required	-32.25620603	149.7558075
ULLADULLA	Coles Express Ulladulla	153 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-35.36288274	150.47272
ULLADULLA	Woolworths Petrol Station	155-157 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-35.36316263	150.4725668
ULLADULLA	Caltex Service Station	62A Deering Street, corner Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-35.36276828	150.473578
ULTIMO	Shell Coles Express Service Station	387-429 Wattle STREET	Service Station	Regulation under CLM Act not required	-33.88138825	151.1966791

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
UNANDERRA	Endeavour Energy Springhill Field Service Centre	195 Five Island ROAD	Other Industry	Regulation under CLM Act not required	-34.45837706	150.8598825
UNANDERRA	BlueScope Stainless Steel	13 Marley PLACE	Metal Industry	Contamination currently regulated under CLM Act	-34.44959798	150.8571632
UNANDERRA	Unanderra Weekend Detention Centre	34-40 Lady Pennyhn DRIVE	Landfill	Regulation under CLM Act not required	-34.4620226	150.8473821
UNANDERRA	Veolia Environmental Services	9 Waynote PLACE	Other Industry	Regulation under CLM Act not required	-34.46042393	150.863232
UNANDERRA	Caltex Service Station	86-98 Princes HIGHWAY	Service Station	Regulation under CLM Act not required	-34.45414951	150.845165
UNANDERRA	Former Prime Service Station and adjoining lands	41-49 Princes HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-34.45056105	150.8490833
URALLA	Caltex Service Station	103 Bridge STREET	Service Station	Regulation under CLM Act not required	-30.64524911	151.4934484
URALLA	Phoenix Foundry	44 Duke STREET	Metal Industry	Regulation under CLM Act not required	-30.65093272	151.5004479
URANQUINTY	Former Caltex Depot Kapooka (Wagga Wagga)	6876 Olympic (Uranquinty Rd) HIGHWAY	Service Station	Regulation under CLM Act not required	-35.15319793	147.3085469
URUNGA	Former Antimony Process plant	Hillside DRIVE	Chemical Industry	Contamination currently regulated under CLM Act	-30.50422942	153.0132011
VALENTINE	BP Express Service Station	855 Macquarie DRIVE	Service Station	Regulation under CLM Act not required	-33.00801109	151.6425806
VALENTINE	Valentine Public School	Tallawalla ROAD	Unclassified	Regulation under CLM Act not required	-33.0091613	151.6423231
VILLAWOOD	Nepotian (Former Toll) Site	110A Christina ROAD	Other Industry	Under preliminary investigation order	-33.87919117	150.9812193
VILLAWOOD	Former Defence Site	29 Biloela STREET	Landfill	Regulation under CLM Act not required	-33.88782978	150.9886275
VILLAWOOD	Former Siemens/Westinghouse	49 Miowera ROAD	Other Industry	Contamination formerly regulated under the CLM Act	-33.87641909	150.9836746
VILLAWOOD	Former Orica Crop Care	2 Christina ROAD	Chemical Industry	Contamination currently regulated under CLM Act	-33.880329	150.9896329
VILLAWOOD	PPG Industries	9 Birmingham AVENUE	Chemical Industry	Regulation under CLM Act not required	-33.87800757	150.9887929
VILLAWOOD	Former Electrical Component Manufacturer	66 Christina ROAD	Other Industry	Ongoing maintenance required to manage residual contamination	-33.88018315	150.9838773
VILLAWOOD	Ettason Villawood Site	2A Birmingham AVENUE	Chemical Industry	Under preliminary investigation order	-33.878734	150.98259
VINEYARD	Shell Coles Express Service Station	731 Windsor ROAD	Service Station	Regulation under CLM Act not required	-33.65780463	150.8753245
WAGGA WAGGA	Caltex Service Station	170 Fitzmaurice STREET	Service Station	Regulation under CLM Act not required	-35.10289587	147.3679002
WAGGA WAGGA	Former BP Service Station	31 Bourke STREET	Service Station	Regulation under CLM Act not required	-35.12626628	147.3547199

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
WAGGA WAGGA	Caltex (former Mobil) Service Station	106 Edward STREET	Service Station	Regulation under CLM Act not required	-35.11910909	147.3682364
WAGGA WAGGA	Former Caltex Depot	60 Lake Albert DRIVE	Service Station	Regulation under CLM Act not required	-35.12316794	147.37724
WAGGA WAGGA	Former Mobil Depot Wagga Wagga	97-99 Coleman STREET	Other Petroleum	Regulation under CLM Act not required	-35.12173871	147.3576651
WAGGA WAGGA	Ashmont Autoport	Cnr Tobruk Street and Bardia STREET	Service Station	Regulation under CLM Act not required	-35.12517373	147.329919
WAGGA WAGGA	Former Caltex Service Station	343 Hammond AVENUE	Service Station	Regulation under CLM Act not required	-35.12420793	147.4157959
WAGGA WAGGA	Caltex Service Station	56 - 60 Docker St STREET	Service Station	Regulation under CLM Act not required	-35.11737947	147.3558145
WAGGA WAGGA	Former Iron Foundry	212-230 Hammond STREET	Metal Industry	Regulation under CLM Act not required	-35.12605478	147.4045461
WAGGA WAGGA	Coles Express Wagga Wagga	353-355 Edward STREET	Service Station	Regulation under CLM Act not required	-35.11606625	147.3509339
WAGGA WAGGA	Former Wiradjuri landfill	Narrung STREET	Landfill	Under assessment	-35.09628532	147.3619535
WAGGA WAGGA	Former Gasworks	54 Chaston STREET	Gasworks	Contamination currently regulated under CLM Act	-35.12262069	147.3482778
WAGGA WAGGA	Former Gasworks	Cnr Tarcutta Street and Cross STREET	Gasworks	Contamination currently regulated under CLM Act	-35.10871183	147.3737933
WAGGA WAGGA	BP Wagga Wagga	180 Edward STREET	Service Station	Regulation under CLM Act not required	-35.11850802	147.3639619
WAGGA WAGGA	Former Dry Cleaning Facility	183 Fitzmaurice STREET	Other Industry	Contamination currently regulated under CLM Act	-35.10209987	147.3683852
WAHROONGA	Coles Express Wahroonga	1601 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.71945571	151.1163002
WAHROONGA	7-Eleven Service Station	1579 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.71974617	151.1168106
WAITARA	Caltex Service Station	59-61 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.71064349	151.1024644
WALGETT	Former Shell Depot	Castlereagh HIGHWAY	Other Petroleum	Regulation under CLM Act not required	-30.00861179	148.1239938
WALLERAWANG	Wallerawang Power Station	1 Main STREET	Other Petroleum	Regulation under CLM Act not required	-33.40339296	150.0855101
WALLERAWANG	Lidsdale Coal Loading Facility	Main STREET	Other Industry	Regulation under CLM Act not required	-33.39996523	150.0737717
WALLSEND	Caltex Maryland Service Station Wallsend	41 Minmi ROAD	Service Station	Regulation under CLM Act not required	-32.88967866	151.6619253
WALLSEND	Coles Express Wallsend East	15 Thomas STREET	Service Station	Regulation under CLM Act not required	-32.90719444	151.6693426
WALLSEND	OneSteel Recycling	64-80 Sandgate ROAD	Metal Industry	Regulation under CLM Act not required	-32.89425477	151.6799648

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
WALLSEND	Ausgrid Wallsend Depot	Abbott STREET	Other Industry	Regulation under CLM Act not required	-32.90162796	151.6857267
WALLSEND	Cnr of Douglas Street and 111 Newcastle Road Wallsend	111 Newcastle ROAD	Metal Industry	Regulation under CLM Act not required	-32.90414175	151.6830784
WAMBERAL	Caltex Service Station	654 The Entrance ROAD	Service Station	Regulation under CLM Act not required	-33.42338668	151.4375685
WANGI WANGI	Myuna Colliery	Wangi Point ROAD	Other Industry	Regulation under CLM Act not required	-33.06139532	151.5697186
WARATAH	Waratah Area Health	Turton ROAD	Unclassified	Regulation under CLM Act not required	-32.90961233	151.7260867
WARATAH	Waratah former Gasworks	Turton and Georgetown ROADS	Gasworks	Under assessment	-32.9057763	151.7270033
WARDELL	Nancys Cattle Dip, Thurgates Lane, Wardell	Thurgates LANE	Cattle Dip	Under assessment	-28.954176	153.427349
WARILLA	Woolworths Petrol Warilla	43 -57 Shellharbour ROAD	Service Station	Regulation under CLM Act not required	-34.5470966	150.863748
WARKWORTH	Emulsion Plant, Dyno Nobel Asia Pacific Pty Ltd	186 Long Point ROAD	Chemical Industry	Regulation under CLM Act not required	-32.5781708	151.0834387
WARKWORTH	United Colliery	Jerrys Plains ROAD	Other Industry	Regulation under CLM Act not required	-32.5654356	150.9916698
WARNERS BAY	Caltex Service Station	55 King STREET	Service Station	Regulation under CLM Act not required	-32.97418806	151.6476184
WARNERS BAY	7-Eleven (former Mobil) Service Station	393 Hillsborough ROAD	Service Station	Regulation under CLM Act not required	-32.9659363	151.6543264
WARNERS BAY	Historically Filled Land	41-43 Charles STREET	Unclassified	Regulation under CLM Act not required	-32.97340461	151.6464383
WARNERVALE	Former Timber Treatment Plant	Aldenham and Railway ROADS	Other Industry	Contamination formerly regulated under the CLM Act	-33.24732018	151.4469037
WARRAGAMBA	Warragamba Dam Viewing Platform	Eighteenth STREET	Unclassified	Regulation under CLM Act not required	-33.88546354	150.6024501
WARRAGAMBA	Megarrity's Creek Site	Weir ROAD	Unclassified	Regulation under CLM Act not required	-33.885049	150.597628
WARRAWONG	Caltex Service Station	75-77 King STREET	Service Station	Regulation under CLM Act not required	-34.49037817	150.888802
WARREN	Former Shell Depot	8 Dubbo STREET	Other Petroleum	Regulation under CLM Act not required	-31.69379262	147.8308088
WARREN	Caltex Warren Service Station	1 Coonamble ROAD	Service Station	Regulation under CLM Act not required	-31.69508383	147.8405578
WARREN	Former Mobil Warren Depot	16 Dubbo STREET	Other Petroleum	Contamination currently regulated under CLM Act	-31.6943058	147.8314606
WARWICK FARM	Warwick Farm Public School	95 Lawrence Hargrave ROAD	Landfill	Under assessment	-33.91050532	150.9302197
WATERLOO	Proposed Construction Site	2 John STREET	Other Industry	Regulation under CLM Act not required	-33.89989686	151.2010324

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
WATERLOO	Waverley Woollahra Process Plant	355 Botany ROAD	Other Industry	Regulation under CLM Act not required	-33.9063092	151.2042672
WATERLOO	Shell Coles Express Service Station	867-877 South Dowling STREET	Service Station	Regulation under CLM Act not required	-33.90179774	151.2143789
WATERLOO	Lawrence Dry Cleaners	887-893 Bourke STREET	Unclassified	Contamination currently regulated under CLM Act	-33.89897433	151.2101436
WATERLOO	Diversity Waterloo	1-13 Archibald AVENUE	Other Industry	Under assessment	-33.90204305	151.2097328
WATERLOO	Iconic (Former Chubb Factory) Waterloo	830-838 Elizabeth STREET	Other Industry	Regulation under CLM Act not required	-33.90227718	151.2060305
WATERLOO	22-24 Archibald Avenue	22-24 Archibald AVENUE	Other Petroleum	Regulation under CLM Act not required	-33.90263766	151.2132105
WAUCHOPE	Expressway Spares UST	3 Sancrox ROAD	Other Petroleum	Regulation under CLM Act not required	-31.44421922	152.8218723
WAUCHOPE	Former Shell Depot	56-64 High STREET	Other Petroleum	Regulation under CLM Act not required	-31.45804845	152.7314151
WAUCHOPE	Wauchope Service Station	57 High STREET	Service Station	Regulation under CLM Act not required	-31.45737022	152.7305018
WAUCHOPE	Former Timber Treatment Site	Blackbutt DRIVE	Other Industry	Regulation under CLM Act not required	-31.46575645	152.7228555
WAUCHOPE	Shell Coles Express Service Station	64 High STREET	Service Station	Regulation under CLM Act not required	-31.45764495	152.7315975
WAUCHOPE	Wauchope Public Primary School	2 Waugh STREET	Unclassified	Regulation under CLM Act not required	-31.4556387	152.7295455
WAVERTON	SRA Land	95 Bay ROAD	Unclassified	Contamination formerly regulated under the CLM Act	-33.83716728	151.1969497
WAVERTON	Berry's Bay Woodley's Marina	1 Balls Head DRIVE	Other Industry	Contamination formerly regulated under the POEO Act	-33.84441851	151.1947433
WAVERTON	Oyster Cove AGL	2 King STREET	Gasworks	Ongoing maintenance required to manage residual contamination	-33.83637995	151.193541
WEE JASPER	Wee Jasper Tavern	6499 Wee Jasper ROAD	Other Industry	Under assessment	-35.110374	148.679405
WELLINGTON	Former Caltex Service Station	124-128 Lee STREET	Service Station	Regulation under CLM Act not required	-32.55082729	148.9411537
WELLINGTON	BP Wellington Service Station	35A Maxwell STREET	Service Station	Under assessment	-32.55835121	148.9447284
WELLINGTON	Woolworths Petrol Wellington	79 Lee STREET	Service Station	Under assessment	-32.54874227	148.9408531
WENTWORTH	Caltex - Wentworth	110 Adams STREET	Service Station	Regulation under CLM Act not required	-34.1024927	141.9160539
WENTWORTH FALLS	Bodington Hospital	Bodington DRIVE	Unclassified	Contamination formerly regulated under the CLM Act	-33.73201608	150.3874102
WENTWORTH POINT	RMS Eastern Precinct	3-7 Burroway ROAD	Other Petroleum	Regulation under CLM Act not required	-33.8233882	151.0815668

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
WENTWORTH POINT	Former TNT Express	23 Bennelong PARKWAY	Other Petroleum	Regulation under CLM Act not required	-33.83115118	151.0726636
WENTWORTHVILLE	Former Workshop	2 Rawson Rd and 8 Barfil CRESCENT	Unclassified	Regulation under CLM Act not required	-33.81568808	150.9671853
WERRINGTON	Caltex Service Station	Cnr Dunheved Rd and Henry Lawson DRIVE	Service Station	Regulation under CLM Act not required	-33.74577725	150.7409877
WERRINGTON	Claremont Meadows Former landfill	Gipps STREET	Landfill	Regulation under CLM Act not required	-33.77341076	150.7557628
WERRINGTON COUNTY	7-Eleven Werrington	Lot 122 Dunheved ROAD	Service Station	Regulation under CLM Act not required	-33.74699408	150.7428609
WEST BALLINA	Caltex Big Prawn Service Station	Pacific HIGHWAY	Service Station	Contamination formerly regulated under the CLM Act	-28.86374913	153.5321482
WEST GOSFORD	Caltex Service Station	283 Manns ROAD	Service Station	Regulation under CLM Act not required	-33.41659727	151.325219
WEST GOSFORD	Caltex Service Station	69-71 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.42729985	151.3214621
WEST GOSFORD	Caltex Service Station	30a Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.42778813	151.3190581
WEST GOSFORD	Adcock Memorial Park	Central Coast HIGHWAY	Landfill	Under assessment	-33.42963075	151.3273331
WEST NOWRA	Endeavour Energy Nowra Field Service Centre	20 Depot ROAD	Other Industry	Regulation under CLM Act not required	-34.88993085	150.5878854
WEST PENNANT HILLS	7-Eleven (former Mobil) Service Station	552 Pennant Hills ROAD	Service Station	Regulation under CLM Act not required	-33.74686545	151.0508067
WEST RYDE	7-Eleven (former Mobil) Service Station	917 Victoria ROAD	Service Station	Regulation under CLM Act not required	-33.80921103	151.0932917
WEST RYDE	Pfizer Australia Pty Ltd	38-42 Wharf ROAD	Chemical Industry	Regulation under CLM Act not required	-33.81021085	151.0693631
WEST RYDE	Reckitt Benckiser	44 Wharf ROAD	Chemical Industry	Regulation under CLM Act not required	-33.81172205	151.0692752
WEST RYDE	JHM Property Development	2A Mellor STREET	Other Industry	Regulation under CLM Act not required	-33.81207534	151.094598
WEST TAMWORTH	Woolworths Petrol	119 Bridge STREET	Service Station	Regulation under CLM Act not required	-31.09358262	150.9167693
WEST WYALONG	Lowes Petroleum (Former BP) Depot West Wyalong	Compton (formerly known as Town Bypass/Railway Road)	Other Petroleum	Regulation under CLM Act not required	-33.93440247	147.2154596
WEST WYALONG	Caltex Depot	(Wyalong By-pass Rd) Lot 1-3 Showground ROAD	Service Station	Regulation under CLM Act not required	-33.92556	147.1981659
WEST WYALONG	Former Mobil Depot	104 Compton ROAD	Other Petroleum	Regulation under CLM Act not required	-33.93449194	147.2147948
WESTON	Illegal Dumping Site	Corner Kline Street & First STREET	Unclassified	Regulation under CLM Act not required	-32.81367986	151.4551507
WETHERILL PARK	Former Fuel Storage Depot	200-212 Cowpasture ROAD	Other Petroleum	Regulation under CLM Act not required	-33.84568871	150.8764012

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
WETHERILL PARK	Sims Wetherill Park	35-37 Frank STREET	Metal Industry	Regulation under CLM Act not required	-33.84056122	150.9086265
WETHERILL PARK	Shell Coles Express Service Station	565 Polding STREET	Service Station	Regulation under CLM Act not required	-33.8569731	150.8992804
WETHERILL PARK	Cleanaway (Formerly Nationwide Oil) Wetherill Park	6 Davis ROAD	Other Industry	Regulation under CLM Act not required	-33.83770038	150.9045197
WETHERILL PARK	BOC Sydney Operations Centre	428-440 Victoria STREET	Chemical Industry	Under assessment	-33.84400237	150.8967556
WETHERILL PARK	Camide Former Landfill	Newton ROAD	Landfill	Regulation under CLM Act not required	-33.83898879	150.8963813
WICKHAM	Caltex Terminal	156 Hannell STREET	Other Petroleum	Contamination currently regulated under CLM Act	-32.91520778	151.7563638
WICKHAM	Former Warehouse	10 Dangar STREET	Unclassified	Regulation under CLM Act not required	-32.92383206	151.759761
WICKHAM	Former Factory	57 Annie STREET	Other Industry	Regulation under CLM Act not required	-32.91524827	151.7539893
WICKHAM	Railcorp Wickham	50 Railway STREET	Other Industry	Regulation under CLM Act not required	-32.9210433	151.7544687
WICKHAM	Fuchs Lubricants (Australasia) Pty Ltd Wickham	2 Holland STREET	Other Industry	Regulation under CLM Act not required	-32.9214709	151.7556928
WILBERFORCE	Former Drum Reconditioners	12-14 Box AVENUE	Other Industry	Contamination formerly regulated under the CLM Act	-33.5453884	150.8587934
WILBERFORCE	Former Solvent Recycling Site	13 Box AVENUE	Chemical Industry	Regulation under CLM Act not required	-33.54557427	150.8577006
WILEY PARK	Sydney Water Property	1B Hillcrest STREET	Other Industry	Regulation under CLM Act not required	-33.92391634	151.0676256
WILLIAMTOWN	Hunter Land Effluent Pond	38 Cabbage Tree ROAD	Other Industry	Regulation under CLM Act not required	-32.80750069	151.8310107
WILLOUGHBY	Shell Coles Express Service Station	616-626 Willoughby ROAD	Service Station	Regulation under CLM Act not required	-33.80593769	151.1988559
WILLOUGHBY	Caltex Service Station	157 Penhur STREET	Service Station	Regulation under CLM Act not required	-33.79793513	151.1981926
WILLOUGHBY	BP Express Tower	498 Willoughby STREET	Service Station	Under assessment	-33.81022918	151.199315
WILLOUGHBY EAST	Willoughby Bus Depot	Corner Ann Street and Stan STREET	Other Industry	Regulation under CLM Act not required	-33.7982569	151.2038993
WILTON	Condell Park Homestead	(Part Lot 17 DP 270536) Condell Park ROAD	Unclassified	Regulation under CLM Act not required	-34.21910141	150.6837962
WINDANG	Caltex Service Station	244-248 Windang ROAD	Service Station	Regulation under CLM Act not required	-34.5274434	150.8691161
WINDSOR	Former Caltex Service Station	46-52 Macquarie STREET	Service Station	Regulation under CLM Act not required	-33.60783315	150.8213428
WINDSOR	Former Caltex Windsor Depot and Service Station	48-50 Mileham STREET	Service Station	Regulation under CLM Act not required	-33.61538627	150.8157517

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
WINDSOR	Woolworths (former Caltex) Service Station	Cnr Macquarie Street & Baker STREET	Service Station	Regulation under CLM Act not required	-33.60569346	150.8232803
WINGHAM	Former Caltex Service Station	1036-1038 Wingham ROAD	Service Station	Regulation under CLM Act not required	-31.86236594	152.3805752
WINGHAM	Bogas Service Station	Cnr Primrose Street and Isabella STREET	Service Station	Regulation under CLM Act not required	-31.86833656	152.3716346
WINMALEE	Prime Winmalee Service Station	281 Hawkesbury ROAD	Service Station	Regulation under CLM Act not required	-33.68223276	150.5997203
WIRLINGA	Former Liquid Waste Disposal Facility	704 Riverina ROAD	Unclassified	Regulation under CLM Act not required	-36.07103958	147.0193522
WOLLI CREEK	Former Ausgrid Substation 10061	13 Gertrude STREET	Other Industry	Regulation under CLM Act not required	-33.93364031	151.1543818
WOLLONGONG	Redevelopment site	33 - 39 Beatson STREET	Other Petroleum	Regulation under CLM Act not required	-34.43196083	150.8976661
WOLLONGONG	Caltex Service Station	9 Flinders STREET	Service Station	Regulation under CLM Act not required	-34.41505616	150.8932515
WOLLONGONG	Greenhouse Park	Springhill ROAD	Landfill	Contamination currently regulated under CLM Act	-34.44119949	150.8931764
WOLLONGONG	Former Wollongong Gasworks	120 and 122 Smith STREET	Gasworks	Regulation under CLM Act not required	-34.42030173	150.8906745
WOLLONGONG	Woolworths Service Station	425 Crown STREET	Service Station	Contamination currently regulated under CLM Act	-34.42637378	150.8799288
WOLLONGONG	Wollongong Harbour Central Spur	Off Endeavour DRIVE	Other Petroleum	Regulation under CLM Act not required	-34.42066879	150.906821
WOODBURN	Caltex Service Station	129 River STREET	Service Station	Regulation under CLM Act not required	-29.07206887	153.3409769
WOODBURN	Crown Reserve 88037 Woodburn	Pacific HIGHWAY	Landfill	Regulation under CLM Act not required	-29.06580577	153.3541886
WOOLGOOLGA	Caltex Woolgoolga Service Station	16 Bosworth ROAD	Service Station	Regulation under CLM Act not required	-30.12569561	153.1946006
WOOLGOOLGA	United Petroleum Service Station	56 Clarence STREET	Service Station	Regulation under CLM Act not required	-30.11045544	153.1904609
WOOLLAHRA	Former Service Station	20 Wallis STREET	Service Station	Regulation under CLM Act not required	-33.8901965	151.2372752
WOOLLAHRA	Proposed Jewish Care Centre	7 -21 Saber STREET	Unclassified	Regulation under CLM Act not required	-33.8904055	151.2480062
WOOLLAHRA	Caltex Woollahra Service Station	116 Old South Head ROAD	Service Station	Contamination formerly regulated under the CLM Act	-33.88959697	151.2553736
WOOLLOOMOOLOO	Former BP Service Station	2 Dowley STREET	Service Station	Contamination being managed via the planning process (EP&A Act)	-33.86940191	151.2218741
WOOLOMIN	Woolomin Gold Rush Store	65 Nundle ROAD	Other Petroleum	Contamination currently regulated under CLM Act	-31.30415134	151.149729
WOOLOOWARE	Caltex Service Station	100 Woolooware ROAD	Service Station	Regulation under CLM Act not required	-34.05274635	151.1408413

