



NSW GOVERNMENT
Department of Planning

Contact: Mark Brown
Phone: 02 9228 6385
Fax: 02 9228 6488
Email: mark.brown@planning.nsw.gov.au

Our ref: MP 09_0054
File: S09/00374-1

Ms Jennifer Cooper
Associate Director
Urbis Pty Ltd
GPO Box 5278
SYDNEY NSW 2001

Dear Ms Cooper

Director-General's Requirements for the 'Bakehouse Quarter', George Street and Railway Lane, North Strathfield (MP 09_0054)

Thank you for your request for Director-General's Environmental Assessment Requirements (DGRs) for the above project. The DGRs were prepared from the information provided within your application and in consultation with relevant Government agencies, including Council (attached).

Under section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the project.

Prior to exhibiting the Environmental Assessment, the Department will review the document to determine if it adequately addresses the DGRs. If the Department considers that the Environmental Assessment does not adequately address the DGRs, the Director-General may require the proponent to revise the Environmental Assessment to address the matters notified to the proponent.

In this regard, it is noted that the Director-General previously raised concerns with the total FSR and height of the development. Detailed consideration of this issue will need to be addressed within the Environmental Assessment.

Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days. Please contact the Department at least two weeks before you propose to submit the Environmental Assessment to determine the fees applicable to the application.

Please also find attached with this letter, copies of submissions from other agencies providing their key issues for the proposal. Please note that these responses have been provided to you for information and should be considered in your Environmental Assessment, however they do not form part of the DGRs for the Environmental Assessment.

If you have any enquiries about these requirements, please contact Mark Brown on 9228 6385 or via e-mail at mark.brown@planning.nsw.gov.au.

Yours sincerely

7.9.09

Chris Wilson
**Executive Director
Major Projects Assessment
(As delegate for the Director-General)**

Director-General's Requirements

Section 75F of the *Environmental Planning and Assessment Act 1979*

Application number	MP 09_0054
Project	Project application for the construction of a mixed use development.
Location	'Bakehouse Quarter', George Street and Railway Lane, North Strathfield.
Proponent	Urbis Pty Ltd on behalf of Pelorus Property Group.
Date issued	
Expiry date	If the environmental assessment is not exhibited within 2 years after this date, the applicant must consult further with the Director-General in relation to the preparation of the environmental assessment.
Key issues	<p>The Environmental Assessment (EA) must address the following key issues:</p> <ol style="list-style-type: none"> 1. Relevant EPI's policies and Guidelines to be Addressed Planning provisions applying to the site, including permissibility and the provisions of all plans and policies including: <ul style="list-style-type: none"> • Objects of the EP&A Act; • SEPP (Building Sustainability Index: BASIX) 2004; • SEPP (Infrastructure) 2007; • SEPP (Temporary Structures and Places of Public Entertainment) 2007; • SEPP 64 – Advertising and Signage; • Transport Corridor Outdoor Advertising and Signage Guidelines; • Sydney Metropolitan Strategy; • Draft Inner West Subregional Strategy; and • Nature and extent of any non-compliance with Canada Bay Council Local Environment Plan 2008 (including any amendments) and justification for any non-compliance. 2. Built Form The EA shall address the height, bulk and scale of the proposed development within the context of the locality and how the proposal is integrated with the masterplan approved at the site. In particular, detailed building envelope / height and contextual studies should be undertaken to ensure the proposal integrates with the local environment. The EA shall also provide the following documents: <ul style="list-style-type: none"> • Comparable height study to demonstrate how the proposed height relates to the height of the existing/approved developments surrounding the subject site; • View analysis to and from the site from key vantage points; and • Options for the siting and layout of building envelopes 3. Urban Design The EA shall address the design quality with specific consideration of the façade, massing, setbacks, building articulation, use of appropriate colours, materials/finishes, landscaping, safety by design and public domain. 4. Environmental and Residential Amenity The EA must address solar access, acoustic privacy, visual privacy, view loss and wind impacts and achieve a high level of environmental and residential amenity. 5. Transport and Accessibility (Construction and Operational) The EA shall provide a Traffic and Accessibility Study prepared in accordance with the RTA's Guide to Traffic Generating Developments, considering traffic generation, any required road / intersection

