

25186

25 September 2025

Kiersten Fishburn  
Secretary  
Department of Planning, Housing and Infrastructure  
4 Parramatta Square, 12 Darcy Street  
Parramatta NSW 2150

Dear Kiersten,

## HDA State Significant Development Scoping Report 7 Concord Avenue, Concord West

This Scoping Report has been prepared by Beam Planning on behalf of Urban Property Group (Urban) (the Applicant) to request Project-specific Secretary's Environmental Assessment Requirements (SEARs) and Rezoning Study Requirements for a concurrent State Significant Development Application (SSDA) and Rezoning Proposal relating to a new residential flat building development. The proposed development is to be located at 7 Concord Avenue, 202 George Street, and 69-73 Victoria Avenue, Concord West (the site).

Specifically, the proposed development will comprise approximately 1,300 dwellings across seven (7) buildings ranging from 10 to 40-storeys in height above podiums, including a minimum of 10% affordable housing (approximately 130 dwellings) for 15 years. The proposal also incorporates public domain improvements, though site links and flood mitigation works.

On 8 August 2025, the Housing Delivery Authority (HDA) recommended that the proposed development on the site as outlined in Expression of Interest (EOI) application (263727 - dated 14 May 2025), be declared State Significant Development (SSD) under Section 4.36(3) of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The Minister for Planning and Public Spaces issued SSD Declaration Order (No 12) 2025 on 21 August 2025, formally declaring the project as SSD. The proposal will be facilitated by a concurrent amendment to the applicable Environmental Planning Instrument (EPI), being the Canada Bay Local Environmental Plan 2013 (Canada Bay LEP 2013).

This Scoping Report has been prepared with consideration of both the Department of Planning, Housing and Infrastructure's (the Department) *State Significant Development Guidelines (March 2024)* and the *Local Environmental Plan Making Guidelines (August 2023)*. It provides an overview of the project, sets out the statutory context, and identifies the key likely environmental and planning impacts that will be considered as part of the application.