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
WOOLOOWARE	Oyster Farm	Captain Cook DRIVE	Other Industry	Under assessment	-34.03807914	151.1476055
WOONGARRAH	Former Warnervale Landfill	236-264 Hakone ROAD	Landfill	Regulation under CLM Act not required	-33.2376313	151.464362
WOOTTON	Former Chemical Spill Site	11859 Pacific HIGHWAY	Chemical Industry	Regulation under CLM Act not required	-32.28168548	152.3117819
WOY WOY	Mobil Former Woy Woy Service Station and adjacent land	177-181 Blackwall ROAD	Service Station	Contamination formerly regulated under the CLM Act	-33.49254403	151.3270829
WOY WOY	Barry Robertson Holden	231 Blackwall ROAD	Service Station	Regulation under CLM Act not required	-33.49621068	151.3285128
WOY WOY	Bogas Service Station	66 Memorial AVENUE	Service Station	Contamination currently regulated under CLM Act	-33.5069738	151.3315579
WOY WOY	Rogers Park	Dunban ROAD	Landfill	Under assessment	-33.50009693	151.3181347
WOY WOY	Austin Butler Memorial Oval	Blackwall ROAD	Landfill	Under assessment	-33.48626871	151.3276042
WOY WOY	James Browne Oval	Welcome STREET	Landfill	Under assessment	-33.49756053	151.3234871
WYALONG	Caltex Service Station	50 Needl (Newell Highway) STREET	Service Station	Regulation under CLM Act not required	-33.92665025	147.2446546
WYOMING	Caltex Service Station Wyoming	465 Pacific HIGHWAY	Service Station	Regulation under CLM Act not required	-33.40945391	151.3499812
WYONG	Wyong Bayer/Kemcon	16 Lucca ROAD	Chemical Industry	Contamination formerly regulated under the CLM Act	-33.26192339	151.4429446
WYONG	Caltex Service Station	M1 Pacific (Northbound) MOTORWAY	Service Station	Regulation under CLM Act not required	-33.25641477	151.4024821
WYONG	Caltex Service Station	M1 Pacific (Southbound) MOTORWAY	Service Station	Regulation under CLM Act not required	-33.25330747	151.4053862
WYONG	IXOM Facility	8 Pavitt CRESCENT	Other Industry	Regulation under CLM Act not required	-33.26379108	151.4485113
YAGOONA	Galserv Galvanising Services	117-153 Rookwood ROAD	Metal Industry	Contamination currently regulated under CLM Act	-33.89493085	151.0388013
YAGOONA	BP Service Station Potts Hill (Yagoona)	155 Rookwood ROAD	Service Station	Regulation under CLM Act not required	-33.8933O525	151.0390969
YAGOONA	7-Eleven (former Mobil) Service Station	519 Hume HIGHWAY	Service Station	Regulation under CLM Act not required	-33.90760623	151.0207783
YAGOONA	Shell Coles Express Service Station	112 Rookwood ROAD	Service Station	Regulation under CLM Act not required	-33.89856213	151.0370458
YAGOONA	Sydney Water Corporation Potts Hill Complex	91 Brunker ROAD	Other Industry	Regulation under CLM Act not required	-33.89887589	151.0289165
YALLAH	Tallawarra Power Station site	Princes HIGHWAY	Unclassified	Ongoing maintenance required to manage residual contamination	-34.52412143	150.8062159
YAMBA	Caltex Service Station	22 Treelands DRIVE	Service Station	Regulation under CLM Act not required	-29.42701701	153.3279204

List current as at 15th April 2019

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
YANCO	Former Service Station	14 Main AVENUE	Service Station	Contamination formerly regulated under the CLM Act	-34.60356494	146.4105016
YASS	Caltex Service Station	228 Comur STREET	Service Station	Regulation under CLM Act not required	-34.84440036	148.9140179
YASS	Caltex Service Station	1715 Yass Valley WAY	Service Station	Regulation under CLM Act not required	-34.80708856	148.8824228
YASS	Former Mobil Depot Yass and adjacent land	54-58 Laidlaw STREET	Service Station	Contamination currently regulated under CLM Act	-34.83252976	148.9068888
YASS	Former Gasworks	Dutton STREET	Gasworks	Contamination currently regulated under CLM Act	-34.83982614	148.9060029
YASS	Transgrid Depot Yass	Perry STREET	Unclassified	Under assessment	-34.86238341	148.9052809
YENNORA	Former Alcoa Australia Rolled Products Facility - Area 3	1 Kiora CRESCENT	Metal Industry	Regulation under CLM Act not required	-33.86568158	150.9649297
YENNORA	Spicer Axle Australia Manufacturing Facilty	205-231 Fairfield ROAD	Other Industry	Regulation under CLM Act not required	-33.85655114	150.9579167
YENNORA	Former Caltex Service Station	137-141 Fairfield STREET	Service Station	Regulation under CLM Act not required	-33.86824768	150.9706137
YENNORA	Former Metal Plant	44 Larra STREET	Metal Industry	Contamination formerly regulated under the CLM Act	-33.86340576	150.9764349
YENNORA	TetraPak Site	6 Foray STREET	Other Industry	Contamination formerly regulated under the CLM Act	-33.8557183	150.9561605
YENNORA	19 Pine Road, Yennora	Pine ROAD	Metal Industry	Contamination currently regulated under CLM Act	-33.86713232	150.9621172
YETHOLME	Yetholme CCA Timber Treatment Plant	351 Eusdale ROAD	Other Industry	Contamination formerly regulated under the CLM Act	-33.45386256	149.8537787
YOUNG	Former Mobil Depot and Service Station Young	149 Lovell STREET	Service Station	Regulation under CLM Act not required	-34.31024587	148.290424
YOUNG	Former Shell Depot	166 Nasmyth STREET	Other Petroleum	Regulation under CLM Act not required	-34.31025192	148.2931008
YOUNG	Former battery recycler	45 Nasmyth STREET	Metal Industry	Contamination currently regulated under CLM Act	-34.31201571	148.306772
YOUNG	Adjacent to former battery recycler	47 Nasmyth STREET	Metal Industry	Contamination formerly regulated under the CLM Act	-34.31176273	148.3064765
YOUNG	Mobil Depot	186 Nasmyth STREET	Other Petroleum	Contamination currently regulated under CLM Act	-34.30954389	148.2908476
YOUNG	Former Caltex Depot	95 Lovell STREET	Service Station	Regulation under CLM Act not required	-34.31127119	148.2955092
ZETLAND	Energy Australia/ Ausgrid Zetland Depot	122 - 138 Joynton AVENUE	Other Industry	Regulation under CLM Act not required	-33.90883116	151.2101184
ZETLAND	Former Goodrich Control Systems, Zetland	84 - 92 Epsom ROAD	Other Industry	Under assessment	-33.91025707	151.2078048

List current as at 15th April 2019

APPENDIX F

SAFEWORK NSW RECORDS

NSW GOVERNMENT | SafeWork NSW

Locked Bag 2906, Lisarow NSW 2252
Customer Experience 13 10 50
ABN 81 913 830 179 | www.safework.nsw.gov.au

Our Ref: D19/127713

30 May 2019

Geotechnique Pty Ltd
Ms Frances Kuipers
PO Box 880
PENRITH NSW 2750

Dear Ms Kuipers

RE SITE: 230-290 Dunmore St, Pendle Hill NSW 2145

I refer to your site search request received by SafeWork NSW on 16 May 2019 requesting information on Storage of Hazardous Chemicals for the above site.

A search of the records held by SafeWork NSW has not located any records pertaining to the above-mentioned premises.

For further information or if you have any questions, please call us on 13 10 50 or email licensing@safework.nsw.gov.au

Yours sincerely

Customer Service Officer
Customer Experience - Operations
SafeWork NSW

NSW GOVERNMENT | SafeWork NSW

Locked Bag 2906, Lisarow NSW 2252
Customer Experience 13 10 50
ABN 81 913 830 179 | www.safework.nsw.gov.au

Our Ref: D19/155845

5 July 2019

RECEIVED
BY:

Geotechnique Pty Ltd
Ms Frances Kuipers
PO Box 880
PENRITH NSW 2750

Dear Ms Kuipers

RE SITE: 83-87 Pendle Way, Pendle Hill NSW 2145

I refer to your site search request received by SafeWork NSW on 1 July 2019 requesting information on Storage of Hazardous Chemicals for the above site.

A search of the records held by SafeWork NSW has not located any records pertaining to the above-mentioned premises.

For further information or if you have any questions, please call us on 13 10 50 or email licensing@safework.nsw.gov.au

Yours sincerely

Customer Service Officer
Customer Experience - Operations
SafeWork NSW

APPENDIX G

GROUNDWATER BORE RECORDS OF DEPARTMENT OF PRIMARY INDUSTRIES, OFFICE OF WATER

WaterNSW
help · contact · customise
State Overview
State Overview
Rivers and Streams
favourites · search · download sites · find a site
Real Time Data - Rivers And Str...
Daily River Reports
Daily River Reports
Dams
favourites · search · download sites · find a site
Real Time Data - Major Dams
Groundwater (Telemetered data)
favourites · search · download sites · find a site
Real Time Data - Bores
All Groundwater Site details
search · download sites · find a site
All Groundwater Map
Meteorology
favourites · search · download sites · find a site
Real Time Data - Weather Stati...
Hunter Integrated Telemetry System
Hunter Integrated Telemetry Sy...
bandwidth high low
glossary and metadata
contact WaterNSW
All Groundwater Site Details
All Groundwater Map
All data times are Eastern Standard Time
bookmark this page
Map
Info
Groundwater Bores
Groundwater works
Telemetered bores
Logged bores
Manual bores
Monitoring Bore Types
Alluvial
Coastal Sands
Fractured Rock
Porous Rock
Great Artesian Basin
Discontinued
There are no sites within 500 metres of the selected point.
Home
Map
Terrain
Satellite
Hybrid
Groundwater Works
Monitoring Bores
Telemetered Bores
Coal Basin Bores
Discontinued Bores
Wyena Rd
Camillo St
Pendle Hill Baptist Church
Pendle Way
Daley St
Rowley St
Collins St
Sugar Pot
Parramatta Holroyd Family Support
Pacific Fabrics
Oatlands St
Community Church
Pathways
Fresh Hope Care
Ashwood Residential...
Dunmore House
Goodall St
Stapleton St
Gilba Rd
Google
100 m
200 ft
Scale = 1 : 3385

APPENDIX H

ENVIRONMENTAL NOTES

IMPORTANT INFORMATION REGARDING YOUR ENVIRONMENTAL SITE ASSESSMENT

These notes have been prepared by Geotechnique Pty Ltd, using guidelines prepared by the ASFE (Associated Soil and Foundation Engineers). The notes are offered to assist in the interpretation of your environmental site assessment report.

REASONS FOR AN ENVIRONMENTAL ASSESSMENT

Environmental site assessments are typically, though not exclusively, performed in the following circumstances:

- As a pre-acquisition assessment on behalf of either a purchaser or a vendor, when a property is to be sold
- As a pre-development assessment, when a property or area of land is to be redeveloped, or the land use has changed e.g. from a factory to a residential subdivision
- As a pre-development assessment of greenfield sites, to establish baseline conditions and assess environmental, geological and hydrological constraints to the development of e.g. a landfill
- As an audit of the environmental effects of previous and present site usage

Each circumstance requires a specific approach to the assessment of soil and groundwater contamination. In all cases the objective is to identify and if possible quantify the risks that unrecognised contamination poses to the ongoing proposed activity. Such risks may be both financial (clean-up costs or limitations in site use) and physical (health risks to site users or the public).

ENVIRONMENTAL SITE ASSESSMENT LIMITATIONS

Although information provided by an environmental site assessment can reduce exposure to the risk of the presence of contamination, no environmental site assessment can eliminate the risk. Even a rigorous professional assessment may not detect all contamination within a site. Contaminants may be present in areas that were not surveyed or sampled, or may migrate to areas which did not show signs of contamination when sampled. Contaminant analysis cannot possibly cover every type of contaminant that may occur; only the most likely contaminants are screened.

AN ENVIRONMENTAL SITE ASSESSMENT REPORT IS BASED ON A UNIQUE SET OF PROJECT SPECIFIC FACTORS

In the following events and in order to avoid cost problems, you should ask your consultant to assess any changes in the conclusion and recommendations made in the assessment:

- When the nature of the proposed development is changed e.g. if a residential development is proposed, rather than a commercial development
- When the size or configuration of the proposed development is altered e.g. if a basement is added
- When the location or orientation of the proposed structure is modified
- When there is a change of land ownership, or
- For application to an adjacent site

ENVIRONMENTAL SITE ASSESSMENT FINDINGS ARE PROFESSIONAL ESTIMATES

Site assessment identifies actual sub-surface conditions only at those points where samples are taken, when they are taken. Data obtained from the sampling and subsequent laboratory analyses are interpreted by geologists, engineers or scientists and opinions are drawn about the overall sub-surface conditions, the nature and extent of contamination, the likely impact on any proposed development and appropriate remediation measures. Actual conditions may differ from those inferred, because no professional, no matter how qualified and no sub-surface exploration program, no matter how comprehensive, can reveal what is hidden by earth, rock and time. The actual interface between materials may be far more gradual or abrupt than an assessment indicates. Actual conditions in areas not sampled may differ from predictions. Nothing can be done to prevent the unanticipated, however, steps can be taken to help minimise the impact. For this reason site owners should retain the services of their consultants throughout the development stages of the project in order to identify variances, conduct additional tests that may be necessary and to recommend solutions to problems encountered on site.

Soil and groundwater contamination is a field in which legislation and interpretation of legislation by government departments is changing rapidly. Whilst every attempt is made by Geotechnique Pty Ltd to be familiar with current policy, our interpretation of the investigation findings should not be taken to be that of the relevant authority. When approval from a statutory authority is required for a project, approval should be directly sought.

Environotes-Ed3-04/06

Environmental Notes continued

STABILITY OF SUB-SURFACE CONDITIONS
Sub-surface conditions can change by natural processes and site activities. As an environmental site assessment is based on conditions existing at the time of the investigation, project decisions should not be based on environmental site assessment data that may have been affected by time. The consultant should be requested to advise if additional tests are required.

ENVIRONMENTAL SITE ASSESSMENTS ARE PERFORMED FOR SPECIFIC PURPOSES AND CLIENTS
Environmental site assessments are prepared in response to a specific scope of work required to meet the specific needs of specific individuals e.g. an assessment prepared for a consulting civil engineer may not be adequate to a construction contractor or another consulting civil engineer.

An assessment should not be used by other persons for any purpose or by the client for a different purpose. No individual, other than the client, should apply an assessment, even for its intended purpose, without first conferring with the consultant. No person should apply an assessment for any purpose other than that originally contemplated, without first conferring with the consultant.

MISINTERPRETATION OF ENVIRONMENTAL SITE ASSESSMENTS
Costly problems can occur when design professionals develop plans based on misinterpretation of an environmental site assessment. In order to minimise problems, the environmental consultant should be retained to work with appropriate design professionals, to explain relevant findings and to review the adequacy of plans and specifications relative to contamination issues.

LOGS SHOULD NOT BE SEPARATED FROM THE REPORT
Borehole and test pit logs are prepared by environmental scientists, engineers or geologists, based upon interpretation of field conditions and laboratory evaluation of field samples. Logs are normally provided in our reports and these would not be redrawn for inclusion in site remediation or other design drawings, as subtle but significant drafting errors or omissions may occur in the transfer process. Photographic reproduction can eliminate this problem, however, contractors can still misinterpret the logs during bid preparation if separated from the text of the assessment. Should this occur, delays and disputes, or unanticipated costs may result.

To reduce the likelihood of borehole and test pit log misinterpretation, the complete assessment should be available to persons or organisations involved in the project, such as contractors, for their use. Denial of such access and disclaiming responsibility for the accuracy of sub-surface information does not insulate an owner from the attendant liability. It is critical that the site owner provides all available site information to persons and organisations, such as contractors.

READ RESPONSIBILITY CLAUSES CLOSELY
An environmental site assessment is based extensively on judgement and opinion; therefore, it is necessarily less exact than other disciplines. This situation has resulted in wholly unwarranted claims being lodged against consultants. In order to aid in prevention of this problem, model clauses have been developed for use in written transmittals. These are definitive clauses, designed to indicate consultant responsibility. Their use helps all parties involved recognise individual responsibilities and formulate appropriate action. Some of these definitive clauses are likely to appear in the environmental site assessment and you are encouraged to read them closely. Your consultant will be happy to give full and frank answers to any questions you may have.

Environotes-Ed3-04/06

DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 10

Social Impact Assessment and Management Plan

Appendix M

Comprehensive Social Impact Assessment and Social Impact Management Plan prepared by Elton Consulting

Planning Proposal
Dunmore Street, Pendle Hill | April 2020

elton consulting






Comprehensive Social Impact Assessment and Social Impact Management Plan

Client: Fresh Hope Care
Date: 20 March 2020

Contact:

Prudence Hudson
prudence.hudson@elton.com.au
02 9387 2600

SYDNEY 02 9387 2600

Level 6, 332 - 342 Oxford Street
Bondi Junction NSW 2022

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Sydney | Brisbane | Canberra | Darwin | Melbourne | Perth
ABN 56 003 853 101

Prepared by	Prudence Hudson
Reviewed by	Felicity Richards
Date	20 March 2020
Version	FINAL (v07)

Contents

EXECUTIVE SUMMARY		**4**
1	**INTRODUCTION**	**9**
1.1	The site	9
1.2	Document and policy review	12
1.3	Triggers for social impact assessment	14
2	**METHODOLOGY**	**15**
2.1	Scoping potential social impacts	15
2.2	Consultation with Village residents and the community	17
2.2.1	Village residents survey	17
2.2.2	Village consultation groups	18
2.2.3	Surrounding community	20
2.3	Impact identification and analysis	21
2.4	Social impact management planning	22
2.5	Scope of investigation	22
3	**SOCIAL BASELINE**	**23**
3.1	Current situation	23
3.2	Services and infrastructure	29
3.3	Ageing population	32
4	**FUTURE POTENTIAL REDEVELOPMENT**	**34**
5	**SOCIAL IMPACT ASSESSMENT**	**36**
5.1	Way of life	38
5.2	Community	40
5.3	Access to and use of spaces and services	42
5.4	Culture	44
5.5	Health and wellbeing	44
5.6	Surroundings	45
5.7	Personal and property rights	47
5.8	Decision making systems	47
5.9	Fears and aspirations	47
5.10	Cumulative impacts	48
5.11	Social impact assessment summary table	49
6	**SOCIAL IMPACT MANAGEMENT PLAN**	**57**

FIGURES

Figure 1	The Site	10
Figure 2	Existing character of the Village	25
Figure 3	Concept of approved Bonds Spinning Mills development	26
Figure 4	Surrounding character	27
Figure 5	Aerial view of the Village and heritage items	28
Figure 6	Indicative Masterplan (February 2020)	35
Figure 7	Social risk matrix – negative	37
Figure 8	Social risk matrix – positive	37

TABLES

Table 1	Amendment to permissible development	11
Table 2	Trigger events and associated core values	14
Table 3	Scoping potential social impacts	16
Table 4	Current residential situation (February 2020)	24
Table 5	Current employment situation (February 2020)	24
Table 6	Proportion of utilisation by age group (2017/18)	31
Table 7	Current and projected population older than 50 years of age	32
Table 8	Current population needing assistance, 20 years and older	33
Table 9	Indicative Masterplan estimations	35
Table 10	Description of levels of consequence	37
Table 11	Social Impact Management Plan	58

APPENDICES

A	Social Impact Comment	65
B	Alignment between policies	71
C	Preliminary social impact scoping	73
D	Consultation findings	77
E	Demographic analysis	86
F	Impact characteristics and criteria	91

Executive summary

The following report provides a Comprehensive Social Impact Assessment and Social Impact Management Plan of the potential social impacts for a Planning Proposal to rezone a site located at Dunmore Street, Pendle Hill.

This report has been guided by (former) Holroyd City Council's *Social Impact Assessment Policy* (2013) and has adopted the NSW Department of Planning, Industry and Environment's *Social Impact Assessment Guideline* (2017).

Currently, the majority of the Planning Proposal site is occupied by Pendle Hill Retirement Village, operated by Fresh Hope Care. There are also six dwelling houses situated along Pendle Way.

Fresh Hope Care will be submitting the Planning Proposal to Cumberland Council, as it is undertaking a revitalisation of existing dwellings and facilities in Pendle Hill Retirement Village. Revitalisation will involve a complete rebuild, with new housing and supporting infrastructure, with the exception of identified heritage items such as Dunmore House. If approved, this could result in:

- an increase in number of dwellings on the site, including a combination of revitalised Residential Aged Care and Independent Living Units, with a portion provided as affordable key worker housing
- the revitalisation and increase of general community and service facilities for existing and future residents
- dwellings and service facilities which meet current industry compliance and integrate best practice design
- revitalisation and improved connectivity of recreation and open spaces on the site
- preservation of the unique heritage elements on the site, including Dunmore House and Ashwood House.

An Indicative Masterplan has been prepared for submission with the planning proposal. The Indicative Masterplan yields approximately 650 independent living and affordable key worker housing units, and a 240-bed capacity residential aged care facility. Key features are:

- six clusters/groupings of proposed built form
- building height up to eight storeys, with highest buildings responding to natural slope by being located towards the centre of the site, and adjoining approved building heights in the neighbouring Bonds Spinning Mills development
- the retention of local heritage items, Dunmore House and Ashwood House, and the integration of complementary community and commercial services, and medical suites and a café in these structures
- open green space between each of the proposed built forms and the retention of open green space north of Dunmore House (adhering the heritage curtilage requirements) and retention of a large number of trees
- designated pedestrian footpaths, running through the proposed redevelopment and providing greater pedestrian access to surrounding local services, the Bonds Spinning Mills development, and local infrastructure and amenity.

Ethos Urban's Pendle Hill *Seniors Living Economic Assessment* (March 2020) projects that the Indicative Masterplan has the potential to support approximately:

- 1,000 persons in up to 650 ILU dwellings, including affordable key worker housing
- up to 240 persons in 240 RAC beds
- 290 directly employed staff servicing residential aged care, in a combination of full time, part time and causal positions
- 30 staff servicing independent living unit residents, employed full and part time

The Indicative Masterplan projects a net increase of 564 independent living units and 50 residential aged care beds, from the current operating Pendle Hill Retirement Village (as of February 2020). In resident numbers, the Indicative Masterplan has the potential to accommodate up to 926 additional independent living residents, including those accessing affordable key worker housing, and an increased residential aged care capacity of 50 residents.

In accordance with best practice social impact assessment practice, consultation with both current Pendle Hill Retirement Village residents and the surrounding community was undertaken, including:

» a three-question survey distributed to current Pendle Hill Retirement Village residents by Fresh Hope Care staff

» three consultation groups with current Village residents, comprised of one residential aged care morning tea and two independent living afternoon teas

» a three-question online survey for surrounding residents, who were notified and invited to participate through a letter box drop (to 1,265 private residences and local business surrounding current Pendle Hill Retirement Village).

In addition, the following relevant industries and agencies were engaged:

» senior health service planners in the Western Sydney Local Health District (WSLHD)

» staff at Cumberland Council in Social Research and Planning

» staff at the Department of Communities and Justice, in the Department of Ageing, Stakeholder Engagement, Inclusion and Early Intervention Strategy, Policy and Commissioning

» a Service Planner for NSW Ambulance

» the acting Crime Prevention Officer from Cumberland Police Local Area Command

» a representative from Wentworthville Fire Station.

Consultation and engagement sought insight into the potential impacts of the planning proposal affected individuals (i.e. Pendle Hill Retirement Village residents and surrounding community) as well as local health and aged care services and industries. Surrounding community members perceived that the potential redevelopment and subsequent increase in retirement and residential care housing and services in the local area would be beneficial, as they could:

» be potential residents in the future, enabling them to remain in local networks and in a familiar location

» experience a high quality of life in older age in the new development, due to enhancements to facilities and services.

Identified potential impacts from the planning proposal are provided in detail in the Social Impact Assessment (see Section 5). Potential impacts (positive and negative) are aligned to social impact matters nominated in the NSW Department of Planning, Industry and Environment's *Social Impact Assessment Guideline* (2017), and categorised as direct, indirect and/or cumulative.

In accordance with (former) Holroyd City Council's *Social Impact Assessment Policy* (2013), a Social Impact Management Plan has been prepared to guide the implementation of impact management and enhancement strategies for the Planning Proposal (see Section 6). Findings from consultation and engagement also informed suggestions for mitigation and management of identified social impacts.

A snapshot of the Social Impact Assessment and Social Impact Management Plan is shown in the following table.