	<p>upgrades, access, loading dock(s), car parking arrangements, measures to promote public transport usage and pedestrian and bicycle linkages, an assessment of the implications of the proposed development for non-car travel modes (including public transport, walking and cycling), addressing the importance of bus access and circulation in meeting travel needs in the area, likely associated costs of additional infrastructure or services where not proposed as part of the project, and also identify measures to mitigate potential impacts on public / private transport, pedestrians and cyclists during the construction stage of the project.</p> <p>The EA must also demonstrate the provision of sufficient on-site car parking for the proposal having regard to local planning controls and RTA guidelines (Note: The Department supports reduced car parking rates in areas well-served by public transport).</p> <p>The EA shall also review how the development integrates into the existing and future transport system including the proposed West Metro line.</p> <p>6. Ecologically Sustainable Development (ESD) The EA shall detail how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development. Details demonstrating 'Green Star' energy efficiency ratings must be detailed in the EA.</p> <p>7. Contributions The EA shall address Council's Section 94 Contribution Plan and/or details of any Voluntary Planning Agreement.</p> <p>8. Contamination The EA is to demonstrate compliance that the site is suitable for the proposed use in accordance with SEPP 55 - Remediation of Lands.</p> <p>10. Economic Impact Assessment The EA shall address the economic impact / viability of the proposal and include an investigation into the impact upon the retail, commercial and residential uses within the locality, having regard to the hierarchy of centres as outlined in the Draft Inner West Subregional Strategy.</p> <p>11. Drainage The EA shall address drainage/flooding issues associated with the development / site, including: stormwater, drainage infrastructure and incorporation of Water Sensitive Urban Design measures.</p> <p>12. Noise and Vibration Assessment The EA shall address the issue of noise and vibration impacts from the railway corridor and the M4 Motorway and Parramatta Road and provide detail of how this will be managed and ameliorated through the design of the building, in compliance with relevant Australian Standards and the Department's <i>Development near Rail Corridors and Busy Roads - Interim Guidelines</i>.</p> <p>13. Consultation Undertake an appropriate and justified level of consultation in accordance with the Department's <i>Major Project Community Consultation Guidelines October 2007</i>, including consultation with the Transport Infrastructure Development Corporation.</p>
Deemed refusal period	60 days

Plans and Documents to accompany the Application

<p><u>General</u></p>	<p>The Environmental Assessment (EA) must include:</p> <ol style="list-style-type: none"> 1. An executive summary; 2. A thorough site analysis including site plans, areal photographs and a description of the existing and surrounding environment; 3. A thorough description of the proposed development; 4. An assessment of the key issues specified above and a table outlining how these key issues have been addressed; 5. An assessment of the potential impacts of the project and a draft Statement of Commitments, outlining environmental management, mitigation and monitoring measures to be implemented to minimise any potential impacts of the project; 6. The plans and documents outlined below; 7. A signed statement from the author of the Environmental Assessment certifying that the information contained in the report is neither false nor misleading; 8. A Quantity Surveyor's Certificate of Cost to verify the capital investment value of the project (in accordance with the definition contained in the Major Projects SEPP; and 9. A conclusion justifying the project, taking into consideration the environmental impacts of the proposal, the suitability of the site, and whether or not the project is in the public interest.
<p><u>Plans and Documents</u></p>	<p>The following plans, architectural drawings, diagrams and relevant documentation shall be submitted;</p> <ol style="list-style-type: none"> 1. An existing site survey plan drawn at an appropriate scale illustrating: <ul style="list-style-type: none"> • the location of the land, boundary measurements, area (sq.m) and north point; • the existing levels of the land in relation to buildings and roads; • location and height of existing structures on the site; and • location and height of adjacent buildings and private open space. • all levels to be to Australian Height Datum. 2. A Site Analysis Plan must be provided which identifies existing natural elements of the site (including all hazards and constraints), existing vegetation, footpath crossing levels and alignments, existing pedestrian and vehicular access points and other facilities, slope and topography, utility services, boundaries, orientation, view corridors and all structures on neighbouring properties where relevant to the application (including windows, driveways, private open space etc). 3. A locality/context plan drawn at an appropriate scale should be submitted indicating: <ul style="list-style-type: none"> • significant local features such as parks, community facilities and open space and heritage items; • the location and uses of existing buildings, shopping and employment areas; • traffic and road patterns, pedestrian routes and public transport nodes. 4. Architectural drawings at an appropriate scale illustrating: <ul style="list-style-type: none"> • the location of any existing building envelopes or structures on the land in relation to the boundaries of the land and any development on adjoining land; • detailed floor plans, sections and elevations of the proposed buildings; • elevation plans providing details of external building materials and colours proposed; • fenestrations, balconies and other features; • accessibility requirements of the Building Code of Australia and the Disability Discrimination Act; • the height (AHD) of the proposed development in relation to the land; • the level of the lowest floor, the level of any unbuilt area and the level of the ground; • any changes that will be made to the level of the land by excavation, filling or otherwise;.