### The Applicant

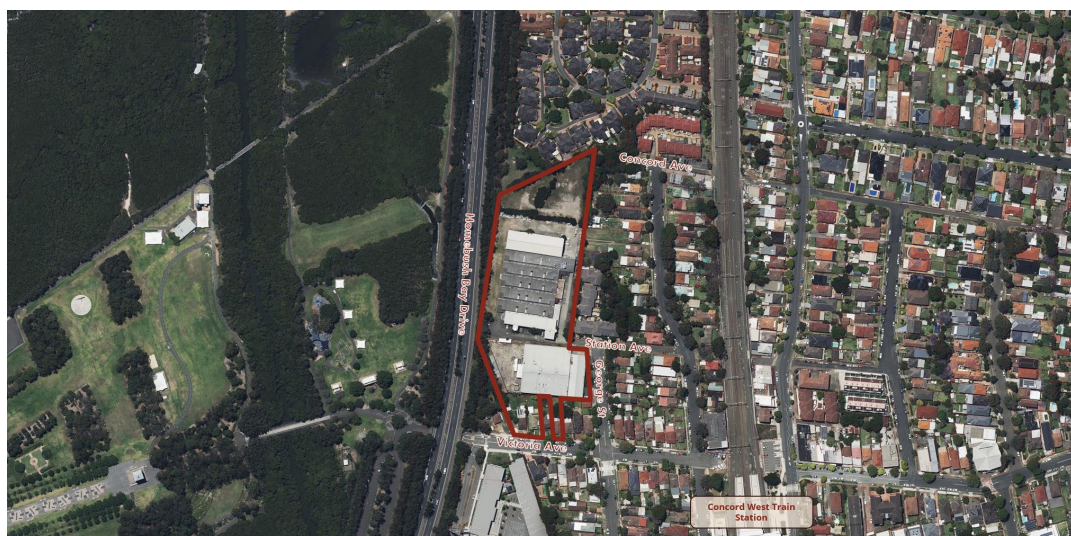
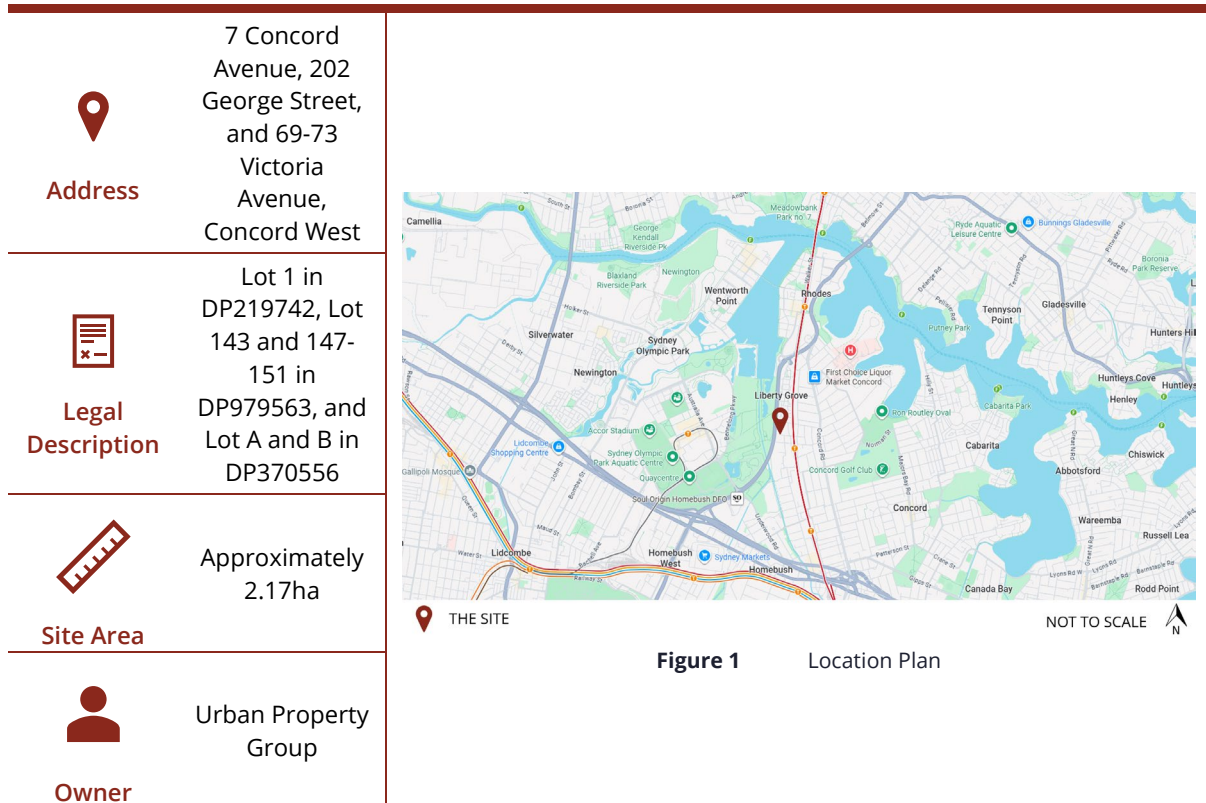
**Table 1** Applicant Details

<b>Applicant</b>	UPG Concord Bay Pty Ltd
<b>ABN</b>	48 690 783 852
<b>Address</b>	Suite 110 Level 1/180-186 Burwood Road, Burwood NSW 2134

## 1.0 Site Overview

The site is located at 7 Concord Avenue, 202 George Street, and 69-73 Victoria Avenue, Concord West) and is legally described as Lot 1 in DP219742, Lot 143 and 147- 151 in DP979563, and Lot A and B in DP370556. With an area of approximately 2.17 ha, the site has access to Concord Avenue, Station Avenue, Victoria Avenue and George Street (to which the site has a ~40m frontage). The site has a ~140m frontage to Homebush Bay Drive, however, does not have access to this road. The site currently contains warehouse style complex comprising a go-karting venue, a building containing a kids play service and three dwelling houses, alongside various hardstand spaces and sparse vegetation.

