

23 January 2026

TfNSW Reference: SYD26/00022/01
DPHI Reference: SSD-103565216



Ms. Kiersten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2150

Attention: Paul Sartor

**REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)
MIXED-USE DEVELOPMENT
264A SOUTH STREET, MARSDEN PARK**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to provide input to the Secretary's Environmental Assessment Requirements (**SEARs**) for the proposed residential mixed-use development at 264A South Street, Marsden Park.

TfNSW has reviewed the Scoping Report (prepared by Colliers Urban Planning on 12 January 2026) and provides assessment requirements and comments in **TAB A** for the consideration of the Department of Planning, Housing and Infrastructure (**DPHI**).

Should you have any questions regarding the above matter, please contact Annelly Ketheson, Land Use Planner, on phone (02) 9983 2731 or via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink that reads "B. Pegg".

Brenden Pegg
Senior Manager Land Use Assessment Central and Western
Transport Planning Branch
Planning, Integration and Passenger Division

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TAB A – TfNSW Assessment Requirements and Comments

1. **Transport Impact Assessment (TIA):** A TIA shall be prepared in accordance with the *Guide to Transport Impact Assessment (GTIA)*. GTIA replaces the Guide to Traffic Generating Developments and can be found at this [link](#). The TIA will enable TfNSW to understand the impacts the development may have on the state classified road network that it manages, as well as the impacts from local road connections with the state classified road network because of increased vehicular, bus and pedestrian/active transport movements. The TIA must include, but not be limited to, the following:
 - a) Details of all traffic types and volumes likely to be generated during construction and operation. Traffic flows are to be shown diagrammatically to a level of detail sufficient for easy interpretation. Traffic Generation Rates should be sourced from GTIA.
 - b) Details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand for the proposed development; and
 - c) Measures to integrate the development with the existing/future public transport network.
 - d) A review of the crash data along the identified transport route/s and key nearby intersections for the most recent 5-year reporting period and an assessment of the safety implications of the proposed development and required mitigation measures.
 - e) Details of the site access and pedestrian network and parking provision associated with the proposed development, in accordance with the relevant Australian Standards, Austroads Guide and Council's Development Control Plan (DCP).
 - f) An assessment of the predicted impacts of development traffic on road safety and the capacity of the surrounding road network.
 - g) Identification of the necessary road network infrastructure upgrades (e.g. signage, pedestrian facilities, intersection upgrades, etc.) on the surrounding transport network.
 - h) Plans demonstrating how all vehicles likely to be generated during construction can be accommodated on the site to avoid impacts to the transport network. A preliminary Construction Transport Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.
 - i) Details of Travel Demand Management (TDM) measures to minimise the development impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and/or specific Workplace Travel Plan) and the provision of facilities to increase the non-car mode share for travel to and from the site.
2. **Traffic Modelling:** Detailed traffic modelling (e.g. SIDRA Network) will be required to document the impact of the proposed development (SSDA Stage 1 Yields) and (Full Concept Proposal Yields) on the existing and proposed road network with an existing base and a +10-year background traffic growth scenarios, with and without the proposed development, for weekday AM, PM and weekend peak periods.

At a minimum, the traffic modelling should include the following intersections:

- South Street / Site Access
- South Street / Glengarrie Road
- Glengarrie Road / Vasse Way / Elara Place Access (roundabout)

Modelling undertaken must include, but not be limited to, the following:

- a) Be based on current traffic counts.
- b) Cumulative impact combined with surrounding approved developments should also be considered.
- c) Take into consideration any future committed road / transport upgrades.
- d) Compliance with TfNSW Transport Modelling Guidelines (October 2025).
- e) Ensure the base model is calibrated with on-site observations (e.g. queue lengths, delays). Details on the calibration undertaken must be provided.
- f) Details of any default settings that have been changed, along with supporting justification for each change; and
- g) Ensure the electronic copies of all modelling files are provided to TfNSW for review.

SCATS data for signalised intersections can be requested via SCATS.Traffic.Signal.Data@transport.nsw.gov.au.

3. **Active Transport:** The development should ensure its design is reflective of the Connecting Strategy and the NSW Active Transport Strategy, including, but not limited to:
 - Delivering integrated land use and transport planning, connecting people to their local metro centre and strategic centres within 30 minutes by public transport;
 - Enable 15-minute neighbourhoods;
 - Deliver connected and continuous cycling networks; and
 - Promote safer and better precincts and main streets.

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4. Rezoning: TfNSW notes that this SSDA is subject to a concurrent Planning Proposal to result in B4 Mixed Use and associated uplift in height. Details of the proposed Local Environmental Plan (**LEP**) amendments to facilitate this development should be provided as part of the Planning Proposal documentation and early consultation with TfNSW is encouraged in the process.
5. Early consultation with TfNSW's Sydney Metro should be sought with regards to the alignment and design of the future Metro Corridor between Tallawong and St Marys, as well as the location and design of the future Metro Station at Marsden Park noting that such feedback will allow the development to respond to future interventions associated with the proposed Sydney Metro station.
6. The supporting reports should also consider DPHI's *Development near Rail Corridors and Busy Roads – Interim Guideline*.

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14/01/2026

Paul Sartor
The Department of Planning, Housing and Infrastructure
paul.sartor@dpie.nsw.gov.au

Dear Sir/Madam

**State Environmental Planning Policy (Transport and Infrastructure) 2021
Development Application – SSD-103565216
264A South St, Marsden Park**

Thank you for your referral to Sydney Metro requesting input into the Department of Planning, Industry and Environment Secretary's Environmental Assessment Requirements (SEARs) for the proposal including details of any key issues and assessment requirements, in accordance with section 2.99 of the State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&ISEPP).

Transport for NSW (TfNSW) has delegated its rail authority functions in relation to the Sydney Metro North West Line rail corridor to Sydney Metro. Therefore, Sydney Metro is the relevant rail authority for the North West rail corridor for the purpose of the T&ISEPP.

Concurrence of Sydney Metro is not required

Sydney Metro understands that the development the subject of the DA is State Significant Development (SSD) being the site preparation works and the construction of 6 residential flat buildings.

As this is a SSD development application, the provisions of section 2.99 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* do not apply.

Section 4.13(2A) of the *Environmental Planning and Assessment Act 1979* excludes concurrence or consultation requirements from applying to development applications for SSD, unless an environmental planning instrument requires concurrence or consultation to SSD. As section 2.99 of the T&ISEPP does not require concurrence to be provided in the context of a development application for SSD, concurrence is not required for the DA.

Notwithstanding this, in order to ensure the appropriate management and mitigation of the proposed development's impacts on the Sydney Metro North West Line rail corridor, Sydney Metro has reviewed the DA documents that were uploaded onto the NSW Planning Portal on 12/01/2026, including having regard to the matters outlined in the T&ISEPP.

Based on this review, Sydney Metro is of the view that the proposed development would have negligible impacts on the Sydney Metro North West Line rail corridor because the proposed development does not involve excavation work occurring:

- (a) within, below or above, the Northwest rail corridor;

Sydney Metro

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- (b) within 25m (measured horizontally) of the Northwest rail corridor;
- (c) within 25m (measured horizontally) of the ground directly below Northwest rail corridor; or
- (d) within 25m (measured horizontally) of the ground directly above an underground rail corridor.

Finally, it appears the DA may have impacts on a future rail corridor, which is not the responsibility of Sydney Metro. TfNSW is the relevant rail authority for the future infrastructure rail corridor. The DA should be referred to TfNSW for comments or concurrence, as applicable

Sydney Metro thanks the Department of Planning, Industry and Environment for its assistance.

Please contact Peter Bourke Senior Manager Corridor Protection or Lauren Saunders Corridor Protection Coordinator at email sydneymetrocorridorprotection@transport.nsw.gov.au should you have any further enquiries on this matter.

Yours sincerely



Peter Bourke
Senior Manager
Corridor Protection

SSD-103536711 – 264A South St, Marsden Park



Your ref: SSD- 103565216
File no: MC-26-00002

2 February 2026

NSW Department of Planning, Housing and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Recipient Delivery paul.sartor@dpie.nsw.gov.au

Attention: Paul Sartor

Dear Sir

Response to SSD-103536711 and SSD-103565216 at 264A South Street, Marsden Park

Thank you for your correspondence dated 12 January 2026 requesting our advice for a SEARs request at Site 1/Lot 12 DP 1271530 and Site 2/Lot 2 DP 1214817, at 264A South Street, Marsden Park, which are State Significant Development proposals under section 4.36 of the *Environmental Planning and Assessment Act 1979*. Thank you also for the opportunity to attend the Planning Focus Meeting held on 27 January 2026.

We strongly oppose the proposal as the concurrent rezoning proposals lack strategic and site-specific merit and, as such, object to SEARs being issued for the 2 sites. Doing so overlooks critical issues that would prevent timely housing delivery at the site and conflict with established regional community planning. The proposal fails to demonstrate strategic and site-specific merit, fails to meet the HDA expression of interest (EOI) criteria, and would set a concerning precedent about how housing delivery is balanced against other critical community needs and the credibility of the strategic planning approach to locating dwelling density in well-located areas serviced by regular public transport and local services.

Our reasons for this position are set out in Attachments 1-2 to this correspondence, with our main objectives summarised as follows:

- 1. The proposal does not have strategic merit as it is not well-located, in that it is not in an accessible area as defined under the HDA criteria.** The proposal relies on the delivery of the Tallawong to St Marys metro to be considered well-located. The NSW Government has not yet made a funding commitment to this infrastructure and has removed the extension from the draft region plan. Given the current transport infrastructure available, the site is not accessible.
- 2. The proposal does not have strategic merit as it undermines significant strategic planning work done by the NSW Government for community facilities.** The 2013 Indicative Land Use Plan (ILP) identified the site at 264A

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All correspondence to: The Chief Executive Officer - PO Box 63 - Blacktown NSW 2148

South Street, Marsden Park (Lot 2 DP1214817) for a regional scale community facility to address the needs of a catchment within the North West Growth Area. As detailed in Section 7.11 Contributions Plan No.21, Site 2 is to deliver a community hub and aquatic centre, including a tier 1 library, function and meeting rooms, café, offices, a shared community space (12,513sqm) and a regional aquatic centre including an indoor recreation facility and youth/community space (26,280sqm).

