

Department of Planning, Housing and Infrastructure

**4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2124**

19 December 2024

Attn: Michelle Niles
Senior Planner, Key Sites

Ref: SSD-73228210

Proposal: Mixed use development with affordable housing

Property: 129-153 Parramatta Road and 53-75 Queens Road, Five Dock

Dear Ms Niles

Further to Council's letter dated 12 December 2024 regarding SSD-73228210, I am writing to provide additional comments from our technical advisers as follows:

Public Open Space – William Street Park

The proposed 2,290 m² William Street Park is to be dedicated to CCBC as an unencumbered public open space, free from any encroachments, affectations, or reliance on shared infrastructure or services. The park area must exclude basement car parking, substations, or other infrastructure, and the footpath area cannot be included in the required park space. All elements within the park, including utilities and landscaping, must function independently, ensuring straightforward long-term maintenance and accessibility without imposing additional burdens on CCBC.

To preserve the park's integrity and maximise its usability for the community, the following measures must be implemented:

- Substation Relocation: Substation S.36176 must be relocated outside William Street Park to protect the open space's potential and maintain passive surveillance.
- Defined Lot Boundary: The eastern boundary between William Street Park and Building A's basement must be clearly delineated with a constructed edge. All infrastructure must remain within its respective lot, with no shared dependencies, to ensure maintenance obligations are well-defined.
- Ground Anchor Usage: Ground anchors (temporary or permanent) for the western wall of Building A's basement should only be used as a last resort and must receive CCBC approval. This restriction prevents encroachment into CCBC's future land.

The park must be developed as a functional, accessible, and independent public space to comply with Council requirements and serve the community effectively.

Traffic and Transport

The proposed pedestrian crossing connecting Industry Lane is recommended to be shifted west, centred on the northern laneway opening, to provide a more continuous connection.

Bollards should be installed across the laneway openings, aligned with the building line, to prevent vehicles from travelling up Industry Lane.

The proposed pedestrian crossing on Spencer Street, closest to William Street, appears to be an at-grade pedestrian crossing. This is not the preferred option and should be replaced with kerb build-outs at the intersection of William Street and Spencer Street.

The proposal has omitted the raised pedestrian crossing on William Street, north of Spencer Street, as outlined in the *Kings Bay Precinct Street Design Guide*. However, considering the findings in Appendix 22 (*Flood Impact and Risk Assessment*), this may not be feasible due to significant overland flows in the area. The applicant is to provide an alternative mid-block pedestrian link across William Street between Queens Road and Parramatta Road to ensure accessibility to the future park.

The maximum vehicle size referenced in the traffic reports is 12.5m HVMs. A condition should be imposed requiring all delivery vehicles for future commercial/retail properties in the development to be restricted to 12.5m in length, with a preferred truck route exiting via Spencer Street into Queens Road only.

Given the constrained road environment, the applicant should consider dedicating additional land on the southern side of Queens Road at its intersection with William Street to provide a dedicated left-turn lane into William Street.

To facilitate and manage Left-in Left-out (LILLO) movements at the Queens Road/Spencer Street intersection, it is suggested to provide a median island (with a pedestrian refuge) to enforce LILLO movements, minimise driver confusion, and provide some level of pedestrian safety at this conflict point, subject to swept path assessments.

Sightlines at the access driveway must comply with Figure 3.3 of *AS2890.1:2004*. Any objects, including landscaping, within a splay of 2.5m by 2.0m adjacent to the driveway at the property boundary must not exceed 600mm in height above the internal driveway level. Plans must demonstrate compliance with the sight distance requirements in *AS/NZS2890.1:2004*.

Commercial/retail car spaces must follow the dimensions specified for User Class 3 in *AS2890.1:2004*, which require a wider width (2.6m) compared to residential car spaces (2.4m).

In the proposed loading dock (south-east building), the location of the five van/courier spaces in Basement 02 is unclear. The proponent must clearly indicate these spaces in the architectural plans.

The proposed service area of the loading dock near the supermarket loading area accommodates 12.5m HRV trucks. A swept path assessment must be conducted to confirm an HRV can safely turn out of its space to the exit ramp, ensuring a minimum three-point turn is feasible.

The design envelope around parked vehicles must remain clear of columns, walls, or other obstructions, as specified in Figure 5.2 of *AS/NZS 2890.1:2004*. Plans must demonstrate compliance with this requirement.