**Figure 1** provides a location plan, while **Figure 2** provides an aerial image of the site.



**Figure 2** Site Aerial

NOT TO SCALE

### Surrounding Context

The site is located within a highly accessible precinct identified for renewal. It lies approximately 230m from the entrance to Concord West Train Station and is predominantly surrounded by low to medium-density residential development to the north, east, and south. To the west, the site adjoins Homebush Bay Drive, beyond which is a large area of green open space. The southwestern boundary is shared with a narrow strip of densely vegetated RE1 Public Recreation zoned land, and to the south, across Victoria Avenue, is the Victoria Avenue Children’s Centre. Approximately 150m further south lies the Homebush Accelerated TOD Precinct, which is earmarked for high-density, transit-oriented development with a focus on intensified residential uses and vibrant urban spaces.

Homebush was identified as an Accelerated Precinct under the TOD Program (refer to **Figure 3**). In early 2024, the Department commenced strategic planning investigations aimed at increasing housing supply within TOD precincts. A rezoning proposal for Homebush was publicly exhibited between 16 July and 30 August 2024, and the rezoning was finalised in November 2024. The amended planning controls are now in effect.



**Figure 3** Homebush Accelerated TOD Precinct with respect to the site

Source: DPHI edited by Beam Planning

## 2.0 Background

### 2.1 Planning History

The portion of the site known as 7 Concord Avenue has been the subject of various planning processes since 2017, all considering the potential for renewal of the site given its isolated nature as employment zoned land in a residential context.

A brief overview of the planning history relevant to the site is provided below.

#### **Parramatta Road Corridor Urban Transformation Strategy**

The 2016 Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is a long-term, 30-year strategic vision designed to guide the revitalisation and growth of the Parramatta Road Corridor. The strategy aims to transform the Corridor into a vibrant, liveable, and well-connected urban area, delivering new housing, jobs, and improved amenity for the diverse communities who live and work along it.

A key component of PRCUTS is the identification and rezoning of selected areas to support increased residential density and development, ensuring the Corridor can meet the needs of Sydney's growing population. The subject site is situated within the Homebush Precinct as a location earmarked in the strategy as suitable for future residential development.

Under PRCUTS, the site has also been identified as appropriate for an uplift in planning controls, including an increased maximum building height control of 25m and a revised FSR control of 1.6:1. These changes reflect the strategic intent to encourage higher-density urban renewal in areas well-served by infrastructure, public transport, and employment opportunities.

The strategy establishes that any future Planning Proposals seeking to implement these changes must demonstrate consistency with the PRCUTS objectives and actions. In this context, the site's designation for residential land use and increased density has directly informed the preparation and submission of two Planning Proposals to date, as further detailed below. Whilst these Planning Proposals did not eventuate, the fundamental amendment of land use considered in these proposals underpin the proposed development as the site's / project's strategic merit continues to be demonstrated via the project's acceptance into the HDA Program. The project now seeks to build on the current context, being nearly ten years advanced beyond PRCUTS.

#### **2017 Planning Proposal (PP-2020-536)**

A Planning Proposal was previously lodged for the site in 2017, seeking to rezone the land from IN1 General Industrial to R3 Medium Density Residential, as well as an increase in both height and FSR.

The Planning Proposal received Gateway Approval on 8 January 2018 subject to conditions which were required to be satisfied prior to community consultation, including:

- to amend the Planning Proposal to allow for greater consistency with the PRCUTS, including the provision of affordable housing;
- to amend the Planning Proposal to include the site on Council's Flood Planning Map;
- to demonstrate consistency with the Regional and District Plan; and
- to demonstrate consistency with any available findings of the precinct wide flooding study.

A key assessment matter was the flooding classification of the site, which ultimately remained unresolved in this Planning Proposal. While the site was recognised as flood prone, it was unclear at the time whether the site constituted a floodway. In the context of Ministerial Direction 4.3 (now 4.1), which states, among other provisions, that planning proposals must not permit development in designated floodway areas.

Based on the available information, it is unclear whether the proponent made any attempt to satisfy the Gateway conditions. However, the Planning Proposal Portal indicates that the plan-making authority ultimately refused the proposal.

### 2024 Planning Proposal (PP-2024-499)

A separate Planning Proposal for the site was submitted in 2024 which proposed a change of land use from E4 General Industrial to R3 Medium Density Residential, and also increase the height of building control and FSR. This Planning Proposal was based on a new flood study adopted by Council in February 2023 for the Powells Creek Catchment, which included the subject site. This updated study, along with additional flood modelling commissioned by the proponent, confirmed that the site does not fall within a designated floodway.