Our records and the Department of Planning, Housing and Infrastructure (DPHI) 's revised projections indicate a 33% increase in the catchment's population, exceeding the planned capacity. As such, the originally scoped facility at 264A South Street, Marsden Park, is no longer sufficient to meet benchmarks for facility provision and will need to be increased to account for the increase in population, notwithstanding the further increase this proposal seeks.

The site at Site 2, 264A South Street, Marsden Park (Lot 2 DP1214817), was designated for community use and identified for acquisition in the October 2013 ILP, and the land acquisition and facility needs are identified in Section 7.11 Contributions Plan No.21 Appendix F. Kanebridge Investments Marsden Park Pty Ltd purchased the property in 2021 with this zoning and acquisition scheme in place.

- 3. The proposal does not have site-specific merit, as the project is located adjacent to a landfill site.** We are aware of contamination issues being caused by the landfill site to the north. The burden of proof lies with the applicant to demonstrate that increasing residential density beyond the residential density already allowed under the planning completed in 2013, within 250m of a landfill site with contamination, is appropriate.

We have made various representations to the Department of Planning, Housing and Infrastructure (DPHI) regarding our serious concerns about HDA processes and issues with the proposal at the subject site. Please refer to our letter dated 16 May 2025 at Attachment 1.

Further, we acknowledge that an HDA declaration of SSD and concurrent rezoning does not guarantee that the proposal will be supported, and that an assessment of the submitted materials will be carried out. In the interest of preventing further resources being invested into a project that does not meet the HDA criteria of being well located under Schedule 10 of the *State Environmental Planning Policy (Housing) 2021*, undermines long-term strategic planning and critical infrastructure delivery, and is unlikely to meet the HDA criteria for environmental hazards and therefore is unlikely to be delivered within the Housing Accord timeframe, we request that SEARs are not issued for the proposal.

Despite our fundamental objections, we have undertaken a review of the applicant's request for SEARs and the accompanying planning proposal(s) and our requirements are outlined in Attachments 2-4 to this correspondence. Should the Department of Planning, Housing and Infrastructure determine that the proposal possesses sufficient merit to proceed, we respectfully request that all these council requirements also be incorporated into the final SEARs to the applicant and addressed in the planning proposal(s).

If you would like to discuss this matter further, please contact Brock Cauchi, Senior Strategist on 9839 6037 regarding matters raised in Attachment 2, and Bertha Gunawan, Senior Town Planner on 9839 6134 regarding matters raised in Attachments 3 and 4.

Yours faithfully



Judith Portelli
Manager Development Assessment



Jaime Hogan
Manager Urban Planning and Economic
Development

Attachments

1. Letter to Secretary of Department of Planning, Housing and Infrastructure
2. Planning proposal requirements
3. Submission to SSD - 103565216 – Mixed use development South Street, Marsden Park (Site 2/Lot 2 DP 1214817, BCC File Ref: MC-26-00002)
4. Submission to SSD - 103536711 - Residential flat buildings South Street, Marsden Park (Site 1/Lot 12 DP 1271530, BCC File Ref: MC-26-00001)

Attachment 1 – Letter to Secretary, Department of Planning, Housing and Infrastructure



File number: F24/1837

16 May 2025

Ms Kiersten Fishburn
Secretary of the Department of Planning, Housing and Infrastructure
NSW Department of Planning, Housing and Infrastructure
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150
By email: hda@dphi.nsw.gov.au

Dear Ms Fishburn,

Housing Delivery Authority – Applications at 264A South Street, Marsden Park (235468 and 235428)

I am writing to express serious concerns in relation to the Housing Delivery Authority (HDA) recommendations from the 24 March 2025 meeting, regarding 2 applications at 264a South Street, Marsden Park. These recommendations appear to overlook several critical issues that may prevent timely housing delivery and conflict with established community planning. Our primary concerns are summarised below.

- Undermining planned community infrastructure. The recommendations conflict with plans for a regional community recreation facility designated for one of the sites.
- Environmental hazards. An adjacent former landfill site has recently experienced an EPA-reported gas leak, requiring thorough contamination investigations and potential remediation work that would delay any housing project.
- Transport infrastructure planning conflicts. The site's location within the Marsden Park Strategic Centre presents challenges due to uncertainty regarding the future rail corridor and key intersection alignments. The property also falls within the current investigation corridor for the new Sydney Metro connection between St Marys and Tallawong.

I request a meeting to discuss these issues directly with you, as collaboration with local government can ensure the HDA supports timely approvals for appropriate housing projects while maintaining holistic planning principles.

Blacktown City Council supports more housing supply and housing diversity

We have consistently demonstrated our commitment to facilitating housing supply and diversity as part of our comprehensive community planning approach. It is precisely because of this commitment to responsible housing development that we raise concerns about the recent HDA decisions affecting our City. These decisions risk undermining careful planning for complete communities that include essential infrastructure and services.

Site-specific challenges at 264A South Street, Marsden Park

At the 24 March 2025 meeting of the HDA, 3 applications within Blacktown City Council were considered, and 2 of these projects concern the same property address but different lots:

- 235428 – 264A South Street Marsden Park (Lot 2/-/DP1214817)
- 235468 – 264A South Street Marsden Park (Lot 12/-/DP1271530).

Any development at 264A South Street, Marsden Park requires careful consideration due to several significant challenges:

- **contamination risks:** the proximity to a former landfill site with recent EPA-documented gas leakage necessitates extensive environmental investigation before any residential use can proceed. The remediation timeline alone could delay housing delivery by [estimated timeframe].
- **infrastructure uncertainty:** the site's location within both the Marsden Park Strategic Centre and a Metro investigation corridor creates significant planning uncertainty. Transport for NSW has not provided definitive guidance on:
 - The horizontal and vertical alignment of the future rail corridor
 - The configuration of the critical Richmond Road and South Street intersection
 - Timeline commitments for transportation infrastructure delivery
- **Previous development conflicts:** Applications on this land have previously been rejected due to conflicts with future road extensions and other planning priorities, indicating persistent challenges with residential development at this location.

Given these substantial constraints, we question whether either application can meet the HDA's stated objective of timely housing delivery.

Enhancing HDA effectiveness through local government partnership

Since the HDA's inception by the NSW Government in December 2024, councils have not been adequately consulted on operational processes, despite the promise of a 'short and sharp consultation with stakeholders' in the November 2024 NSW Government release.

Incorporating Council expertise early in the assessment process would significantly enhance the HDA's effectiveness by:

- **leveraging local knowledge:** councils possess detailed understanding of site-specific constraints that may not be evident in initial application materials but could significantly impact project viability.
- **ensuring alignment with established planning:** early consultation would help identify conflicts with existing strategic plans and infrastructure commitments.
- **maximising appropriate SSD pathway use:** partnership with Council would help reserve the State Significant Development pathway for truly suitable and deliverable housing projects.

- improving assessment accuracy: local input would help ensure HDA recommendations align with the established EOI criteria.

The lack of Council consultation regarding the 264A South Street applications has resulted in recommendations that appear to overlook significant delivery challenges and conflict with long-established planning priorities, and may conflict with the HDA's EOI criteria.

Critical community infrastructure at risk

We are particularly concerned about the proposal for Lot 2 DP 1214817 proposing 523 residential apartments across 8 residential flat buildings. This proposal directly conflicts with established plans for essential community infrastructure serving the growing community of the North West Growth Area.

The site has been specifically designated for a regional community recreation facility, including a community resource and recreation hub, a tier 1 library, an aquatic and leisure centre, and indoor sports courts. This has been identified through multiple formal planning mechanisms:

- the State Environmental Planning Policy (Precincts – Central River City) 2021:
 - zones Lot 2 DP 1214817 as SP2 Infrastructure – Community Facility
 - identifies the land for Council acquisition on the Land Acquisition Map
- the Section 7.11 Contributions Plan No.21 – Marsden Park identifies and levies funds for the acquisition of the land
- the NSW Government's Urban Development Program identifies the community facility for potential future funding
- the precinct Indicative Layout Plan, and the North West Priority Growth Area Land Use and Infrastructure Implementation Plan 2017 (pg 27), and the Blacktown Local Housing Strategy 2020 (pg 55) identify the facility.

Multiple NSW Government assessments have identified a significant shortage of district and regional social infrastructure in this area:

- The Community Facilities and Open Space Assessment for Marsden Park (2012)
- The Community Facilities and Open Space Assessment for Marsden Park Industrial Precinct (2009).

Both documents highlight that community facilities are essential to support the growing population across multiple precincts, including Marsden Park Strategic Centre, Marsden Park North, Shanes Park, West Schofields, and the Schofields Precinct.

The community has a reasonable expectation that this vital facility will be delivered as promised through numerous planning documents. Existing residents have made housing decisions based partly on these infrastructure commitments. Rezoning this land for residential development would represent a significant breach of trust with both current and future residents, and also impact the quality of life for residents across the North West Growth Area.

Request for resolution

I request a meeting at your earliest convenience to discuss these matters and establish an effective information-sharing model between the HDA and local government. Working together, we can ensure the HDA fulfils its important housing delivery mandate while respecting essential community planning priorities.

Through partnership, we can identify truly appropriate sites for housing acceleration that don't compromise critical infrastructure or face insurmountable delivery challenges.

Please contact our Manuela Harper, Executive Assistant to the Director City Planning and Environment on 9839 6201 to confirm a time to meet.

