



THE HILLS
Sydney's Garden Shire

THE HILLS SHIRE COUNCIL

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01 August 2025

Ms Lucinda Craig
Department of Planning and Environment
Uploaded to Planning Portal

Our Ref: 56/2024/PRE
Your Ref: PAE-97925968
SSD-76190964

Dear Ms Craig

**Build-to-Rent Housing, Co-Living Housing and Commercial Development
Lot 19 DP 280013, Tempus Street, Rouse Hill (Rouse Hill Town Centre)**

The following comments are provided for consideration of the Department in the assessment of the subject application. The Department's time limitations mean that these comments highlight high-level issues only based on a limited review by Council staff.

In broad terms, the proposed uses are not supported by Council staff on this site. As outlined below, increased residential development is not needed on this site and is not anticipated by the strategic and statutory planning framework, which identifies commercial/non-residential outcomes for this land. If additional building mass is suitable for the site, it would be preferred if this was occupied by employment generating uses, rather than residential uses.

A copy of Council's prelodgement notes are attached for your consideration.

1. Development Comments:
 - a. Concerns are raised in regard to the proposed height and use of the development in regard to its inconsistency with the approved Masterplan (DA 1604/2004/HB as amended) and Precinct Plan (DA 1581/2005/HB as amended).

The proposal should be amended to reduce the height and provide commercial uses in accordance with the previous approvals in place. This would result in the site being used for commercial, retail and community uses and the height being a maximum of five storey (height as per approved Precinct Plan 1581/2005/HB).

You are requested to review the applicant's proposal in regard to lodging later modification applications to exclude Lot 19 (the subject site) and determine whether this is the appropriate way forward.

- b. The Masterplan referred to a total of 1800 dwellings within the Regional Centre as a whole. To date a total of 2165 dwellings (comprising apartments, affordable rental housing, integrated housing and single dwellings) have been approved. The subject application will result in a total of 2608 dwellings which exceeds the Masterplan. See further comments below in regard to residential development on the site.
- c. Whilst it is acknowledged that the site adjoins the Metro and bus links, concerns are raised regarding the adequacy of parking provided for the development. Given the high car ownership in the Shire, the parking provided is unlikely to address the needs of future residents.
- d. Undertake a full assessment of the proposal in regard to compliance with the approved Masterplan (DA 1604/2004/HB as amended) and Precinct Plan (DA 1581/2005/HB as amended) including the relevant Design Guidelines.

2. Forward Planning Comments:

- a. The proposal is inconsistent with the Rouse Hill Strategic Centre Precinct Plan which was adopted by Council in November 2023. The Precinct Plan identifies employment generating uses for this site, noting that residential development on this site would be beyond the capacity of the necessary existing and planned infrastructure. The residential growth identified in this Precinct Plan is envisaged on other sites, without providing the necessary supporting infrastructure. The proposal fails to deliver on the envisaged commercial outcomes, as the Precinct Plan anticipates significantly more commercial floor space than is proposed in this application. The proposal also fails to adequately address breaching the maximum building height of 8 storeys identified in the Precinct Plan and does not provide the identified continuous awnings fronting Tempus Street, as envisaged in the Precinct Plan.
- b. The SSD application notes that the development is subject to Contributions Plan No. 8 Kellyville/Rouse Hill and the applicant anticipates that the development will be levied accordingly under this Plan for open space and recreation, roadworks, community facilities and drainage.

The subject site is identified for commercial purposes under the Rouse Hill Town Centre Master Plan concept development application. Any residential development on the subject site is therefore unplanned and not catered for under Contributions Plan No. 8 – Kellyville/Rouse Hill. As such, any funds collected under the Plan would be inadequate to complete the necessary infrastructure upgrades that are required to support a residential development of this scale, and an alternative infrastructure solution is required to address the infrastructure demand arising from the proposed development.

- c. Council's prelodgement advice dated 6 March 2024 identified the need for a Letter of Offer to be accompanied by any application for residential growth. This approach is consistent with other development consents in the area for residential growth in excess of what is anticipated under Contributions Plan 8. Reference is made to DA 1225/2023/JP where a development application was approved for a high density residential development, which

was accompanied by a Voluntary Planning Agreement to cater for development in excess of the growth envisaged under Contributions Plan 8.