At its meeting on Tuesday, 18 June 2024, Council resolved not to endorse the Planning Proposal for reasons including the unresolved flooding matter. A Rezoning Review was carried out by the Sydney Eastern Central Planning Panel who acknowledged the strategic merit, but did not support certain site-specific merits such as flooding mitigation.

## 3.0 Strategic Context

The proposed amendments to the Canada Bay LEP 2013, and the project as a whole, align with and give effect to the strategic planning framework relevant to the site, as evidenced by the acceptance of the proposal by the HDA and its declaration as SSD.

The project will deliver approximately 1,300 new dwellings in a highly desirable and accessible location within Sydney's inner suburban area, walking distance from Concord West Train Station, and will deliver a range of significant public domain improvements. The proposal directly responds to the current housing crisis and supports the State's commitments under the National Housing Accord, which emphasises the urgent need to deliver new housing. It also aligns with the strategic vision outlined in the PRCUTS, which envisioned rezoning the site from employment-generating uses to a residential use.

### 3.1 Key Strategic Plans

The following key strategic plans are likely to be relevant to the justification and evaluation of the project and will be investigated in more detail in the Environmental Impact Statement (EIS):

- NSW State Priorities;
- National Housing Accord 2022;
- NSW Housing Strategy: Housing 2041;
- NSW Government Housing Targets;
- State Infrastructure Strategy;
- Future Transport Strategy;
- Better places: An Integrated Design Policy for Built Environment of NSW;
- Development near Rail Corridors and Busy Roads;
- RMS Guide to Traffic Generating Development;
- Greater Sydney Region Plan – A Metropolis of Three Cities;
- Our Greater Sydney 2056 Eastern City District Plan;
- Parramatta Road Corridor Urban Transformation Strategy;
- City of Canada Bay's Local Strategic Planning Statement;
- City of Canada Bay's Local Housing Strategy;
- City of Canada Bay's Social Infrastructure(Open Space and Recreation) Strategy and Action Plan;
- City of Canada Bay's Local Movement Strategy;
- City of Canada Bay's Economic Development Response 'Rising to the Challenge of COVID 19';
- City of Canada Bay's Urban Tree Canopy Strategy; and,
- City of Canada Bay's Environmental Strategy 'Our Sustainable City'.

In addition to the above, the future application will undertake a detailed assessment against the relevant Section 9.1 Ministerial Directions.

## 3.2 Cumulative Impacts

As noted above, the site is strategically located near the Homebush Accelerated TOD Precinct, positioning the proposed development to align seamlessly with the area's anticipated future growth and transformation. Many surrounding sites, both within and adjacent to the TOD Precinct, are currently underutilised and are expected to be revitalised in the coming years. This coordinated redevelopment will support increased residential density and help meet the growing demand for housing and infrastructure across the precinct. Importantly, the Homebush Precinct was selected to be included in the TOD Program as a result of the existing and future infrastructure upgrades earmarked for the locality, namely being the significant investment of Sydney Metro West.

The cumulative impacts of these future changes have been considered in the TOD Precinct planning, which reflects the area's designation for significant growth supported by major infrastructure investment. As part of the future EIS, cumulative impacts will be assessed in line with the established planning framework. This will include detailed consideration of flooding, traffic generation, infrastructure capacity, overshadowing, amenity, and integration with the public domain, ensuring a coordinated, high-quality, and sustainable precinct-wide outcome.

## 4.0 The Proposal

As detailed in the preceding sections, the project comprises a concurrent Rezoning Proposal and a SSDA. The Rezoning Proposal seeks to amend the planning controls under the Canada Bay LEP 2013, while the SSDA will seek the delivery of proposed development across the site. The following sections outline the details of each planning component.

### 4.1 Rezoning Proposal

To facilitate the proposed development described in **Section 4.2** of this Scoping Report, a Rezoning Proposal is sought to seek the following amendments to the Canada Bay LEP 2013:

- change the land use zone from E4 General Industrial and R2 Low Density Residential to R4 High Density Residential.
- increase the maximum building height from 8.5m and 12m to ~136m across the site (to be redefined as the proposal progresses); and
- increase the maximum FSR on the site from 0.5:1, 0.7:1 and 1:1, to 5:1 (to be redefined as the proposal progresses).