	<p>5. Other plans (to be required where relevant):</p> <ul style="list-style-type: none"> • Stormwater Concept Plan - illustrating the concept for stormwater management; • Erosion and Sediment Control Plan – plan or drawing that shows the nature and location of all erosion and sedimentation control measures to be utilised on the site; • Geotechnical Report – prepared by a recognised professional which assesses the risk of Geotechnical failure on the site and identifies design solutions and works to be carried out to ensure the stability of the land and structures and safety of persons; • View Analysis - Visual aids such as a photomontage must be used to demonstrate visual impacts of the proposed building envelopes in particular having regard to the siting, bulk and scale relationships from key areas; • Landscape plan - illustrating treatment of open space areas on the site, screen planting along common boundaries and tree protection measures both on and off the site. • Shadow diagrams showing solar access to the site and adjacent properties at summer solstice (Dec 21), winter solstice (June 21) and the equinox (March 21 and September 21) at 9.00 am, 12.00 midday and 3.00 pm.
<p><u>Documents to be submitted</u></p>	<ul style="list-style-type: none"> • 1 copy of the EA, plans and documentation for the Test of Adequacy; • 12 hard copies of the EA (once the EA has been determined adequate); • 12 sets of architectural and landscape plans to scale, including one (1) set at A3 size (to scale); and • 12 copies of the Environmental Assessment and plans on CD-ROM (PDF format), not exceeding 5Mb in size.



28 August 2009

Reference: 672521_1.DOC

Mr Michael Woodland
Director Urban Assessments
Department of Planning
GPO Box 39
SYDNEY 2001

Dear Mr Woodland,

Project Application (MP 09_0054) - mixed use development of Bakehouse Quarter, George Street North Strathfield

Thank you for your letter of 18 August 2009 (your ref. MP09_0054) seeking Transport Infrastructure Development Corporation's (TIDC) comments on the key issues and assessment requirements to be considered for inclusion in the Director-General's Environmental Assessment requirements (DGRs).

We understand that the purpose of the proposal in the Project Application is to create a mixed use precinct, combining retail, commercial and recreation activities at the proposed site, which is adjacent to the Main North rail line at North Strathfield.

TIDC's principal role is to develop and deliver major transport infrastructure projects as directed by the NSW Minister for Transport, in an efficient, effective and financially responsible manner. This includes responsibility for managing the development, construction and commissioning of each project.

It is noted that item 12 of the draft DGRs appropriately identifies the need to address noise and vibration impacts from nearby rail activities. In this regard, TIDC advises that works associated with the Northern Sydney Freight Corridor (NSFC) Program will need to be considered and appropriately recognised in the Environmental Assessment. Further information regarding the NSFC Program and considerations for development adjacent to the main north rail line rail corridor is provided below.

Northern Sydney Freight Corridor Program

The NSFC Program is an initiative of the Commonwealth Government to enhance the capacity, reliability and availability of rail freight traffic between North Strathfield and Broadmeadow, Newcastle. The Commonwealth Government has provided funding to TIDC under the Nation Building Program (previously the AusLink 1 Program) to undertake feasibility work for the NSFC Program.

The NSFC Program comprises a range of infrastructure improvements to separate freight and suburban passenger services such as grade separation, amplification and bi-directional passing loops to provide sufficient additional network capacity to meet long term passenger and freight business requirements on the Main North rail line.



TIDC is currently undertaking a number of studies as part of the options development and assessment process to determine the optimal program components to be delivered as part of the NSFC Program. Work undertaken to date as part of these investigations has confirmed the first component of works to be delivered as part of the NSFC Program being works to separate freight and passenger rail services by construction of a rail underpass, below the existing rail tracks at North Strathfield, as well as associated track work on the eastern and western sides of the rail corridor.