- d. The application should be accompanied by infrastructure analysis that considers the demand generated by the proposed development and includes contributions towards infrastructure upgrades within a Letter of Offer, particularly with respect to traffic and transport items and active and passive open space.
 - e. If the Department requires contributions conditions, these should be requested from Council following the assessment of the application.
- 2. The applicant should provide plant quantities and individual plant symbols for plants rather than have them shown as mixes.
 - 3. It is recommended that compliance with the acoustic report be a condition of approval. The acoustic report also predicts noise exceedances for construction and it is important that a Construction Noise Management Plan be prepared and conditioned to be implemented.

The Construction Environmental Management Plan (CEMP) for the construction phase of the project is to include protocols to address any unexpected finds which may be encountered during potential targeted minor excavations as part of the proposed development.

4. Engineering Comments:

- a. A stormwater report is required detailing the stormwater strategy for the development. The strategy is to be reflected on the stormwater plans.
- b. The capacity of the existing stormwater to which this development discharges into must be checked/ analysed. The street pit is not to surcharge for all minor events up to the 10 years ARI and up to the 20 years ARI for a sag pit.
- c. OSD details such as cross section plans, Discharge Control Pit details, top of water levels etc. is to be provided on the stormwater plans along with calculations comply with the Upper Parramatta River Catchment Trust Handbook (UPRCT) parameters for the Hawkesbury Catchment. The OSD will need to be designed for the drowned condition.
- d. The grade for the driveway crossover between the kerb and the property boundary is to be between 2-4%.
- e. The entry to the site is to be splayed to allow for the largest vehicle entering the premise and a B99 vehicle to manoeuvre concurrently
- f. The waste vehicle loading bay is to be clear of the aisle so two way traffic flow can be maintained in the aisle at all times.
- g. Turning bay are to be provided at the termination of blind aisles.
- h. The Geotechnical Report prepared by Martens dated 13 March 2025 indicates that groundwater was not encountered during the ground water investigation however a basement pump out system is still required to attenuate seepage and any tracked in water from the basement entry. This is required to be demonstrated on the stormwater plans.
- i. If the developer redesigns their waste collection to have a separate service entry, they will need to provide adequate splays in the driveway to ensure that waste vehicle can manoeuvre in/ out without encroaching into oncoming traffic. This will need to be supported with the provision of swept paths. In addition, an amended traffic report will need to be provided supporting the separate driveway and addressing sight distances, grades, clearance heights etc.

5. Waste Comments:

Council staff raise significant concerns relating to waste storage and collection for the proposed development. As Council will be servicing the residential components of the

development, these concerns must be addressed to ensure that waste collection can be undertaken in a safe manner and consistent with the DCP. The same concerns also relate to commercial waste vehicles accessing the site for collection purposes.

- a. The size and the location of the turntable is not suitable and cannot be supported.
- i. The 12.5m long Heavy Rigid Vehicle overhangs at both ends when parked at the turntable. This has potential for the truck to conflict with cars parked in the car parking spaces directly adjacent to the turntable when in operation (turning around).
- ii. When a waste collection vehicle is parked at the turntable and collecting bins it blocks access to a significant number of car parking spaces behind the turntable. This is noted as a significant concern as the scale of the development requires intensive waste collection frequencies.
 - Residential waste will be collected: 2 x a week for garbage and 2 x a week for recycling by a HRV sized vehicle.
 - Commercial waste (as proposed) will be collected: 3 x a week for garbage and 3 x a week for recycling. It must be noted that commercial waste collection vehicles have the potential to be collected at a higher frequency perhaps even daily.