The proposed amendments seek to optimise the site's strategic location in proximity to Concord West Train Station, by enabling high-density, transit-oriented development near key infrastructure and public transport. The amendments will facilitate an uplift in housing supply, including a commitment to deliver a minimum of 10% affordable housing for 15 years.

The Rezoning Proposal will give regard to the strategic and site-specific merit of the project.

### 4.2 State Significant Development Application

The proposed amendments to the Canada Bay LEP 2013, as outlined above, will facilitate the following development which will be sought in a concurrent Concept SSDA with a detailed proposal for the first stage of development:

- concept proposal (envelopes) for seven (7) RFBs, ranging from 10-40 storeys in height overtop of podiums.
- detailed design for two of the seven towers;
- basement car parking;
- flood mitigation works; and
- associated landscaping and public domain improvements, including the provision of through-site links.

In accordance with Section 4.22 of the EP&A Act, consent will be sought for the Concept Proposal and the detailed construction and use of two of the proposed towers, as well as associated car parking, flood mitigation works, and broader ground plane/landscaping embellishments. The detailed design for the remaining towers will be submitted through separate, subsequent SSDAs.

In addition to the above, the Concept Proposal will include a commitment consistent with the HDA EOI to provide a minimum of 10% of the residential GFA as affordable housing for a minimum of 15 years, to be managed by a registered Community Housing Provider (CHP). It is acknowledged that clause 6.12 of the Canada Bay LEP 2013 contains a requirement for 4% of the residential GFA to be dedicated to Council as affordable housing, however as set out in the EOI, the proposal does not seek to dedicate floor space under this clause but rather seeks to enable the delivery of a greater percentage of affordable housing for a 15-year period.

Architectural Drawings and an Architectural Design Report illustrating the proposed development will be prepared to accompany the future SSDA. **Figure 4** provides a preliminary design strategy of the anticipated proposal, while a preliminary scheme of the anticipated proposed is provided at **Figure 5**.



**Figure 4** Preliminary Design Strategy

Source: Plus Architecture



**Figure 5** Preliminary Design Scheme

Source: Plus Architecture

## 5.0 Consideration of Alternatives

A range of development options have been considered during the preliminary planning process to determine the most appropriate outcome for the site. These options were evaluated in terms of feasibility, merit, urban design outcomes and broader community benefit.

The following alternatives were considered as part of the process leading to this proposal, and will be discussed in further detail in the EIS:

- **Alternative 1: Do Nothing** - This would leave the site in its current underutilised industrial form despite its optimal location a short walking distance from Concord West train Station. This outcome would forego the opportunity to deliver housing in a highly accessible location and would not align with the Department's housing or TOD objectives.
- **Alternative 2: Compliant Development Application** - A compliant development application under the current planning framework would not permit residential accommodation on the site. Development in accordance with existing controls would result in a use and built form similar to what currently exists, offering limited renewal and failing to capitalise on the site's proximity to Concord West Train Station to deliver much-needed housing.
- **Alternative 3: Development in accordance with previous Planning Proposals** – Previous Planning Proposals for the site sought lower densities, which ultimately proved unfeasible due to technical constraints such as flooding. Given the site's strategic designation for growth and its potential for residential development as identified within the PRCUTS, a higher-density proposal enables a more integrated and viable approach to addressing these challenges. The increased scale facilitates holistic planning and investment in necessary infrastructure and mitigation measures, and responds directly to the current housing crisis. As demonstrated by the outcomes of the two earlier proposals, which pursued similar lower-density schemes, repeating that approach is likely to result in the same unsuccessful outcome. Furthermore, the proposal reflects the current context and need for housing, nearly ten (10) years beyond the endorsement of PRCUTS.
- **Alternative 4: The Proposal – Concurrent Rezoning and SSDA (HDA Pathway)** - Advancing a concurrent Rezoning and SSDA optimises the site's potential, aligns local planning controls with State policy objectives, and secures the delivery of a minimum 10% affordable housing commitment. This option is the preferred approach as it maximises housing supply, increases the provision of affordable housing, benefits from existing transport infrastructure, and ensures a coordinated planning outcome. Increased density on the site will provide greater opportunities for the proponent to effectively address the key issues that fundamentally constrained previous Planning Proposals which had previously rendered them unfeasible.