Consideration of noise impacts for development adjacent to rail corridors

As the proposed development is adjacent to the main north rail corridor it is important that the proposed development considers rail noise and vibration issues.

Part 3, Division 15, Subdivision 2 of State Environmental Planning Policy (Infrastructure) 2007 (the 'Infrastructure SEPP') contains provisions requiring the notification of certain development to the Australian Rail Track Corporation (ARTC), Sydney Metro or RailCorp. Relevantly, clause 87 includes specific requirements for consent authorities to follow in assessing development applications for uses, which may be adversely affected by rail noise or vibration.

Following the commencement of the Infrastructure SEPP, the Department of Planning (DoP) has prepared the 'Development near rail corridors and busy roads - interim guideline' to assist in the planning, design and assessment of development in, or adjacent to rail corridors and busy roads.

One of the key objectives of the guideline is to ensure that adjacent development achieves an appropriate acoustic amenity by achieving the nominated internal noise criteria specified in the Infrastructure SEPP.

Item 12 of the DGRs makes reference to RailCorp's interim guidelines for consideration of rail noise and vibration for council's and applicants. It is recommended that specific reference should also be made to the requirement of Clause 87 and the DoP's interim guideline for existing and future rail operations.

TIDC understand that RailCorp is also providing information to DoP in relation to the Project Application.

Should you have any questions regarding any of the issues identified above, please contact Mr Tim Green, Environment and Planning Manager on 9200 000.

Yours sincerely,

David Gainsford
A/ Director, Planning and Environment

Cc: Michael Magney, Scott Lyall, Peter Whelan (TIDC)

Your Reference:
Our Reference:
Contact:
Telephone

MP 09_0054
RDC 09M1204
Iona Cameron
8849 2525



The Director
Urban Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Mark Brown

**MIXED USE DEVELOPMENT – CONCEPT PLAN AND STATE SIGNIFICANT
SITE LISTING – DIRECTOR GENERAL’S REQUIREMENTS.**

Dear Sir / Madam,

I refer to the Department of Planning’s email dated 13 August 2009 (Ref: 09_0054) requesting the Roads and Traffic Authority (RTA) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Director General’s Environmental Assessment (EA) requirements.

The RTA would like the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. It is important that the mixed use development takes into consideration, and contributes to the achievement of transport objectives contained in the high-level NSW Government strategies.

These strategies include the NSW State Plan and draft Inner West Subregional Strategy. These policies share the aims of increasing the use of walking, cycling and public transport; appropriately co-locating new urban development with existing and improved transport services; and improving the efficiency of the road network.

By addressing both the supply of transport services and measures to manage demand for car use, the EA report should demonstrate how users of the mixed use development, will be able to make travel choices that support the achievement of relevant State Plan targets.

2. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need / associated funding for upgrading or road improvement works (if required).

The key intersections to be examined / modelled include:

- Parramatta Road and George Street;
- George Street and the site access

Roads and Traffic Authority

3. Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).
4. Proposed number of car parking spaces and compliance with the appropriate parking codes.
5. Details of service vehicle movements (including vehicle type and likely arrival and departure times).
6. The RTA requires the EA report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan (eg 'Travelsmart' or other travel behaviour change initiative); and the provision of facilities to increase the non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.
7. The RTA will require in due course the provision of a traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.

Further enquiries on this matter can be directed Iona Cameron on phone 8849 2525 or facsimile (02) 8849 2918.

Yours sincerely



James Hall
A/Senior Land Use Planner
Transport Planning, Sydney Region

28 August 2009

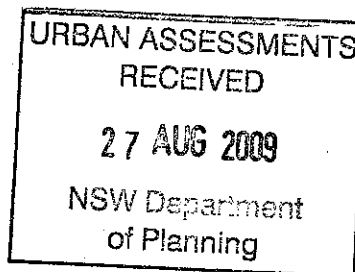


MINISTRY OF TRANSPORT

Level 21, 227 Elizabeth Street Sydney 2000
GPO Box 1620 Sydney 2001

Telephone 9268 2800 Facsimile 9268 2900
Internet www.transport.nsw.gov.au

ABN 25 765 807 817



26 AUG 2009

Mr Michael Woodland
Director, Urban Assessments
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Mark Brown