It is strongly recommended that a redesign is implemented to provide a loading bay that is located off the internal driveway aisle ensuring the standard 12.5m long HRV (AS2890.2) does not impeded internal traffic or parked cars. Ideally, for a development of this scale, separate loading bays (sized for the 12.5m long HRV) for the residential and commercial collection vehicles are to be provided, however given the limited constraints of the site, the implementation of a Loading Dock Management Plan may be supported as long as it can be confirmed that Council's waste collection vehicles will be prioritised to ensure residential bins can be safely collected. Residential waste collection may occur anytime between 5am-5pm on the scheduled collection days. Specific times cannot be guaranteed.

It must also be noted that the suggested consolidation of waste collection by a private waste contractor cannot be supported by Council. Council is legislated by the Local Government Act 1993 to apply a domestic waste management charge to the development and therefore will take the responsibility to service the residential component of the development.

- b. The residential bulky waste room is located in basement 2. This must be relocated to be on the same level and open directly onto the loading area. This is because Council's bulky waste collection service will be conducted onsite with collection staff accessing the items directly from within the room. The proposal for the building caretaker to transport bulky waste into the bin holding room on basement 1 is not supported as:
 - i. This will conflict with space for bin collection staff to access the bins.
 - ii. Given the significant scale of the development and the expected volumes of bulky waste, there is no space to place bulky items to be placed in the bin holding room.
 - iii. Given the above two points, the only other option would be to present items at the loading area/turntable which will not work as this would conflict with truck manoeuvring space and also pose serious safety issues rendering the turntable unusable.
- c. The commercial bin room is located in basement 2. This must be relocated to be on the same level and open directly onto the loading area. The commercial bins must not be placed in the residential bin holding room, and similar to the reasons in point (b) above, if presented at the loading area, will conflict with truck manoeuvring space and turntable operations.

- d. There is potential to reduce the size of the chute termination room under Tower A. The chute termination room is only required to store enough bins to hold 2 days worth of waste. The current design shows 10 x 1100L bins and 14 x 660L bins in the chute room.
- e. A dedicated in-shaft goods personnel hoist must be provided to transport bins between levels. The hoist must have minimum dimensions: 3m x 2.4 platform (approx. 3m x 3m shaft). It is not clear on the plans if the hoist has been provided in the proposal. Bins and bulky waste must not be transported over vehicle access ramps.

If you would like to discuss the above comments please contact Christian Webb, Senior Resource Recovery Planning Officer, on 9843 0509.

One potential option is to provide a separate service entry leading to a dedicated loading bay at grade. This service entry may incorporate the turntable suitable for the 12.5m long HRV (AS2890.2) to assist trucks in achieving forward in and forward out manoeuvres to/from the site. The residential bin room, residential bulky waste room and commercial bin rooms will need to be relocated to open directly onto the loading bay at grade. This service entry must comply with AS2890.2 headroom clearance requirements of 4.5m. This is standard advice provided to RFB proposals with 400 or more units (see Council's Guidelines for Planning Waste Management in New Developments – 4. *Residential Flat Buildings*). This option is envisioned to not only benefit waste storage and collections to the site but also potentially assists the site with other planning considerations as it leaves the basement for passenger vehicle access only.

For further assistance, the following residential bin numbers apply to the proposal in its current design. This is the minimum number of bins the residential bin collection room must be designed to safely store.

13 x 1100L garbage bins
 13 x 1100L recycling bins
 15 x 240L FOGO bins

These bin numbers are based on the following waste generation rates and collection frequencies:

Co-living

- 80L garbage per room (compacted 2:1 ratio)
- 80L recycling per room
- 7.5L FOGO per room

BTR

- 120L garbage per unit (compacted 2:1 ratio)
- 120L recycling per unit
- 15L FOGO per unit

Garbage collected twice weekly
 Recycling collected twice weekly
 FOGO collected twice weekly

6. Waterways Comments:

- a. The flood report indicates the hydrologic and flood models used in the flood study were supplied by Council. The models were sourced from Sydney Water.
- b. Flood modelling files are required to be provided and a detailed review of the flood modelling undertaken. The flood study is to be undertaken in accordance with Council's flood modelling guidelines and requirements.
- c. Compliance with flood planning level requirements is required to be undertaken once a review of the flood models is completed.
- d. An assessment of whether the development will impact on flooding elsewhere is required once a review of the flood models is undertaken.