## 6.0 Statutory Context

**Table 3** provides an overview of the key statutory requirements for the project.

**Table 3** Statutory Context

Matter	Comments
<b>Power to Grant Consent</b>	The development is declared SSD pursuant to State Significant Development Declaration Order 2025 (No 12, Part 2, Section 1(o)). Pursuant to Section 4.5(a) of the EP&A Act, the Minister for Planning and Public Spaces, or their delegate will be the consent authority for the application.
<b>Permissibility</b>	The proposal is located on land which is subject to the Canada Bay LEP 2013, which zones the site as E4 General Industrial and R2 Low Density Residential, both of which do not permit RFBs. The proposed rezoning includes the change of land use zone from E4 and R2 to R4 High density residential, which permits RFBs.
<b>Other Approvals</b>	<ul style="list-style-type: none"> <li>• <b>Biodiversity Conservation Act 2016</b> – Due to the nature of the site, a waiver to the requirement for a Biodiversity Development Assessment Report (BDAR) will be sought prior to lodgement of the SSDA.</li> <li>• <b>Water Management Act 2000</b> – Authorisation would be required if groundwater is to be impacted during construction.</li> <li>• <b>Sydney Water Act 1994</b> - Section 78 of the <i>Sydney Water Act 1994</i> requires consent authorities to notify Sydney Water where an application for development could affect Sydney Water services. Accordingly, the applicant will consult with Sydney Water during the preparation of the EIS if deemed necessary.</li> <li>• <b>Roads Act 1993</b> - A consent under Section 138 of the <i>Roads Act 1993</i> may be required to facilitate new driveway connections.</li> </ul> <p><u>Approvals not applicable:</u></p> <ul style="list-style-type: none"> <li>• An approval under Part 4, or excavation permit under section 139, of the <i>Heritage Act 1977</i>,</li> <li>• An approval under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i>.</li> </ul>
<b>Pre-conditions to exercising the power to grant consent</b>	<p><b>Biodiversity Conservation Act 2016</b> (BC Act) A BDAR waiver will be requested from the Department to satisfy Section 7.9(2) of the BC Act.</p> <hr/> <p><b>National Parks and Wildlife Act 1974</b> (NPW Act) The NPW Act aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. Given the extensively disturbed nature of the site, a full Aboriginal Cultural Heritage Assessment Report (ACHAR) is not considered necessary for this site. Therefore, an Aboriginal Cultural Due Diligence Report will be prepared instead to accompany the application.</p> <hr/> <p><b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b> (Transport and Infrastructure SEPP) <u>Section 2.119 Development with frontage to classified road</u> This clause aims to ensure that new developments do not compromise the function, safety, or efficiency of classified roads and that they minimise the impact of traffic noise and emissions on sensitive nearby uses, such as residential accommodation. Prior to issuing consent, the consent authority must be satisfied that, where practicable and safe, access to the site is provided via a road other than the classified road, and that the development will not adversely affect the classified road through its access design, emissions, or traffic impacts. Additionally, consent must not be granted unless the development is either not sensitive to traffic impacts or is appropriately designed or treated to mitigate noise and emissions.</p> <hr/> <p><u>Section 2.120 Impact of road noise or vibration on non-road development</u> This clause applies to certain noise-sensitive developments, such as residential accommodation located in or near major road corridors (freeways, tollways, transitways, or roads with over 20,000 vehicles per day). Its purpose is to protect these developments from adverse impacts of road noise and vibration. Before approving such development, the consent authority must consider any relevant guidelines issued by the Planning Secretary. For residential developments, consent cannot be granted unless the authority is satisfied that noise levels will not exceed 35 dB(A) in bedrooms (between 10 pm and 7 am) and 40 dB(A) in other habitable rooms, ensuring appropriate noise mitigation measures are in place.</p>