Snapshot of Social Impact Assessment and Social Impact Management Plan

Reference	Social impact	Impact nature	Mitigation/Management option
Way of life			
SOC01	Increased aged care and retirement housing to suit a diverse range of needs	Positive	» Proposed redevelopment proceeds
SOC02	Increase in employment on site		» Proposed redevelopment proceeds
SOC03	Increased aged care and retirement housing in established suburb		» Proposed redevelopment proceeds
SOC04	Construction-related environmental impacts	Negative	» Prepare and implement a Construction Management Plan » Incorporate adjacent construction impacts into implemented Phasing Plan » Prepare and implement a Communication Strategy
SOC05	Contribution to changing local character, due to multi-storey development		» Indicative Masterplan positions highest buildings at lowest visual impact locations, and staggers building height.
Community			
SOC06	Identity and function of site	Positive	» Proposed redevelopment proceeds
SOC07	Friction among Village residents	Negative	» Prepare and implement a Phasing Plan » Prepare and implement a Community Cohesion or Transition Program
SOC08	Village resident re-accommodation		» Prepare and implement a Phasing Plan » Prepare and implement a Communication Strategy
SOC09	Tenure vulnerability, particularly renting Village residents		» Prepare and implement a Phasing Plan » Prepare and implement a Communication Strategy
SOC10	Needs of culturally diverse residents		» Prepare and implement a Community Cohesion or Transition Program » Prepare and implement a Communication Strategy
Access to and use of spaces and services			
SOC11	Demand for open space and facilities can be provided on site	Positive	» Proposed redevelopment proceeds » Prepare and implement a Communication Strategy
SOC12	Community spaces for wider community		» Proposed redevelopment proceeds, and Dunmore House and Ashwood House offer complementary community and commercial

Reference	Social impact	Impact nature	Mitigation/Management option
			services such as medical consulting suites, and a café » Prepare and implement a Communication Strategy » Prepare and implement a Hire or Users Policy
SOC13	An increase in retirement and aged care housing is an increase in social infrastructure		» Proposed redevelopment proceeds
SOC14	Increased Village resident population causing pressure on health infrastructure and services	**Negative**	» Prepare and implement a Phasing Plan which incorporates communications with emergency services regarding anticipated demand » Combination of protocol systems and supporting infrastructure » Later stages of the process for the redevelopment consult with emergency services
Culture			
SOC15	Heritage of site	**Positive**	» Proposed redevelopment proceeds, adhering to CMP recommendations
Health and wellbeing			
SOC16	Village resident uncertainty	**Negative**	» Prepare and implement a Phasing Plan » Prepare and implement a Communication Strategy
See SOC04	Construction-related environmental impacts		
Surroundings			
SOC17	Accessibility to local services, infrastructure and amenities	**Positive**	» Proposed redevelopment proceeds
See SOC15	Heritage of the site		
SOC18	Increased density development and increased congestion	**Negative**	» Prepare and implement a Phasing Plan » Prepare and implement a Construction Management Plan » Prepare and implement a Communication Strategy
SOC19	Reduced access to existing community and open spaces on the site during construction		» Prepare and implement a Phasing Plan » Prepare and implement a Construction Management Plan » Prepare and implement a Communication Strategy

Reference	Social impact	Impact nature	Mitigation/Management option
See SOC05	Change in local character, due to multistorey development		
Personal and property rights			
See SOC09	Tenure vulnerability, particularly renting Village residents	**Negative**	
Decision making systems			
See SOC16	Village resident uncertainty	**Negative**	
Fears and aspirations			
See SOC03 See SOC13	Increased residential and aged care housing and services for older persons in local area	**Aspirations**	
See SOC01	Enhanced services and high quality housing, benefit quality of life into older age		
See SOC11	Spaces and infrastructure to be able to meet the needs of residents to a greater level		
See SOC16	Uncertainty of the process and outcome of the proposed redevelopment	**Fears**	
See SOC07 See SOC18	Diminished sense of community and increased congestion		
See SOC08	Possibility of re-accommodation at some stage in the proposed redevelopment		
See SOC09	Housing more expensive, renters not guaranteed a new dwelling		
See SOC09	Vulnerability of renting Village residents		
See SOC14	Emergency services have access to residents living in higher density		

1 Introduction

This report investigates potential social impacts which could result from the Planning Proposal (PP) to rezone a site, located at Dunmore Street, Pendle Hill (the site). The site currently includes:

» the existing Pendle Hill Retirement Village (the Village)

» dwelling houses positioned along Pendle Way.

This report has been prepared with guidance from the NSW Department of Planning, Industry and Environment's (DPIE) *Social Impact Assessment Guideline* 2017 (*SIA Guideline*) and former Holroyd City Council's *Social Impact Assessment Policy* 2013 (*SIA Policy*). Both documents utilise the international guidelines for social impact assessment (SIA), prescribed by the International Association for Impact Assessments (IAIA) and share similarities in their methodology and principles underlying the SIA process.

DPIE's *SIA Guideline* is recognised as leading practice in SIA in NSW and has been utilised as the dominant reference document for this report. Similarities or contrasts with Holroyd City Council's *SIA Policy* are referenced where relevant.

A major contribution to this report is consultation undertaken with current Village residents and the surrounding community, including local residents and business operators. This consultation is the first instance of independently facilitated consultation with Village residents and the community regarding potential social impacts from the PP process. While many residents expressed familiarity with previous suggestions regarding redevelopment of the Village, these experiences were highly speculative and informal, and were not formally organised or conducted to as part of a structured PP process.

1.1 The site

The majority of the site is the existing Village, currently owned and operated by Fresh Hope Care. Fresh Hope Care provide accommodation and services for retirement living, residential care and day respite in several locations across NSW. The western edge of the site includes dwelling houses, positioned along Pendle Way. This is shown in Figure 1 on the following page.

Figure 1 The Site



Source: Nearmaps, 2020

Fresh Hope Care is committed to ensuring that their residents maintain choice and control in the way their care and services are provided, while providing an environment of compassion, trust and dignity.

To achieve this commitment, Fresh Hope Care will be submitting the Planning Proposal to Cumberland Council (Council), as it is undertaking a revitalisation of existing dwellings and facilities in Pendle Hill Retirement Village. Revitalisation will involve a complete rebuild of the entire site (including Village and privately-owned dwellings) with new housing and supporting infrastructure, with the exception of identified heritage items such as Dunmore House. If approved, this could result in:

- an increase in number of dwellings on the site, including a combination of revitalised Independent Living Units (ILU), Residential Aged Care (RAC) and assisted living, with a portion provided as affordable key worker housing
- the revitalisation and increase of general community and service facilities for existing and future residents
- dwellings and service facilities which meet current industry compliance and integrate best practice design
- revitalisation and improved connectivity of recreation and open spaces on the site
- preservation of the unique heritage elements on the site, including Dunmore House and Ashwood House.

The site is located within the recently amalgamated Cumberland Council area. However, the PP is seeking to amend permissible development controls in the *Holroyd Local Environmental Plan* (LEP) 2013, which was adopted by Council and is the active planning instrument. Table 1 below summarises the current and proposed amendments to development controls by the PP for the site, relevant to this report.

Table 1 Proposed amendments to *Holroyd LEP* 2013

Currently permissible	PP amendment
Zoning: » part R2 – low density residential, part R3 – medium density residential and part R4 – high density residential	Zoning: » part R4 – high density residential and part RE2 – private recreation
HOB: » part 9 metres and part 11 metres	HOB: » range from 12.5 metres to 32 metres
FSR: » part 0.5:1, part 0.7:1 and part 0.85:1	FSR: » range from 0.85:1 to 1.5:1

Holroyd LEP 2013 (Where: FSR = Floor space ratio, and HOB = Height of building)

1.2 Document and policy review

One quarter of NSW's population 65 years and older by 2041

The NSW Treasury's *NSW Intergenerational Report 2016-17* projects that one quarter of the NSW population will be of retirement age (65 years and older) by 2041. In addition, life expectancy in Australia is increasing. This creates a situation where a higher proportion of older people will need suitable housing for longer periods of time, than has been planned for previously.

Council is already preparing for a larger proportion of its population being older. The *Delivery Program 2017-2021 (Year 3) – Operational Plan 2019-2020* sets targets for community access to aged and disability services offered by Council, as well as community satisfaction of these services. In addition, Council is reviewing their *Seniors' Units for Independent Living Policy 2017*. This Policy provides a framework for the management of Council-owned studio and one bedroom apartments, offering affordable housing for local seniors disadvantaged in the private market and able to live independent of daily care.

Living longer with less

The Committee for Sydney's (CfS) *Dignity and Choice: An inclusive future for our ageing population* (2019) research paper identified that women over 55 years of age are the fastest growing group experiencing homelessness in Australia. This rate is more than double that of comparable countries.

According to the paper, most older women (55 years+) have less savings than men the same age (approximately 37% of men's average savings). As a result, older women can be disproportionally impacted in accessing housing options due to the cost. This can be further impacted by women's longer average life expectancy, requiring many women to experience less financial security for longer.

Social connections, in familiar places

Dignity and Choice: An inclusive future for our ageing population (2019) also highlighted a 'geographical mismatch' between the delivery of retirement living options and where demand is actually located. Retirement and aged care facilities are increasingly located on Sydney's cheaper urban fringes, as land is more affordable for developers and housing is more affordable for renters and owners.

Findings from IoTUK's *Social Isolation and Loneliness in the UK* (2017) showed that social isolation and loneliness can be increased when social connections are fragmented or restricted. This can occur when people move away from their established family, friends and/or health support networks or move to a location with limited transport options and/or lower walkability.

Retirement and aged care facilities are social infrastructure

Dignity and Choice: An inclusive future for our ageing population recognises that retirement and aged care living facilities are social infrastructure.

While it is generally provided by the private sector, *Dignity and Choice: An inclusive future for our ageing population* argues that it must be planned for in much the same way a school is planned for, with coordinated actions across multiple layers of government. Council currently operates 76 self-care units under their *Seniors' Units for Independent Living Policy*. Wait times and access to subsidised local accommodation is determined by the level of need of the applicant, based on eligibility criteria.

Urban Taskforce's *Urban Ideas: Apartment Living for Seniors* (May 2013 edition) identified 20 ageing 'hotspots' or suburbs across Sydney with the highest proportions of people aged over 55 years. Among the top 20 suburbs are Cumberland local government areas (LGA) Greystanes, Merrylands and Auburn (based on 2011 ABS census data). Each of the 20 suburbs are already medium to high density in terms of their residential scale, restricting opportunities for vacant or suitable land becoming available for retirement living facilities.

Well located and walkable

L J Hooker's *Downsize Dilemma* (2018) research paper found that location is the most important factor considered by older persons as they move towards living arrangements more suitable to their needs.

Location was also selected as the most important consideration in a survey of 1,000 people distributed for *Dignity and Choice: An inclusive future for our ageing population* (2019). Nine out of 10 participants reported that their choice of retirement living would be influenced by living close to general and specialist health services, public transport, friends and family and a variety of shops and cafes.

Walkability is a major consideration for location. Arup's *Shaping Ageing Cities* (2015) identified that walking speeds of older people need to be considered in assessments of accessibility to local services and amenities. Arup found that in five minutes walking time, most people:

» younger than 65 years of age will cover 400m (4.8km/hr)

» between 65 and 80 years of age will cover 250m (3.0km/hr)

» 80 years of age and older will cover 150m (2.0km/hr).

Home ownership and affordability

Dignity and Choice: An inclusive future for our ageing population (2019) recognised a disproportionate advantage between home owners and renters as they consider access to retirement and aged care housing and services.

Anglicare's *Rental Affordability Snapshot* (2018) found that less than one per cent of Sydney's private rental market is affordable for older persons living either independently or as a couple on the full aged pension. Older persons who are renting are also vulnerable to price fluctuations in Sydney's competitive rental market.

The survey of 1,000 persons for *Dignity and Choice: An inclusive future for our ageing population* (2019) identified that affordability was the main reason for people to consider leaving Sydney as they reached retirement. One third of all participants were also worried they would not be able to financially support themselves in Sydney's housing market. Within this third, 41% of all female participants and 46% of participants who rented were concerned.

Adapting to Sydney's housing market

Dignity and Choice: An inclusive future for our ageing population (2019) found that location and maintaining established connections or supporting new connections were key considerations for older people looking for alternative housing types to suit their needs.

The financial feasibility of provided retirement and aged care facilities in established suburbs, close to transport and services and facilitating the extension of existing social and health networks, is challenging in Sydney's land and housing market.

The retirement and aged care industry is responding to challenges of centrally locating facilities in competitive land markets through the planning and provision of multistorey facilities. However, *Dignity and Choice: An inclusive future for our ageing population* (2019) identified growing community opposition to new higher density retirement developments, which may not be considered consistent with existing neighbourhood character. This opposition can be exaggerated by multistorey facilities.

1.3 Triggers for social impact assessment

Holroyd City Council's *SIA Policy* identifies change events which trigger the need for an SIA to be undertaken. Triggers are aligned to core values, which have strong correlation to the social impact matters in the *SIA Guidelines* (see Section 2.1).

The proposed redevelopment falls under the *SIA Policy's* change event category of 'residential/housing development – specialist housing', acknowledging that the redevelopment is proposing the delivery of ILU, RAC facility and affordable key worker housing.

The *SIA Policy* triggers relevant to the proposed redevelopment are aligned to core values in Table 2 below.

Table 2 Trigger events and associated core values

Change event is likely to trigger	Core values
» Significantly alter the need for community facilities and/or services » Impact on the health or safety of an area » Reduce accessibility » Change the hours or pattern of activity, psychological amenity or other factors that may impact on the amenity of an area	People have **a right to live and work in an environment which is conducive to good health** and to a good quality of life which enables the development of human and social potential.
» Result in an unanticipated significant change to the existing character and identity of a community » Cause a significant change in population characteristics of the area affected by the development » Impact on particular target groups including indigenous people, children, aged people, people with disabilities and non-English speaking people; » Result in an imbalance of activity or a particular population group in an area (e.g. a licensed premises or aged housing)	**Social dimensions of the environment** (peace, the quality of social relationships, freedom from fear, and belongingness) **are important aspects of people's health and quality of life**.
» Entail a high level of controversy or political sensitivity » Require the preparation of a structure plan, concept plan, master plan or plan of development (due to the scale, intensity or complexity of the development project) » Result in any other circumstance where the local government considers that SIA is appropriate before a development can be adequately considered, or where there is likely to be significant community concern	People have **a right to be involved in the decision making** about the planned interventions that will affect their lives.

Holroyd City Council *SIA Policy* 2013

2 Methodology

2.1 Scoping potential social impacts

The first step of the *SIA Policy's* SIA process is the preparation of a Social Impact Comment (SIC). The purpose of the SIC is to:

- identify any impacts directly related to the proposed change event
- demonstrate the connection between the change event and forecast impacts
- assist with early identification of specific issues to enable modification of the PP to mitigate potential negative impacts and enhance potential positive impacts
- determine whether or not the forecast impacts are significant, and whether a Comprehensive SIA (CSIA) Report is required.

A SIC was prepared prior to any consultation and is provided in Appendix A.

As previously mentioned, this report is guided by DPIE's *SIA Guidelines*. There is significant cross over between the social impact categories nominated in the SIC and matters in the DPIE's SIA Guideline. Alignment between the elements of each document is provided in Appendix B.

Table 3, on the following page, summarises potential impacts identified in the SIC, and aligns them to matters from DPIE's *SIA Guideline*. A detailed breakdown is provided in Appendix C.

In accordance with DPIE's *SIA Guideline*, this report investigates whether social impacts which could be caused by the proposed redevelopment are:

- **Direct impacts:** impacts caused directly by the project and usually quantifiable through measurement of a set of social indicators, such as changes to the community in the areas of population, health, employment.
- **Indirect impacts:** impacts which result from changes caused by the proposed project relating to more qualitative indicators, such as community cohesion and sense of place.
- **Cumulative impacts:** impacts which are successive, incremental or combined, and which can arise from a single activity, multiple activities or from interactions with other past, current and foreseeable future activities.

Table 3 Scoping potential social impacts

Social impact matters	Change event	Description
Way of life	» Increase in population » Increase in housing » Increase in employment	» Increase in number of people, aged 55 years and older » Increase in number of ILU, RAC and affordable key worker housing » Increase in number of staff (full time, part time, casual)
Community	» Function of site » Identify and function of site » Community cohesion » Older community needs » CALD community needs	» Continuation of current functions and operations of site » Established identity as an aged care provider » Increasing resident numbers and diversity, may impact on community cohesion » Changes to the delivery of services » Significant proportion of existing residents are Culturally and Linguistically Diverse (CALD)
Access to and use of spaces and services	» Demand for community facilities and services	» Increase in number of residents, leading to increase in demand for community facilities and services, specific to ageing resident needs
Culture	» Management and quality of heritage of site	» Dunmore House and Ashwood House are heritage items » There is a heritage curtilage in front of Dunmore House
Health and wellbeing	» Change in access to physical health services » Physical injury » Decreased mental health	» Potential change in access to current physiotherapy services offered by Fresh Hope Care » Construction activities can increase risk of physical (minor and major) injuries as well as broader environmental impacts (e.g. noise, dust) » Perceptions of housing insecurity causing anxiety
Surroundings	» Adjacent development » Mobility » Built form and scale » Safety and crime	» Bonds Spinning Mills redevelopment adjoins site » Public transport (train and bus) close by, up to a 10-minute walk » Good footpath quality along Dunmore Street and Pendle Way » Parking spaces in surrounding local areas » Potential cumulative impact on parking with construction and new residents in Bonds Spinning Mills development » Mixture of building heights surrounding the site, including: > several three-storey apartments and one four storey apartment (271 Dunmore Street) along Dunmore Street > a three-storey development at the intersection of Pendle Way and Dunmore Street > a combination of one and two storey dwellings along Pendle Way and Rowley Street » Local character in transition, catalysed by the approved Bonds Spinning Mills development along the eastern edge of the Village, up to 12 storeys » Significant open spaces and greenery on the site » View corridor up to Dunmore House from Dunmore Street

Social impact matters	Change event	Description
		» Perceptions about increased crime and antisocial behaviour with increased population
Personal and property rights	» housing security	» Differing legal rights of access to housing between owners and tenants » Uncertainty creating mixed and incorrect messages among current resident population, causing anxiety
Decision making systems	» uncertainty regarding the process and the outcome	» Uncertainty creating mixed and incorrect messages among current resident, causing anxiety
Fears and aspirations	» higher density » increase in population » housing security » change itself	» Concerns higher density and design of redevelopment won't complement existing urban character » Concerns increased population may lead to vehicular congestion » Concerns renters will not be able to afford the redevelopment, or be given time to find new housing during the construction phase » Fear of not knowing where they will live during the construction phase and whether they can return

Source: DPIE's *SIA Guideline* 2017

2.2 Consultation with Village residents and the community

Consultation with current Village residents and surrounding community members (residents and business owners) was conducted for this report. Consultation included:

» a three-question survey distributed to current Village residents by Fresh Hope Care staff

» three consultation groups with current Village residents, comprised of one RAC morning tea and two independent living (ILU) afternoon teas

» a three-question online survey for surrounding residents, who were notified and invited to participate through a letter box drop.

Detailed consultation findings are provided in Appendix D.

2.2.1 Village residents survey

A short survey was completed by 49 current Village residents. Most participants were either new Village residents (living in the Village between one to 3 years) or had lived there for five years and longer.

The majority of participants valued the sense of community in the Village and the commitment of Fresh Hope Care staff. They also acknowledged that the quality of facilities and spaces as well as the location were strong contributors to the positive experience of living in the Village, including:

» the gardens and open space

» the closeness to public transport and services

» the quality of the facilities and care provided.

The affordability of housing and services was not identified as a valued aspect of living in the Village.

Most participants thought that the proposed redevelopment would benefit their experience of living in the potential future Village. They also thought that the increased number and newer retirement and aged care housing options would benefit potential future residents from the surrounding community, believing that the increased supply could house more older people. Many participants also thought that additional housing capacity would provide greater housing security and affordability.

However, some residents were also unsure of any benefits or did not see any benefits at all. Some also advocated against multi-storey housing.

2.2.2 Village consultation groups

In all consultation groups, the possibility of redevelopment and the construction of new and an increased number of dwellings was a concept that longer-residing participants were familiar with. However, no formal consultation as part of a structed PP process had been undertaken prior to these consultation activities. Many participants acknowledged that previously, inaccurate information regarding planning for the Village (and the site) had been generated and circulated by residents, and this had created anxiety and concern among some Village residents.

Due to previous conjecture and interpretations, many participants had questions about the planning and delivery of the proposed redevelopment. In particular, participants sought clarification regarding the support, services and amenities which might be provided in the redevelopment, as well as timing and processes for any potential relocations.

At the time of consultation in August 2019, details to respond to these questions was not available. This was due to the project being in the preliminary stages of the PP process and the long time frame before any construction was planned for commencement (up to 10 years). This was explained to participants at several points throughout the consultation activities by the facilitator. Participants were also ensured that all Village residents would receive adequate support if, and when, any changes occurred.

Since the consultation activities, the PP process has progressed, and an Indicative Masterplan for the potential redevelopment of the site has been produced. More information is provided in Section 4.

Residential aged care

The RAC morning tea was attended by 12 Village residents with Fresh Hope Care staff.

All participants highly valued the commitment of staff, the closeness of services and amenities, as well as the character and open space of the current Village.

Residents were shown the survey results regarding their concerns for the proposed redevelopment and were asked to explain their nominations more deeply, in particular the highest nomination of 'no concern'. Most participants felt this was accurate, explaining that this was not the first time they had heard about the possibility of a redevelopment for the Village. Some residents also commented that they did not spend time being concerned about how it might impact on them, as most of the current Village residents would no longer be alive to experience the potential impacts (up to 10 years from now).

When given a hypothetical situation where the proposed redevelopment would be happening in the near future, residents broadened their concerns. They suggested timely communication as well as being relocated to dwellings of equal or better quality to their current homes. All residents enjoyed the size and comfort of their current units.

Thinking about what they would like to see in the proposed redevelopment, residents suggested a community room suitable for larger groups, able to accommodate family visits. Enhanced physiotherapy rooms, facilities and parking located close by to rooms as well as places to rest in the garden were also suggested. Participants also enjoyed their balconies, being able to look over the Village and interact with their neighbours. They were hopeful that any potential redevelopment would continue to offer balconies of equal size and orientation, to the current Village.

Independent living (ILU)

Two consultation activities were held with residents living in ILUs, attended by 17 Village residents in total.

Across the two sessions, all participants valued the welcoming and accepting Village community, the Village's open and green spaces, and its proximity to services and amenities in Pendle Hill town centre. They also valued the sense of quiet and calm in their surroundings and the size and comfort of their units. Several expressed how they enjoyed spending time on their balconies looking over the Village and having casual interactions with their neighbours. This was identified as strong contribution to the sense of place in the Village. Some participants also commented that they appreciated the size of their units.

Concerns regarding the proposed redevelopment were linked to current issues experienced by the Village's residents.

In particular, residents felt that parking was currently undersupplied for visitors and that there was already some level of social disconnection occurring. The prospect of an increased number of residents raised concerns that parking issues would increase.

Some participants were also concerned that an increase in housing and residents in a potential redeveloped Village would result in:

» smaller units, and a subsequent reduction in the comfortable and liveability of the Village

» increased community tension and friction, as smaller private and public spaces could generate friction between residents and diminish the sense of friendly community.

While participants did not oppose possible relocation during a potential redevelopment, they were concerned about the efforts required to relocate. They suggested that any relocations should be as minimal as possible and that alternative and temporary housing, facilities and services should be of equal or greater quality to the current standard in the Village.

Renting residents were perceived to be more vulnerable if the proposed redevelopment progressed. Most of the participants suggested that the Village's renting residents would need additional support and time to locate alternative housing (if their housing was not available for a period of time).

When asked to considered the possibility that the proposed redevelopment would be approved and proceed, participants wanted to ensure that the design and functionality enabled:

» easy accessibility for residents and emergency services, including lifts with suitable width and carrying capacity and ramps which enable ambulance gurneys, wheelchairs and walking frames to pass through easily

» safe and effective traffic management and resident mobility around the site, ensuring residents could walk safely and existing concerns regarding the number of vehicles and parking was addressed

» the preservation of the scale and quality of open and green spaces currently on the site and maintaining the experience of tranquillity

» the integration of future technologies, so that the emerging technologies could be accommodated (e.g. charging outlets for electric cars)

» adaptability in built form, so that spaces could be used for multiple activities, and that expensive retrofits or adaptations would not be needed.

While the possibility of living in multi-story housing was not opposed, the importance of accessibility for emergency services and for those with restricted mobility (e.g. wheelchairs and walking frames) was stressed as a critical design consideration.

Participants were asked **what** they would like to know, **when** they would like to know it and **how** it should be communicated.

Presently, most were informed of any updates or chances to be involved by their Fresh Hope Care carers or staff. They also receive a lot of information about upcoming events and activities from the Monthly Newsletter.

What do you want to know?

- **Informative and clear details**: how big it will be, where it will be built, how much land will it take, etc.
- **Informed or consulted**: inform of smaller changes (e.g. progress, next steps, minor interruptions) and consult on larger changes (potential relocation, plans for the green and open space, layout and size of units).
- **Knowing your rights:** provide separate fact sheets or guides for renters and owners, providing information on their rights and what support is available.

When would you like to know?

- **General updates**: use existing modes of community, such as the Monthly Newsletter, to provide updates and disperse potential misinformation among residents – even if the progress has been stalled.
- **Regular meetings:** schedule regular smaller meetings, give a quick update and make sure residents and staff all have the same information.
- **Timing:** the timing for notification matches the level of change and more than a two week notice to locate alternate housing if being relocated.