- c. Simultaneous two-way movements of the largest service vehicle and a B99 passenger vehicle must be accommodated at the proposed driveway entrance and exit point, with an 8.8m Medium Rigid Vehicle (MRV) as the minimum design vehicle and a 12.5m Heavy Rigid Vehicle (HRV) as the minimum checked vehicle. The submitted swept path diagrams indicate that both the MRV and HRV are unable to pass a B99 vehicle at the proposed driveway access from White Hart Drive.

Should you wish to discuss the above please contact me on 9843 0319.

Yours faithfully

Kristine McKenzie
PRINCIPAL CO-ORDINATOR

Attachment: Council Prelodgement Notes 6 March 2024



DEVELOPMENT ASSESSMENT

PRE-LODGEMENT MEETING NOTES

6 March 2024

56/2024/PRE

APPLICANT:	Freecity C/-Urbis
TELEPHONE:	0423 779 631 - Simon Wilkes
PROPERTY:	Lot 19 DP 280013, Lot 18 DP 280013, Tempus Street, ROUSE HILL (Rouse Hill Town Centre)
ZONING:	MU1 Mixed Use
SUBJECT:	Build to Rent Housing, Serviced Apartments and Commercial Development
OFFICERS IN ATTENDANCE:	Kristine McKenzie – Principal Co-ordinator Development Assessment Megan Munari – Principal Co-ordinator Forward Planning Comments provided by other Council staff and detailed below

PROPOSAL:

- The proposal is for a build to rent housing, serviced apartments and commercial development which will be a State Significant DA.
- The proposed works include:
 - Maximum height of 18 storey;
 - Build to rent housing including 208 units;
 - Serviced apartments including 45 units;
 - Commercial/retail area on lower three levels of approximately 7000m².
- The applicant has indicated a cost of works of approximately \$180M.

ISSUES DISCUSSED:

In broad terms, the proposed uses are not supported by Council staff on this site. As outlined below, increased residential development is not needed on this site and is not anticipated by the strategic and statutory planning framework, which identifies commercial/non-residential outcomes for this land. If additional building mass is suitable for the site, it would be preferred if this was occupied by employment generating uses, rather than residential uses.

As such whilst residentially based uses may be permitted within the MU1 Mixed Use zoning, they are not considered to be the most suitable use for the site.

Planning Comments:

- The information provided is conceptual in nature only and as such detailed comments are not able to be provided.
- Documents are to be updated to make reference to the approved Rouse Hill Masterplan under DA 1604/2004/HB (as amended) and the approved Town Centre Precinct Plan DA 1581/2005/HB (as amended and distinct from the Rouse Hill Strategic Centre Precinct Plan adopted November 2023) and address how the proposal complies or otherwise with these approvals.
- The density provisions of the Masterplan, Precinct Plan and DCP Part D Section 6 – Rouse Hill Regional Centre are required to be considered.
- The approved land use under the Masterplan indicates a community/retail use.
- The information submitted in regard to the location of parking does not specify the location of parking in regard to the site boundaries and the existing shopping centre parking. The information also indicates that half the parking required for the development by the DCP will be provided which, given the high car ownership in the Shire, is unlikely to address the needs of future residents notwithstanding the location of the site in close proximity to the Metro and bus line. A Parking Report including an assessment of modal split is required to support any reduced parking rate. A minimum of one space per rental unit/serviced apartment should be provided.
- The plans and documents are required to be consistent in regard to height – in this regard the massing plans show an 18 storey height and other plans indicate 20 storey.
- The applicant indicated that they have discussed the proposed height with the Department given the proposed variation to the approved Masterplan and Precinct Plan and the adopted Strategic Centre Precinct Plan. There are a number of options being considered by the applicant and the Department has advised the applicant to provide legal advice to support their preferred option. The applicant was requested to submit the advice also to Council staff for review.
- The applicant was advised of the Rouse Hill Design Review Panel (DRP) and were advised to contact GPT to arrange attendance at a DRP meeting as all DAs are required to be endorsed by the DRP prior to lodgement.