Matter	Comments
	<p><b>State Environmental Planning Policy (Resilience and Hazards) 2021</b> (Resilience and Hazard SEPP) Chapter 4 of the Resilience and Hazard SEPP aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. Specifically, Section 4.6(1)(b) requires the consent authority to be satisfied that the land is suitable in its contaminated state, or will be suitable after remediation, for the purpose for which the development is proposed to be carried out.</p> <p>Previous contamination studies have concluded that the site is contaminated as a result of on-site fuel storage and previous filling. Whilst this will be addressed in the upcoming SSDA, the question of how the site will be remediated has been effectively resolved through previous investigations carried out for Planning Proposals with a residential component.</p>
<p><b>Mandatory matters for consideration</b></p>	<p><b>Environmental Planning and Assessment Act 1979</b> (EP&amp;A Act) The future SSDA will take into consideration the following sections of the EP&amp;A Act, which will address both the SSDA and rezoning proposal requirements:</p> <ul style="list-style-type: none"> <li>• Section 1.3 Objects of Act</li> <li>• Section 3.31 Making of environmental planning instruments for local areas (LEPs)</li> <li>• Section 4.15 Evaluation</li> <li>• Section 4.22 Concept development applications</li> <li>• Section 9.1 Directions of the Minister</li> </ul>
	<p><b>State Environmental Planning Policy (Transport and Infrastructure) 2021</b> (Transport and Infrastructure SEPP) The future SSDA will address the following sections of the Transport and Infrastructure SEPP:</p> <ul style="list-style-type: none"> <li>• Section 2.119 Development with frontage to classified road</li> <li>• Section 2.120 Impact of road noise or vibration on non-road development</li> </ul>
	<p><b>State Environmental Planning Policy (Housing) 2021</b> (Housing SEPP) The future SSDA will provide an assessment against Chapter 4 of the Housing SEPP. As required by Section 147, a Design Verification Statement will be prepared, along with an assessment against the Apartment Design Guide (ADG).</p>
	<p><b>State Environmental Planning Policy (Sustainable Buildings) 2021</b> (Sustainable Building SEPP) The future SSDA will implement a range of environmentally sustainable development initiatives to meet industry benchmarks and standards, as well as reduce emissions and consumption of energy in accordance with Chapter 2 and 3 of the Sustainable Building SEPP.</p>
	<p><b>Canada Bay Local Environmental Plan 2013</b> (Canada Bay LEP 2013) Despite the proposal seeking amendments to the Canada Bay LEP 2013, the future application will still give regard to the proposed zone and development standards, along with the following relevant clauses:</p> <ul style="list-style-type: none"> <li>• Clause 2.3 Land Use Table</li> <li>• Clause 4.3 Height of Buildings</li> <li>• Clause 4.4 Floor Space Ratio</li> <li>• Clause 5.10 Heritage conservation</li> <li>• Clause 5.21 Flood planning</li> <li>• Clause 5.22 Special flood considerations</li> <li>• 6.1 Acid sulfate soils</li> <li>• 6.2 Earthworks</li> <li>• 6.11 Mix of dwelling sizes in residential flat buildings and mixed use development</li> <li>• 6.12 Affordable housing</li> <li>• 6.14 design excellence</li> <li>• Part 8 Burwood-Concord, Homebush North and Kings Bay Precincts</li> </ul>

## 7.0 Community Engagement

Engagement with the relevant government agencies and key surrounding landowners has not commenced. Engagement will be undertaken in accordance with the requirements of the SEARs. The applicant will also be undertaking future engagement to inform the EIS in accordance with the SEARs and DPHI *Undertaking Engagement Guidelines for State Significant Projects (2021)*.

Consultation is anticipated with the following government and industry stakeholders:

- Department of Planning, Housing and Infrastructure;
- Transport for NSW;
- Canada Bay Council;
- Neighbouring Landowners;
- Surrounding Residents and Businesses;
- Local Indigenous Community;
- Local Community Groups and Members; and
- Public agencies and utility providers, including Water NSW, Ausgrid, Jemena and Sydney Water.

## 8.0 Proposed Assessment of Impacts

**Table 4** and **Table 5** identify the matters requiring further assessment in the EIS and the proposed approach to assessing each of these matters. The concurrent assessment of the Rezoning Proposal and SSDA will ensure that all key matters are able to be comprehensively addressed in a unified manner under a single assessment and consent authority.