How should you be informed or consulted?

- **Put it in writing**: information should be provided in writing, with simple and non-technical language (this can also be shared with family and friends if needed).

2.2.3 Surrounding community

Surveys were distributed to 1,265 residences and business surrounding the Village. The distribution range included Layton Street to the east, Stapleton Street to the north, Rowley Street to the south and Fisher Street and Billabong Street to the west. While this distribution included the dwelling houses along Pendle Way, it is not known if the occupiers completed the survey (submissions being anonymous).

Six responses were received, all were supportive of the proposed redevelopment. Responses indicated that respondents:

- valued being close to local shops and public transport, feeling safe, street and local suburb visual amenity and the strong sense of community in Pendle Hill
- wanted to maintain their existing social and community connections and stay close to familiar services and amenities
- perceived that the potential redevelopment and subsequent increase in retirement and residential care housing and services in the local area would be beneficial, as they could:
  - be potential residents in the future, enabling them to remain in local networks and in a familiar location
  - experience a high quality of life in older age in the new development, due to enhancements to facilities and services.

Concerns of respondents regarding the proposed redevelopment included:

- consultation adequately gathered and responded to resident needs in the provision of suitable infrastructure in the potential redevelopment, such as lift access
- the provision of alternate accommodation options during the redevelopment, which would be suitable to the needs of relocated residents (e.g. ramps, nearby parking)
- ensuring the redevelopment is 'future proofed' in the planning and construction phases, so it would not need to be retrofitted at a later stage at additional cost to residents (e.g. incorporating electric car charging stations and covered scooter parking).

2.3 Impact identification and analysis

This report recognises DPIE's *SIA Guideline* definition of a social impact, being:

> *A consequence experienced by people due to changes associated with a ... project.*

In the context of this CSIA, these social consequences could be experienced by existing and incoming Village residents across the current Village, as well as community members positioned within the future site (the dwellings houses on Pendle Way). This area is referred to as the area of social influence.

Social consequences that have the potential to impact on people are referred to as 'social impact matters' and are categorised as:

- **Way of life**, including how people live, work, interact and enjoy themselves.
- **Community**, such as its composition, cohesion, character, how it functions and its sense of place.
- **Access to and use of spaces and services**, provided by organisations (e.g. state or local governments, not for profit or volunteer groups).
- **Culture**, including shared beliefs, customs, values and stories, and connections to land, places and buildings.
- **Health and wellbeing**, encompassing both physical and mental health.
- **Surroundings**, considering access to and use of both the natural and built environment, its aesthetic value and amenity, as well as public safety and security and the provision of systems supporting equitable access and use.
- **Personal and property rights**, such as whether economic livelihoods or civic liberties have been affected, and if personal disadvantage has been experienced.
- **Decision making systems**, particularly how people can have a say in decisions that affect their lives, and have access to services for complaints, remediation or misconduct.
- **Fears and aspirations**, related to one or a combination of the above, or about the future of their community.

The assessment of potential social impacts as a result of the potential redevelopment are presented in Section 5, incorporating key findings from the:

- a review of relevant documents and policies (see Section 1.2)
- consultation with current Village residents and the surrounding community (see Section 2.2)
- investigation into the current capacity of the Village and influence of its surroundings (see Section 3)
- consideration of a future potential development scenario for the proposed redevelopment (see Section 4).

2.4 Social impact management planning

A Social Impact Management Plan (SIMP) is a requirement of the *SIA Policy*, and is intended to guide the implementation of impact management and enhancement strategies for development projects.

This report's SIMP has been informed by evaluation of potential negative and positive social impacts related to the potential redevelopment. The IMP is provided in Section 6.

The main elements of an SIMP are:

» the identified and nature (positive of negative) of the social impact

» the evaluation of the impact before/with no mitigation and after/with mitigation

» the recommended management strategy or strategies to mitigate negative and enhance positive impacts

» the possible outcome, following the implementation of the proposed management strategy.

Proposed mitigation and management strategies have been informed by consultation with current Village residents and consultation with industry, including:

» senior health service planners in the Western Sydney Local Health District (WSLHD)

» staff at Cumberland Council in Social Research and Planning

» staff at the Department of Communities and Justice (DCJ), in the Department of Ageing, Stakeholder Engagement, Inclusion and Early Intervention Strategy, Policy and Commissioning

» a Service Planner for NSW Ambulance

» the acting Crime Prevention Officer from Cumberland Police Local Area Command

» a representative from Wentworthville Fire Station.

Content from this consultation is provided in conjunction with the relevant social impact in Section 5. Where relevant, findings from the policy and document research has also been incorporated.

2.5 Scope of investigation

Due to the timing of the PP for the site, there are parameters in place which have influenced the scope of investigation of this report. This assessment is not informed by information relating to:

» the potential size, layout, orientation or features of future dwelling spaces

» changes to resident and/or visitor access to the site or to parking arrangements during construction

» the timing of the construction, including stages of construction (i.e. the proposed redevelopment would be delivered incrementally)

» when, how long or where residents may be relocated, or whether relocation would be accommodated onsite or off site, temporary or permanent.

In February 2020, an Indicative Masterplan for the proposed redevelopment was developed (post all consultation activities). Key features of the masterplan for the proposed redevelopment are:

» six clusters/groupings of proposed built form, with some buildings reaching up to eight storeys, the highest buildings positioned in areas of lowest visual impact (e.g. centre of site and adjacent to the Bonds Spinning Mills development) and building storeys staggered (i.e. a split of eight storeys and less).

» the retention of local heritage items, Dunmore House and Ashwood House, and the heritage curtilage

» local open spaces for future residents and several designated pedestrian footpaths.

More information about the Indicative Masterplan (February 2020) is provided in Section 4.

3 Social baseline

3.1 Current situation

Village dwellings and residents

Owned by Fresh Hope Care

The current Village houses:

» 74 residents in the ILU component, including 44 'affordable' residents, in 86 dwellings (in addition, a further six units will be made available in 2020 as affordable key worker housing).

» 170 residents in RAC, with the capacity to accommodate 190 residents (licensed bed capacity of 190)

This accounts for **244 residents in total** in **276 dwellings**, combined RAC and ILU (February 2020). **This equates to an average of 0.9 persons/dwelling**.

The housing options suit the different needs of the residents, including:

» **RAC**: Housing and care options for older people who are unable to continue living independently in their own homes. The type of care can range from personal care to assist with activities of daily living through to nursing care on a 24-hour basis.

» **ILU**: Housing designed for older people who require little or no assistance with daily activities, but want to enjoy the benefits of living in a retirement community. Housing types can be diverse and include terraces, medium or high rise as well as duplexes.

» **Affordable key worker housing**: There is a component of affordable key worker housing in the ILU housing stock in the Village.

  Council's *Affordable Interim Housing Policy* (2019) classifies affordable housing as housing which costs less than 30 percent of gross household income, ensuring costs can be allocated to other basic living costs such as food, clothing, transport, medical care. Key workers are those who are/have been employed in occupation which are essential to all communities (e.g. emergency services, teachers, carers, etc.).

  Subsidised rental housing can be made available for key workers who meet a set of pre-determined criteria, including:

  > aged 55 or over (or 45 and over if Aboriginal or Torres Strait Islander)

  > an Australian citizen or permanent resident

  > able to live independently with or without appropriate support in place

  > not in ownership of a property which could reasonably be expected to resolve housing needs

  > currently meeting income eligibility criteria

  > not already housed permanently by Housing NSW or another community housing provider (as Fresh Hope Care is a community housing provider).

Over two thirds of current residents in the Village occupy the RAC (70%), while the remaining residents are spread across ILU (30%), which includes the component of affordable key worker housing.

A breakdown of the current ILU and RAC dwelling and resident numbers operated by Fresh Hope Care is provided in Table 4 on the following page.

Table 4 Current residential situation (February 2020)

Housing options	Dwellings		Residents	
	Number	%	Number	%
Independent living units (including affordable key worker housing)	86	30%	74	31%
Residential aged care*	190	70%	170	69%
Total	**276 dwellings**		**244 residents**	

Source: Fresh Hope Care, February 2020
* The Village has 190 bed capacity. At the time of preparing this report, 170 beds were in use by Village residents. Therefore 170 beds were 'online' (occupied), and 20 beds 'offline' (unoccupied).

In addition, some buildings owned by Fresh Hope Care provide services, including:

» A unit in the Village: outreach location for chaplains on site

» Dunmore House: used for training and overnight accommodation, no permanent residents

» Ashwood House: no permanent residents

» Pathways Church: for Sunday services

» Community Care office: up to 7 staff, plus volunteers, used for numerous community projects in the week.

Village employment

Approximately **179 people are currently employed in the Village** either as full time, part time or casual staff. When applied to current resident numbers (RAC and ILU in February 2020), this **equates to approximately 0.7 staff/resident**. Most staff service the Village's RAC residents (≥99%).

A breakdown of current staffing numbers and arrangements is provided in Table 5 below.

Table 5 Current employment situation (February 2020)

Housing options	Full time		Part time/Casual		Total
	Number	%	Number	%	Number
Independent living units	1.6	1%	0.4	<1%	2
Residential aged care	150.7	99%	26.3	>99%	177
Total	**152.3**		**26.7**		**179**

Source: Fresh Hope Care, February 2020

Local character

The existing character of the site is predominately:

» single storey villa style residential units in the Village

» single storey stand-alone dwelling houses along Pendle Way.

In the Village, there is significant open green space between Dunmore House and Dunmore Street and many smaller green spaces among the ILUs and RAC. Currently, there are minimal walking trails or footpaths in the Village and the road network acts as the main pedestrian infrastructure (this is not a formal shared path with vehicles).

Images portraying the local character are shown in Figure 2, on the following page.

Figure 2 Existing character of the Village



Looking towards Dunmore Street



Looking towards Shaw House



Pendle Way (edge of site, west of the Village)*



Boswell apartments and residential car park



Roffey Centre



Shaw House

Source: Elton Consulting, 16 May 2019 and *Googlemaps, 2020

The surrounding urban character includes multi-storey (up to 4 storeys) apartment residential blocks to the north, along Dunmore Street, and a mixture of single and double storey houses to the south and west.

Pendle Hill local shopping centre and Pendle Hill station are located within 500m to the north east of the site, along Pendle Way. The footpath leading to this destination is good quality with minimal slope and has good tree canopy cover. Pendle Hill train station has recently been upgraded to support greater accessibility for all users, including four new lifts[1].

A snapshot of the current urban character surrounding the site is shown in Figure 4, in the following pages.

The former Bonds Spinning Mills site directly adjoins the site to the east. The PP for the Bonds Spinning Mills site (2016) has been approved by Council, permitting an increase of the:

» maximum building height from 12.5m (3 storeys) to 39m (12 storeys)

» maximum floor space ratio ranging from 0.7:1 to 2.2:1.

According to GHD's *Bonds Spinning Mill Social Impact Assessment* (2016), the development of the Bonds Spinning Mills will result in up to 1,600 dwellings for up to 3,600 new residents (predominately young adults, many with younger children). GHD predicts this development could change the demographic profile of Pendle Hill. The approved development also includes the provision of publicly accessible open space, including:

» a public park, approximately 5, 000 sqm

» a public plaza, approximately 6,000 sqm

» various pocket parks and linkages.

According to Cordell Connect, construction is expected to begin in May 2020 and completion in May 2025. When completed, the development will include retail and commercial spaces for public access, generating local employment opportunities. An illustrated concept of the approved Bonds Spinning Mills development is shown below in Figure 3, Pendle Hill Retirement Village is located directly above the development.

Figure 3 Concept of approved Bonds Spinning Mills development



Source: The Urban Developer, *Former Bonds Spinning Mill Site Approved for Rezoning and 'Revitalisation'*, Tuesday 24 October 2017

[1] https://www.transport.nsw.gov.au/projects/current-projects/pendle-hill-station-upgrade, September 2019

Figure 4 Surrounding character



Dunmore Street (opposite the Village)



Bonds Spinning Mills (view point from current Village)



Dunmore Street (opposite the Village)



Pendle Way (opposite the Village)



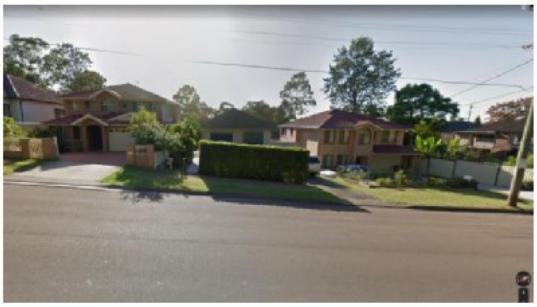
Pendle Way (towards to train station/shops)



Collins Street



Rowley Street



Jones Street

Source: Googlemaps, 2019

Local heritage

There are two heritage buildings located on the Village, Dunmore House and Ashwood House. Both fall under local heritage classification. There is also a curtilage boundary in place in front of Dunmore House which protects its view corridor north-south to Dunmore Street (Heritage Council of NSW).

A Conservation and Management Plan (CMP) has been prepared by Weir Phillips Heritage. A CMP identifies significant heritage features in a place and recommends appropriate policies to enable that significance to be retained among any future use and/or development. The CMP will be submitted with the PP.

Figure 5 below shows the location of heritage items in the Village, and view of Dunmore House from Dunmore Street.

Figure 5 Aerial view of the Village and heritage items



Location of Dunmore House and Ashwood House in the Village, and heritage curtilage from Dunmore House

Source: Six Maps, February 2020



Dunmore House

Source: Elton Consulting, 16 May 2019



Ashwood House

Source: Elton Consulting, 16 May 2019

3.2 Services and infrastructure

The following section incorporates information collected through desktop review and interviews with industry representatives. Interviews were conducted with:

» senior health service planners in the WSLHD

» staff at Cumberland Council in Social Research and Planning

» staff at the Department of Communities and Justice, in the Department of Ageing, Stakeholder Engagement, Inclusion and Early Intervention Strategy, Policy and Commissioning

» a Service Planner for NSW Ambulance

» the acting Crime Prevention Officer from Cumberland Police Local Area Command

» a representative from Wentworthville Fire Station.

Aged care housing and services

In the Cumberland LGA, there are up to 16 retirement villages[2] and 39 operators providing ILU facilities and services[3] (based on information provided by www.agedcareguide.com.au).

At the time of preparing this report, there were three publicised vacancies for ILU[4]. These were:

» a two-bedroom ILU in Courtland Village, North Parramatta, from $570,000 Refundable Accommodation Deposit (RAD)

» two two-bedroom ILUs in Uniting Carlton Court, Granville, for $340,000 and $360,000 RAD.

In Pendle Hill and surrounding suburbs, there were also two publicised vacancies[5] for RAC, which were:

» a shared room in a permanent and/or respite vacancy in Southern Cross Care John Woodward Residential Aged Care in Merrylands West, for $500,000 RAD

» a private room in a permanent and/or respite vacancy in Southern Cross Care Greystanes Residential Aged Care for $500,000 RAD.

In addition, Council currently operates 76 self-care units under their *Seniors' Units for Independent Living Policy* (see Section 1.2). In the interview with a representative from Council's Social Research and Planning team, it was identified that these units were located in the eastern areas of the LGA, in Auburn and Lidcombe, and were at capacity. Therefore, there was both an unequal distribution and insufficient supply in the LGA, to meet their current demand for affordable units for older persons.

Community spaces

Council has identified a shortage of bookable spaces in the Cumberland LGA for wider community use.

Council's *Draft Cumberland Community Facilities Strategy 2019 – 2029* identified planning for three key community and services hubs to concentrate resources and service delivery. However, according to a member of Council's Social Research and Planning team, while plans for a hub facility in Wentworthville will meet some demand for community spaces, spaces will still need to be provided with higher density developments.

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[2] https://www.agedcareguide.com.au/retirement-villages/cumberland-council-nsw - 30 September 2019

[3] https://www.agedcareguide.com.au/nursing-homes/cumberland-council-nsw - 30 September 2019

[4] https://www.agedcareguide.com.au/retirement-villages/availabilities/find?l=-33.827032,150.968482,13z – 30 September 2019

[5] https://www.agedcareguide.com.au/nursing-homes/vacancies/find?l=-33.816019,150.961274,14z – 30 September 2019

Due to cost and functionality, Council does not consider smaller standalone facilities feasible for sustainable long-term community use. Instead, Council recommends that community spaces are large enough to support gatherings and should be adaptable in their uses (e.g. flexible partitions which allow for multiple rooms and uses).

Council also recognise their role as a 'space broker', directing community enquiries to community spaces owned and operated by non-Council groups, when Council spaces were not suitable or available.

Emergency services

Public hospitals

Pendle Hill is positioned within the Western Sydney Local Health District (WSLHD). There are four public hospitals located to the north, east and west of the current Village:

» Westmead Hospital, approximately 4km (up to 10 minutes driving)

» Blacktown Hospital, approximately 7km (up to 15 minutes driving time)

» Auburn Hospital, approximately 15km (up to 25 minutes driving time)

» Mount Druitt Hospital, approximately 15km (up to 25 minutes driving time).

The WSLHD is responsible for caring for the health of up to one million people in their health services catchment, which is the fastest growing health catchment in Greater Sydney. According to a representative of the WSLHD, older people (those over 55 years of age) are the biggest drivers or users of in-patient (entering patient) services in public hospitals.

Closest to the Village, Westmead Hospital is undergoing extensive redevelopment as the largest health infrastructure project in NSW. When complete, the Westmead health, education and research precinct will be an integrated facility which will continue to deliver high-quality healthcare through four major hospitals[6].

At the time of preparing this report, the Blacktown and Mount Druitt Hospitals (BMDH) Expansion Project was entering its second stage of delivery and is preparing to meet the needs of the WSLHD population[7], including its older population, at a regional level.

The BMDH Expansion Project will deliver the following spaces, relevant to an ageing population:

» a new emergency department, with emergency and short stay beds, as well as psychiatric emergency care service and dedicated unit in Emergency

» a new intensive care unit

» eight new operating theatres and space for future expansion.

In addition, the BMDH Expansion project will also create better linkages between aged care units and behavioural units, to better target and treat age-related behavioural issues (such as dementia). According to the representative from the WSLHD, co-locating aged care service delivery will support greater fluidity in patient care between service units.

The WSLHD's *Health Services Plan: Growing Good Health in Western Sydney 2017-2021* recognises that healthy communities are supported by more than hospitals. It recommends that a network of health services provides good value health care, with the community member or customer, not the hospital, at the centre. This network advocates for greater care being provided both at home and in the community, as well as greater individual health awareness.

[6] http://www.westmeadproject.health.nsw.gov.au/precinct/westmead-precinct, February 2020

7 http://www.bmdhproject.health.nsw.gov.au/projects/blacktownstage2, September 2019

Ambulance

Ambulance NSW records the rate of people who access ambulance services per year. In the Blacktown metropolitan response area[8], the utilisation rates per 1,000 people in 2017/18 were:

- 42 people, aged 14 years of age and younger
- 66 people, aged between 15 to 44 years
- 96 people, aged between 45 to 69 years
- 336 people, aged between 70 to 84 years
- 899 people, aged 85 years and older.

Proportionally, approximately 93% of all requests for ambulance services in the Blacktown metropolitan division response area are for people aged 45 years and older. Significantly, almost two thirds of all requests for assistance are for people aged 85 years and older (63%). This is shown in Table 6 below.

Table 6 Proportion of utilisation by age group (2017/18)

Age range	Utilisation rate	Proportion of utilisation rate
14 years and younger	42 people/1,000	2%
From 15 to 44 years of age	66 people/1,000	5%
From 45 to 69 years of age	96 people/1,000	6%
From 70 to 84 years of age	336 people/1,000	24%
85 years and older	899 people/1,000	63%
TOTAL	**1,439 people**	**100%**

Source: NSW Ambulance Blacktown response area 2017/18

Police

According to the acting Crime Prevention Officer from Cumberland Police Local Area Command (LAC), the highest rates of criminal activity in the Cumberland LAC are breaking and entering and burglary on properties as well as vehicles.

Design which incorporates Crime Prevention Through Environmental Design Principles (CTEP) was recommended, including ensuring possible illegal entrance points (e.g. doorways and windows) as well as car parking are visible for passive surveillance. The importance of community education and awareness was also stressed, particularly regarding diligence in storing personal objects out of sight (e.g. handbags in cars).

When questioned about crimes most associated with older populations, the representative indicated that phone and online scams were greatest.

Fire and rescue

A representative from Wentworthville Fire Station identified that most fire and other emergency related instances could be managed by adherence to the statutory building regulations required for building approval.

It was their opinion that the greatest risk was adherence to ongoing maintenance and fire regulations once facilities are operational (e.g. clear fire doors and visible emergency exit signs).

[8] Ambulance NSW metro and regional response areas https://www.ambulance.nsw.gov.au/__data/assets/pdf_file/0004/509278/NSW-Ambulance-Metro-Regional-Station-Maps.pdf, February 2020

3.3 Ageing population

The following high level population forecasts for Cumberland LGA use the NSW Department of Planning, Industry and Environment's (DPIE) population projections (2019). Current Cumberland LGA and Greater Sydney data utilises profile id. data.

Where relevant, findings from the document and policy review (see Section 1.2) have also been incorporated.

This report focuses on age groups, diversity, tenure and need for assistance to understand current and projected demand for retirement living and residential aged care in Cumberland LGA. Detailed demographic data is provided in Appendix E.

Compared to Greater Sydney, the current Cumberland LGA population is characterised by slightly lower proportions of people aged 50 to 84 years of age. As discussed previously, there are numerous 'ageing hotspots', including the suburbs of Merrylands, Greystanes and Auburn in Cumberland LGA (see Section 1.2). These suburbs are among the top 20 Sydney suburbs with the highest percentages of people 50 years of age and older.

By 2036, the proportion of people aged 50 years and older is expected to increase in Cumberland LGA. The greatest proportional increases are expected in persons aged 70 years and older.

Current and projected proportions of older persons in Cumberland LGA are shown in Table 7 below.

Table 7 Current and projected population older than 50 years of age

	50-59 years		60-69 years		70-84 years		85+ years	
	2016	2036	2016	2036	2016	2036	2016	2036
Cumberland LGA*	10.7%	11.0%	7.8%	7.8%	4.6%	6.0%	2.3%	2.6%
Greater Sydney**	12.2%	-	9.5%	-	7.5%	-	2.0%	-

Sources: *DPIE, Population projections for Cumberland LGA 2019 and **profile id for Greater Sydney region, 2019.

Cumberland LGA is one of the most culturally diverse LGAs in NSW, approximately one quarter of the current population were born overseas (25.5%, compared to 21.4% in Greater Sydney). The top languages, other than English, spoken in Cumberland LGA are:

1. Arabic (15.2%), which is the second most spoken language in Greater Sydney (4.0%)
2. Mandarin (6.3%), which is the most spoken language in Greater Sydney (4.7%)
3. Cantonese (4.5%), which is also the third most spoken language in Greater Sydney (2.9%).

Most people in Cumberland LGA speak English well (50.6%, compared to 29.3% in Greater Sydney) but many do not speak English well and/or not at all (14.7%, compared to 6.5%). The proportion of people who don't speak English well and/or not at all is significantly higher than Greater Sydney.

The site is located in the suburb of Pendle Hill, and its eastern border adjoins the suburb boundary of Wentworthville. In these suburbs, the most spoken languages other than English are Sri Lankan and Indian based, including:

» Tamil is the most spoken language (17.8% in Pendle Hill and 12.3% in Wentworthville)

» Gujarati is the second most spoken language (8.4% in Pendle Hill and 7.4% in Wentworthville)

» Hindi is the third most spoken language (7.6% in Pendle Hill and 6.8% in Wentworthville).

Housing vulnerability is high in Cumberland LGA as most households in Cumberland LGA are currently being rented (38.5%), compared to Greater Sydney where most people own their households with a mortgage (31.5%). The current proportion of renting households classified as social housing in Cumberland LGA is higher than Greater Sydney (7.1% in Cumberland LGA, compared to 4.6% in Greater Sydney).

For people aged between 60 to 80 years of age, there are higher proportions of people needing assistance with daily activities in Cumberland LGA, compared to Greater Sydney. Greater Sydney records a higher representation of people older than 80 years of age needing assistance, particularly for people 85 years and older. However, in younger age groups, Cumberland LGA records a significantly higher current proportion of people aged between 25 to 59 years who require assistance with core activities compared to Greater Sydney. This has implications for the future provision of services and facilities, as these younger people move into older age groups.

It is important to acknowledge that cultural factors may have influenced data collected for the 'need for assistance' in the Cumberland LGA. In some cases, caring for those in need is considered the obligation of family or community members and therefore may not have been nominated in the previous census.

The need for assistance is shown in Table 8 below.