Strategic Planning Comments:

- The Hills has undertaken active planning for residential growth and has not only met, but exceeded, its housing targets, as articulated in the current strategic planning framework. Increased residential development is not needed on this site and is not anticipated by the strategic and statutory planning framework, which identifies commercial/non-residential outcomes for this land. If additional building mass is suitable for the site, it would be preferred if this was occupied by employment generating uses, rather than residential.
- As such any residential growth is not accounted for in the existing contributions planning framework and the proposal should identify the demand placed on existing infrastructure and consider contributions toward infrastructure upgrades that could meet this demand, particularly with respect to traffic and transport items and active and passive open space. Any DA lodged should be accompanied by a Letter of Offer.
- The proposed building height appears excessive for the site and there are concerns that the visual impact and shadowing on the street, as well as the open space the south east.
- The massing study indicates that the ground level will be comprised of commercial/serviced apartments/back of house and amenities. This will not adequately integrate with the existing character and uses expected at the street level in the town centre. This site is extremely close to the station and it is expected that the ground floor uses will be consistent with the existing uses, such

as retail, food and drink premises and services with active street frontages, particularly fronting Tempus Street.

Landscape Comments:

a. Ecology:

Consideration is to be given to whether the proposal will trigger entry into the Biodiversity Offset Scheme (BOS). The development is expected to propose a number of native trees (native to NSW) for removal, which may exceed the area clearing threshold and trigger into the BOS. An accredited assessor is to be engaged to undertake this assessment. In the development entry into the Biodiversity Offset Scheme, a finalised Biodiversity Development Assessment Report is to be provided.

b. Trees and Landscaping

- An Arboricultural impact Assessment (Arborist Report) is to be prepared by a suitably qualified Australian Qualification Framework Level 5 Arborist in accordance with Australian Standard 4970-2009 Protection of Trees on Development Sites. The report should contain the following information:
 - Identify all existing trees on site, and on neighbouring sites in the vicinity of the site boundaries, including species, condition, height and spread;
 - Identify development impacts on trees to be retained and provide recommendations to minimise encroachments to enable tree retention where possible. Neighbouring trees must be demonstrated to be retainable and able to be protected; and
 - Identify whether trees are to be removed or retained; and
 - Details of how those trees to be retained will be protected during construction.
- Provide fully detailed Landscape Plans (to scale) for the landscaping of the site prepared by a suitably qualified landscape architect or landscape designer, providing high quality landscaping in accordance with THDCP Part C Section 3 Landscaping indicating:
 - Trees to be retained and removed;
 - Existing contours and spot;
 - Proposed landscape levels throughout the landscape;
 - Top of wall (TOW) wall height and soil depth of planter boxes, with all retaining walls clearly located on the plans;
 - Surface finishes, and retaining wall finishes and materials;
 - Retaining walls and garden edging; clearly located and distinguished from one another;
 - Fully detailed Planting Plans indicating species locations on Plan and in Planting Schedule including name, size and quantities. Large mass planted 'Mixes' are not supported and sufficed detail or provision of numerous planting mixes must be provided;
 - Use a mix of trees, shrub and groundcovers;
 - Proposed fencing heights and materials are to be shown on the landscape plan; and
 - Roof over, where areas have an enclosed roof over.
- Planting to provide softening of the development is to be provided within setbacks wherever possible.
- Planting is to be considerate of overshadowing and aspect.

- All planting must be demonstrated to be able to be sustained by minimum soil depths and be able to be maintained. Significant detail is to be provided to allow an assessment soil depth and accessibility of garden areas for maintenance.
- For all planting on slab and planter boxes allow the following minimum soil depths:
 - 1.2m for large trees or 800mm for small trees;
 - 650mm for shrubs;
 - 300-450mm for groundcover; and
 - 200mm for turf.