Dear Mr Woodland,

**DIRECTOR GENERAL'S REQUIREMENTS
MIXED USE DEVELOPMENT – 'BAKEHOUSE QUARTER'
NORTH STRATHFIELD (MP09_0054)**

I refer to the Department's letter dated 14 August 2009 seeking comment on the Director General's Requirements (DGRs) for the proposed redevelopment of the above mentioned site. NSW Transport and Infrastructure (NSWTI, formerly the Ministry of Transport) appreciates the opportunity to provide input to the DGRs for this application.

NSWTI has reviewed the preliminary assessment prepared by Urbis Pty Ltd, together with the Department's draft DGRs, and supports the requirement for the preparation of a *transport* and accessibility study for the site as part of the Part 3A application.

NSWTI requests that car parking provision is addressed under the item on transport and accessibility, and that the approach adopted be based on the accessibility of the site to public transport and in consideration of the operational requirements of the proposed development. NSWTI is keen to reduce the provision of on-site parking as an effective measure to encourage greater mode shift to public transport together with increased walking and cycling.

Assessment of the implications of the proposed development for all modes should indicate likely associated costs of additional infrastructure or services where not proposed to be provided by the proponent.

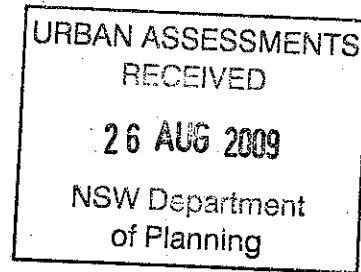
If you would like to discuss this further, please contact William Gastineau-Hills on 9268 2841 or email william.gastineau-hills@transport.nsw.gov.au.

Yours sincerely,

Brendan Bruce
Director, Transport Planning

TP08/05791

Your reference : MP09_0054
Our reference: : DOC09/40521
Our Contact : Fran Kelly 9995 6805



Michael Woodland
Director – Urban Assessments
Development Assessment & Systems Performance
Department of Planning
GPO Box 39
Sydney NSW 2001

Dear Mr Woodland,

Re: Request for key issues and assessment requirements – Project Application for the construction of a mixed use development – Bakehouse Quarter, George St and Railway Lane, North Strathfield – MP_0054

I refer to your request for key issues and assessment requirements for the Major Project Application, MP_0054, for the Bakehouse Quarter in North Strathfield.

The Department of Environment, Climate Change and Water (DECCW) has considered the project application and has no further interest in being involved in the process, provided the Department of Planning (DoP) is satisfied that the proponent addresses the following with regard to potential contamination issues.

The environmental assessment (EA) must include a conclusion as to the site's suitability for the proposed development and if it is considered not suitable due to contamination issues, the EA must address whether or not it can be made suitable. DoP may also consider requesting that the proponent engages a site auditor accredited under the *Contaminated Land Management Act 1997* to audit the EA report in relation to any conclusions made about site use suitability.

If you have any queries regarding the above please do not hesitate to contact Fran Kelly on 9995 6805.

Yours sincerely

24/8/09

GISELLE HOWARD
Director Metropolitan
Environment Protection and Regulation

The Department of Environment and Climate Change is now known as the Department of Environment, Climate Change and Water

PO Box 668 Parramatta NSW 2124
Level 7, 79 George Street Parramatta NSW
Tel: (02) 9995 5000 Fax: (02) 9995 6900
ABN 30 841 387 271
www.environment.nsw.gov.au

Department of **Environment and Climate Change** NSW



RailCorp

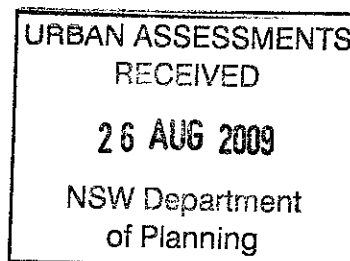
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26/8

RailCorp Property
PO Box K349
Haymarket NSW 1238
Tel: (02) 8922 4062 Fax: (02) 8922 4817
Email: alice.pettini@railcorp.nsw.gov.au

25 August 2009

The General Manager
Department of Planning
GPO Box 39
Sydney NSW 2001

ATTENTION: Mark Brown



Dear Sir,

**DEVELOPMENT APPLICATION – MP 09_0054
George Street and Railway Lane, North Strathfield.**

I refer to Council's letter dated 14 August 2009 regarding the proposed development at the above address.