Yours faithfully



Peter Conroy

Director City Planning and Development

Attachment 2 – Planning proposal requirements

1. Executive summary

We are committed to facilitating housing supply and diversity as part of comprehensive community planning. That means ensuring housing is delivered in locations that enable liveable communities supported by high-quality transport and social infrastructure. We look forward to working collaboratively to achieve these shared objectives.

Thank you for the opportunity to discuss these applications. Blacktown City Council has consistently delivered significant housing growth – we are the largest LGA in NSW by population and we take our housing responsibilities seriously.

We are particularly concerned about these sites. We are worried that the proposal:

- does not meet the Housing Delivery Authority Criteria
- is not well located based on current transport and services
- will compromise critical infrastructure and
- create delivery challenges, not meeting the Housing Accord time period.

2. Strategic and site-specific merit

This document groups the concurrent rezonings for SSD-103536711 and SSD-103565216 and recommends that a single planning proposal be submitted for assessment to ensure the full ramifications of the proposal are considered across the sites. We do not believe that the proposal demonstrates strategic or site-specific merit as follows.

- The proposal does not demonstrate strategic merit as it is not well-located in terms of existing transport infrastructure and services, and it undermines the long-term community planning for a regional community and aquatic facility that has been undertaken by the NSW Government.
- The proposal does not demonstrate site-specific merit due to contamination concerns from the adjacent landfill.

This attachment outlines the key objections to the planning proposal, and at the end, provides a list of requirements should the planning proposal proceed.

3. The broader planning principle

This proposal sets a concerning precedent for how housing delivery is balanced against other critical community needs. Blacktown City has consistently accounted for a large share of Sydney's housing. However, delivering housing at the expense of critical community infrastructure is unreasonable and contradicts orderly planning principles.

Planning requires balancing housing with high-quality, equitable community outcomes. We are already exploring areas in the city for housing delivery that are more suitable and have accessible public transport, including in our Corridor strategy between Mount Druitt and Toongabbie.

Accepting this proposal would set a precedent that housing can be delivered anywhere, irrespective of planned land use constraints or infrastructure capacity.

The Draft Sydney Plan explicitly requires a coordinated approach: "Growth needs to be coordinated, well-managed and planned ahead of development". Infrastructure lags in the North West Growth Area mean that our community is already affected by development without adequate community facilities or open space. We operate in a severely constrained fiscal environment, including rate pegging and limitations on what infrastructure can be included in our 7.11 contributions plans. Land acquisition for open space and community facilities can be levied; we are not able to levy construction costs for the buildings. This means we are heavily reliant on NSW Government funding. The regional community facility planned by the NSW Government in 2013 at the subject site is listed on the Department's Urban Development Program critical infrastructure list.

4. Adjacent HDA matters

We note that adjacent EOI 258101 (see Figure 1) was not declared by the HDA at its meeting 15 July 2025, with the stated reasons being that:

The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being:

- i. Objective 2 Identify projects that can be assessed quickly
Criteria 2.1: Largely consistent with development standards
- ii. Objective 3 Drive quality and affordable housing
Criteria 3.2: Well-located - free of specific environmental hazards.

We believe that the subject EOI should not have been declared for the same reasons, as the subject planning proposal is largely inconsistent with development standards, being the zoning of Site 2 as SP2 Infrastructure Community Facilities, and being identified on the Land Reservation Acquisition map for the delivery of these planned facilities. In addition, we believe that this site is not 'well-located - free of specific environmental hazards', due to its location adjacent to a landfill site immediately to the north of the site. In addition, the sites should not have been declared as they also do not meet Criteria 3.1 in being well-located, as they are not in an accessible area.

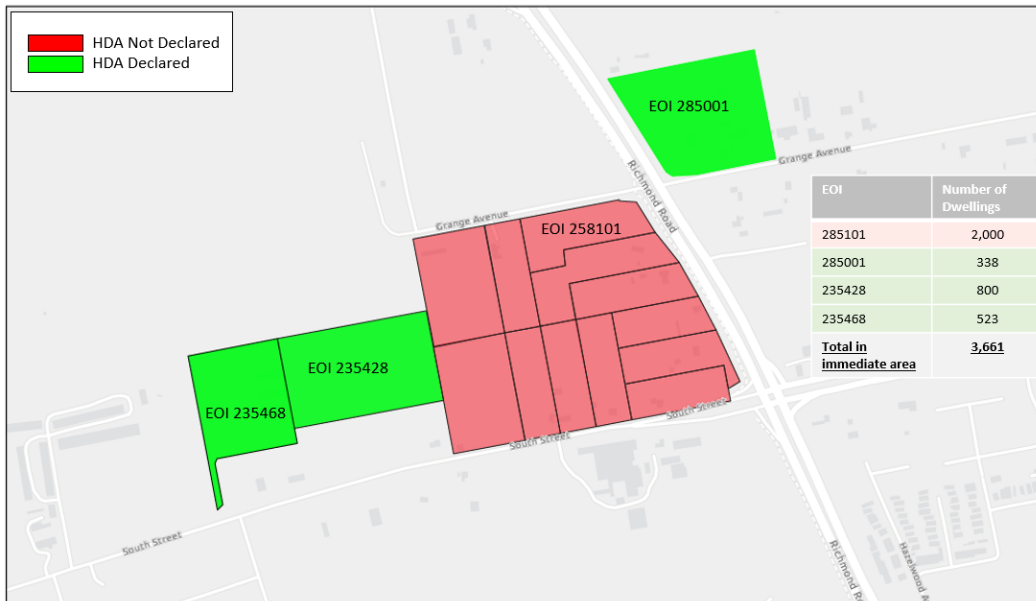


Figure 1 - Adjacent HDA matters

5. Marsden Park Strategic Centre

Marsden Park is identified as a strategic centre in the Blacktown Local Strategic Planning Statement. Marsden Park is currently classified as a town centre, as per the Indicative Layout Plan adopted by the NSW Government in 2013.

The identification of Marsden Park as a strategic centre is predicated upon the delivery of a metro extension connecting Tallawong with St Marys, which is also identified in the Blacktown Local Strategic Planning Statement. We note that the metro extension has been removed from the draft region plan, The Sydney Plan.

We have prepared supporting technical analyses for the future strategic centre, including a land-use appraisal of commercial, retail, and residential mixes (available on our website). However, in 2025 we paused work on the preparation of the masterplanning works until further clarity and commitments are provided by the NSW Government in relation to:

- the vertical and horizontal alignment of Richmond Road and South Street
- the location of any future metro station
- the freight route preferred by the Werrington Arterial connection.

These major transport infrastructure commitments may significantly impact the amenity and therefore layout and design of the centre. Influencing how the masterplanning for the future strategic centre would take place. Whilst we have strong support for the NSW Government to fund the Tallawong to St Marys metro extension, until such time as this commitment is made, we do not believe that Marsden Park warrants being elevated from its current role as a town centre to a regional role as a strategic centre.

Further, this site sits within the metro extension investigation corridor, and may be affected by any future plans to deliver the metro in terms of station location and/or masterplanning considerations.

The proposal, therefore, adds unnecessary complexity to unresolved infrastructure, community facility, and land-use considerations in the precinct and is out of sequence with long-term strategic planning for the site.

We are unable to advise on alternative options for the location of key community facilities and are prioritising reserving the land for these purposes rather than ad hoc rezoning. If the metro is funded, our focus will be to holistically review the precinct through an evidence-based masterplanned approach to determine the updated precinct-level land use composition and location of appropriate densities and land uses.

We have consistently identified a shortage of key community infrastructure in the North West Growth Area. While we would be receptive to discussing planning agreements to fund and deliver community facilities, the result should not be a reduction in the scale of the facilities required, given the existing critical shortfall and the additional residential density proposed.

The delivery of housing at the site would significantly erode the ability for the site to accommodate future commercial development if required in future, adjoining the site, and should remain to ensure flexibility for its future use, with primary consideration for community use as currently planned. The commercial needs for the site need to be assessed holistically in context of the broader setting, including the recent exhibition of Marsden Park North and West Schofields precincts, and with respect to the additional population proposed by the subject development.

6. Lack of current public transport infrastructure

We strongly endorse the NSW Government's approach to transport-oriented development to ensure dwellings are well located close to public transport and existing services. The subject site is not in an accessible area and is not close to adequate existing services to account for the lack of transport accessibility.

Sydney Metro is currently preparing business cases for extensions to the existing metro network. These business cases do not guarantee investment by the NSW Government into the metro extension between Tallawong and St Marys. As such, there is no existing rail infrastructure within 800m of the subject site, and there is no bus infrastructure that is within 400m of the subject site. If the metro extension is funded, the metro's arrival in this area would be many years after the development's delivery.

If approved, this proposal would result in poor outcomes for any future residents.

We do not believe that the planning proposal will be able to demonstrate that it meets being an accessible area as per Schedule 10 of the *State Environmental Planning Policy (Housing) 2021*.

As previously noted, we are unable to proceed with our masterplanning efforts until critical transport infrastructure funding and alignment commitments are made.

7. Community facilities

Site 2/Lot 2 DP 1214817 has been specifically zoned SP2 Infrastructure – Community Facility and is identified on the Land Reservation Acquisition map. Marsden Park area severely undersupplied with community facilities (confirmed in multiple NSW Government assessments from 2009 and 2012). The needs analysis undertaken in 2012 identified the need for a regional aquatic and leisure facility, a tier 1 library, a community hub and indoor sports courts. This has been identified across multiple planning mechanisms, including *State Environmental Planning Policy (Precincts – Central River City) 2021*, Section 7.11 Contributions Plan No.21, the Department’s Urban Development Program, and the precinct ILP gazetted in 2013. The community has a reasonable expectation that this infrastructure will be delivered as promised, as reflected in numerous planning documents.

The applicant purchased the land in 2021 aware of the site’s planned use for community facilities.

The planning proposal must undertake a regional community facilities needs analysis based on the region's increased density and the proposed additional density of the subject sites, and identify an appropriate site and delivery mechanism for the regional community facility identified in the current plans.