Table 8 Current population needing assistance, 20 years and older

	20-59	60-64	65-69	70-74	75-79	80-84	85+
Cumberland LGA	**31.5%**	**8.3%**	**8.9%**	**8.8%**	**9.6%**	9.4%	15.0%
Greater Sydney	25.8%	6.9%	7.7%	7.9%	9.4%	**10.9%**	**20.5%**

Source: profile id. 2016

4 Future potential redevelopment

The Indicative Masterplan yields approximately 650 independent living and affordable housing units, and up to 240-bed capacity residential aged care facility. Key features of the Indicative Masterplan are:

- six clusters/groupings of proposed built form
- building height up to eight storeys, with highest buildings responding to natural slope by being located towards the centre of the site, and adjoining approved building heights in the neighbouring Bonds Spinning Mills development
- the retention of local heritage items, Dunmore House and Ashwood House, and the integration of complementary community and commercial services, and medical suites and a café in these structures
- open green space between each of the built forms and the retention of open green space north of Dunmore House (adhering the heritage curtilage requirements) and retention of large number of trees
- designated pedestrian footpaths:
  - running through the proposed redevelopment
  - entering into the neighbouring Bonds Spinning Mills development, providing direct access to retail and commercial services provided in this development
  - accessing surrounding external footpaths at various locations
  - positioned along the lowest gradient changes for increased mobility (i.e. minimal slope), where possible.

The Indicative Masterplan is shown in Figure 6 on the following page.

Ethos Urban's *Pendle Hill Seniors Living Economic Assessment* (March 2020) has projected that Indicative Masterplan has the potential to support approximately:

- **1,000 residents in up to 650 ILU dwellings**, including affordable key worker housing
- **up to 240 resident capacity in 240 RAC beds**
- **290 directly employed staff servicing RAC**, in a combination of full time, part time and causal positions
- **30 staff servicing ILU,** employed full and part time.

According to Ethos Urban, approximately two thirds of the 290 directly employed staff (190 staff; 65%) will be involved in direct care, providing personal care attendants, registered nurses, enrolled nurses, personal care and allied health professionals. The reminder of these staff will be non-direct care, including ancillary care occupations such as cleaning rooms, providing meals and other services which support direct care staff.

The Indicative Masterplan represents a net increase (from the current operating Pendle Hill Retirement Village as of February 2020) of:

- 564 independent living units, with the potential to accommodate up to 926 additional independent living residents, including those accessing affordable key worker housing
- 50 residential aged care beds.

Table 9 on the following page summarises the estimations from the Indicative Masterplan.

Table 9 Indicative Masterplan estimations

	ILU	RAC
Dwellings		
Current	86	190
Projected	650	Up to 240
Change	**+564**	**+50**
Residents		
Current	74	170
Projected	1,000	Up to 240
Change	**+926**	**+Up to 70**
Staff		
Current	2	177
Projected	30	290
Change	**+28**	**+133**

Source: Current: Fresh Hope care February 2020, and Projected: Ethos Urban's *Pendle Hill Seniors Living Economic Assessment* (March 2020)

Figure 6 Indicative Masterplan (February 2020)



Source: Taylor Brammer Landscape Architects Pty Ltd, 3 February 2020

5 Social impact assessment

The evaluation of identified social impacts needs to identify:

- the material effect of the impact, including its extent, duration, severity and factors or features of sensitivity (described in more detail in Appendix F)
- who specifically may be affected, adversely or positively, directly or indirectly, cumulatively and the level of concern or interest they feel about the matter (generally rated as high, medium or low)
- when the potential impact, positive or negative, is expected to occur (in this instance pre-construction, construction and operation).

It is important to note that some social impacts may affect some people differently, depending on the nature of the impact and each individual's circumstances. The evaluation of significance has considered the uneven experience of impacts by different people through attributing a social risk rating for the positive perspective of the impact as well as the negative. The social risk rating exercise is undertaken from the perspective of the affected parties.

A social risk matrix aligns the likelihood of the impact against a level of consequence. Figure 7 on the following page displays a **negative social risk matrix**, for a negative social impact. The evaluation of positive impacts creates an inverse **positive social risk matrix**, shown in Figure 8 on the following page. A social risk rating is based on the:

- level of interest by those affected (not affected, negatively or positively)
- the possible scale of the impact (none, negative or positive)
- the level of importance placed on the outcome of the impact (none, deterioration or improvement)
- the equity of the impact distribution (localised, extensive or varied)
- an assessment of the likelihood and the scale of the outcome of the impact (none, deterioration or improvement).

A snapshot of the levels of consequence is provided in Table 10 on the following page. A detailed break down is also provided in Appendix F.

As an impact can be negative or positive, the social risk matrix needs to reflect the impact in two scenarios:

- **Before or no action taken**: For positive impacts, this is the outcome before the positive impact has begun, or if the current state continues with no intervention. For negative impacts, this is the outcome of the impact when it occurs with no mitigation and management responses being put into action.
- **After action taken:** For positive impacts, this is the outcome after the positive impact has been initiated or is complete. For negative impacts, this is the outcome following the implementation of mitigation and management responses.

Figure 7 Social risk matrix – negative

Likelihood levels:		Consequence levels: 1 Minimal	2 Minor	3 Moderate	4 Major	5 Catastrophic
A	Almost certain	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
Social risk rating:						
Low		Moderate		High		Extreme

Source: Vanclay, F. et al, *SIA Guidance for assessing and managing the social impacts of projects* 2015 (p.49)

Figure 8 Social risk matrix – positive

Likelihood levels:		Consequence levels: 1 Minimal	2 Minor	3 Moderate	4 Major	5 Catastrophic
A	Almost certain	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
Social risk rating:						
Low		Moderate		High		Extreme

Table 10 Description of levels of consequence

Consequence level	Impact Scale	Impact Duration	Impact Extent	With Mitigation and Management
Minimal	No discernible change	N/A	N/A	N/A
Minor	Small change	Temporary, short	Small	Low impact
Moderate	Moderate change	Temporary, short-medium	Varied, localised	Low impact
Major	Large change	Medium-long	Varied, extensive	Extensive mitigation and consultation required
Catastrophic	Very large change	Long	Varied, extensive	Extensive mitigation and consultation required

Positive and negative social impacts have been rated using the aligned matrix (see Figures 6 and 7). In the following section, **positive impacts are displayed in green** and **negative impacts as red**. Section 5.11 at the end of this section, summarises the assessment of social impacts identified in this report.

DPIE's *SIA Guidelines* social impact matters have been applied to the identification of positive and negative social impacts in this report.

5.1 Way of life

Increased aged care and retirement housing to suit a diverse range of needs (SOC01)

The proposed redevelopment will result in an increase of aged care and retirement housing in the Cumberland LGA. A combination of ILU and RAC housing will suit the physical and mental needs of older persons, while affordable key worker housing will offer housing and services access for those in vulnerable financial situations.

The medium scenario estimates the potential for up to 699 dwellings in the proposed redevelopment. This impact is classified as **directly positive**. This classification is informed by findings that:

- an increasing and significant proportion of the population will be retirement age in Cumberland LGA within the next 20 years
- housing affordability is a major consideration and concern for older people as they investigate alternative housing options
- there a limited aged care and retirement living dwellings available in the Cumberland LGA (at the time of writing this report).

Consultation with participating residents and the surrounding community identified overall support for the revitalisation and increased supply of aged care residential housing and housing for older people on the site.

Before or no action taken: If the proposed redevelopment did not proceed, the current function of the current site would continue at current capacity. Therefore, the impact would be low.

After action taken: If the proposed redevelopment did proceed, and redevelopment could contribute to addressing the increasing demand for aged care and residential housing, across its operational lifetime. Therefore, the impact could be high.

Increase in employment on site (SOC02)

The Indicative Masterplan estimates that 290 staff will be directly employed to service the needs of RAC residents (comprised of approximately two thirds direct care and one third no-direct care), and 30 staff servicing the ILU residents.

This is a **positive direct** impact, as the employment of qualified medical and care staff on the site will accommodate the daily health-based needs of residents. The scale of employment is relatively small and part time employment is the majority employment type. Therefore, it could support employment flexibility for employees and employers and contribute to supporting the wider health care network in the WSLHD.

Before or no action taken: If the proposed redevelopment did not proceed, the current employment rates and numbers would continue at its current capacity. Therefore, the impact would be low.

After action taken: If the proposed redevelopment did proceed, the proposed redevelopment could contribute to the health service delivery in the wider health network, but not act as a significant employment pull from other health infrastructure in the WSLHD. Therefore, impact could be moderate.

Increased aged care and retirement housing in established suburb (SOC03)

The proposed redevelopment will provide diverse housing options and quality services for an older population in the established suburb of Pendle Hill. This is a **positive direct** impact as increased aged care and residential housing and services could be supplied within the existing family, friend and support networks of current and potential future residents.

Consultation with participating residents and the surrounding community identified overall support for the revitalisation and increased supply of aged care residential housing and housing for older people on the site. In particular, surrounding residents who participated in consultation saw the proposed redevelopment as beneficial, as they wanted to maintain existing social and community connections and remain close to services and amenities.

Before or no action taken: If the proposed redevelopment did not proceed, the capacity and functions of the current site would continue at the same level. Therefore, the impact would be low.

After action taken: If the proposed redevelopment did proceed, it could contribute to providing alternative housing options for older persons in established urban settings and within existing family, friend and support networks. Therefore, the impact could be high.

Construction-related environmental impacts (SOC04)

The construction of the proposed development is likely to generate environmental impacts related to this activity, such as noise, dust and concentrated construction vehicle activities. This impact is classified as **directly negative**.

Due to the current and proposed functions of the site, construction impacts will need to be managed carefully, to ensure that any potential decrease in resident health or wellbeing (e.g. trip hazards and fall-related injuries) are minimised. If the construction of the proposed development is staged, it may extend the duration of construction impacts, but lessen their severity. The timing of the construction of the adjacent Bonds Spinning Mills site also has the potential to create **negative cumulative construction** impacts related to construction (see Section 5.10).

A Construction Management Plan should be developed and include measures to mitigate impacts on site, as well as mitigate possible cumulative construction impacts. A Phasing Plan should be developed post-successful PP. The Phasing Plan should incorporate potential construction impacts for the adjacent Bonds Spinning Mills. A Communication Strategy should be developed to inform Village residents and the surrounding community regarding the progress and plans for the proposed redevelopment.

Before or no action taken: With no management strategy, the spatial extent of these impacts is varied and is likely to be experienced for a medium timeframe (during the construction of the proposed redevelopment). These impacts could be categorised as a high.

After action taken: With the management strategy, these impacts can be managed to lessen their severity, while the extent remains varied and the timeframe continues to be medium. This impact could be moderate.

Change in local character, due to multistorey development (SOC05)

The existing residential character of the Village is predominately single-storey residential dwellings and green open space.

The local character od Pendle Hill and Wentworthville is changing. Most significantly in the adjacent Bond Spinning Mills development (up to 12 storeys), but also in surrounding private dwellings (up to four storeys at the intersection of Pendle Way and Dunmore Street).

The Indicative Masterplan illustrates multi-storey buildings that will enable an increased number of dwellings and residents within the site area. There is the possibility that some unit blocks will reach up to eight storeys.

While the local character is changing, at the time of writing this report increased building height is a **direct negative** impact on the local character and could be a **negative cumulative height** impact with the scale of the adjacent Bonds Spinning Mills development (see Section 5.10). However, the consequence of this impact may be temporary, due to:

- the timing of this proposed redevelopment in relation to external processes and decisions regarding higher density developments surrounding Pendle Hill train station
- the approval of the Bonds Spinning Mills site acting as a precedent for higher density (and associated building storey) developments in the local surroundings.

The Indicative Masterplan (February 2020) indicates that the location of the higher storey buildings have been positioned to complement the natural slope of the land as well as clustering height next to the Bonds Spinning Mills development (see Section 4). This will minimise potential visual impacts resulting from an increased building height and scale. The Indicative Masterplan also indicates that building heights will be staggered, to soften the visual effect of the building height.

Before or no action taken: The proposed redevelopment is positioned in a local setting undergoing urban change. With no mitigation of the effect of building height from street or human scale this impact could be categorised as a moderate and temporary.

After action taken: With strategic building height placement which responds to natural slope and surrounding scale, this impact is categorised as the lowest to minimal negative impact, and continue to be temporary, as it reflects a direction of the likely future character of the surroundings. If the PP was delayed, and the surrounding local character continued to change, it is likely that the proposed redevelopment could be categorised as a positive moderate impact, as it would be situated within and reflect the changed local character.

5.2 Community

Identify and function of the site (SOC06)

The proposed redevelopment will continue to offer the services and functions of the current Village, at increased capacity and enhanced quality. This will contribute to quality housing stock and aged care services being available to address an increasing proportion of the population being retirement age within the next 20 years. This is a **direct positive** impact.

Consultation with Village residents and the surrounding community identified overall support for the revitalisation and increased supply of aged care residential housing and housing for older people, services and infrastructure on the site.

Before or no action taken: If the proposed redevelopment did not proceed, the current function of the current site would continue at its current capacity. Therefore, the impact would be low.

After action taken: If the proposed redevelopment did proceed, the proposed redevelopment could contribute to addressing the increasing demand for aged care residential housing and housing for older people, across its operational lifetime. Therefore, the impact could be high.

Friction among Village residents (SOC07)

Village residents who participated in consultation expressed their concerns that an increased number of people would lead to increased community tension and friction. It was felt that smaller private and public spaces could generate friction between residents and diminish the sense of a friendly community. This is a **direct negative** impact.

A Phasing Plan should be developed post-successful PP. The Phasing Plan should guide the staged redevelopment of the site, allocating temporary spaces within the site to accommodate construction requirements. Ongoing Village resident access to community and open spaces during construction should also be guided by the Phasing Plan.

Residents should be consulted on the future Phasing Plan and on any potential changes to private and public spaces, and the outcome should be informed by how residents may access and utilise these spaces. A Community Cohesion or Transition Program should be developed, to guide and assure Village residents as they transition into changed social and living patterns, as well as assist future residents in coming into an established community (which may also be going through transition).

Before or no action taken: With no management strategy, the impact on the highly valued sense of community could be high, as it could be a large change in the experience of community and extend for the operational lifetime.

After action taken: With the suggested management strategies, this impact is categorised as moderate as it is able to be mitigated and managed so that the impact is low during the operational lifetime.

Village resident re-accommodation (SOC08)

It is likely that Village residents living in the Village/on the site during the construction of the proposed redevelopment, will have to be re-accommodated in temporary housing at some stage of the construction process. This is a **direct negative** impact.

Village residents who participated in consultation were not opposed to the suggestion of a potential rea-accommodation, but were concerned about the efforts required to relocate. They suggested that any potential need to move should be minimised (e.g. once off site and once back onto site) and that alternative and temporary housing, facilities and services should be of equal or greater quality to the current standard.

A Phasing Plan should be developed post-successful PP. The Phasing Plan should guide the temporary re-accommodation of Village residents, during the time their dwelling is being demolished and rebuilt (aligning to construction stages of the Construction Management Plan).

Potential re-accommodation will need to be managed carefully, and additional support should be provided to those in a vulnerable situation (e.g. mental and physical capabilities, lower competency in English, renting). Residents should be regularly informed on progress and planning issues which are causing concern. This should be guided by a Communication Strategy.

Before or no action taken: With no management strategy, re-accommodation would be a significant change for an indeterminant time during construction and into operational phases. This impact would be extreme for Village residents.

After action taken: With the suggested management strategies, this impact is able to be mitigated with the development of a Phasing Plan and consultation, and managed during the construction and preliminary operations. However, it would still be a significant change (temporary or permanent) for the resident. Therefore, this impact may be high.

Tenure vulnerability, particularly renting Village residents (SOC09)

Renters are in a more vulnerable position in accessing support for temporary re-accommodation or permanent relocation in the proposed redevelopment. Among the ILU residents, renting is the dominant tenure type. This is a **direct negative** impact.

In the wider Cumberland LGA, renting is also the dominate tenure type. This indicates that many potential future residents will be restricted to seeking rental options as they consider suitable housing as they become older (due to absence of capital generated from property sales).

In consultation with participating residents, the housing security of renting residents was perceived to be more vulnerable as the proposed redevelopment progressed. Many suggested that residents who rent would need additional support and time to locate alternative housing (if their housing was not available for a period of time).

A Phasing Plan should be developed post-successful PP. The phasing Plan should guide the temporary re-accommodation of Village residents, during the time their dwelling is being demolished and rebuilt (aligning to construction stages of the Construction Management Plan).

The proposed redevelopment will continue to offer affordable key worker housing for those in a vulnerable situation, which may include those unable to afford housing at private market rates. Potential re-accommodation will need to be managed carefully and additional support should be provided to those in vulnerable situations (e.g. renting). This should be guided by a Communication Strategy.

Before or no action taken: With no management strategy, re-accommodation would be a significant change for an indeterminant time during construction and into operational phases. Therefore, this impact is extreme.

After action taken: With the suggested management strategies, the impact may be able to be mitigated with consultation and managed during the construction and preliminary operations. However, it would still be a significant change (temporary or permanent) for the resident. Therefore, the impact could be high.

Needs of culturally diverse Village residents (SOC10)

Cumberland LGA is a culturally diverse area, and the needs of this diverse population should be considered to address culturally specific demands of current and potential residents.

The potential redevelopment has the potential to interrupt social interactions and connections. Information related to the proposed redevelopment, may also create concern amongst residents less confident with English as they interrupt the process and its implications for them. This is a **direct negative** impact.

A Community Cohesion or Transition Program should be developed, to support current and potential future culturally diverse residents feeling part of the community. Information related to the proposed redevelopment will need to be managed carefully, and additional support should be provided to those in vulnerable situations (e.g. lower competency in English). This should be guided by a Communication Strategy.

Before or no action taken: With no management strategy, the impact could interfere with opportunities for CALD residents to foster community connections. It could also create uncertainty regarding their position in the process for an indeterminant time during construction and into operational phases. Therefore, this impact would be high.

After action taken: With the suggested management strategies, this impact could be mitigated with consultation and managed during the construction and preliminary operations. Therefore, this impact could be moderate.

5.3 Access to and use of spaces and services

Demand for open space and facilities can be provided on site (SOC11)

The proposed redevelopment, and subsequent increase in population, could meet the demand generated for open spaces and community facilities by current and potential future residents on site. This is a **positive direct** impact**.**

Spaces and facilities should incorporate infrastructure which supports the needs of older persons (e.g. shaded seating and footpath width suitable for scooters and wheelchairs). Residents should be consulted regarding the design and functionality of community spaces for the unique needs of older persons.

In consultation with residents, it was recommended that the proposed redevelopment should preserve the scale and quality of open and green spaces currently on the site, maintain the experience of tranquillity, integrate future technologies and enable adaptability.

An additional suggestion in resident consultation was that the proposed redevelopment could deliver a larger space for gatherings with family and friends. Residents should be consulted on any potential changes to private and public spaces, and the outcome should be informed by how residents may access and utilise these spaces. This should be guided by a Communication Strategy.

Before or no action taken: If the proposed redevelopment did not proceed, the current function of the current site would continue at its current capacity. Therefore, the impact would be low.

After action taken: If the proposed redevelopment did proceed, it could provide adequate quantity and enhanced functionality and usability of community facilities and open spaces, in particular for older users. Therefore, the impact could be high.

Community spaces for wider community (SOC12)

There is the possibility that broader community could access existing or new spaces within the proposed redevelopment for gatherings, workshops, training, etc. (dependant on suitability).

The Indicative Masterplan proposed that complementary community services could be provided in Dunmore House and a café is proposed for Ashwood House. There is also the potential for public community events to be held in open spaces on the proposed redevelopment (e.g. farmers markets or seasonal events, such as carols). Providing spaces for wider public community access would strengthen the connections with the surrounding community, and also has the potential to link with public spaces and events in the adjacent Bonds Spinning Mills development.

This would be a **positive direct** impact as it would address the demand in the Cumberland Council LGA for hireable community spaces, clustered with service delivery and social infrastructure, located close to local amenities and services.

Any possibility should consider the possible enhancement or deterioration on the security and sense of quiet and tranquillity currently enjoyed by residents, as well as social benefits of intergenerational and broader community mixing with older persons. Residents should be consulted on any potential changes to private and public spaces, and the outcome should be informed by how residents may access and utilise these spaces. This should be guided by a Communication Strategy. Any potential use by wider community should be also guided by a Hire or Users Policy and be actively monitored for any negative impacts on residents, staff or the site.

Before or no action taken: If the proposed redevelopment did not proceed, the function of the current site would continue at its current capacity. Therefore, the impact would be low.

After action taken: If the proposed redevelopment did proceed, it could address some local demand for community facilities, and contribute from a local scale to the larger Cumberland LGA. Therefore, the impact could be moderate.

An increase in retirement and aged care housing is an increase in social infrastructure (SOC13)

Retirement and aged care housing are a form of social infrastructure, which is in demand to meet a growing proportion of people becoming retirement aged. The proposed redevelopment is addressing some of this demand and is therefore a **positive direct** impact.

While Cumberland Council provides access to aged housing for vulnerable community members, the delivery should be strategically planned and shared across public and private agencies.

Before or no action taken: If the proposed redevelopment did not proceed, the current function of the current site would continue at its current capacity. Therefore, the impact would be low.

After action taken: If the proposed redevelopment did proceed, it could contribute to addressing the increasing demand for aged care and residential housing, across its operational lifetime. Therefore, the impact could be high.

Increased Village resident population causing pressure on health infrastructure and services (SOC14)

The proposed redevelopment will result in an increase in the number of people (55 years and older) living on the site, which will have implications for demands on surrounding health infrastructure and services.

An increase in older persons will occur in Pendle Hill and the encompassing Cumberland LGA and Blacktown metropolitan response area, regardless of the proposed redevelopment moving forward. However, as the future population of the proposed redevelopment will be solely older persons, this impact is classified as **negative and direct**. This classification is informed by the probability that the proposed redevelopment will lead to a concentrated increase in older persons, who are currently:

» the biggest drivers or users of in-patient services in public hospitals

» approximately 93% of all requests for ambulance services in the Blacktown metropolitan response area.

The extent of the impact is contained to the Blacktown metropolitan response area and the WSLHD for emergency services and will be staged over the long term, as the proposed redevelopment will likely provide an increased capacity of housing into the long term future.

Ambulance NSW suggested that an additional 300 persons could generate up to 100 additional call outs for ambulance services in the Blacktown metropolitan response area. The Indicative Masterplan estimates up to 1,000 residents in ILU and a capacity for up to 240 residents in RAC beds on site.

A Phasing Plan should be prepared post-successful PP. The Phasing Plan should be developed in collaboration with the local health and emergency services network and support communication and coordinated health service planning. This will enable Fresh Hope Care to work with emergency services and plan for potential emergency services demand.

The proposed redevelopment has the potential to contribute to the surrounding health network, as the enhanced facilities and trained staff will be able to accommodate the health needs of older residents. In consultation, participating residents and community members also perceived that the prospered redevelopment would benefit

their quality of life if they remained or became future residents, as they could access enhanced facilities and services.

A combination of protocol systems and supporting infrastructure could also minimise the impacts on the surrounding health and emergency systems. By implementing emergency call protocols among staff, the need for emergency assistance could be triage and reduce the demand on the emergency services network. If emergency services were required, designating a patient pick up point and clear wayfinding signage and dwelling numbers can enhance efficiencies in reaching patients. This can be further assisted with supporting infrastructure, such as ramp slopes and lift size and carry capacities which enable access for emergency staff and their equipment.

These suggestions were supported by both Police and Fire and Rescue, to support efficient and safe access to and removal of residents (if required).

It is recommended that during the DA stages, further consultation occurs with emergency services regarding the redevelopment. This consultation should investigate how built features and emergency protocols in the proposed redevelopment can enable efficient and safe patient access and treatment

Before or no action taken: With no management strategy, the spatial extent is varied and it is likely to be experienced for the construction and operational lifetime of the redevelopment. Therefore, the impact is high.

After action taken: With the suggested mitigation and management strategies, most health needs will be able to be accommodated on site or in collaboration in the surrounding health network. Therefore, this impact is moderate in the operational lifetime.

5.4 Culture

Heritage of the site (SOC15)

There are two heritage items on the current site, Dunmore House and Ashwood House. There is also a curtilage boundary in front of Dunmore House. A CMP has been prepared and will be submitted with the PP.

The proposed redevelopment should adhere to existing heritage classifications and recommendations of the CMP. Where possible, the heritage features should be enhanced and community appreciation of heritage items should be supported (e.g. broader community access to and use of Dunmore House, future street names paying homage to past residents or uses). This will be a **positive direct** impact for the existing heritage of the site.

Before or no action taken: If the proposed redevelopment did not proceed, the existing heritage classifications would continue to be adhered to on the site. Therefore, any impact to heritage would be null, or the lowest impact.

After action taken: If the proposed redevelopment did proceed, heritage items could be enhanced and community appreciation strengthened across its operational lifetime. Therefore, the impact could be high.

5.5 Health and wellbeing

Village resident uncertainty (SOC16)

Uncertainty regarding the process (e.g. timing, relocation, security) and outcome (e.g. density, number of residents, affordability) of the proposed redevelopment is causing concern among current residents. This is a **direct negative** impact.