Note: this is the soil depth alone and not the overall depth of the planter, and that mounding to achieve soil depth is not supported.
- In order to provide sufficient detail of soil depth, a slab plan, and/or slab levels, and sections with soil depth dimensions throughout the development are to be provided. It is to be noted that considerable soil mounding is not supported, and appropriate wall heights or dropped slabs must be provided to provide sufficient depth of soil.
- Street Tree species are to be in accordance with the Rouse Hill Street Tree Masterplan
- The Landscape Plan is to be fully co-ordinated with architectural and civil/stormwater plans.
- Any proposed public domain elements are to be clearly identified and detailed on the landscape plan.

Health Comments:

- An acoustic report is required to be submitted. This report must address noise issues associated with the location of the site and the use of the site including but not limited to noise from the Rouse Hill Station and associated metro line, the loading dock, vehicle and shopping centre noise and mechanical ventilation from the premises. The report is to detail the proposed internal noise levels within the residential units and provide detail as to how these noise levels will be met. The acoustic report shall include noise emission considerations and details such as:
 - Project description;
 - Relevant guidelines or policy that has been applied;
 - Background noise measurements;
 - Details of instruments and methodology used for noise measurements (including reasons for setting and descriptors used, calibration details);
 - A site map showing noise sources, measurement locations and noise receivers;
 - Noise criteria applied to the project;
 - Noise predictions for the proposed activity
 - A comparison of noise predictions against noise criteria;
 - A discussion of proposed noise mitigation measures, the noise reduction likely and the feasibility and reasonableness of these measures; and
 - How compliance can be practically determined

The acoustic report is to be carried out by an appropriately qualified and practicing acoustical consultant in accordance with the requirements of the Environmental Protection Authority's *Noise Policy for Industry*.

Engineering Comments:

a. Stormwater

- The design of the stormwater including Water Sensitive Urban Design shall be consistent with the approved stormwater management strategy under Masterplan DA 1604/2004/HB (as amended) and DA 1581/2005//HB (as amended)
- The capacity of the stormwater system into which stormwater from the development discharges into, must be checked/analysed. Please note that the check/analysis shall be carried out to the legal point of discharge to ensure that the street pits will not be surcharged during minor events up to the 10 years ARI storm event and up to the 20 years ARI storm event for the sag pit.
- A stormwater plan and report shall be submitted with the application. Refer to Section 4.4 - Lawful Point of Discharge of Council's Design Guidelines Subdivisions/ Developments.
- The OSD, water quality and rainwater tanks shall be shown on the civil plans and relevant sections plans. OSD and rainwater tanks are permitted on common areas only.
- Any proposed work on Council's land/road due to the proposed development shall be prepared and provided in accordance with Council's Design Guidelines Subdivisions/ Developments and Works Specifications Subdivisions/Developments.
- A catchment plan (including internal and external), pipe sizes, design and existing levels shall be shown on the plans.
- OSD is required for this development and shall be designed in accordance with the UPRCT and Hawkesbury parameters shall be utilised.
- The Water Sensitive Urban Design elements must demonstrate a reduction in annual average pollution export loads from the development site in line with the following environmental targets:
 - 90% reduction in the annual average load of gross pollutants
 - 85% reduction in the annual average load of total suspended solids
 - 65% reduction in the annual average load of total phosphorous
 - 45% reduction in the annual average load of total nitrogen
 - All model parameters and data outputs are to be provided.
- Any proposed retaining wall shall be designed such that it accepts and caters for any surface runoff from the up slope adjoining land in a 'failsafe' manner without affecting any other property. No diversion or concentration of stormwater surface flows will be permitted. Any proposed retaining wall including footing and subsoil drain shall be design and constructed fully inside the property boundary
- Civil Engineering plans shall be prepared and provided as part of the application. This shall include but not limited to full road's width, long section, cross-section, earthworks, extent of the cut/full, drainage, services...etc. Earthwork plan, cut & fill, and retaining wall shall be provided on a separate plan.
- Any proposed work on Council's land/road due to the proposed development shall be subject/ requires separate approval from Council beforehand via Section 138 of the Roads Act 1993.
- When OSD, Water Sensitive Urban Design elements and rainwater tanks are provided for the development, Positive Covenant/Restriction-as-to-use – legal protection are required to be placed on a property title requiring owners to repair and maintain the OSD systems.

b. Road layout and traffic

- A traffic report prepared by suitably qualified traffic engineer shall be provided with the application. The traffic report will be required addressing sight distance, driveways, ramps, circulation aisles, car park areas, clearance heights etc.