Any proposal for rezoning and change of use that increases densification by removing the community infrastructure required to support that density would need to address the implications for the broader strategic centre.

This land represents years of strategic planning and community expectation. Delivering housing here means sterilising land essential for serving existing and future residents across multiple precincts, with an already identified shortfall.

A proposal would need to address the following concerns.

1. Location and accessibility

- Identification of replacement site: Any alternative site proposed for the facility will need to be shown to be developable in that location and permissible within its zoning.
- Central location: An alternative site must be located within, or adjacent to, an existing or planned town centre to serve as a focal point for the broader community and to ensure it is served by planned road networks.
- Public transport access: High accessibility via public transport is critical, with strong connections to bus or train networks to encourage sustainable access.
- Proximity to services: Close proximity to proposed commercial, retail and other community services allows for one-stop type visits, reducing travel and fostering a vibrant, high-activity area.
- Pedestrian and cycling connectivity: The site should be safely accessible by walking and cycling paths.

2. Strategic and demographic alignment

- Population forecasts: The proposal will need to demonstrate how the location aligns with projected population growth to ensure the location meets the future demands of the catchment.
- Regional demand: A proposal will need to demonstrate consideration of demographic trends (e.g., aging population, family density) to ensure the site meets the needs of a diverse range of users.
- Strategic planning: The proposal will need to demonstrate how the site conforms to regional and local environmental planning instruments and zoning, often requiring a site of regional importance in achieving government policy objectives, or show how rezoning can meet community land use objectives.
- Contributions Planning: Proposed community facilities must produce a site that achieves the recommendations outlined by Blacktown Council's 7.11 Contribution Plan No.21 for Marsden Park.

3. Site characteristics and design potential

- Size and flexibility: The site must be large enough to accommodate multi-purpose, flexible spaces that can adapt to changing needs over time.
- Co-location opportunities: The proposal should demonstrate how an alternate site would promote co-location with other services (e.g., health, education, arts) and align to the distribution of infrastructure across the catchment.
- Environmental factors: The site should be assessed for suitability, including topography, drainage, contamination and the absence of natural hazards like flooding.

4. Economic and operational sustainability

- Capital and operating costs: The site selection must demonstrate consideration of long-term financial feasibility of building and operating the facility, including energy efficiency.
- Land ownership: The implications of rezoning for community use, land currently under private ownership, would need to be addressed.

8. Contamination

A site nearby has identified landfill gas contamination, and EPA guidance provides for 250m buffer zones around landfills. Whilst this is a risk that needs to be assessed in the DA, this is also a risk that needs to be assessed in the planning proposal, as the proposal seeks to significantly increase residential density within the buffer. We recommend that the Department consult both the NSW EPA and Waste Assets Management Corporation for referral should the SEARs be issued.

The planning proposal must demonstrate that the land is suitable for increased residential density beyond the existing capacity, and that this is in accordance with the relevant Ministerial Directions and EPA Guidelines, as the site is within 250m of a landfill site with known contamination issues.

9. Affordable housing

The proposal to include only 2-3% affordable housing is unreasonable given the scale of uplift proposed. A provision of 8-15%, similar to other recent State-approved precincts or planning proposals in the North West Growth Area, should be provided, with the housing delivered in perpetuity to ensure our need for affordable housing is met in an ongoing way.

10. Planning proposal requirements

We recommend that 1 planning proposal be provided to accompany the 2 SSD applications. This is to ensure that the proposals take into account and consider the future density of the sites together.

We categorise this planning proposal as Complex under the NSW Government's Local Environmental Plan Making Guideline as it proposes:

To change in the land use zone and/or the principal development standards of the LEP, which would result in a significant increase in demand for supporting local, regional or State infrastructure and would require infrastructure funding.

The following supporting technical documents are recommended in accordance with NSW Government's Local Environmental Plan Making Guideline – Attachment C.

Item	Request
Urban design report	<p>The report needs to address the following items:</p> <ul style="list-style-type: none">• The report needs to consider the relationship with adjoining B1 site for Stockland development.• Demonstrate consideration of the corner• Demonstrate overall site layout, functionality of any proposed open spaces, and location, size and accessibility by the community to any proposed community facilities• Demonstrate the overall capacity of community facilities, commercial, retail and residential mix
Employment land analysis	<p>The report needs to address the following items:</p> <ul style="list-style-type: none">• The development proposed mixed uses that need to consider the broader precinct and potential for jobs.• Economic analysis of relationship to town centre and commercial needs, as well as recent exhibition of Marsden Park North and West Schofields Precincts, to determine extent of floor space required to respond to increasing population.• Consider the Updated 2024 Commercial, retail and residential assessment prepared by Atlas Economics available under 'Supporting studies' at https://www.blacktown.nsw.gov.au/Plan-build/Planning-for-

Item	Request
	the-growth-of-our-City/Marsden-Park-Strategic-Town-Centre
Affordable housing	A commitment to affordable housing being delivered in perpetuity.
Transport and traffic report	<p>The report needs to address the following items:</p> <ul style="list-style-type: none"> • There is a significant issue with traffic in the area • No public transport in the area • Current infrastructure capacity analysis • Evidence that the development is well-located by being in an accessible area based on current public transport infrastructure, availability and servicing
Community facilities and open space study	<p>The report needs to address the following items:</p> <ul style="list-style-type: none"> • Updated community infrastructure needs analysis • Updated open space study analysis • The details need to be aligned with updated forecasts in the city the proposal should include • Details on how the site is able to deliver the required facilities or nearby site with confirmation of process with the Department to confirm concurrent rezoning of alternative site. The commitment to the facility needs to be formalised in: <ul style="list-style-type: none"> ○ a section 7.11 plan ○ indicative layout planning documents (DCP) ○ planning proposal rezoning including land reservation acquisition and appropriate zoning • Site location and commitment to a suitable alternative location for a community facility, before rezoning takes place • Demonstration that there is an improvement of scale of community facilities to compensate for additional density in an area that is already lacking in delivery and funding of critical community facilities and that exceeds residential densities well beyond planned densities.
Contamination studies	<p>The report needs to address the following items:</p> <ul style="list-style-type: none"> • Contamination assessment, including a Site Audit Statement prepared within the last 12 months to demonstrate that contamination on the site has been properly investigated since the report to the EPA of contamination

Item	Request
	<ul style="list-style-type: none"> <li data-bbox="663 241 1358 376">• Demonstration that the proposed increase in density is appropriate within 250m of a landfill site, and is in accordance with the EPA guidance and Ministerial Directions.
Letter of intent to enter into a voluntary planning agreement	Should the proponent propose to deliver the community facility on the 2 subject sites, a letter demonstrating intent to enter into a voluntary planning agreement is to be provided with the planning proposal.

**Attachment 3 – Submission to SSD - 103565216 – Mixed use development
South Street, Marsden Park (Site 2/Lot 2 DP 1214817, BCC File Ref: MC-26-
00002)**

1. Overall and general requirements

- a. The EIS must include, but not be limited to:
- a detailed description of the site, and any existing or approved operations
 - a detailed description of the development, including:
 - need for the development
 - alternatives considered
 - engineering and architectural plans
 - justification for the development taking into consideration its location, any environmental impacts of the development, the suitability of the site and whether the development is in the public interest
 - likely staging of the development
 - likely interactions between the development and existing, approved and proposed land uses in the vicinity of the site
 - consideration of all relevant statutory provisions
 - risk assessment of the potential environmental and health impacts of the development, identifying the key issues for further assessment
 - detailed assessment of the key issues specified below, and any other significant issues identified in the risk assessment, which includes:
 - a description of the existing environment, using sufficient baseline data
 - an assessment of the potential impacts of all stages of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes
 - a description of the measures that would be implemented to avoid, minimise and, if necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment and the health of the community
 - consolidated summary of all proposed environmental management, mitigation and monitoring measures, highlighting all commitments included in the EIS.

2. Statutory context

Relevant statutory provisions

- a. Address the relevant statutory provisions applying to the site contained in all relevant Environmental Planning Instruments, including:
- Environmental Planning and Assessment Regulation 2021
 - State Environmental Planning Policy (Biodiversity and Conservation) 2021

- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Precincts - Central River City) 2021
- State Environmental Planning Policy (Sustainable Buildings) 2022
- State Environmental Planning Policy (Housing) 2021

Permissibility

- b. Detail the permissibility of the proposal under the relevant EPIs and the nature and extent of any prohibitions or restrictions that apply to the development.

Development standards

- c. Identify the development standards that apply to the site. Outline and justify any non-compliances with the development standards.

Contributions to infrastructure provision

- d. Demonstrate that satisfactory arrangements have been, or would be, made to provide or contribute to the provision of necessary local and regional infrastructure required to support the development and the local community.

Contamination

- e. Demonstrate that the site is suitable for the proposed use in accordance with the provisions of the Resilience and Hazards SEPP 2021.

Building Standards

- f. BCA and Access reports prepared by qualified consultants to be submitted.

3. Strategic Context

- a. Address the proposal against the relevant planning and policy provisions, goals and strategic planning objectives in the following documents:
 - Blacktown Growth Centres Development Control Plan 2010
 - Blacktown Local Strategic Planning Statement 2020
 - Central City District Plan.
- b. Detail how the development promotes the objectives of these strategic plans or is consistent with their provisions.

4. Section 7.11 Contributions

- a. A staging plan and unit bedroom breakup are to be submitted and included in any architectural plans.
- b. The following points are to be considered with a response to be provided with the proposal:

- Council has been collecting Section 7.11 contributions from several western precincts in the North West Growth Area for the acquisition of the SP2 Community Facility zoned land that will accommodate 38,793 m² regional community and indoor aquatic centre.
- Community infrastructure floor space at ground level offered by the applicant would need to match the floorspace needed for this facility.
- The Department's Urban Development Program (UDP) has indicated that although the capital cost of the facility is not currently funded, the cost of this regional facility is likely to be listed in the Infrastructure Opportunities Plan for the Greater Sydney Area under its Housing and Productivity Contributions.