In consultation with residents, many had questions regarding the planning and delivery of the proposed redevelopment and reflected on inaccurate information being generated and circulated by Village residents.

Residents should be regularly informed on progress and planning issues which are causing concern, including clarification regarding the support, services and amenities which would be provided in the redevelopment, as well as timing and processes for any potential re-accommodation. This should be guided by the Communication Strategy.

Potential re-accommodation will need to be guided by a Phasing Plan with the Communication Strategy. Additional support should be provided to those in a vulnerable situation (e.g. mental and physical capabilities, lower competency in English, renting).

Before or no action taken: With no management strategy, this will continue to generate uncertainty, concern and misinformation (generated by Village residents) regarding their position in the process for an indeterminant time during construction and into operational phases. Therefore, this impact is high.

After action taken: With the suggested management strategies, this impact is able to be mitigated with consultation, and managed through the Phasing Plan during the construction and preliminary operations. Therefore, the impact could be moderate.

There is overlap across social impacts in this matter and in preceding matters. **These impacts should be mitigated with the associated management strategies**, and include:

» construction-related environmental impacts (**SOC04**), classified as a **direct negative** impact under Way of life (see Section 5.1)

» a concentrated increase in an older resident population, causing pressure on health infrastructure and services (**SOC14**), considered a **direct negative** impact under Access to and use of services and spaces (see Section 5.3).

Refer to SOC04 and SOC14 in the preceding pages and the summary table (Section 5.11).

5.6 Surroundings

Accessibility to local services, infrastructure and amenities (SOC17)

The proposed redevelopment will remain located within current boundaries (i.e. the land currently occupied up by the Village and dwelling houses). This is a **positive direct** impact as it will continue to be located within 500m of Pendle Hill local shopping centre and Pendle Hill train station, which has recently received an upgrade for better accessibility, including lifts.

It will also continue to utilise the footpath between the Village and these locations, which is generally good quality, with a minimal slope and good tree canopy cover.

Residents and the surrounding community who participated in consultation highly valued the proximity of the site to services and amenities. Safe connections which support connections to local services, infrastructure and amenities should be considered in the site design (e.g. internal walking paths directed towards crossing points on Dunmore Street).

The Indicative Masterplan (February 2020) indicates that designated pedestrian footpaths will be provided within the proposed redevelopment, and will connect to external footpaths at various locations, as well as the adjacent Bonds Spinning Mills development (see Section 4).

Before or no action taken: If the proposed redevelopment did not proceed, there would be no impact on the proximity to local services, infrastructure and amenities. Therefore, any impact would be null, or the lowest impact.

After action taken: If the proposed redevelopment did proceed, accessibility to the local surroundings could be slightly enhanced by strengthening internal connections to surrounding infrastructure and services across its operational lifetime. Therefore, this impact could be moderate.

There is overlap across the social impact in this matter and in a preceding matter. **These impacts should be mitigated with the associated management strategies**, and include:

» heritage of the site (**SOC15**), classified as a **direct positive** impact under Culture (see Section 5.4)

Refer to SOC15 in the preceding pages and the summary table (Section 5.11).

Increased density development and increased congestion (SOC18)

The Indicative Masterplan yields approximately 650 independent living and key worker housing units, and a 240-bed capacity residential aged care facility. Key features are:

» six clusters/groupings of proposed built form

» building height up to eight storeys, with highest buildings responding to natural slope by being located towards the centre of the site, and adjoining approved building heights in the neighbouring Bonds Spinning Mills development

The Indicative Masterplan estimates up to 1,000 residents in up to 650 ILU dwellings, including affordable key worker housing and up to 240 resident capacity in 240 RAC beds.

This is a **direct negative** impact on some elements in the surrounding area, which may be limited or already at capacity (e.g. parking spaces or open space).

Consultation with residents and the surrounding community found that many were concerned that an increased population will lead to additional pressures on existing services and spaces, in particular additional vehicles on the local road network and increased parking pressures.

This could become a **negative cumulative impact** with the population planned for the adjacent Bond Spinning Mills development. However, this development is also planning to provided its own public park, public plaza and pocket parks and linkages.

A Construction Management Plan should be developed and include measures to mitigate impacts on site, as well as mitigate possible cumulative construction impacts resulting from the Bonds Spinning Mills development. The surrounding community and residents should continue to be informed regarding the progress and plans for the proposed redevelopment. This should be guided by a Communication Strategy.

The proposed redevelopment should accommodate as much additional demand on site as possible. This includes additional resident parking and some visitor parking on the site. The Phasing Plan will guide the staged redevelopment of the site, allocating temporary spaces within the site to accommodate construction requirements (e.g. temporary relocation of visitor or Village resident parking spaces, if regular spaces become inaccessible due to construction).

Community facilities and open space needs of current and future residents should also be met and provided on site (see SOC11 in Section 5.3). Ongoing Village resident access to these spaces during construction should be guided by the Phasing Plan. Designated footpaths and more pedestrian connections to external footpaths in the Indicative Masterplan encourage (abled) Village residents to walk or take their mobility vehicles to Pendle Hill local shops, the Bonds Spinning Mills development and Pendle Hill train station, to access these local services (see SOC17 above).

Before or no action taken: With no management strategy, the spatial extent of this impact is varied and it is likely to be experienced for the operational lifetime. Therefore, this impact is high.

After action taken: With the suggested management strategies, this impact is able to be mitigated and managed. Therefore, the impact could be moderate during the operational lifetime.

Reduced access to existing community and open spaces on the site during construction (SOC19)

Construction could create pressures on existing community and open spaces in the site if they are used for the storage of equipment or closed for construction. This is a **direct negative** impact.

A Phasing Plan should be developed to guide the staged redevelopment of the site, allocating temporary spaces within the site to accommodate construction requirements. Ongoing Village resident access to community and open spaces during construction should be guided by the Phasing Plan.

A Construction Management Plan should be developed and include measures to mitigate impacts on site, as well as mitigate possible cumulative construction impacts. Residents should be regularly informed on progress and plans regarding the proposed redevelopment and any implications for their access or use of community and open space. This should be guided by a Communication Strategy.

Before or no action taken: With no management strategy, the spatial extent of this impact is varied and it is likely to be experienced for a medium timeframe (during the construction of the proposed redevelopment). Therefore, this impact is high.

After action taken: With the management strategy, the impact can be managed to lessen it's severity, while the extent remains varied and the timeframe continues to be medium. Therefore, this impact could be categorised as moderate.

There is overlap across social impacts in this matter and in preceding matters. **These impacts should be mitigated with the associated management strategies**, and include:

» Change in local character, due to multistorey development (**SOC05**), classified as a **direct negative** impact under Way of life (see Section 5.1).

» Heritage of the site (**SOC15**), considered a **direct positive** impact under Culture (see Section 5.4).

Refer to SOC05 and SOC15 in the preceding pages and the summary table (Section 5.11).

5.7 Personal and property rights

There is overlap across social impacts in this matter and in preceding matters. **These impacts should be mitigated with the associated management strategies**, and include:

» Tenure vulnerability, particularly renting Village residents (**SOC09**), classified as a **direct negative** impact under Community (see Section 5.2).

Refer to SOC09 in the preceding pages and the summary table (Section 5.11).

5.8 Decision making systems

There is overlap across the social impact in this matter and in preceding matters. **This impact should be mitigated with the associated management strategies**, and include:

» Village resident uncertainty (**SOC16**), classified as a **direct negative** impact under Health and wellbeing (see Section 5.5).

Refer to SOC16 in the preceding pages and the summary table (Section 5.11).

5.9 Fears and aspirations

Fears and aspirations were heard in consultation with participating residents and the surrounding community. There is overlap across social impacts in this matter and in preceding matters. **These impacts should be mitigated with the associated management strategies**.

There was a shared aspiration from both Village residents and surrounding community members that they would be able to access increased housing and services older people in their local area, allowing them to stay in familiar settings and their established connections (see **SOC03**, in Section 5.1 and **SOC13**, in Section 5.3). Most participants also felt that enhanced services and high quality housing would benefit their quality of life into older age (see **SOC01**, in Section 5.1).

An additional aspiration was that the proposed redevelopment would incorporate spaces and infrastructure to be able to meet the needs of residents to a greater level (see **SOC11**, in Section 5.3), such as:

» providing a larger gathering space for friends and family and enhanced open spaces

» installing supporting infrastructure for mobility as well as increased numbers, such as ramps and scooter parking close to entrance ways, as well as more parking spaces for residents and visitors.

Fears and concerns regarding the proposed redevelopment were primarily due to uncertainty of the process and outcome of the proposed redevelopment (see **SOC16**, in Section 5.5). Key concerns were:

- an increase in population and housing density will lead to a diminished sense of community and increased congestion due to perceived reductions in private public space as well as the quality of Village spaces and facilities (see **SOC07**, in Section 5.2, and **SOC18** in Section 5.6)
- the possibility of temporary or permanent re-accommodation at some stage in the proposed redevelopment, in particular being provided with adequate timing and support to find alternate housing of equal or greater quality (see **SOC08**, in Section 5.2)
- housing in the proposed redevelopment will be more expensive, or residents who are renting at the time of the development will not be guaranteed a new dwelling in the completed development (see **SOC09**, in Section 5.2)
- the vulnerability of renting residents during the proposed redevelopment process, particularly during relocation and access to housing in the new development (see **SOC09**, in Section 5.2).
- ensuring that emergency services can access to residents living in higher density (see **SOC14**, in Section 5.3).

5.10 Cumulative impacts

There are potential cumulative impacts identified in this report. These impacts and their suggested management strategies are:

- The construction of a high density residential development on the Bonds Spinning Mills development, adjacent to the proposed redevelopment. This will have **direct negative cumulative** construction impacts on residents and the surrounding community, if construction of the proposed redevelopment coincides, or precedes or proceeds this construction within a short timeframe.
- The resulting increased building scale and height of the Bonds Spinning Mills development will have a **direct negative cumulative** impact on the existing medium to low scale character of the site and surrounding area.

Proposed mitigation and management

The following mechanisms could be **prepared post-successful PP** to minimise potential negative cumulative impacts from the proposed redevelopment:

- a **Phasing Plan** should be developed and consider the timing and impact of adjacent construction impacts, in relation to the stagged construction of the proposed redevelopment.
- a **Construction Management Plan** should be developed to identify and mitigate cumulative negative impacts, and should align with the Phasing Plan.
- a **Communication Strategy** should be developed to inform Village residents and the surrounding community of progress, changes and plans for the proposed redevelopment.

5.11 Social impact assessment summary table

Reference	Social impacts	Nature of impact	Detail of social impact	Likely affected groups	Key affected locations	Expected timing	Social risk rating	
							Before/No action taken	After action taken
Way of life								
SOC01	Increased aged care and retirement housing to suit a diverse range of needs	Positive	Combination of ILU, RAC and key worker housing	Current and potential residents	Cumberland LGA	Operation	C1 Low	B3 High
SOC02	Increase in employment on site		Combination of full time, part time and casual roles, relative to the number of residents on the site	Current and potential residents Current and potential workers	Local aged care industry sector	Operation	C1 Low	C2 Moderate
SOC03	Increased aged care and retirement housing in established suburb		Housing options and enhanced quality of services for an older population in the established suburb of Pendle Hill	Current and potential residents	Cumberland LGA	Operation	D1 Low	C3 High
SOC04	Construction-related environmental impacts	Negative	Impacts from construction on site and cumulative disturbance caused by adjacent construction sites	General public Current and potential residents	Surrounding suburbs The site	Construction	B3 High	C2 Moderate

Reference	Social impacts	Nature of impact	Detail of social impact	Likely affected groups	Key affected locations	Expected timing	Social risk rating	
							Before/No action taken	After action taken
SOC05	Contribution to changing local character, due to multi-storey development		Current surroundings (density and height) are changing, proposed redevelopment is positioned in this change	General public Current and potential residents	Surrounding suburbs The site	Operation	**C2 Moderate**	No delay: **C1 Low** Delayed: **C2 Moderate**
Community								
SOC06	Identity and function of site	**Positive**	Increase and enhance housing quantity, and enhance the quality of services and infrastructure on the site	Current and potential residents Emergency and health services	Cumberland LGA The site	Construction Operation	**C2 Moderate**	**B3 High**
SOC07	Friction among Village residents	**Negative**	Increased number of people may cause frictions and tensions, and diminish the sense of community.	Current and potential residents Current and potential workers	The site	Operation	**D4 High**	**C2 Moderate**
SOC08	Village Resident re-accommodation		Relocation at some stage in the proposed redevelopment	Current and potential residents	The site Cumberland LGA	Construction	**A4 Extreme**	**B3 High**
SOC09	Tenure vulnerability, particularly renting Village residents		Housing security during potential relocation and in	Current and potential residents	The site Cumberland LGA	Construction Operation	**A4 Extreme**	**B3 High**

Reference	Social impacts	Nature of impact	Detail of social impact	Likely affected groups	Key affected locations	Expected timing	Social risk rating	
							Before/No action taken	After action taken
			potential redevelopment	General public				
SOC10	Needs of culturally diverse Village residents		Needs of this diverse population need to be integrated to meet culturally specific needs and demands of current and potential residents	Current and potential residents General public Current and potential workers Emergency and health services	The site Cumberland LGA	Construction and operation	**B3 High**	**B1 Moderate**
Access to and use of spaces and services								
SOC11	Demand for open space and facilities can be provided on site	**Positive**	Demand generated for open spaces and community facilities by current and potential future residents on site.	Current and potential residents General public Current and potential workers	Cumberland LGA	Operation	**D1 Low**	**B3 High**
SOC12	Community spaces for wider community		Demand for larger community spaces for gatherings, training and classes could be addressed by making spaces available for community use	Current and potential residents General public Current and potential workers	Cumberland LGA	Operation	**D1 Low**	**C2 Moderate**

Reference	Social impacts	Nature of impact	Detail of social impact	Likely affected groups	Key affected locations	Expected timing	Social risk rating	
							Before/No action taken	After action taken
SOC13	An increase in retirement and aged care housing is an increase in social infrastructure		Delivery should be strategically planned and shared across public and private agencies	Current and potential residents General public	Cumberland LGA	Operation	**C1 Low**	**B3 High**
SOC14	Increased Village resident population causing pressure on health infrastructure and services	**Negative**	Increase in the number of people (55 years and older) and increased demands on surrounding health infrastructure and services	Current and potential residents General public Current and potential workers Emergency and health services	Blacktown response area WSLHD	Operation	**B3 High**	**C2 Moderate**
Culture								
SOC15	Heritage of site	**Positive**	Adhere to existing heritage classifications, and enhance and/or support community awareness and appreciation	Current and potential residents General public	The site Cumberland LGA	Construction Operation	**E1 Low**	**C3 High**
Health and wellbeing								
SOC16	Village resident uncertainty	**Negative**	Uncertainty regarding the process and outcome of the proposed redevelopment	Current and potential residents Current and potential workers	The site	Construction and operation	**B3 High**	**B1 Moderate**

Reference	Social impacts	Nature of impact	Detail of social impact	Likely affected groups	Key affected locations	Expected timing	Social risk rating	
							Before/No action taken	After action taken
See SOC04	Construction-related environmental impacts							
See SOC14	Increased Village resident population causing pressure on health infrastructure and services							
Surroundings								
SOC17	Accessibility to local services, infrastructure and amenities	**Positive**	Proposed redevelopment remains on the existing site location, maintains current levels of accessibility	Current and potential residents	The site	Construction Operation	**E1** **Low**	**C2** **Moderate**
See SOC15	Heritage of the site							
SOC18	Increased density development and increased congestion	**Negative**	Increased population will lead to additional pressures on existing services and spaces, particularly vehicle congestion and insufficient parking.	Current and potential residents General public	Surrounding suburbs	Construction Operation	**B3** **High**	**C2** **Moderate**
SOC19	Reduced access to existing community and open spaces on the site during construction		Construction could create pressures on existing community and/or public spaces in the site if used for the storage of equipment	Current and potential residents	The site Surrounding suburbs	Construction	**B2** **High**	**C2** **Moderate**

Reference	Social impacts	Nature of impact	Detail of social impact	Likely affected groups	Key affected locations	Expected timing	Social risk rating	
							Before/No action taken	After action taken
			or closed for construction	Current and potential workers				
See SOC05	Change in local character, due to multistorey development							
Personal and property rights								
See SOC09	Tenure vulnerability, particularly renting Village residents	**Negative**						
Decision making systems								
See SOC16	Village resident uncertainty	**Negative**						
Fears and aspirations								
See SOC03 See SOC13	Increased residential and aged care housing and services for older persons in local area	**Aspirations**						
See SOC01	Enhanced services and high quality housing, benefit quality of life into older age							
See SOC11	Spaces and infrastructure to be							

Reference	Social impacts	Nature of impact	Detail of social impact	Likely affected groups	Key affected locations	Expected timing	Social risk rating	
							Before/No action taken	After action taken
	able to meet the needs of residents to a greater level							
See SOC16	Uncertainty of the process and outcome of the proposed redevelopment	**Fears**						
See SOC07 See SOC18	Diminished sense of community and increased congestion							
See SOC08	Possibility of re-accommodation (temporary or permanent) at some stage in the proposed redevelopment							
See SOC09	Village housing more expensive, Village renters not guaranteed a new dwelling							
See SOC14	Emergency services have access to older residents living in higher density							

Reference	Social impacts	Nature of impact	Detail of social impact	Likely affected groups	Key affected locations	Expected timing	Social risk rating	
							Before/No action taken	After action taken
See SOC09	Vulnerability of renting Village residents							

6 Social Impact Management Plan

As previously mentioned, the timing and progress of the PP for the proposed redevelopment has influenced the scope of information available at the time of preparing this report.

The SIMP should be reviewed regularly (and updated if necessary) at each stage of the planning and development process, to ensure all impacts are appropriately addressed. Consultation with residents and the surrounding the community regarding the progress of the proposed redevelopment should be ongoing (as nominated in the following SIMP), providing regular updates and giving opportunity for comment at significant stages in the process (e.g. the assessment process, potential staging and relocation).

The Social Impact Management Plan for this report is provided in Table 11 on the following pages.

A Communication Strategy

Several of the following management recommendations nominate a Communication Strategy to support residents being informed of their choices, and enable staff to offer adequate support.

The Communication Strategy should incorporate findings from consultation with current residents (see Section 3.3.1), and enable guidance for:

- the development of clear and informative project details which can be shared with residents on a regular basis (e.g. through Monthly Newsletter), and with the surrounding community when necessary
- methods of consultation with residents and the surrounding community on significant issues
- the provision of clear and simple advice to residents and the surrounding community regarding their rights, when necessary (e.g. fact sheets)
- the length of time for notification, relative to the significance of changes
- the provision of written information, notifications and/or advice to residents and the surrounding community in simple and non-technical language
- scheduling regular meetings with residents, for direct progress updates and opportunities to ask questions.

Table 11 Social Impact Management Plan

Reference	Social impact matters	Nature if impact	Mitigation/Management recommendation	Outcomes
Way of life				
SOC01	Increased aged care and retirement housing to suit a diverse range of needs	**Positive**	» Proposed redevelopment proceeds	» Contribute to addressing the increasing demand for aged care and residential housing, across its operational lifetime.
SOC02	Increase in employment on site		» Proposed redevelopment proceeds	» Contribute to the health service delivery in the wider health network, but not act as a significant employment pull from other health infrastructure in the WSLHD.
SOC03	Increased aged care and retirement housing in established suburb		» Proposed redevelopment proceeds	» Contribute to providing alternative housing options for older persons in established urban settings and within existing family, friend and support networks.
SOC04	Construction-related environmental impacts	**Negative**	» Prepare and implement a Construction Management Plan » Incorporate adjacent construction impacts into Phasing Plan » Prepare and implement a Communication Strategy	» Mitigate direct and cumulative construction impacts on site.
SOC05	Contribution to change in local character, due to multi-storey development		» Indicative Masterplan positions highest buildings at lowest visual impact locations, and staggers building height.	» Mitigate direct and cumulative impact of increased building height on site. (Scale of impact will be dependent on the progress of densification in surrounding areas)
Community				
SOC06	Identity and function of site	**Positive**	» Proposed redevelopment proceeds	» Continue to offer the services and functions of the current Village, at increased capacity and enhanced quality.

Reference	Social impact matters	Nature if impact	Mitigation/Management recommendation	Outcomes
SOC07	Friction among Village residents	**Negative**	» Integrate ongoing Village resident access to shared spaces in the Phasing Plan. » Prepare and implement a Community Cohesion or Transition Program	» Ensure shared Village spaces for gatherings and socialising are available throughout construction. » Guide current residents as they transition into changed social and living patterns and assist future residents in assimilating into an established community
SOC08	Village resident re-accommodation		» Prepare and implement a Phasing Plan » Prepare and implement a Communication Strategy	» Village residents re-accommodated on the site. » Village residents regularly informed on progress and planning for the proposed redevelopment.
SOC09	Tenure vulnerability, particularly renting Village residents		» Prepare and implement a Phasing Plan » Prepare and implement a Communication Strategy	» Village residents re-accommodated on the site. » Village residents regularly informed on progress and planning for the proposed redevelopment. » Potential re-accommodation will need to be managed carefully, and additional support should be provided to those in vulnerable situations (e.g. renting).
SOC10	Needs of culturally diverse residents		» Prepare and implement a Community Cohesion or Transition Program » Prepare and implement a Communication Strategy	» Support current and potential future culturally diverse residents feeling part of the community. » Information related to the proposed redevelopment will need to be managed carefully, and additional support should be provided to those in vulnerable situations (e.g. lower competency in English)
Access to and use of spaces and services				
SOC11	Demand for open space and facilities can be provided on site	**Positive**	» Proposed redevelopment proceeds » Prepare and implement a Communication Strategy	» Provide adequate quantity and enhanced functionality and usability of community facilities and open spaces. » Residents should be consulted on any potential changes to private and public spaces, and the outcome should be informed by how residents may access and utilise these spaces.

Reference	Social impact matters	Nature if impact	Mitigation/Management recommendation	Outcomes
SOC12	Community spaces for wider community		» Proposed redevelopment proceeds, and Dunmore House and Ashwood House offer complementary community and commercial services such as medical consulting suites, and a café » Prepare and implement a Communication Strategy » Prepare and implement a Hire or Users Policy	» Could address some demand for community facilities in the larger Cumberland LGA » Residents should be consulted on any potential changes to private and public spaces, and the outcome should be informed by how residents may access and utilise these spaces.
SOC13	An increase in retirement and aged care housing is an increase in social infrastructure		» Proposed redevelopment proceeds	» Potential to address some of the LGA demand for social infrastructure suitable for a growing proportion of people becoming retirement aged.
SOC14	Increased Village resident population causing pressure on health infrastructure and services	Negative	» Prepare and implement a Phasing Plan which incorporates communications with emergency services regarding anticipated demand » Combination of protocol systems and supporting infrastructure » Later stages of the process for the redevelopment consult with emergency services	» Potential to contribute to the surrounding health network, as the enhanced facilities and trained staff will be able to accommodate the health needs of older residents.
Culture				
SOC15	Heritage of site	Positive	» Proposed redevelopment proceeds, adhering to CMP recommendations	» Minimal/No change » Heritage items could be enhanced and community appreciation strengthened across its operational lifetime
Health and wellbeing				

Reference	Social impact matters	Nature if impact	Mitigation/Management recommendation	Outcomes
SOC16	Village resident uncertainty	**Negative**	» Prepare and implement a Phasing Plan » Prepare and implement a Communication Strategy	» Village residents re-accommodated on the site. » Village residents regularly informed on progress and planning for the proposed redevelopment. » Potential re-accommodation will need to be managed carefully, and additional support should be provided to those in vulnerable situations (e.g. mental and physical capabilities, lower competency in English, renting).
See SOC04	Construction-related environmental impacts			
Surroundings				
SOC17	Accessibility to local services, infrastructure and amenities	**Positive**	» Proposed redevelopment proceeds	» Minimal/No change » Could be slightly enhanced by strengthening internal connections and connection to external service, infrastructure and amenities.
See SOC15	Heritage of the site			
SOC18	Increased density development and increased congestion	**Negative**	» Prepare and implement a Phasing Plan » Prepare and implement a Construction Management Plan » Prepare and implement a Communication Strategy	» Mitigate direct and cumulative impacts on site » Village residents regularly informed on progress and planning for the proposed redevelopment. » Provide adequate quantity and enhanced functionality and usability of community facilities and open spaces.
SOC19	Reduced access to existing community and open spaces on the site during construction		» Prepare and implement a Phasing Plan » Prepare and implement a Construction Management Plan » Prepare and implement a Communication Strategy	» Mitigate direct impacts on site » Village residents regularly informed on progress and planning for the proposed redevelopment. » Provide adequate quantity and enhanced functionality and usability of community facilities and open spaces.