The pedestrian crossing located at the bend on Spencer Street, adjacent to the loading dock access driveway, is not recommended due to sight distance issues that increase the risk of

pedestrian-vehicle collisions. It is suggested to move this crossing further north, subject to a sight distance assessment.

The proposed large mixed-use residential, commercial, and retail development has the potential to generate significant traffic volumes, particularly at site access points. It is essential to assess the potential for traffic queues at these access points to ensure vehicles can enter and exit efficiently without causing congestion on surrounding roads.

Should future pedestrian and light/heavy vehicle conflicts arise, traffic calming devices should be installed along Spencer Street following further discussions with Council. As per Council policy, any proposed traffic calming measures must be presented to the Traffic Committee.

Flood Study and Management

The submitted document indicates that the proposed development requires William Street Park to be inundated during a 1% AEP storm event in both interim and ultimate development scenarios. This is inconsistent with Council's Open Space requirements.

The flood impact and risk assessment does not account for the raised pedestrian crossings proposed at the intersection of William Street and Spencer Street, as outlined in Council's Kings Bay Street Design Guide (Page 57/99). The applicant's flood engineer must collaborate with the traffic engineer to ensure that the development does not adversely affect surrounding properties during interim or ultimate scenarios.

The flood impact report (Map A.14) shows that the proposed design will negatively impact downstream properties and the intersection of William Street and Parramatta Road. Mitigation strategies must be provided to ensure the development does not contribute to upstream or downstream flooding.

Section 4.6 of the flood assessment (Implemented Mitigation Measures – Preservation of Overland Flow Paths) states that "the flow path at the intersection of William Street and Parramatta Road was significantly impeded by initial design levels." Revised levels are claimed to restore similar water volumes to the existing scenario, but these revised levels and their locations are not clearly demonstrated in the flood report or civil/stormwater engineering drawings. Further detailed designs and additional information must be provided, ensuring mitigation measures can be implemented without cost to Council.

Electronic flood modelling results (Flood Maps A.1 to A.15) must be provided to Council, as the submission does not include all referenced results.

A kiosk substation is proposed within William Street Park, adjacent to Flood Hazard H4 during a 1% AEP flood event and H5/H6 during PMF. Relevant flood mitigation measures for this infrastructure have not been addressed in the flood impact and risk assessment.

Stormwater and Civil Engineering

The submitted stormwater and civil plans require revisions to comply with Council's *DCP*, Appendix 2 – *Engineering Specification*:

The proposed stormwater connection from "Building A" must avoid encroaching on William Street Park, with the discharge point located within the subject lot's frontage.

Junction pits and pipes for "Building B" and "Building E" must be entirely within the proposed lots and not within the future Council footpath or road reserve.

The Water Management Report reveals that the on-site stormwater detention (OSD) systems are not designed in accordance with Clause OSD6 of Council's *DCP*. These must be revised to meet permissible site discharge requirements.

The 1% AEP tailwater level must reflect the flood level at the discharge point as per the Flood Impact and Risk Assessment Report by Mott MacDonald, not an assumed value.

The catchment area for the pedestrian link along the eastern property boundary has not been considered a bypass area. OSD calculations and analysis must be updated.

Table 5-3 of the MUSIC Modelling must be revised using Canada Bay Council's LGA Pluviography Data.

Pipelines within the road reserve, including footpaths, must be Ø375mm Class 4 minimum. For depths less than 600mm, Class 6 pipes are required. All pipes must be steel-reinforced concrete pipes (RCP).

Pipelines must maintain a gradient of 1%, or no less than 0.5% if restricted by depth, ensuring adequate drainage capacity without affecting upstream or downstream catchments.

The pipeline between Pit A-04 and A-05 must be upgraded to Ø525mm RCP.

Pit C-01 must be relocated away from the vehicular crossing layback and designed with a minimum 2.4m kerb lintel.

Footpath cross-falls must slope away from property boundaries at a gradient of 1% and must not slope into private properties (e.g., Chainages 243.226, CH244.703, CH254.579).

Since all pipes and pits within the road reserve are to be dedicated to Council, it is strongly recommended that Council be appointed as the Principal Certifier for the subdivision works certificate.