5. Traffic comments

- a. A comprehensive Traffic and Parking Assessment report, prepared by a suitably qualified traffic engineer (consultant), is required to be submitted with the DA. The report is to be prepared in line with NSW Government Guide to Transport Impact Assessment 2024 Ver1.1.

The report is to include the assessment of number and allocation of parking spaces, swept paths, dimensions, aisle widths, ramp grades and impact on the surrounding road network as applicable. Traffic generation and safety reasons, and also to minimise amenity impact for neighbouring properties.

- b. Demonstrate that there is sufficient parking on-site and that there will be no traffic-related issues resulting from the proposed development. Uses proposed cannot create on street parking problems and must be able to cater for their own car parking demands within the subject site.

On-street parking will not be considered in meeting the parking demand of the proposed development.

Number of car parking spaces must comply with the car parking rates specified in Part A of BDCP 2015. The minimum number of spaces is to be rounded up to the nearest whole number if it is not a whole number.

- c. Parking layout and accessible (disabled) parking space must comply with the current Australian Standard (AS). All vehicles must enter and exit the site in a forward direction.

6. Design comments

- a. Architectural Drawings must be submitted and to include:
- Materials and Finishes Schedule
 - Diagrams describing the response to quantitative ADG requirements including
 - Communal open space
 - Deep soil
 - Building separation

- Natural ventilation
 - Solar access and shadow diagrams
- b. Design Report / Design Verification Statement also must be submitted.

7. Development Engineering comments

- a. Submit engineering plans and documentations to demonstrate that the proposal is in accordance with BCC Engineering Guide for Development and Blacktown City Council Growth Centre DCP 2010.

8. Drainage Engineering comments

- a. The development is required to provide a permanent on-lot water quality treatment, and the design must comply with Council's WSUD Developer handbook 2020.
- b. Temporary on-site stormwater detention must be provided to cater for the entire site including the future roads, until such time as Council's regional basin and associated drainage infrastructure are completed and operational. The OSD must be designed and calculated in accordance with Council's OSD deem to comply spreadsheet v2.4.
- c. All business and commercial component must achieve the minimum 80% non-potable water reuse target in accordance with the DCP.
- d. Provide a legal point of discharge for the stormwater from the site. If any new connection is required to discharge into a drainage easement within a private land, a consent from the land owner must be provided to support the new connection.
- e. Stormwater Management plan: A detailed stormwater management plan, including the detailed design of OSD, water quality treatment, OSD and water quality treatment catchment plan, internal drainage and future road drainage and the point of discharge, must be provided. All designs must be in accordance with Council's Engineering guide for development.
- f. OSD calculation: An electronic copy of Council's OSD Deem to comply spreadsheet v2.4 to determine the design of the OSD, must be provided.
- g. MUSIC model: An electronic copy of MUSIC model used to demonstrate that water quality treatment will achieve Council's reduction targets.
- h. Civil plan: A detailed civil plan of future road, including pipe and pit dimensions and longitudinal sections of the proposed pipeline with the hydraulic grade line, must be provided.
- i. DRAINS model: An electronic copy of DRAINS used to design and verify the proposed pit and pipes network, must be provided.
- j. A flood risk management report shall be provided to demonstrate that flood risk can be managed.

9. Biodiversity comments

- a. The proposal is to be accompanied by a BDAR or a Ministerial BDAR Waiver given it is bio-certified land

- b. The proposal is to be accompanied by an Arboricultural Impact Assessment Report by an AQF5 level arborist to assess all trees on site and any trees within a few metres of the boundaries and any easement areas that could be impacted by the works. Document trees to be retained and removed and include a thorough Tree Protection Plan.
- c. Include a Landscape Plan that considers trees for shade in deep soil and common areas with appropriate species for visual screening and amenity. Include at least 50% locally native groundcovers, shrubs and trees of advanced age and an establishment plan.
- d. Demonstrate how offsite land including Council owned RE1 zoned land to the north will be protected from all environmental impacts.
- e. Provide a Biodiversity Management plan as a mitigation measure over this bio-certified land. The plan is to be prepared by a person who has qualifications and experience in respect of ecology and is to be submitted for Council's consideration. The BMP is to relate to the land within the proposal Lots including any on-site dams if they are to be dewatered and must contain full details of the actions proposed to be taken with respect to the management of fauna during the course of carrying out the development. The BMP is to be consistent with the NSW Department of Planning, Industry and Environment "Code of Practice for injured, sick and orphaned protected fauna" 2011 (the Code). It is to include the following:
 - Biodiversity management strategies for pre-construction, construction and post construction activities including environmental control measures for the pre-clearing and pre-dewatering process.
 - A fauna rescue and release procedure. A licensed wildlife carer or ecologist will be required on site as a fauna handler ('Rescuer' under the Code) during tree removal works.
 - A release site within 100m of the site is to be nominated by the Project Ecologist prior to clearing
 - A procedure for dealing with and euthanising pest species such as carp
 - A procedure for controlling the introduction and spreading of weeds and pathogens, including hygiene protocols and the arrangements for monitoring;
 - Tree protection or reuse of hollows. All identified tree hollows proposed to be removed, are to be salvaged from trees, removed and placed in retained or nearby bushland areas under the direction of an ecologist to Council's satisfaction. For all tree hollows, not able to be salvaged, they are to be replaced with nest boxes or artificial hollows with three nest boxes / artificial hollows for every one hollow removed.
 - The different types of fauna that might occur and how they would be handled and locations of where they would be released or destroyed. If there are no suitable locations on the site, they should identify appropriate relocation sites and identify whether any translocation licences would be required. For example, Cumberland Plain Land Snail. The record will need to be reported to BioNet as well.
 - Translocation plans for threatened flora if applicable

- A procedure for dealing with unexpected threatened species finds during works. The procedure must include, as a minimum, the following:
 - I. stop work arrangements in the immediate area of the threatened species;
 - II. notification and communication protocol;
 - III. consultation with the specialists to assess the significance of the find; and
 - IV. a list of approvals, licences or permits likely required prior to recommencing works.

10. Waste comments

- a. Service providers
 - demonstrate on plans, a truck access design that is suitable for Council waste collection vehicles for the residential component. Truck access must allow for a 10.5m long HRV with a 24m turning circle.
 - note that collection can only be done by private waste collection contractors for the non-residential component (ie, retail and commercial) portions.
- b. Bin requirements
 - demonstrate on plans, design suitable for onsite collection of bins by heavy rigid vehicles with forward entry and exit, and all manoeuvring onsite.
 - allow for the following residential waste and recycling generation rates:
 - 240L/week/unit for waste (to be collected in 1100L bulk bins onsite)
 - 80L/week/unit for recycling (to be collected in 240L bins onsite)
 - Additional space to cater for food and garden organics bins (generation rate TBC)
 - allow for the following residential waste and recycling collection frequencies:
 - waste to be collected up to 3 times a week
 - recycling considered for collection once a week
 - food and garden organics to be collected weekly
 - allow for the following bin capacities for the residential component:
 - 1100L bulk bins for waste
 - 240L bins for recycling
 - 240L bins for Food and Garden Organics waste (number of bins TBC)
 - allow for a maximum of 5 collections per week for waste and recyclables for the retail and commercial components. Recycling must be provided for all non-residential components.
 - demonstrate on plans, that the retail/commercial waste rooms can accommodate 3 days' worth of waste to cater for public holidays and long weekends. provide for the waste and recycling generation rates listed in the EPA's *Better Practice Guide for resource recovery in residential developments 2019* for each proposed retail/commercial tenancy.

- indicate on plans, the correct number of waste and recycling bins needed for the site considering the generation rates provided for the residential and retail/commercial/medical components.
 - provide the likely retail/commercial tenancies as this influences waste and recycling generation rates, the number of bins for both waste streams, and the required size of the waste room(s).
 - design for retail/commercial waste compaction rates that do not exceed 5:1 if compaction is proposed.
- c. Bin movement
- demonstrate on plans, that bin transfer grades do not exceed 1:24 for 1100L bulk bins.
 - demonstrate on plans, that bin transfer grades do not exceed 1:14 for 240L bins.
 - demonstrate on plans, that bin travel distances do not exceed 30m for 240L bins.
 - demonstrate on plans, that bin travel distances do not exceed 10m for 1100L bulk bins. If they do, a bin movement aid is required for the site (eg, bin tug with trolley). The specification sheet for the proposed equipment must be provided. Plans must indicate a suitable, secure storage area for the bin tug plus the trolley attachment. Bin tug storage must be located adjacent to the loading bay and collection point.
 - indicate on plans, the bin travel path from the interim bin storage room(s) to the main collection point with the proposed bin movement aid.
- d. Chutes
- provide a chute system for the site. Chutes are required from 3 storeys and above. Chutes for the retail/commercial component and the residential component must be separated.
 - demonstrate on plans, that the chute discharge point is suitably caged (or enclosed) to prevent injury with sufficient circulation space around the equipment for bin rotation as per the manufacturer's specifications.
 - demonstrate on plans, that the waste chute, recycling and organics bins on each residential floor are contained within the same room to encourage source separation. The chute hopper and the recycling bins being stored in separate cupboards is not permitted.
 - demonstrate on plans, that the chutes are for waste only. We do not accept dual chutes (ie, waste and recycling chutes, or E-diverters).
 - demonstrate on plans, provision for the storage of 240L recycling bin and 240L organics in each waste chute room on each floor. These bins must be rotated by the building manager as required. demonstrate on amended plans, that the chute room on each floor is sufficient in size to provide a slot to hold bulk cardboard. Bulky cardboard must not go down the chute.
 - demonstrate on plans, that the chute rooms can accommodate wheelchair access.