Reference	Social impact matters	Nature if impact	Mitigation/Management recommendation	Outcomes
See SOC05	Change in local character, due to multistorey development			
Personal and property rights				
See SOC09	Tenure vulnerability, particularly renting Village residents	**Negative**		
Decision making systems				
See SOC16	Village resident uncertainty	**Negative**		
Fears and aspirations				
See SOC03 See SOC13	Increased residential and aged care housing and services for older persons in local area	**Aspirations**		
See SOC01	Enhanced services and high quality housing, benefit quality of life into older age			
See SOC11	Spaces and infrastructure to be able to meet the needs of residents to a greater level			
See SOC16	Uncertainty of the process and outcome of the proposed redevelopment	**Fears**		
See SOC07 See SOC18	Diminished sense of community and increased congestion			
See SOC08	Possibility of re-accommodation at some			

Reference	Social impact matters	Nature if impact	Mitigation/Management recommendation	Outcomes
	stage in the proposed redevelopment			
See SOC09	Housing more expensive, renters not guaranteed a new dwelling			
See SOC09	Vulnerability of renting Village residents			
See SOC14	Emergency services have access to residents living in higher density			

Appendices

A Social Impact Comment

B Alignment between policies

C Preliminary social impact scoping

D Consultation findings

E Demographic analysis

F Impact characteristics and criteria

A Social Impact Comment

The following SIC was taken from Holroyd City Council's *SIA Policy* **Appendix 7 – SIC Scoping Review Pro-Forma**.

The first version was completed by Elton Consulting in May 2019. It was revised as more information became available in February 2020.

Social Impact Initial Review		
Contact Details:	***Proposal Details:***	
Name	Lot Number & Registered Plan Number	
Elton Consulting, on behalf of Fresh Hope Care	1 DP 24728 2 DP 24728 8 DP 24728 9 DP 24728 10 DP 24728 11 DP 24728	12 DP 24728 472 DP 1204429 A DP 33578 2 DP 554208 3 DP 554208
Postal Address	Site Address	
Level 6, 332-342 Oxford Street Bondi Junction 2022	Dunmore Street, Pendle Hill	
Email	Brief Description of Development Proposal	
prudence.hudson@elton.com.au	Rezoning of site from R2 low density, R3 medium density and R4 high density to whole of site R4 high density	
Phone / Mobile		
02 9387 2600 / 0418 407 039		

1. POPULATION CHANGE			
Will the development result in significant change/s to the local area's population (either permanent and/or temporary)?	**Yes**	**If 'Yes', briefly describe the Impacts below**	**Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below**
Explanation: Changes to the size, structure and capacity of the population can have significant implications for the provision/adequacy of community facilities/services, community cohesion and/or social sustainability		The impact of an increase in population caused by the development is not expected to be significant. The proposal would provide ILU dwellings, including affordable key worker housing, and RAC dwellings	The impact from this development will be minimal and will be largely met with open space, activity and meeting space provided on site.
2. HOUSING			
Will the proposal improve or reduce the quantity, quality, mix, accessibility and/or affordability of housing?	Yes	If 'Yes', briefly describe the Impacts below	Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below
Explanation: A mix of housing types, sizes and costs is necessary for social diversity (in terms of ages, family life cycles, incomes, cultural backgrounds) and social inclusiveness. Retention/expansion of affordable housing is necessary for social equity and to avoid displacement of low-income persons and families		Yes – positive The development will improve the quantity and quality of dwellings, including affordable key worker housing, and RAC	The development is providing a proportion of units as key worker housing, and offering this below market price. The development is also addressing the need for ILU and RAC, to meet specific housing needs of ageing population The development will provide higher quality and compliant aged residential housing stock, than currently exists on site.
3. MOBILITY & ACCESS			
Will the development improve or reduce physical access to and from places, spaces and transport?	Yes	If 'Yes', briefly describe the Impacts below	Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below
		Yes – positive for mobility, and provide parking in ratio to resident and visitor numbers	Design measures would consider connections through the development and to existing pathways to the

Explanation: 'Access for all' is an essential component of a fair and equitable society. Additionally, accessible developments foster inclusive communities, maximise access to public transport, pedestrian and cycle networks and provide convenient and continuous paths of travel (thereby promoting healthy, sustainable lifestyles)		The concept design includes a network of pathways throughout the development which connect to Dunmore Street. The site is also within 500m of the Pendle Hill train station, which is equivalent to a 6-10 minute walk. A covered bus shelter is also located next to the site. Footpath quality between the site and the train station is good with minimal slope. It is likely that travel by residents will occur outside of peak travel times (after 9am and before 5pm). There is a potential cumulative impact of availability of parking for construction workers and residents due to the Bonds Spinning Mills development next to this site.	Pendle Hill station. This would ensure new residents have easy access throughout the development and to nearby services. The proximity to the train station and other public transport options accommodates new residents without access to a vehicle. The proposed redevelopment could consider basement or subsurface parking. Seek advice from Cumberland council in developing appropriate parking restrictions (time limits, zones) for construction workers and residents. Will be addressed in the Construction Management Plan.
4. COMMUNITY & RECREATION FACILITIES/SERVICES			
Will the development increase, decrease or change the demand/need for community, cultural and recreation services and facilities?	Yes	If 'Yes', briefly describe the Impacts below	Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below
Explanation: Access to diverse and adequate community and recreation services and facilities is necessary for physical and mental health, well-being, personal productivity, social cohesion and social sustainability		Yes The increased resident population will increase demand for community facilities and services, specific to ageing residents' needs.	The retention of existing heritage buildings could have the potential for broader community uses. The suitability of these buildings for community use will be discussed further with Council and State Heritage. The proposed redevelopment could incorporate higher quality and more functional spaces for residents. Demand for other services (e.g. health, emergency services) will be discussed with the relevant agencies as part of the SIA.
5. CULTURAL VALUES/BELIEFS			
Will the development strengthen or threaten cultural or community values and beliefs?		If 'Yes', briefly describe the Impacts below	Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below
		Yes.	

Explanation: Cultural values include places, items or qualities of cultural or community significance or importance. They provide significant meanings and reference points for individuals and groups. The celebration and protection of cultural values is a key element in building strong and resilient communities.		The site's operator, Fresh Hope, have an established identity in the area as a provider of aged care and have made significant contributions to the community over the years	The proposed development would provide an opportunity to enhance Fresh Hope's current service offering. The proposed development offers higher quality and greater quantity of aged care residential housing product and services.
6. COMMUNITY IDENTITY & CONNECTEDNESS			
Will the development strengthen or threaten social cohesion and integration within and between communities?	Yes	If 'Yes', briefly describe the Impacts below	Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below
Explanation: Social cohesion and integration require, in part, places and spaces for informal and safe social interaction. Developments can increase or decrease these interaction opportunities through their provision (or otherwise) of safe and connected pathways and linkages and attractive gathering places (parks, squares, civic spaces, streets).		Yes The proposal would lead to an increase in the number of residents within the site and local area, which may lead to reduced community cohesion, particularly between new residents and the existing residents. This may also be affected by the level of cultural diversity amongst the existing and new resident cohort.	This impact will need to be managed carefully in order to ensure community cohesion among residents. New community meeting and activity spaces will provide opportunities for integration between the new and existing residents. It will also be important for Fresh Hope to ensure programs and events encourage social interaction and connections.
7. HEALTH & WELLBEING			
Will the development strengthen or threaten opportunities for healthy lifestyles, healthy pursuits, physical activity & other forms of leisure activity?	Yes	If 'Yes', briefly describe the Impacts below	Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below
		Yes Perceptions of housing insecurity may impact existing residents of this development prior to construction by causing stress and anxiety.	Strong and consistent communication between Fresh Hope and all residents throughout the project will be important to mitigate anxiety and uncertainty. Highly vulnerable residents should be identified and given access to additional support.

		In particular, anxiety regarding housing tenure and the stress of relocation on vulnerable residents. There may also be some impacts during construction in relation to noise and air quality.	The open space provided in the new development will continue to provide residents and visitors with opportunities for walking, physical activity and social interaction; all vital to maintaining health and wellbeing. Construction related noise, dust and safety risks will be addressed in the Construction Management Plan. During operation of the new development, noise, dust and safety will be mitigated through design measures but are expected to be minimal.
8. CRIME & SAFETY			
Will the development increase or reduce public safety and opportunities for crime (perceived and/or actual)?	Yes	If 'Yes', briefly describe the Impacts below	Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below
Explanation: Developments can increase or decrease safety (perceived and actual) (e.g. through generating increased traffic, providing venues that may attract unruly behaviour). This can diminish social cohesion and integration – but can be mitigated by appropriate design (CPTED), traffic controls and management		Yes With an increase in the population density of the area, there may be a perception within the community about increased opportunities for crime and antisocial behaviour. Poor design may also lead to actual increased crime or antisocial behaviour.	The design would need to incorporate Crime Prevention through Environmental Design principles e.g. encouraging passive surveillance from units and suitable lighting.
9. LOCAL ECONOMY & EMPLOYMENT			
Will the development increase or reduce the quantity and/or diversity of local employment opportunities (temporary and/or permanent)?	Yes	If 'Yes', briefly describe the Impacts below	Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below
		Yes	

Explanation: Unemployment and low income are associated with poor health and reduced social inclusiveness and resilience. Accessible and diverse local jobs (suited to the capacities of local populations) reduce the risk of unemployment (and the associated poorer health and social sustainability outcomes).		The proposed development will increase the resident population, and subsequently staff required.	Employment is a contributor to health, social inclusiveness and resilience therefore this impact will be enhanced through providing jobs during the operation of the ILUs and RAC, maintenance and associated programs, services and events that will eventuate.
10. NEEDS OF POPULATION GROUPS			
Will the development increase or decrease inclusive opportunities (social, cultural, recreational, employment, governance) for groups in the community with special needs?	Yes	If 'Yes', briefly describe the Impacts below	Describe your proposed mitigations (of negative impacts) or enhancements (of positive impacts) below
Explanation: Council has an Access and Equity Policy which promotes access to life opportunities (e.g. jobs, education, full participation in the cultural life of the community) and inclusiveness for all (including those with special needs – youth, aged, CALD, Aboriginals, people with disabilities, children, women etc). Developments can increase inclusiveness through the provision of culturally-appropriate facility design and programs and the avoidance of communication barriers.		A significant proportion of existing residents living within the suburb are from Culturally and Linguistically Diverse (CALD) groups.	The development could incorporate spaces and programs which foster inclusivity and meet the targeted needs of CALD residents.

B Alignment between policies

Holroyd City Council *SIA Policy*	DPE *SIA Guideline* matters								
	Way of life	Community	Access	Culture	Health / wellbeing	Surroundings	Rights	Decision making	Fears and aspirations
Population change Changes to the size, structure and capacity of the population can have implications for the provision/adequacy of community facilities/services, community cohesion and/or social sustainability.	•	•				•			
Housing A mix of housing types, sizes and costs is necessary for social diversity and social inclusiveness. Retention/expansion of key worker housing is necessary for social equity of all income levels.	•		•		•	•		•	•
Mobility and access 'Access for all' is an essential component of a fair and equitable society and accessible developments foster inclusive communities, maximise access to public transport, pedestrian and cycle networks and provide convenient and continuous paths of travel (thereby promoting healthy, sustainable lifestyles).			•	•	•	•			•
Community and recreation facilities / services Access to diverse and adequate community and recreation services and facilities is necessary for physical and mental health, well-being, personal productivity, social cohesion and social sustainability.			•	•	•				•
Cultural values and beliefs Cultural values include places, items or qualities of cultural or community significance or importance. They provide significant meanings and reference points for individuals and groups. The celebration and protection of cultural values is a key element in building strong and resilient communities.		•		•			•		
Community identify and connectedness Social cohesion and integration require places and spaces for informal and safe social interaction. Developments can increase or decrease these interaction opportunities through their provision of safe and connected pathways and linkages and attractive gathering places (parks, squares, civic spaces, streets).		•							•

Holroyd City Council *SIA Policy*	DPE *SIA Guideline* matters								
	Way of life	Community	Access	Culture	Health / wellbeing	Surroundings	Rights	Decision making	Fears and aspirations
Health and wellbeing Developments can increase or decrease opportunities for healthy lifestyles through increasing the liveability of places as well as opportunities for active travel, and access to healthy lifestyle choices.	•				•	•			•
Crime and safety Developments can increase or decrease safety (perceived and actual). This can diminish social cohesion and integration, but can be mitigated by appropriate design (CPTED), traffic controls and management	•		•						
Local economy and employment Unemployment and low income are associated with poor health and reduced social inclusiveness and resilience. Accessible and diverse local jobs reduce the risk of unemployment and the associated poorer health and social sustainability outcomes).	•	•							
Needs of population groups Developments can increase inclusiveness through the provision of culturally-appropriate facility design and programs and the avoidance of communication barriers	•	•	•	•				•	

C Preliminary social impact scoping

Taken from (former) Holroyd City Council's *Social Impact Assessment Policy* 2012, Appendix 7: SIC Scoping Review pro-forma

Change event	Description	Proposed mitigation / management measure
Way of life		
» increase in population » increase in housing » increase in employment	» Increase in number of people, aged over 55 years » Increase in number of ILU, RAC and key worker housing » Increase in number of staff (full time, part time, casual)	The redevelopment will: » address additional population needs on site, through a combination of enhancements and/or increases in spaces, services and facilities » improve the quantity and quality of key worker housing and aged care housing in Cumberland LGA » increase staff numbers relative to the increase in the number of residents on the site
Community		
Community » function of site » identify and function of site » community cohesion » older community needs » CALD community needs	» Continuation of current functions and operations of the site » Established identity as an aged care provider » Increasing resident numbers and diversity, may impact on community cohesion » Changes to the delivery of services » A significant proportion of existing residents are Culturally and Linguistically Diverse (CALD)	The redevelopment: » will continue to offer RAC, ILU and key worker housing units, including housing for women and their families from vulnerable living situations » could provide new community meeting and activity spaces to encourage social interaction » is an opportunity to enhance Fresh Hope's current service offering, and offer higher quality and greater quantity of retirement and aged care housing Fresh Hope Care will: » manage change carefully to ensure community cohesion among existing and new residents » manage service delivery carefully in order to ensure current levels are not diminished
Access to and use of spaces and services		

Access to and use of spaces and services » community facilities and services	» Increase in number of residents, leading to increase in demand for community facilities and services, specific to ageing resident needs	The redevelopment will: » meet increased open space, meeting and activity space demands on site » consider how (retained) heritage buildings could also have the potential for broader community uses Demand for other services (e.g. health, emergency services) will be discussed with the relevant agencies as part of the SIA.
Culture		
» heritage of site	» Dunmore House and Ashwood House are heritage items	The redevelopment will: » adhere to the heritage classifications
Health and wellbeing		
» physical health » mental health	» Change in access to current physical services (e.g. physiotherapy) » Construction activities can increase risk of physical (minor and major) injuries as well as broader environmental impacts (e.g. noise, dust) » Perceptions of housing insecurity causing anxiety	The redevelopment will: » need to be managed carefully in order to ensure the current levels of service are not diminished » offer higher quality and greater quantity of retirement and residential aged residential housing products and services » provide residents and visitors with opportunities for physical activity and social interaction, supporting physical and mental health » monitor and manage construction impacts through a Construction Management Plan Fresh Hope Care should: » develop and implement a Communication Strategy » identify highly vulnerable residents and give access to additional support.
Surroundings		
» adjacent development » mobility » built form and scale » safety and crime	» Bonds Spinning Mills redevelopment adjoins site » Public transport (train and bus) close by, up to 10 minute walk » Good footpath quality along site boundary and Pendle Way » Parking spaces in surrounding local areas	The redevelopment will: » include a network of pathways throughout the development which connects to Dunmore Street, encouraging residents to walk to local destinations or access public transport » include resident and visitor parking on site.

	» Cumulative impact on parking with construction and new residents in Bonds Spinning Mills development » Significant open spaces and greenery on the site » View corridor up to Dunmore House from Dunmore Street » Perceptions about increased crime and antisocial behaviour with increased population	» utilise natural topography to minimise visual impacts from any increase in building height » adhere to the heritage classifications currently in place. » incorporate Crime Prevention through Environmental Design (CPTED) design principles e.g. encouraging passive surveillance from units and suitable lighting » monitor and manage construction impacts with a Construction Management Plan Proximity to the train station and other public transport accommodates new residents without vehicles. Fresh Hope Care should: » develop and implement a Communication Strategy » liaise with the team leading the Bonds Spinning Mills to minimise cumulative impacts (e.g. construction vehicles access points) when possible » seek Council advice for parking restrictions.
Personal and property rights		
» rental versus ownership	» Differing legal rights of access to housing between owners and tenants » Uncertainty creating mixed and incorrect messages among current resident population, causing anxiety	The redevelopment will: » need to be managed carefully in order to ensure all residents are informed with correct information Fresh Hope Care should: » prepare and implement a Phasing Plan and Communication Strategy (post-successful PP) » identify highly vulnerable residents and give access to additional support.
Decision making systems		
» uncertainty	» Uncertainty creating mixed and incorrect messages among current resident, causing anxiety	Fresh Hope Care should: » prepare and implement a Phasing Plan and Communication Strategy (post-successful PP)
Fears and aspirations		
» higher density	» Concerns higher density and design of redevelopment won't complement existing urban character	The redevelopment will: » include resident and some visitor parking on site

» increase in population » housing security » change itself	» Concerns increased population may lead to vehicular congestion » Concerns renters will not be able to afford the redevelopment, or be given time to find new housing during the construction phase » Fear of not knowing where they will live during the construction phase and whether they can return	» utilise natural topography to minimise visual impacts from any increase in building height » adhere to the heritage classifications currently in place. Fresh Hope Care should: » prepare and implement a Phasing Plan and Communication Strategy (post-successful PP) » identify highly vulnerable residents and give access to additional support for temporary relocation.

D Consultation findings

D-1 Current residents

Survey

A short survey was completed by 49 current residents of Pendle Hill Retirement Village. The composition of participants was a mixture of residents who had lived on the site for one to three years (37%), or for five years or longer (33%).

Participants were asked what they enjoyed most about living in Pendle Hill Retirement Village. The majority of responses indicated that the sense of community (49%) was most valued, followed by the commitment of staff (37%).

Internal and surrounding infrastructure also contributed to the experience of living on the site. Many participants nominated that they enjoyed the gardens and open space (33%), the closeness to public transport and services (29%) as well as the quality of the facilities and care (20%).

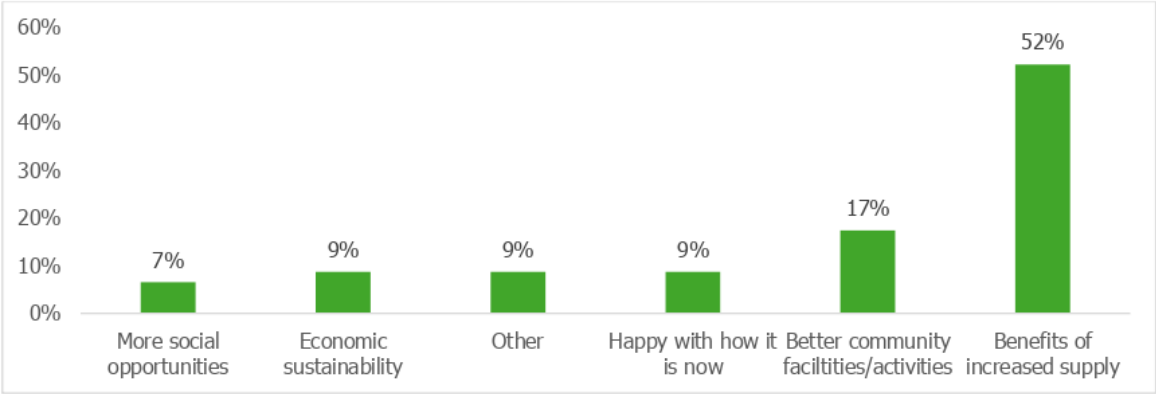
The two features to receive the lowest number of mentions were the affordability of the site (6%), the serenity of living on the site (12%) and perceptions of safety (14%).

Considering the proposed redevelopment, the majority identified the benefit of revitalisation being the increased capacity of the site to house older people (52%). This was also reflected in comments, as many identified that an aging population would require more aged home care being provided.

Looking more closely at the comments, many associated the additional housing capacity with housing security and affordability. 'Other' responses (9%) included residents being unsure of the benefits, not seeing any benefits at all or advocating against multi-storey housing.

The remaining options all received less than 20% of the total mentions, shown below.

Expected benefits of the redevelopment (residents)



Source: Resident survey July-August 2019, conducted by Elton Consulting

Surprisingly, the majority of responses in the survey identified that most did not have any concerns about the proposed redevelopment (38%). This was investigated in more detail in the focus groups (see following section).

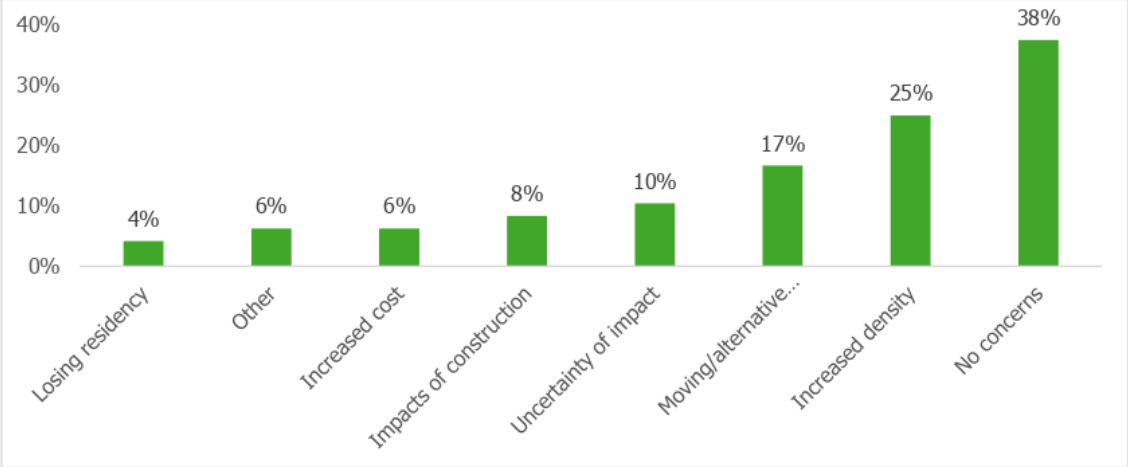
Following this nomination, the greatest concerns were:

- the potential increased housing density (quantity and height) of the site, with concerns focussed on decreased unit spaces, more difficult access, reduced parking and reduced quality of social experiences
- the loss of open space and gardens (implied with increased density)
- being relocated at some stage during the planning and construction stages, with a focus of concern being the need to find alternative accommodation.

Some participants also nominated that they were concerned about the uncertainty of the impact of the proposed redevelopment (10%). Following this concerns related to the impacts of construction, the potentially increased cost and losing residency at the site were also identified. 'Other' (6%) responses indicated concern around the timing of the development, if adequate staff would be retained or hired and suggestions that renovation should be considered in place of redevelopment.

A summary of the nominations is shown below.

Concerns of the redevelopment (residents)



Source: Resident survey July-August 2019, conducted by Elton Consulting

Representative comments collected from the resident survey are provided in the table on the following page.

Comments from the resident survey

What do you like most about living here?

- "The fellowship and feeling of oneness of mind. from the management, maintenance and residents."
- "The friendly atmosphere, environment, easy access to public transport, close to medical institutions, affordable rent and comfortable units."
- "Love the outside area - grass and gardens. These are very important as they are a reminder of when I lived at home."
- "Staff take good care of me and support me. Feeling safe and happy like home."
- "General atmosphere of friendly people from various parts of the world. The affordability within our income is most welcome."
- "I like the security and knowing someone like Gerri is there to talk to when you need it. I also like the surrounds and the way the staff look after it."
- "Interaction between the residents. it is like a family, group activities, excursions and organised parties. All equally important."
- "Convenient in every way. Closer to shops, bus stops and railway station. Good administration, good neighbours and friends."
- "Staff are helpful and I feel that my care needs are looked after. my room is comfortable and well maintained."
- "Sense of security, the company of people who are retired and your own age, the open spaces - lawns and gardens."

What do you think are the benefits of the proposed redevelopment?

- "More friends, easier on people/friends who want or are interested in residing here. The proximity to all kinds of service. "
- "Opportunity for more retirees to access low cost residential aged care, better community living facilities."
- "More residents, more social and welfare activities."
- "Extra units are needed everywhere as we are living longer."
- "More housing and care facilities for the aged close to transport and medical facilities. great advantage to the community."
- "To me the key benefits would be to have a better car parking and landscape and assisted living facilities."
- "Key benefits are residents are given assurance of long-term stay."
- "As the population ages there will be a real need for more aged housing."
- "Would keep the village going, its much needed, has been worrying."
- "More people around will be nice."
- "The environment will be more cultural, different foods and more staff. More variety to choose from."

What are your concerns for the proposed redevelopment?