- The design of the internal road and site access shall comply with Part D Section 6 Rouse Hill Regional Centre and the Precinct Plan under Masterplan DA 1604/2004/HB (as amended) and DA 1581/2005//HB (as amended)
- Minimum Sight Distance Requirements (MSDR) and Minimum Gap Sight Distance (MGSD) (including sight distance for pedestrian) shall comply with relevant Ausroad and AS/ NZS 2890.1, AS 2890.2 and AS/ NZS 2890.6.
- A footpath and shared pathway shall be shown on the plans and shall be connected to an existing footpath and shared pathway
- Details are to be provided for expected longest vehicle type that will access the driveway/basement (e.g. MRV/HRV).
- Carpark layout driveways, and aisles are to be designed according to the relevant Australian Standards. AS/NZS 2890.1:2004, AS 2890.2-2002 and AS/NZS 2890.6:2009. All dimensions are to be clearly labelled on the plans. Plans should also clearly identify if spaces are dedicated to visitor or staff. All dimensions are to be detailed on the plan including the parking spaces relevant to the user classification.
- A cross section plan of all ramps will need to be provided on plan and it must detail the gradient and the rate of grade change compliance with the relevant Australian Standards.
- Submit swept turning paths demonstrating the required manoeuvring in order for longest vehicle to enter and leave the site in a forward direction.
- The driveway width must be designed to facilitate the expected longest vehicle type and a B99 car pass each other simultaneously (i.e. maintaining two-way traffic flow).
- The driveway must be a minimum of 6m wide for the first 6m into the site, measured from the boundary.
- A turning bay will need to be provided within the basement visitor parking.

c. Flooding

- Flood compliance report prepared by a suitably accredited in flood engineering must be submitted with the application satisfying the requirements of Part C – Section 6 – Flood Controlled Land.
- For a copy of the flood information/advice you need to contact Council's Waterways and Stormwater team. Mr Anisul Huq, Council's Floodplains Systems Engineer, can be contacted on 9843 0464 or via his e-mail: ahug@thehills.nsw.gov.au

Waste Comments:

- Onsite waste collection must be proposed for all uses of the site (residential and commercial).
- Vehicular access and loading must be designed in accordance with Australian Standards AS2890.2 for the standard 12.5m long Heavy Rigid Vehicle at minimum.
 - A minimum vertical height clearance of 4.5m must be provided.
 - Service bays must have a minimum width of 4.5m to provide the operational space needed to wheel bulk bins to the rear of the collection vehicles.
 - Waste collection vehicles must enter and exit each site in a forward direction. Reversing must be limited to one reverse manoeuvre performed wholly onsite as part of a typical 3-point turn to help access the waste collection bay. Turntables will not be supported.
 - Two-way traffic flow between waste collection vehicles and the standard B99 passenger vehicle (AS2890.1) must be achieved at the footpath crossover and driveway aisle.

- The following standard residential waste generation rates and collection schedules are applicable to calculate the total minimum number of 1100 litre sized garbage and recycling bins the central bin collection room must be designed to accommodate. Organics bins will be collected in 240 litre sized bins:

Developments with 200-249 apartments:

- 120 litres of garbage per unit collected once weekly,
- 120 litres of recycling per unit collected once fortnightly,
- 15L litres of food organics per unit collected once weekly,
- A residential central bin collection room (separate from the commercial bin collection room) must be provided that can comfortably store the total minimum number of bins required to service the site in accordance with the standard waste generation rates detailed above. The central bin collection room must be located to open directly onto the dedicated waste loading bay.
- The layout of the central bin collection room must be shown on plans with bins drawn to scale. Bins must not be stacked more than 2 rows deep. All internal walkways and the waste servicing door must have a clear floor width of 1.5m.
 - 1100L bin dimensions: 1245mm deep, 1370mm wide, and 1470mm high.
 - 240L bin dimensions: 735mm deep, 580mm wide, and 1080mm high.
- The residential central bin collection room must have a separate resident access door that ensures residents do not access the loading bay when accessing the room to dispose of waste directly into the bins. The resident access door must be wheelchair accessible.
- If any residential lift core is located more than 75m of the central bin collection room a temporary bin holding room must be provided adjacent to the lift core to ensure residents have convenient access to a waste disposal point.
- A separate bulky waste storage room must be provided and located adjacent to the loading bay and central bin collection room. The room must be sized to accommodate 4m² per 50 apartments, rounded up to provide the best operational outcome.
- A private waste contractor must be engaged to service the commercial tenancies and the serviced apartments.
- Applicable Waste generation rates for commercial uses and the serviced apartments can be found in the NSW Better Practice Guide for Resource Recovery in Residential Developments 2019 – Table F3 on page 95 '*Calculating commercial and industrial waste and recycling generation rates*'.

It should be noted that commercial waste collection methodologies can vary, including front-lift collection, rear-loading collection, and a range of other systems. Any applications must submit an Operational Waste Management Plan detailing the proposed ongoing commercial waste management systems.

- Clear vertical height clearances and driveway ramp grades must consider commercial waste collection methodologies.
- A central bin collection room (separate from the residential bin collection room) must be provided that can comfortably store the total minimum number of bins required to service the commercial tenancies and the serviced apartments accordance with the standard waste generation rates detailed in the NSW EPA Better Practice Guide for Resource Recovery 2019. The central bin collection room must be located to open directly onto the dedicated loading bay.

Traffic Comments:

- A traffic and parking impact assessment report is required to demonstrate that the anticipated traffic generation will not adversely impact on the surrounding roads and intersections. The proposed development must not cause any queuing

on White Hart Drive from the proposed driveway accesses. The report shall include traffic modelling of all access points and surrounding intersections for the existing and plus-development scenario for the opening year and future year 2036.

- Concern is raised that there will be an increased risk of car collisions on White Hart Drive due to the proximity of the proposed driveways to the intersection of Tempus Street and White Hart Drive. A sight distance assessment shall be undertaken to demonstrate compliance with Australian Standards and Austroads Guide in terms of Approach Sight Distance (ASD), Stopping Sight Distance (SSD), Safe Intersection Sight Distance (SISD) and Minimum Gap Sight Distance (MGSD) for vehicles entering and exiting the proposed driveways (including the loading dock driveway) and Tempus Street. A deceleration lane on White Hart Drive may be required.
 - Pedestrian sight distance shall comply with AS2890.1.2004 and clearly shown on the plan. Any proposed vegetation e.g. street tree, garden bed etc must not impede the pedestrian sight distance. Considering this site is in proximity to Metro station with high volume of pedestrian traffic, a flashing light/alarm system is suggested to be installed at the proposed driveway entrance/exit to warn pedestrians on the footpath of the oncoming vehicle.
 - Swept paths shall be provided demonstrating simultaneous movements of the largest service vehicle and a B99 vehicle accessing the driveways.
 - Adequate on-site parking spaces shall be provided for all intended uses and comply with DCP requirements. The existing on-street parking must not be affected. Short-term drop-off/pick-up bays (for both mini-bus and cars) for visitors checking in/out of the serviced apartments are to be provided within the basement parking.
 - Clear and visible wayfinding signs shall be provided on White Hart Drive to direct vehicles to the car park entrance.
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- *With respect to the provision of telecommunication infrastructure, the applicant is required to investigate whether the subject site falls within the National Broadband Network's fibred area/ make an online application via the NBN website:*
www.nbnco.com.au

Finally, it should be acknowledged that the above advice is preliminary only and is based on the information provided to date and limited research into the sites history and constraints. Any application submitted would be subject to a more thorough assessment that could potentially add to or amend the above advice. This advice does not bind Council to a decision should an application be received.

PRELODGE



Kristine McKenzie
PRINCIPAL COORDINATOR
13 March 2024