Lighting

Proposed Substation Relocation

It is our position that the relocated substation must be placed on the developer's private land and not within the public park or road reserve. Locating infrastructure such as a substation within public parkland or road reserves raises potential complications, including long-term maintenance, access issues, and future land use conflicts. The substation must be located within the developer's land boundaries to ensure proper management and mitigate potential issues related to land tenure or accessibility.

Lights within the Public Domain

Council does not support the use of strip lights, tree uplights, or similar decorative lighting in the public domain due to concerns around maintenance, durability, and light pollution.

All luminaires proposed for the public domain must align with Council's requirements and be approved prior to installation. We request that the proposed lighting design exclude strip lights and tree uplights, with alternative luminaires selected in consultation with the Council.

Under-Awning Lighting Requirements

Under-awning lighting must be installed to provide uniform lighting for the footpath beneath, ensuring compliance with the lighting categories specified by the Council. Ownership and maintenance of these lights will remain the responsibility of the developer.

Parramatta Road (from Harris Road to William Street) Lighting Requirements

As outlined in the *CCBC Kings Bay Precinct Street Design Guide*, multifunction poles (MFPs) are to be installed along Parramatta Road, owned and maintained by the Council.

These requirements apply only within the Local Government Area (LGA) boundary.

Where there are clashes between Council poles and Ausgrid's overhead assets, utilities must be undergrounded.

Existing roadway lighting fittings are classified under V1. All lighting on the roadway must comply with the V1 category.

Queen Street (from Harris Road to William Street) Lighting Requirements

Lighting must meet the standards of *AS1158*, with Category V3 for the roadway and PP2 for the footpaths. Footpath lighting is required on both sides of the street.

Multifunction poles (MFPs) from Multipole should be used for installation.

As per the *Kings Bay Precinct Street Design Guide*, MFPs installed along Queen Street are to be owned and maintained by the Council.

The existing light fittings are V3 category, and all lighting on the roadway must comply with the V3 category.

Spencer Street Lighting Requirements

Lighting must comply with *AS1158*, with Category PR1 for the roadway and PP2 for the footpaths.

Multifunction poles (MFPs) from Multipole must be supplied and installed.

Lighting pole assets will be owned by the Council.

William Street Lighting Requirements

Lighting must comply with *AS1158* standards: Category V3 for the roadway and PP2 for the footpaths. Multifunction poles (MFPs) by Multipole should be installed, with assets owned and maintained by the Council.

In William Street Park, lighting should be reduced to meet Category PP2, using pole-top lights and fixtures mounted on the proposed structure to adequately illuminate the turfed area.

Light levels must be determined in consultation with the Council's Public Space Planning team.

Landscape Architect

Public Domain

All street designs, pavement materials, furniture, street trees, lighting, and public domain elements must comply with the Kings Bay Precinct Street Design Guide.

Urban Canopy

Street tree planting must utilise strata vaults to maximise long-term tree survival and minimise root damage and pavement trip hazards.

The proposal must demonstrate compliance with Council's 2:1 tree replacement requirement for any tree removals.

Tree planting must be maximised to meet Council's goal of achieving a 25% urban tree canopy cover at maturity.

Soil Depth

Landscape podiums must have appropriate soil depths to comply with the Apartment Design Guide.

Adequate soil depths for tree planting must be provided to support canopy cover requirements.

Façade greening should be incorporated to enhance cooling and greenery.

Village Green

Seating walls adjacent to proposed table settings are unnecessary and will increase Council's maintenance burden.

Garden bed widths should be reduced to minimise maintenance and maximise the open turf area.

A potable water supply should be provided for drinking fountains and garden maintenance taps.

Furniture should include bins, bicycle racks, and seating at regular intervals along footpaths, as well as bollards to restrict vehicle movement.

Retaining walls below the proposed shelter structure should be removed to provide better connectivity between the turf and paved areas.

The area below the shelter structure must remain flexible to function as a potential stage/event space, with fixed furniture sited to maintain a clear, appropriately sized space.

Table settings with bench seating are preferred over individual seating, offering more seating options and provisions for wheelchair access.

Perimeter tree siting must allow for service and maintenance vehicle access to the park.

Queens Road

Kerb realignment, street tree placement, street lighting, and paving on the Queens Road frontage must comply with the Kings Bay Precinct Street Design Guide.