**Table 4** Matters of consideration applicable to the site requiring further assessment

Assessment Matter	Proposed Approach
Built Form and Urban Design	The EIS, supported by the Architectural Design Report, will demonstrate the proposed built form is appropriate for the site. The assessment will consider the increased building height, bulk and massing, setbacks, streetscape amenity, and interface with surrounding uses.
Landscaping and Public Domain	The EIS will be accompanied by Landscape and Public Domain Plans, and an Architectural Design Report to assess and demonstrate how the proposal will deliver a high-quality new public domain in the form of new through-site links.
Transport and Accessibility	A Traffic, Transport and Accessibility Impact Assessment will accompany the EIS, providing an assessment of the traffic and parking impacts of the residential development, as well as a Construction Traffic Management Plan.
Flooding	As noted throughout this Scoping Report, the site is flood prone. A Flood Impact Risk Assessment (FIRA) will accompany the EIS and inform the future design of the proposed development as well as other aspects such as evacuation.
Visual Impact	A Visual Impact Analysis will accompany the EIS positioning the proposal in the future anticipated context.
Residential Amenity	The residential amenity of the development will be evaluated as part of the Architectural Design Report and EIS), with the assessment guided by the design principles for residential apartment developments outlined in the Housing SEPP and the Apartment Design Guide (ADG).
Acoustic Amenity	The EIS will be supported by a Noise and Vibration Impact Assessment which will assess the impact of traffic generation of the surrounding road network (specifically Homebush Bay Drive) on the acoustic amenity of sensitive receivers proposed on the site.  If it is deemed to be required by the Acoustic Consultant, the Noise and Vibration Impact Assessment will address potential impacts from the rail corridor to the east, including operational rail noise and vibration, and identify appropriate mitigation measures to ensure compliance with relevant guidelines. Noise and vibration impact associated with the construction of the development will also be addressed.
Social Needs Assessment	The proposal will increase the population above what has previously been considered under prior Planning Proposals, and therefore an assessment of the social infrastructure needs created by the proposal will be provided within the EIS.

Assessment Matter	Proposed Approach
Design Excellence	<p>Whilst the design excellence clause of the Canada Bay LEP 2013 does not apply to the land, and a competitive design process is not required under the existing framework, the proponent intends to conduct a proponent-led design competition with a focus on the master plan and concept proposal / planning envelopes.</p> <p>Although this process is not required by the framework, it will ensure the best possible concept envelope arrangement is tested early for the entire site, and given the intensification of the site, will provide the greatest outcome regarding urban form, design quality and integration into the surrounding urban landscape. The process will be led by the proponent with consultation to occur with GANSW and Canada Bay Council.</p>
Heritage	<p>The site is immediately adjacent to heritage Item 467 “Powell’s Creek Reserve”. The future Development Application will comprise a Statement of Heritage Impact (SOHI) to ensure that the proposed development does not adversely impact this heritage item.</p>
Other Impacts	<p>The following additional assessment matters will be addressed within the EIS:</p> <ul style="list-style-type: none"> <li>• Contamination</li> <li>• Groundwater</li> <li>• Wind</li> <li>• Reflectivity</li> <li>• Waste management</li> <li>• Water management</li> <li>• Safety and security</li> <li>• Ecologically sustainable development</li> <li>• BCA and fire safety</li> <li>• Utilities, infrastructure and services</li> <li>• Economic impact assessment</li> <li>• Construction impacts</li> <li>• Site suitability and public interest</li> </ul>

**Table 5** Matters of consideration not requiring further assessment

Assessment Matter	Proposed Approach
Bushfire	<p>The site is not bushfire prone land, therefore no further assessment is required.</p>
Biodiversity	<p>The site has been previously cleared. A BDAR Waiver Request will be prepared and lodged to confirm the site is not subject to any significant biodiversity value prior to lodgement of the SSDA.</p>

As outlined in this letter, the Proposal has been declared SSD by the Minister under section 4.36(3) of the EP&A Act under the HDA and is eligible for Rezoning Study Requirements and industry-specific SEARs.

We trust that the information provided is sufficient to enable the Secretary to issue SEARs and Rezoning Study Requirements for the preparation of the concurrent EIS/Rezoning Report. Should you have any queries about this matter, please do not hesitate to contact the undersigned.

Kind regards



**Brendan Hoskins**

**Director**

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