e. Waste rooms

- demonstrate on plans, provision of separate waste rooms for the retail/commercial component, and the residential component. Both must be located adjacent to the loading bay.
- indicate on plans, that any doorway used to move bins and bulky waste (lounges and fridges) around, is a minimum 1.5m wide.
- demonstrate on plans, that the bins are stored on the same level they are collected from. Basement bin storage with ground level collection is not supported due to heavy reliance on mechanical equipment to move bins around.
- demonstrate on plans, that the maximum walk distance for residents with bagged rubbish does not exceed 30m.
- demonstrate on plans, that resident access to the waste room is not via the loading bay where waste collection vehicles are moving and reversing. Waste collection contractors may need a second access to this space through the loading bay.
- demonstrate on plans, that the bin and bulky waste collection point can accommodate all the bins from the other waste rooms without impacting traffic flow onsite. Bins must not spread into the driveway area.
- demonstrate on plans, that waste and recycling bins are contained within the same room to encourage source separation. Waste rooms must have sufficient space to store all the bins with circulation space in between. Bins must not be stacked in tandem.
- demonstrate on plans, that the waste rooms used to store medical waste are separated and secured from the other retail/commercial waste storage areas. The medical, retail and commercial waste rooms must be separate to the residential waste rooms.
- demonstrate on plans, that the waste room is a practical shape for the storage of 1100L bins and bulky waste, and to make the area easier for cleaning.
- demonstrate on plans, that there are no support beams, air conditioning units or other services located inside the retail/commercial or residential waste rooms and bulky waste rooms to ensure the spaces are practical and safe to use.

f. Bulky waste storage

- demonstrate on plans, bulky waste storage at a rate of 4m² for every 40 units and 1m² for every 20 units (or part thereof) after that for items such as lounges and fridges etc. The area must be located adjacent to the waste loading bay, caged and sign posted for this specific use. Doors must be a minimum 1.5m wide, hinged and swing outwards.
- demonstrate on plans, that the bulky waste storage area is the correct size excluding the surface area for the hinged doors.

- demonstrate on plans, that resident access to the bulky waste storage room is not via the loading bay where waste collection vehicles are moving and reversing. Waste collection contractors may need a second access to this space through the loading bay.
- g. Loading bay
- demonstrate on plans, provision of a designated loading bay that is adjacent to the bin and bulky waste storage areas for the retail/commercial and residential components of the site. Ideally, each building will have a loading bay.
 - demonstrate on plans, that the designated loading bay can accommodate the entire length of the truck plus an additional 3m rear clearance for bin servicing and rotation. The truck must not overhang the loading bay hindering traffic flow onsite.
 - demonstrate on plans, provision of physical treatment to the loading bays (eg, lockable, removable bollards), to prevent unauthorised parking:
 - truck turning areas must be maintained
 - access must be coordinated by the building manager
 - the waste management plan must be updated to this effect
 - demonstrate on plans, a second loading bay in the buildings with mixed use components to eliminate competition for the same space and queuing of heavy rigid vehicles. Design needs to prevent heavy rigid vehicles from being forced to exit the site in reverse up ramps, across public footpaths and into public roads as their onsite turning space (ie, the loading bay), is occupied by other users.
- h. Truck access
- provide swept paths for a 10.5m long, heavy rigid vehicle with a 24m turning circle for the trucks entire travel path showing forward entry and exit with all manoeuvring onsite.
 - provide the AutoCAD file in DWG format and 1:1 scale for the trucks entire travel path in addition to the proposed swept paths for review.
 - provide a plan view showing where the sections are located and that it also cuts through the trucks travel path. This is for review of the trucks vertical and horizontal swept paths.
 - provide a vertical cross section plan demonstrating a 4m headroom allowance clear of eaves, overhangs, balconies, services, sprinklers and at the roller door entry point, for the trucks entire travel path. Please note, the development will also need to comply with Council's traffic requirements which may require a 4.5m headroom in accordance with AS2890.2 for access by removalist and delivery vehicles, and emergency services.
 - demonstrate on plans, that ramp grades and changes of rate of grade on the ramp do not exceed 15.4% (as per AS2890.2 Tables 3.2 and 3.3).
- i. Waste management plan
- provide a waste management plan that includes:
 - type of development
 - number of residential units

- site uses – residential, commercial, retail, etc
- number of units and floor areas for non-residential uses
- number of bins for the development
- bin collection frequencies
- bin capacities
- service providers
- chute arrangement for the site
- waste, recycling and organics generation rates for each of the proposed use(s)
- location of waste collection point and loading bay(s)
- proposed physical treatment of the loading bay
- provision of bulky waste storage, its size and location
- proposed bin tug and trolley storage location with dimensions
- access to the loading bay being coordinated the building manager
- specification sheet for the proposed bin tug and trolley
- specific recipients for demolition and construction waste for reuse, recycling and/or disposal to demonstrate that waste management has been properly thought out before any activity occurs onsite.

11. Environmental health comments

- a. An acoustic assessment prepared by an appropriately qualified acoustic consultant with suitable technical qualifications and experience, consistent with the technical eligibility criteria for membership to the Association of Australian Acoustical Consultants (AAAC) or the Australian Acoustical Society (AAS) and shall be submitted to Council for consideration.
- b. The EPA's 2016 guidelines for solid waste landfills state that landfilling should not occur within 250 metres of a residential zone or dwelling. While this guidance is provided in the context of siting new landfills, the rationale applies equally to placement of new residential development in the vicinity of existing active and inactive landfills.
- c. Satisfy State Environmental Planning Policy (SEPP) Resilience and Hazards 2021 - Remediation of Land to show that the land is suitable for the proposed development.
 - As a minimum this should take the form of a Detailed Site Investigation and any subsequent contamination/remediation reports. These reports should be completed by a CEnvP - Certified Environmental Practitioner (Site Contamination Specialist) or a CPSS with CSAM - Certified Professional Soil Scientist (Contaminated Site Assessment and Management)
 - This assessment must consider potential landfill gas onsite and infiltration from the adjacent historical landfill. This report must also provide recommendations for prevention of landfill gas infiltration into the site and the management of infiltrating landfill gas.
- d. Provide at a minimum interim audit advice or a Section B Site Audit Statement, to council from EPA accredited Site Auditor, confirming that the proposed management and preventative measures are appropriate and adequate

12. Open space comments

Arboricultural Impact Assessment

- a. An Arboriculture Impact Assessment by an AQF Level 5 Consulting Arborist in line with the requirements of AS 4970 - 2025. The report must assess and evaluate the effects of the proposed development on all existing trees located on the site and within five (5) metres of the site boundary and any associated works related to the development. While not all trees may be preserved on site, some may be retained. Provide justification for any trees proposed to be removed, supported by appropriate arboricultural reasoning.

Trees in the neighbouring lots and the RE1 land are to be retained and protection measures for during construction works must also be detailed in the arboricultural impact assessment report.

Public road verge trees for potential removal

- a. If Council trees are proposed to be removed in order to provide driveways, then these must also be assessed in the arborist report.

Tree Protection Plans

- b. A Tree Protection Specifications (TPS) and Tree Protection Plan (TPP), including drawing/s for any trees proposed to be retained is required to be included. If the neighbouring lots and the RE1 land Tree Protection Zone are located within the development footprint, these trees will need to be included in the Tree Protection Plan.

Landscape

- c. A Concept Landscape Plan. This plan is to include an illustrated representation that highlights all key site features and design elements, including trees identified for potential removal and retention.

The Concept Landscape Plan must detail the proposed street tree planting. The plan is to include the following:

- Minimum tree size of 45 litres for residential in compliance with Australian Standard AS 2303:2018 to achieve long-term canopy cover of the area
- Additional trees may be required, subject to Council's assessment of the development layout and configuration.
- Street tree planting details, including the installation of root directors in accordance with the manufacturer's specifications.
- The use of tree species as specified by Preferred Street tree list

**Attachment 4 - Submission to SSD - 103536711 - Residential flat buildings
South Street, Marsden Park (Site 1/Lot 12 DP 1271530, BCC File Ref: MC-26-
00001)**

1. Overall and general requirements

- a. The EIS must include, but not be limited to:
- a detailed description of the site, and any existing or approved operations
 - a detailed description of the development, including:
 - need for the development
 - alternatives considered
 - engineering and architectural plans
 - justification for the development taking into consideration its location, any environmental impacts of the development, the suitability of the site and whether the development is in the public interest
 - likely staging of the development
 - likely interactions between the development and existing, approved and proposed land uses in the vicinity of the site
 - consideration of any relevant statutory provisions
 - risk assessment of the potential environmental and health impacts of the development, identifying the key issues for further assessment
 - detailed assessment of the key issues specified below, and any other significant issues identified in the risk assessment, which includes:
 - a description of the existing environment, using sufficient baseline data
 - an assessment of the potential impacts of all stages of the development, including any cumulative impacts, taking into consideration relevant guidelines, policies, plans and statutes
 - a description of the measures that would be implemented to avoid, minimise and, if necessary, offset the potential impacts of the development, including proposals for adaptive management and/or contingency plans to manage significant risks to the environment and the health of the community
 - consolidated summary of all proposed environmental management, mitigation and monitoring measures, highlighting all commitments included in the EIS.

2. Statutory context

Relevant statutory provisions

- a. Address the relevant statutory provisions applying to the site contained in all relevant Environmental Planning Instruments and the Environmental Planning and Assessment Regulation 2021, including:

- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Precincts - Central River City) 2021
- State Environmental Planning Policy (Sustainable Buildings) 2022
- State Environmental Planning Policy (Housing) 2021

Permissibility

- b. Detail the permissibility of the proposal under the relevant EPIs and the nature and extent of any prohibitions or restrictions that apply to the development.

Development standards

- c. Identify the development standards that apply to the site. Outline and justify any non-compliances with the development standards.

Contributions to infrastructure provision

- d. Demonstrate that satisfactory arrangements have been, or would be, made to provide or contribute to the provision of necessary local and regional infrastructure required to support the development and the local community.