Furniture such as bins, bicycle racks, and seating at regular intervals along footpaths, along with bollards, must be provided to restrict vehicle movements.

William Street

The Kings Bay Street Design Guide specifies a realigned kerb with a 3-metre-wide footpath. Future kerb realignments must be considered when placing street trees.

Spencer Street (North)

Kerb ramps must be provided at the intersection with Queens Road.

Spencer Street (West)

Landscaping and low fencing should be introduced to discourage pedestrians from shortcutting across the intersection with William Street instead of using the designated crossing further east.

Raised pedestrian crossings should be considered to enhance safety.

Furniture, including bins, bicycle racks, seating at regular intervals, and bollards, must be installed to restrict vehicle movements.

Spencer Lane (South)

There is an oversupply of seating walls in this area.

If this lane is to be dedicated to Council, the maintenance burden of garden beds must be addressed.

Service vehicle access and rubbish collection logistics must be considered.

Taps must be installed at maximum 20-metre intervals for garden maintenance.

Industry Lane

There is an oversupply of fixed table settings. Space should instead accommodate outdoor dining areas for potential adjacent commercial spaces.

Waste Management Plan

The waste generation calculation in the provided WMP is incorrect. It must align with Council's *DCP*, which requires:

120L of waste and recycling per household.

FOGO (Food Organics and Garden Organics):

25L per household for 1- and 2-bedroom units.

50L per unit for 3+ bedroom units.

Architectural Plans

Waste collection points must be clearly identified in the architectural plans.

Bin Rooms

Common FOGO bin areas must be provided for each building. These areas should be located away from chute discharge rooms and positioned to encourage utilisation of FOGO.

Waste Chutes

Waste chutes must:

- Be fully enclosed and fire-rated, compliant with the *Building Code of Australia*.
- Include a chute inlet on each floor with clear usage instructions.
- Restrict access to residential chutes for commercial properties.

Bin Tug

Due to the size of the property and the location of bin rooms on each level:

- More than one bin tug is recommended.
- Bin tug storage must be secure and located close to or within the bin rooms.

Bulky Waste Room

A designated area for bulky and tricky waste collection must be included, ensuring collection staff do not need to travel more than 10m.

The applicant must identify where bulky waste collection will occur, given that the loading dock is already in use five days a week for commercial and residential bin collection.

The design must accommodate additional waste streams, such as textiles and problematic waste, as specified in Council's *DCP*.

HRV Truck Access

The development must accommodate an HRV (Heavy Rigid Vehicle), compliant with *Australian Standard 2890.2:2018*, with the following dimensions:

- Length: 12.5m
- Width: 2.8m
- Height: 4.5m

Ensure pathways are designed to accommodate the HRV truck size for seamless waste collection operations.

Contamination Management

In addition to the standard conditions that the assessment and determination authority may impose regarding contamination management, including the decommissioning and removal of underground storage tanks (USTs), Council requests the inclusion of the following condition:

Registration of Covenant – Before Issue of an Occupation Certificate

Prior to the issuance of a Final Occupation Certificate, the applicant must register a covenant on the land title under Section 88E of the *Conveyancing Act 1919*. The covenant must confirm:

- The land has been remediated in accordance with an approved Remediation Action Plan.
- A Site Audit Statement has been issued for the remediation works.

The covenant must also include, but is not limited to:

- a) Detailed information regarding the delineation of any contaminated soil containment cell, including required survey drawings as specified in the development consent.
- b) A reference to the Environmental Management Plan reviewed by the NSW EPA-accredited site auditor, as required by the development consent.

The City of Canada Bay must be nominated as the sole authority authorised to release, vary, or modify the terms of the covenant.

Evidence of the covenant's registration on the land title must be provided to the Principal Certifier before the Occupation Certificate is issued.

Developer contributions

Council requests that should consent be granted that a suitable condition is imposed to capture the affordable housing contributions identified under clause 6.12 of the Canada Bay Local Environmental Plan, 2013 and the City of Canada Bay Affordable Housing Contribution Scheme and the developer contributions under section 7.11 of the Environmental Planning and Assessment Act.

Should you require any clarification of the above comments, please contact me or Council's Senior Town Planner, Nima Salek, on 91210278 or email nima.salek@canadabay.nsw.gov.au.

Yours faithfully,



Shannon Anderson
Manager, Statutory Planning