- "Increase in cost of accommodation, more high-density apartments, we may be asked to leave."
- "Living in an apartment. could not cope with this."
- "My issues are what will be the condition of our living status when the revitalising program starts?"
- "The main concern is that we will be asked to vacate the premises and asked to find alternative accommodation which is impossible for us to afford on a pension."
- "No issues. Only hope to see completion."
- "I don't like multi storey buildings or elevators. I am concerned about my living comfort being disturbed during construction. I would be sad to lose my current unit."
- "Oversupply, too many tiny units - trying to cram in too many people, lack of communication, lack of green space and gardens."
- "It would not be very accessible to some of the less mobile residents, if multi-storey development occurs."
- "Noise, dust coming into our outside areas."

Source: Resident survey July-August 2019, conducted by Elton Consulting

Consultation groups

Morning and afternoon teas were organised with current residents to interpret findings of the resident survey in more detail. A visual snapshot is provided in images on the following page.

Due to the differentiated need of the participating RAC residents and those who lived in ILU, the following section separates the findings from these groups.

Residential aged care

The RAC morning tea was attended by 12 residents with support staff.

There was agreement among the residents that the commitment of staff, the proximity to services and amenities, as well as the character and open space of the site were highly valued, shown in the comments:

» "When my family comes, we often have a walk out through the gardens to get out of the house. If we shop, we just go down to Pendle Hill [shops] that's just a short walk."

» We can keep ties with your neighbours and staff. I like the pampering [services coming into the site] nail polish on nails. It's the first time in my life I found a place that cares about me, I love what I see and I instruct [staff] to do more of what they do."

Residents were shown the survey results for their concerns and asked to explain nominations more deeply, in particular the highest nomination of 'no concern.' Most felt this was an accurate reflection, commenting that this was not the first time they had heard about the possibility of the redevelopment or that it wasn't even thought of. An additional comment suggested that most of the residents sitting around the table would not be alive long enough to experience the potential impacts, therefore were not concerned.

When given a hypothetical situation where the proposed redevelopment would be happening in the near future, residents broadened their concerns. They suggested that timely communication as well as being relocated to homes which would meet their needs at the same level or better, as all residents enjoyed the size and comfort of their current units and their balconies overlooking the site. Representative comments were:

» "We'd like something to take home to show the family because some of us can't talk to well. [Something like] a hand out [with information and a number] you can call.'

» "What if family were coming to visit [and their usual parking space was unavailable]? Need to let them know before they come, and make sure when people are coming to visit that there is somewhere to park and where to come in and find their family."

» "As long as we have a comfortable room [if we are relocated], it doesn't have to be close by, it could be a different room, street or suburb. We just need to know in advance, not after. And need to be told in a way we understand. We forget things that happened 4 years ago."

Thinking about what they would like to see in the proposed redevelopment, residents suggested a community room suitable for larger groups, able to accommodate family visits. Enhanced physiotherapy rooms, facilities and parking located close by to rooms as well as places to rest in the garden were also suggested. Representative comments were:

» "It would have been nice to have a little lounge room where you can take a visit. The dinner room is too noisy. The gardens are out of bounds as they are being modelled. There are only 1 or 2 chairs in your room. It's pretty inconvenient. A little community space where you could take a visitor would be great."

» "Facilities close to rooms, as if they are too far it's too hard to get to - it can be a day's walk to get there and back."

» "We only have one [physio room] here and it's so small, it's a waste of time going there."

» "A little gazebo (existing), it keeps the hot sun and the wind away."

Retirement living (ILU)

Two consultation activities were held with residents living in ILU. The two afternoon sessions were attended by 17 residents.

Both sessions agreed with the resident survey findings when talking over what was valued in the current Pendle Hill Retirement Village. Participants discussed how they enjoyed the welcoming and accepting community, the open and green spaces, as well as the proximity to services and amenities nearby in Pendle Hill.

In addition, residents described the sense of quiet and calm in their surroundings, as well as how much they enjoyed spending time on their balconies and the sense of place it created. Some residents also commented that they appreciated the size of their units.

Representative comments were:

- "The people who live here are very nice and accommodating – my son asked if I want to come stay with him and I said no. The village managers are really great. The tenants are lovely. Everything is close, we can walk to the shops."
- "The open space – it feels so comfortable. I see everything that goes on and it makes me feel part of the community. The diversity of all the people."
- "I'm very happy to live here. It's very clean. Everybody is nice and friendly. Whenever you need help there's someone there. It's a quiet place, there's transport close by. It's very quiet and very calm."
- "My double balcony, [I can] sit out the front or the back. Everyone gets sun either at the front or back, but it's also private. If you sit out the front, people stop and have a chat."

When discussions turned to concerns for the proposed redevelopment, the amplification of current issues as well as potential new issues was discussed. In particular, residents perceived that parking was currently undersupplied for visitors and that there was already some level of social disconnect occurring. The prospect of an increased number of residents raised concerns that these issues would increase. Participants were also concerned that accommodating more housing could lead to reductions in the size of their units, which was subsequently linked to reduced comfortable and liveability. Comments included:

- "Once you start to push the houses in close together you lose that atmosphere and start to cause friction. When you start putting people together you make them interact [more often] and people lose their [own, private] space."
- "Parking is a problem now and will only get worse. Parking for residents and visitor is challenging as you get visitors from other areas parking in our area."
- "[We live in a] wonderful place, [with our] little gardens front and back. There will be no little gardens [in the proposed redevelopment] that will give us pleasure. We will feel cramped and uncomfortable in an apartment."

The security of home ownership was also discussed. The experience of residents who rent was understood to be more vulnerable and many suggested the need to provide residents who rent additional support and time to locate alternative housing (if their housing was not available for a period of time). One participant commented:

- "About half [of the residents are] rentals, and [there are only] about 30 odd owners. What about the renters? Looking for a place else where takes time, what are they going to do?"

Participants were asked to identify potential impacts relating to the actual construction, including the potential relocation of residents during construction stages. While participants were not opposed to the suggestion of a potential relocation, they were concerned about the work needed to pack and relocate, and suggested that any potential moves should be as minimal as possible. Ensuring the alternative and temporary housing, facilities and service were of equal or greater quality to current standards was also recommended. Comments included:

- "As the building progresses, it can be done so that no one has to have two moves. Also no one gets less quality accommodation than they already have."
- "I'd prefer it to be one move. If it really had to happen to 2 moves then. Moving is a big job. Packing up and unpacking. If you got assistance from that would be a big help but is that going to happen?"

Looking forward, many participants had questions about the planning and delivery of the proposed redevelopment. At the time of consultation and writing this report, these details were not available. Questions sought clarification regarding the services and amenities that would be provided in the redevelopment, as well as timing and processes for any potential relocations. There were also several comments discussing the generation and circulation of inaccurate information regarding plans for the by residents. Some sample of enquiries raised by residents were:

- "Is it only one building? Where is it going?"
- "Will we still have the same services? Will people still be looking after us? Are they selling the land? Will Fresh Hope Care still be operating it?"
- "Are they going to have rentals on site?"
- "Is there going to be a full time manager when there's more people here?"

Asked to consider what the new building should incorporate, most participants wanted to ensure that design elements enabled accessibility for residents, as well as emergency services. It was suggested that the size and carrying capacity of lifts (if increased housing height was an outcome) and the width and slope of ramps would enable ambulance gurneys, wheelchairs and walking frames to pass through easily.

Mobility around the proposed redevelopment was also discussed. In particular, the management of traffic and ensuring residents could walk safely around the site, with an understanding of increased number of vehicles, was also repeated concern. One participant commented:

- "Most people walk on the roads, otherwise you are walking out the front of peoples doors. We sometimes use the paths. The traffic is getting heavier, there are more and more people moving in with cars. They take no notice of the speed limit."

The possibility of an increased building height and living in multi-story housing was not opposed by participants. However, the importance of accessibility for emergency services and for those with restricted mobility (e.g. wheelchairs and walking frames) was stressed as a critical design consideration. Comments included:

- "I don't mind the height so much. I think it would be god to have lifts. You would need access to 2 lifts and to have ramps and a set of steps as well. This will be better for ambulance access, and just in case there is a power failure."
- "If it is a couple of floors or more, access will be the important thing. If there's an emergency, they have to bring the [emergency] trolley, there can't be steps. With ramps it is easier."
- "I presume the [higher storey] building will have access for wheelchairs and walking frames, which will mean it will need wider steps."

Other comments relating to the potential future redevelopment addressed the preservation of the scale and quality of open and green spaces currently on the site, to maintain the experience of tranquillity and to integrate future technologies and adaptability. Representative comments were:

- "We know what new developments are like. [Here] things are good and [we know have it really it good here] and that it won't last – we are being spoilt. We don't want a playground in a retirement village – it's about the peace and quiet, it might bring more children"
- "What about underground parking, spaces for electric cars? It would be a good idea to have charging outlets – but not many residents have these cars at the moment. So, parking spaces need to be switchable. The expense to put it in later would be huge."
- "We have a good thriving area, gardens, a lot of grass, a lot of trees – Are there plans for a rooftop garden? Something that looks good, something we can get involved in?"
- "We need to retain some open space where we can sit in the garden area and be outdoors."
- "[Places for scooters to park] needs to right next to their door, be able to park inside or very close."

Visual snapshot of consultation activities











Source: Elton Consulting, 16 May 2019

D-2 Surrounding community

In the area surrounding the site, surveys were distributed to 1265 residences and business. The distribution range included Layton Street to the east, Stapleton Street to the north, Rowley Street to the south and Fisher Street and Billabong Street to the west.

Six responses were received and have been summarised below. These survey responses have not been quantified into a percentage, due to the limited number. However, each response has been provided in the table on the following page.

When asked what they liked about living in the local area, what was important to them and why, responses identified accessibility to the shops and public transport, safety, amenity and a strong sense of community. Some Most comments reflected findings that maintaining existing social and community connections and being close to services and amenities were the highest priority.

The survey asked community members to identify the benefits of the redevelopment and subsequent increase in retirement housing supply and residential care in the local area. All of the responses were supportive, and communicated that they could be potential residents in the future, being able to remain in their local networks and in the familiar location. Additional benefits were the enhanced quality of life and capabilities of the site to meet the needs of the residents, made possible through the delivery of improved facilities and enhanced services.

Considering concerns for the proposed redevelopment, responses primarily addressed meeting the needs of future residents, such as:

- inadequate consultation and subsequent inadequate understand and planning for resident needs, such as lift access
- the provision of alternate accommodation options during the redevelopment, which would be suitable to the needs of relocated residents (e.g. ramps, nearby parking)
- ensuring the redevelopment is 'future proofed' in the planning and construction phases, so it would not need to be retrofitted at a later stage at additional cost to residents (e.g. incorporating electric car charging stations and covered scooter parking).

Comments from the community survey

What do you like most about living in the area?

- "It is a quiet place, low-density area, yet have access to all amenities."
- "It's fine and very safe to live in this village."
- "Near to the shops & transport - bus train station, basic facilities within reach."
- "The location close to shops and public transport, both trains and busses is highly desirable."
- "My wife and I have friends and good acquaintances in the area, where we lived for the last 30 odd years. So, we enjoy meeting them regularly."
- "I have lived here since 1962, so I have many memories and friends in the area. It's important that I live at Fresh Hope Care as it is easily accessible to the shops and station."

What do you think are the benefits of the proposed redevelopment?

- "With people living longer these days, it's important and imperative to increase services and facilities in residential care and aged care, particularly in high care for dementia patients of which my wife was one and looked after very well by the staff of Ashwood."
- "Building is bit too old, no insulation, cold winters and hot summer, need major renovation."
- "To us this means that we know that we will have our needs looked out for locally, without the worries, that moving and maybe splitting apart would entail. We are looking forward to anything that the revitalisation brings forth, that is going to more spice into our living here with improved facilities."
- "Increasing the density of both Independent and Assisted Living would provide the opportunity for more and better facilities. Along with higher density provision by multi-level buildings sufficient green space can be maintained and other recreational facilities can be provided allowing use by more participants, particularly as the need for Aged Care is increasing in the community."
- "More aged people to get this opportunity to live peacefully."
- "Positive change to make the place and care suit modern and quick pace life style, and provide more completed facilities to meet the different needs."

What are your concerns for the proposed redevelopment?

- "Without consulting the people to understand their need."
- "I am very well satisfied with this project as well."
- "I worry what will occur with my existing villa. I am in an independent retirement villa. Will this be demolished? where will I be housed whilst new villas are being built?"
- "We need to make certain we have suitable access for aged persons such as ramps as alternatives to lifts and stairs. Lifts can become inoperative due to technical problems or even on the case of a power failure. Access for emergency services also needs to be considered. Sufficient parking for both residents and visitors' cars, as many residents have cars and still drive."
- "I don't like multi story buildings or elevators. I am concerned about my living comfort being disturbed during construction. I would be sad to lose my current unit."
- "Oversupply, too many tiny units - trying to cram in too many people, lack of communication, lack of green space and gardens."
- "It would not be very accessible to some of the less mobile residents, if multi-storey development occurs."
- "Noise, dust coming into our outside areas."

Source: Community survey July-August 2019, conducted by Elton Consulting

E Demographic analysis

Current age groups (2016)

Age groups		Cumberland LGA*	Greater Sydney
0-4	No.	17,953	310,173
	%	7.9	6.4
5-11	No.	20,983	424,342
	%	9.3	8.8
12-17	No.	14,600	334,060
	%	6.5	6.9
18-24	No.	24,480	460,821
	%	10.8	9.6
25-34	No.	45,165	774,405
	%	20.0	16.1
35-49	No.	44,234	1,017,797
	%	19.6	21.1
50-59	No.	24,206	587,377
	%	10.7	12.2
60-69	No.	17,654	455,983
	%	7.8	9.5
70-84	No.	13,467	363,014
	%	6.0	7.5
85+	No.	3,309	96,022
	%	1.5	2.0

Source: Profileid 2019, *Forecastid 2019.

Projected age groups and change (2016-2036)

Age groups		Cumberland LGA		
		2016	2036	Change
0-4	No.	17,953	24,303	+6,350
	%	7.9	8.0	
5-11	No.	20,983	28,691	+7,708
	%	9.3	9.4	
12-17	No.	14,600	22,692	+8,092
	%	6.5	7.4	
18-24	No.	24,480	31,087	+6,606
	%	10.8	10.2	
25-34	No.	45,165	52,157	+6,992
	%	20.0	17.1	
35-49	No.	44,234	60,713	+16,478
	%	19.6	19.9	
50-59	No.	24,206	32,816	+8,609
	%	10.7	10.8	
60-69	No.	17,654	24,140	+6486
	%	7.8	7.9	
70-84	No.	13,467	22,768	+9,301
	%	6.0	7.5	
85+	No.	3,309	5,446	+2,137
	%	1.5	1.8	

Source: Forecastid 2019

Cultural diversity (2016)

		Pendle Hill	Wentworthville	Cumberland LGA	Greater Sydney
Born overseas	No.	940	1,366	28,770	379,578
	%	28.3	30.4	25.5	21.4
Proficiency in English					
» Speaks English only	No.	1,804	2,101	62,401	2,816,814
	%	31.0	28.5	28.9	58.4
» Speaks English well	No.	3,030	4,251	109,413	1,412,429
	%	52.0	57.7	50.6	29.3
» Speaks English not well/not at all	No.	572	684	31,803	313,484
	%	9.8	9.3	14.7	6.5
Language (other than English) spoke at home					
» Top	Lang.	Tamil	Tamil	Arabic	Mandarin
	No.	1.030	905	32,772	228,985
	%	17.8	12.3	15.2	4.7
» Second	Lang.	Gujarati	Gujarati	Mandarin	Arabic
	No.	428	622	13,633	194,049
	%	7.4	8.4	6.3	4.0
» Third	Lang.	Hindi	Hindi	Cantonese	Cantonese
	No.	395	561	9,810	138,818
	%	6.8	7.6	4.5	2.9

Source: Profileid 2019

Tenure (2016)

		Cumberland LGA	Greater Sydney
Owned outright	No.	16,587	475,996
	%	24.5	27.7
Owned with a mortgage	No.	19,337	542,273
	%	28.5	31.3
Renting			
» Total	No.	26,118	560,074
	%	38.5	32.6
» Social housing	No.	4,801	78,746
	%	7.1	4.6
» Private market	No.	20,976	474,093
	%	30.9	27.6

Source: Profileid 2019

Need for assistance (2016)

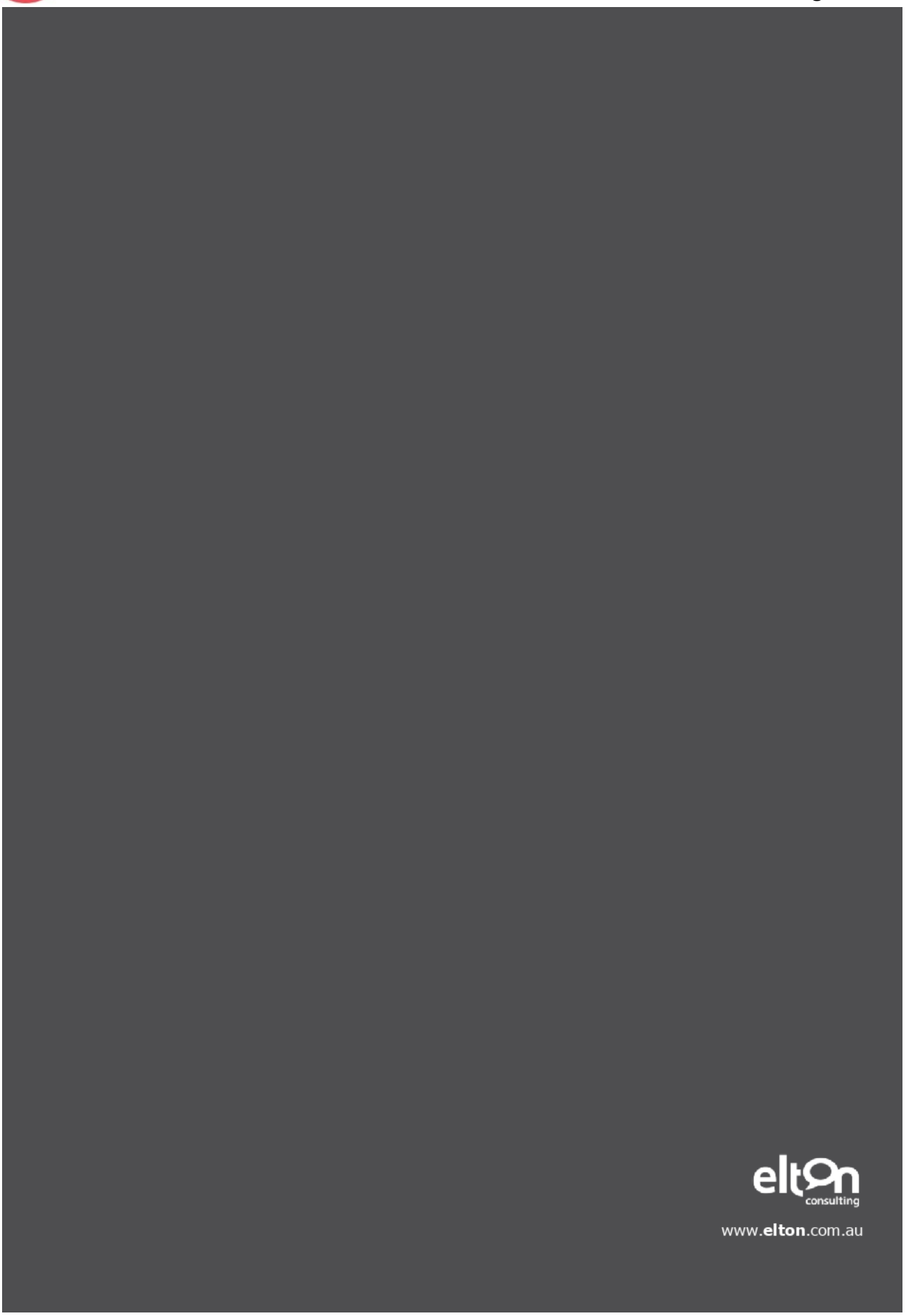
Age groups		Cumberland LGA*	Greater Sydney
0-4	No.	161	3,374
	%	1.3	1.4
5-9	No.	333	8,518
	%	2.7	3.6
10-19	No.	573	14,061
	%	4.6	5.6
20-59	No.	3,938	61,017
	%	31.5	25.8
60-64	No.	1,038	16,185
	%	8.3	6.9
65-69	No.	1,108	18,078
	%	8.9	7.7
70-74	No.	1,095	18,696
	%	8.8	7.9
75-79	No.	1,195	22,087
	%	9.6	9.4
80-84	No.	1,180	25,749
	%	9.4	10.9
85+	No.	1,875	48,384
	%	15.0	20.5

Source: Profileid 2019

F Impact characteristics and criteria

Impact characteristics	
Extent	The **geographical area affected by the impact**, or the **number or proportion of people or population groups** who are affected).
Duration	The **timeframe** over which the impact occurs.
Severity	**Scale or degree of change** from the existing condition as a result of an impact.
Sensitivity	Susceptibility or vulnerability of people, receivers or receiving environments to adverse changes caused by the impact, or the importance placed on the matter being affected. Attributes of sensitivity include: » conservation status » intactness » uniqueness or rarity » resilience to change and capacity to adapt » replacement potential » impacts on vulnerable people and/or of value or importance to the community.

Consequence criteria of social risk matrix	
Minimal	» **No discernible positive or negative changes caused by the impact**
Minor	» **Small change caused by the impact** » Generally temporary or short term in duration » Impacts confined to a small number of receivers within the proposed development locality » Able to be mitigated such that impacts are deemed to be low.
Moderate	» **Moderate change caused by the impact** » Generally **temporary or short to medium term** in duration » Spatial extent of impacts may vary across the affected LGAs » Able to be mitigated or managed such that impacts are deemed to be low.
Major	» **Large change caused by the impact** » Generally **medium to long term** in duration » Spatial extent of impacts may vary across the affected LGAs, or the broader region or State » Negative impacts would require extensive mitigation or consultation with affected stakeholders.
Catastrophic	» **Very large changed caused by the impact** » Likely to be **long-term** in duration » Spatial extent of impacts may vary across the affected LGAs, or the broader region or State » Negative impacts would require extensive mitigation and consultation with affected stakeholders.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DOCUMENTS ASSOCIATED WITH REPORT LPP044/20

Attachment 11

Summary of Submissions

Summary of Submissions

No	Support or objection	Key Issues
01	Object	Requests RE1 instead of RE2 to ensure public access; better integration and connectivity between the site and adjoining Bonds site; protection and enhancement of views to and from Dunmore house; amendments to the VPA to provide better public outcomes, similar to Bonds site VPA.
02.	Object	Pathways Community Church is located on the site and is a part owner. Oppose any development that would remove the property and ministry without the due process of discussion and permission.
03.	Objects, but supports communal open space and protection of heritage and vegetation	Concerns about proposed heights (privacy and overshadowing); density (traffic, parking, noise); corridor created by 2 storey high wall near Collins Street (blind spot, crime); how will asbestos be managed; traffic study does not consider traffic impacts for roundabouts at Pend Way/Magowar Road/Collins Street and Dunmore Street/Jones Street
04.	Object	Concerns about proposed heights (privacy and overshadowing); density (traffic, parking, noise); corridor created by 2 storey high wall near Collins Street (blind spot, crime); how will asbestos be managed; traffic study does not consider traffic impacts for roundabouts at Pend Way/Magowar Road/Collins Street and Dunmore Street/Jones Street
05.	Object	Concerns that the safety and security of residents will be jeopardised if the site is opened up to the public; suggests relocation of entry/exit onto Pendle Way; concerns about traffic impacts.
06.	Support	Proposal will significantly benefit the local community by increasing the supply of diverse housing options and facilitating intergenerational living. Proposal includes a large amount of private and publicly accessible open space and dedication of heritage listed Dunmore House for community use. The site will be a genuine community hub for onsite residents and the surrounding community to come together. Close proximity to the train station will allow for increased mobility and access for the community. The proposal will deliver 320 direct jobs in aged care and retirement living and 290 indirect jobs. The future construction will involve the investment of hundreds of millions of dollars and will provide 1400 full time equivalent direct construction-related jobs and a further 4500 FTE indirect jobs in the community.
07.	Support	Proposal will provide significant positive benefits to current and future residents as well as the Pendle Hill community
08.	Support	Proposal will provide significant positive benefits to current and future residents as well as the Pendle Hill community
09.	Support	Proposal will provide significant positive benefits to current and future residents as well as the Pendle Hill community
10.	Support	Proposal will provide significant positive benefits to current and future residents as well as the Pendle Hill community
11.	Support	Proposal will provide significant positive benefits to current and future residents as well as the Pendle Hill community
12.	Support	Proposal will provide significant positive benefits to current and future residents as well as the Pendle Hill community
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23	Support	Proposal will provide significant positive benefits to current and future residents as well as the Pendle Hill community

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