Contamination

- e. Demonstrate that the site is suitable for the proposed use in accordance with the provisions of the Resilience and Hazards SEPP 2021.

Building Standards

- f. BCA and Access reports to be submitted and prepared by qualified consultants.

3. Strategic Context

- a. Address the proposal against the relevant planning and policy provisions, goals and strategic planning objectives in the following documents:
- Blacktown Growth Centres Development Control Plan 2010
 - Blacktown Local Strategic Planning Statement 2020
 - Central City District Plan.
- b. Detail how the development promotes the objectives of these strategic plans or is consistent with their provisions.

4. Social Planning comments

The following documents are to be submitted:

- a. A Social Impact Assessment - Applicant to ensure that the demographic analysis and community needs are reflected in the built form. This is to be demonstrated in building design, dwelling diversity and common spaces for residents.

- b. CPTED Assessment - Assessment must influence design (landscape, lighting) and operation details
- c. Plan of management - details for management of shared building spaces. If any commercial uses are proposed on the ground floor this should also be included
- d. Statement of environmental effects and architectural plans to include details of urban heat impacts and the proposed mitigation features that will improve site amenity and resident comfort. This is to include no use of synthetic turf as ground cover and provide planting & shade structures on trafficable areas of building roofs.
- e. Agreement letter with a registered community housing provider confirming agreement to manage affordable dwellings.
- f. Architectural plans that indicate the allocation of affordable housing, demonstrating that it will be dispersed throughout the development and not concentrated to one floor or building.
- g. If the affordable housing uses the uplift incentive:
Site plan or survey and public transport timetable that demonstrates that the site satisfies the accessible area requirements.

5. Section 7.11 Contributions

- a. Please provide further details, including a staging plan and unit bedroom breakup in the architectural plans.

6. Traffic comments

- a. A comprehensive Traffic and Parking Assessment report, prepared by a suitably qualified traffic engineer (consultant), is required to be submitted with the DA. The report is to be prepared in line with NSW Government Guide to Transport Impact Assessment 2024 Ver1.1.

The report is to include the assessment of number and allocation of parking spaces, swept paths, dimensions, aisle widths, ramp grades and impact on the surrounding road network as applicable. Traffic generation and safety reasons, and also to minimise amenity impacts for neighbouring properties.

- b. Demonstrate that there is sufficient parking on-site and that there will be no traffic-related issues resulting from the proposed development. Uses proposed cannot create on street parking problems and must be able to cater for their own car parking demands within the subject site.

On-street parking will not be considered in meeting the parking demand of the proposed development.

Number of car parking spaces must comply with the car parking rates specified in Part A of BDCP 2015. The minimum number of spaces is to be rounded up to the nearest whole number if it is not a whole number.

- c. Parking layout and accessible (disabled) parking space must comply with the current Australian Standard (AS). All vehicles must enter and exit the site in a forward direction.

7. Design comments

- b. Architectural Drawings must be submitted and to include:
 - Materials and Finishes Schedule
 - Diagrams describing the response to quantitative ADG requirements including
 - Communal open space
 - Deep soil
 - Building separation
 - Natural ventilation
 - Solar access and shadow diagrams
- b. Design Report / Design Verification Statement also must be submitted.

8. Development Engineering comments

- a. Submit engineering plans and documentations to demonstrate that the proposal is in accordance with BCC Engineering Guide for Development and Blacktown City Council Growth Centre DCP 2010.

9. Drainage Engineering comments

- a. The development is required to provide a permanent on-lot water quality treatment, and the design must comply with Council's WSUD Developer handbook 2020.
- b. Temporary on-site stormwater detention must be provided to cater for the entire site including the future roads, until such time as Council's regional basin and associated drainage infrastructure are completed and operational. The OSD must be designed and calculated in accordance with Council's OSD deem to comply spreadsheet v2.4.
- c. Provide a legal point of discharge for the stormwater from the site. If any new connection is required to discharge into a drainage easement within a private land, a consent from the land owner must be provided to support the new connection.
- d. Stormwater Management plan: A detailed stormwater management plan, including the detailed design of OSD, water quality treatment, OSD and water quality treatment catchment plan, internal drainage and future road drainage and the point of discharge, must be provided. All designs must be in accordance with Council Engineering guide for development.
- e. OSD calculation: An electronic copy of Council's OSD Deem to comply spreadsheet v2.4 to determine the design of the OSD, must be provided.
- f. MUSIC model: An electronic copy of MUSIC model used to demonstrate that water quality treatment will achieve Council's reduction targets.

- g. Civil plan: A detailed civil plan of future road, including pipe and pit dimensions and longitudinal sections of the proposed pipeline with the hydraulic grade line, must be provided.
- h. DRAINS model: An electronic copy of DRAINS used to design and verify the proposed pit and pipes network, must be provided.

10. Biodiversity comments

- a. The applicant is to provide information to identify the site (using associated mapping) and demonstrate the proposed development is consistent with the relevant biodiversity measure conferred by the biodiversity certification
- b. The proposal will need to be accompanied by an Arboricultural Impact Assessment Report by an AQF5 level arborist to assess all trees on site and any trees within a few metres of the boundaries as well as any easement areas that could be impacted by the works. Document trees to be retained and removed including any existing canopy coverage to be retained on site and evidence that opportunities to retain significant trees have been explored and/or inform the plan. Include a thorough Tree Protection Plan.
- c. Provide a landscape plan that considers location, number and species of plantings for shade in deep soil and common areas, visual screening and amenity. Include at least 50% locally native groundcovers, shrubs and trees of advanced age showing heights of trees at maturity and proposed canopy coverage (as a percentage of the site area) and an establishment plan.
- d. Demonstrate how offsite land including Council owned RE1 zoned land to the north will be protected from all environmental impacts.
- e. Provide a Biodiversity Management plan as a mitigation measure over this bio-certified land. The plan is to be prepared by a person who has qualifications and experience in respect of ecology and is to be submitted for Council's consideration. The BMP is to relate to the land within the proposal Lots including any on-site dams if they are to be dewatered and must contain full details of the actions proposed to be taken with respect to the management of fauna during the course of carrying out the development. The BMP is to be consistent with the NSW Department of Planning, Industry and Environment "Code of Practice for injured, sick and orphaned protected fauna" 2011 (the Code). It is to include the following:
 - Biodiversity management strategies for pre-construction, construction and post construction activities including environmental control measures for the pre-clearing and pre-dewatering process.
 - A fauna rescue and release procedure. A licensed wildlife carer or ecologist will be required on site as a fauna handler ('Rescuer' under the Code) during tree removal works.
 - A release site within 100m of the site is to be nominated by the Project Ecologist prior to clearing

- A procedure for dealing with and euthanising pest species such as carp
- A procedure for controlling the introduction and spreading of weeds and pathogens, including hygiene protocols and the arrangements for monitoring;
- Tree protection or reuse of hollows. All identified tree hollows proposed to be removed, are to be salvaged from trees, removed and placed in retained or nearby bushland areas under the direction of an ecologist to Council's satisfaction. For all tree hollows, not able to be salvaged, they are to be replaced with nest boxes or artificial hollows with three nest boxes / artificial hollows for every one hollow removed.
- The different types of fauna that might occur and how they would be handled and locations of where they would be released or destroyed. If there are no suitable locations on the site, they should identify appropriate relocation sites and identify whether any translocation licences would be required. For example, Cumberland Plain Land Snail. The record will need to be reported to BioNet as well.
- Translocation plans for threatened flora if applicable
- A procedure for dealing with unexpected threatened species finds during works. The procedure must include, as a minimum, the following:
 - I. stop work arrangements in the immediate area of the threatened species;
 - II. notification and communication protocol;
 - III. consultation with the specialists to assess the significance of the find; and
 - IV. a list of approvals, licences or permits likely required prior to recommencing works.

11. Waste comments

a. Service providers

- demonstrate on plans, truck access design that is suitable for Council waste collection vehicles for the residential component. Truck access must allow for a 10.5m long HRV with a 24m turning circle.
- allow for collection by private waste collection contractors for the non-residential component (ie, retail and commercial) portions.

b. Bin requirements

- demonstrate on plans, design suitable for onsite collection of bins by heavy rigid vehicles with forward entry and exit, and all manoeuvring onsite.
- allow for the following residential waste and recycling generation rates:
 - 240L/week/unit for waste (to be collected in 1100L bulk bins onsite)
 - 80L/week/unit for recycling (to be collected in 240L bins onsite)
 - Additional space to cater for food and garden organics bins (generation rate TBC)

- allow for the following residential waste and recycling collection frequencies:
 - waste to be collected up to 3 times a week
 - recycling considered for collection once a week
 - food and garden organics to be collected weekly
 - allow for the following bin capacities for the residential component:
 - 1100L bulk bins for waste
 - 240L bins for recycling
 - 240L bins for Food and Garden Organics waste (number of bins TBC)
 - allow for a maximum of 5 collections per week for waste and recyclables for the retail and commercial components. Recycling must be provided for all non-residential components.
 - demonstrate on plans, that the retail/commercial waste rooms can accommodate 3 days' worth of waste to cater for public holidays and long weekends. provide for the waste and recycling generation rates listed in the EPA's *Better Practice Guide for resource recovery in residential developments 2019* for each proposed retail/commercial tenancy.
 - indicate on plans, the correct number of waste and recycling bins needed for the site considering the generation rates provided for the residential and retail/commercial/medical components.
 - provide the likely retail/commercial tenancies as this influences waste and recycling generation rates, the number of bins for both waste streams, and the required size of the waste room(s).
 - design for retail/commercial waste compaction rates that do not exceed 5:1 if compaction is proposed.
- c. Bin movement
- demonstrate on plans, that bin transfer grades do not exceed 1:24 for 1100L bulk bins.
 - demonstrate on plans, that bin transfer grades do not exceed 1:14 for 240L bins.
 - demonstrate on plans, that bin travel distances do not exceed 30m for 240L bins.
 - demonstrate on plans, that bin travel distances do not exceed 10m for 1100L bulk bins. If they do, a bin movement aid is required for the site (eg, bin tug with trolley). The specification sheet for the proposed equipment must be provided. Plans must indicate a suitable, secure storage area for the bin tug plus the trolley attachment. Bin tug storage must be located adjacent to the loading bay and collection point.
 - indicate on plans, the bin travel path from the interim bin storage room(s) to the main collection point with the proposed bin movement aid.
- d. Chutes

- provide a chute system for the site. Chutes are required from 3 storeys and above. Chutes for the retail/commercial component and the residential component must be separated.
- demonstrate on plans, that the chute discharge point is suitably caged (or enclosed) to prevent injury with sufficient circulation space around the equipment for bin rotation as per the manufacturer's specifications.
- demonstrate on plans, that the waste chute, recycling and organics bins on each residential floor are contained within the same room to encourage source separation. The chute hopper and the recycling bins being stored in separate cupboards is not permitted.
- demonstrate on plans, that the chutes are for waste only. We do not accept dual chutes (ie, waste and recycling chutes, or E-diverters).
- demonstrate on plans, provision for the storage of 240L recycling bin and 240L organics in each waste chute room on each floor. These bins must be rotated by the building manager as required. demonstrate on amended plans, that the chute room on each floor is sufficient in size to provide a slot to hold bulk cardboard. Bulky cardboard must not go down the chute.
- demonstrate on plans, that the chute rooms can accommodate wheelchair access.

e. Waste rooms

- demonstrate on plans, provision of separate waste rooms for the retail/commercial component, and the residential component. Both must be located adjacent to the loading bay.
- indicate on plans, that any doorway used to move bins and bulky waste (lounges and fridges) around, is a minimum 1.5m wide.
- demonstrate on plans, that the bins are stored on the same level they are collected from. Basement bin storage with ground level collection is not supported due to heavy reliance on mechanical equipment to move bins around.
- demonstrate on plans, that the maximum walk distance for residents with bagged rubbish does not exceed 30m.
- demonstrate on plans, that resident access to the waste room is not via the loading bay where waste collection vehicles are moving and reversing. Waste collection contractors may need a second access to this space through the loading bay.
- demonstrate on plans, that the bin and bulky waste collection point can accommodate all the bins from the other waste rooms without impacting traffic flow onsite. Bins must not spread into the driveway area.
- demonstrate on plans, that waste and recycling bins are contained within the same room to encourage source separation. Waste rooms must have sufficient space to

store all the bins with circulation space in between. Bins must not be stacked in tandem.

- demonstrate on plans, that the waste rooms used to store medical waste are separated and secured from the other retail/commercial waste storage areas. The medical, retail and commercial waste rooms must be separate to the residential waste rooms.
- demonstrate on plans, that the waste room is a practical shape for the storage of 1100L bins and bulky waste, and to make the area easier for cleaning.
- demonstrate on plans, that there are no support beams, air conditioning units or other services located inside the retail/commercial or residential waste rooms and bulky waste rooms to ensure the spaces are practical and safe to use.

f. Bulky waste storage

- demonstrate on plans, bulky waste storage at a rate of 4m² for every 40 units and 1m² for every 20 units (or part thereof) after that for items such as lounges and fridges etc. The area must be located adjacent to the waste loading bay, caged and sign posted for this specific use. Doors must be a minimum 1.5m wide, hinged and swing outwards.
- demonstrate on plans, that the bulky waste storage area is the correct size excluding the surface area for the hinged doors.
- demonstrate on plans, that resident access to the bulky waste storage room is not via the loading bay where waste collection vehicles are moving and reversing. Waste collection contractors may need a second access to this space through the loading bay.

g. Loading bay

- demonstrate on plans, provision of a designated loading bay that is adjacent to the bin and bulky waste storage areas for the retail/commercial and residential components of the site. Ideally, each building will have a loading bay.
- demonstrate on plans, that the designated loading bay can accommodate the entire length of the truck plus an additional 3m rear clearance for bin servicing and rotation. The truck must not overhang the loading bay hindering traffic flow onsite.
- demonstrate on plans, provision of physical treatment to the loading bays (eg, lockable, removable bollards), to prevent unauthorised parking:
 - truck turning areas must be maintained
 - access must be coordinated by the building manager
 - the waste management plan must be updated to this effect
- demonstrate on plans, a second loading bay in the buildings with mixed use components to eliminate competition for the same space and queuing of heavy rigid vehicles. Design needs to prevent heavy rigid vehicles from being forced to exit the site in reverse up ramps, across public footpaths and into public roads as their onsite turning space (ie, the loading bay), is occupied by other users.

h. Truck access

- provide swept paths for a 10.5m long, heavy rigid vehicle with a 24m turning circle for the trucks entire travel path showing forward entry and exit with all manoeuvring onsite.
- provide the AutoCAD file in DWG format and 1:1 scale for the trucks entire travel path in addition to the proposed swept paths for review.
- provide a plan view showing where the sections are located and that it also cuts through the trucks travel path. This is for review of the trucks vertical and horizontal swept paths.
- provide a vertical cross section plan demonstrating a 4m headroom allowance clear of eaves, overhangs, balconies, services, sprinklers and at the roller door entry point, for the trucks entire travel path. Please note, the development will also need to comply with Council's traffic requirements which may require a 4.5m headroom in accordance with AS2890.2 for access by removalist and delivery vehicles, and emergency services.
- demonstrate on plans, that ramp grades and changes of rate of grade on the ramp do not exceed 15.4% (as per AS2890.2 Tables 3.2 and 3.3).

i. Waste management plan

- provide a waste management plan that includes:
 - type of development
 - number of residential units
 - site uses – residential, commercial, retail, etc
 - number of units and floor areas for non-residential uses
 - number of bins for the development
 - bin collection frequencies
 - bin capacities
 - service providers
 - chute arrangement for the site
 - waste, recycling and organics generation rates for each of the proposed use(s)
 - location of waste collection point and loading bay(s)
 - proposed physical treatment of the loading bay
 - provision of bulky waste storage, its size and location
 - proposed bin tug and trolley storage location with dimensions
 - access to the loading bay being coordinated the building manager
 - specification sheet for the proposed bin tug and trolley
 - specific recipients for demolition and construction waste for reuse, recycling and/or disposal to demonstrate that waste management has been properly thought out before any activity occurs onsite.

12. Environmental health comments

- g. An acoustic assessment prepared by an appropriately qualified acoustic consultant with suitable technical qualifications and experience, consistent with the technical

eligibility criteria for membership to the Association of Australian Acoustical Consultants (AAAC) or the Australian Acoustical Society (AAS) and shall be submitted to Council for consideration.

- b. The EPA's 2016 guidelines for solid waste landfills state that landfilling should not occur within 250 metres of a residential zone or dwelling. While this guidance is provided in the context of siting new landfills, the rationale applies equally to placement of new residential development in the vicinity of existing active and inactive landfills.
- c. Satisfy State Environmental Planning Policy (SEPP) Resilience and Hazards 2021 - Remediation of Land to show that the land is suitable for the proposed development.

As a minimum this should take the form of a Detailed Site Investigation and any subsequent contamination/remediation reports. These reports should be completed by a CEnvP - Certified Environmental Practitioner (Site Contamination Specialist) or a CPSS with CSAM - Certified Professional Soil Scientist (Contaminated Site Assessment and Management)

This assessment must consider potential landfill gas onsite and infiltration from the adjacent historical landfill. This report must also provide recommendations for prevention of landfill gas infiltration into the site and the management of infiltrating landfill gas.

- d. Provide at a minimum interim audit advice or a Section B Site Audit Statement, to council from EPA accredited Site Auditor, confirming that the proposed management and preventative measures are appropriate and adequate

13. Open space comments

Arboricultural Impact Assessment

- a. An Arboriculture Impact Assessment by an AQF Level 5 Consulting Arborist in line with the requirements of AS 4970 - 2025. The report must assess and evaluate the effects of the proposed development on all existing trees located on the site and within five (5) meters of the site boundary and any associated works related to the development. While not all trees may be preserved on site, some may be retained. Provide justification for any trees proposed to be removed, supported by appropriate arboricultural reasoning.

Trees in the neighbouring Lots and the RE1 land are to be retained and protection measures during construction works are to be detailed in the arboricultural impact assessment report.

Public road verge trees for potential removal

- b. If Council trees are proposed to be removed for driveways, then these must also be assessed in the arborist report.

Tree Protection Plans

- c. A Tree Protection Specifications (TPS) and Tree Protection Plan (TPP), including drawing/s for any trees proposed to be retained is required to be included. If the

neighbouring Lots and the RE1 land Tree Protection Zone are located within the development footprint, these trees will need to be included in the Tree Protection Plan.

Landscape

- d. A Concept Landscape Plan. This plan is to include an illustrated representation that highlights all key site features and design elements, including trees identified for potential removal and retention.
- e. The Concept Landscape Plan must be submitted, detailing the proposed street tree planting. The plan is to include the following:
 - Minimum tree size of 45Ltr for Residential in compliance with Australian Standard AS 2303:2018 to achieve long-term canopy cover of the area
 - Additional trees may be required, subject to Council's assessment of the development layout and configuration.
 - Street tree planting details, including the installation of root directors in accordance with the manufacturer's specifications.
 - The use of tree species as specified by Preferred Street tree list
- f. Cross-sections are to be provided to demonstrate an appropriate transition between the R3 and the RE1 zone, ensure no walls or inaccessible level change permitted at the interface of development, adjacent roads, public park and drainage land. Retaining walls will not be supported as they impact on connectivity and aesthetics.
- g. A full verge must be provided adjacent to RE1 which provide tree planting and footpath construction opportunities. Provide 18m wide road formation including full road verges on Road 2 abutting the RE1 area.
- h. Accessible footpaths or cycleway and street trees on verge must be provided to ensure they allow for pedestrian connectivity wherever possible.