Rail Corporation New South Wales (RailCorp) has reviewed the proposal and asks that the following issues be addressed in the conditions for this proposed development.

1. Noise and Vibration

RailCorp is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail noise and vibration can seriously affect residential amenity and comfort, jeopardise the structural safety of buildings, and thus should be addressed early in the development process.

The Department of Planning has released the document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines". The document is available on the Department of Planning's website.

Council is therefore requested to impose the condition of consent:

- *An acoustic assessment is to be submitted to Council prior to the issue of a construction certificate demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines".*

2. Geotechnical and Structural Stability and Integrity

RailCorp needs to be assured that the development has no adverse effects on the geotechnical and structural stability and integrity of RailCorp's Facilities. It is

requested that Council impose the following condition of consent.

- *The Applicant shall provide a Geotechnical Engineering report to RailCorp for review by RailCorp's Geotechnical section prior to the commencement of works. The report shall demonstrate that the development has no negative impact on the rail corridor or the integrity of the infrastructure through its loading and ground deformation and shall contain structural design details/analysis for review by RailCorp. The report shall include the potential impact of demolition and excavation, and demolition- and excavation-induced vibration in rail facilities, and loadings imposed on RailCorp Facilities by the development*

3. Building, Balconies and Window Design

The placement of buildings and structures in relation to RailCorp's facilities should enable continued access for maintenance of RailCorp's facilities.

To ensure the safety of passenger rail services, balconies and windows in the proposed development, must be designed to prevent objects being thrown onto RailCorp's facilities. Alien objects can damage overhead power lines, cause injury to others and initiate derailment.

In order to maintain the safety of the occupants of the new development, all balcony and window design should meet the relevant BCA standards, and the RailCorp Electrical Standards. These standards will provide appropriate separation of the building and its occupants from the electrified infrastructure.

Balconies overlooking RailCorp's facilities should not be serviced with outside taps, and rainwater should be piped down the face of the building overlooking the RailCorp's facilities.

RailCorp has concerns with the design of the balconies/windows as objects can be thrown onto the rail corridor risking passenger safety. RailCorp requests that the Applicant be required to re-design the balconies/windows to ensure that this risk is minimised. Alternatively, the following condition of consent can be included:

- *Given the possible likelihood of objects being dropped or thrown onto the rail corridor from balconies, windows and other external features (eg roof terraces and external fire escapes) that face the rail corridor, the Applicant is required to install measures (eg awning windows, louvres, enclosed balconies etc) which prevent the throwing of objects onto the rail corridor. The Principle Certifying Authority shall not issue the Construction Certificate until it has confirmed that these measures are to be installed and have been indicated on the Construction Drawings.*

4. Crane and Other Aerial Operations

During construction, the use of cranes and other equipment capable of intruding into the airspace above the corridor and of operating over any overhead wiring or transmission lines must be strictly controlled. The developer must demonstrate to the satisfaction of RailCorp that all crane and other overhead operations are properly managed, and enter into an agreement with RailCorp for such operation. It is requested that Council include the following condition of consent:

- *Prior to the issuing of a Construction Certificate the Applicant is to submit to the Rail Authority a plan showing all craneage and other aerial operations for the development and must comply with all RailCorp requirements. The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the Rail Authority confirming that this condition has been satisfied.*

5. Graffiti, Screening and Landscaping

RailCorp wishes to improve the overall condition of its facilities for passengers and public. With adjacent developments it is important to carefully consider the options for reducing graffiti and vandalism at the design stage, thereby reducing long-term costs and improving the aesthetic appearance of RailCorp's facilities and the development. It is requested that council include the following condition of consent:

- *To improve the comfort of future occupants, the landscaping and fencing in the plan should be designed to screen views of the rail tracks and reduce exposure to passing trains.*
- *There is a need to ensure that the roots and foliage of trees being planted beside the rail corridor do not have an impact on the rail corridor. The development landscaping and planting plan should be submitted to RailCorp for review.*

6. Fencing

To ensure that unauthorised entry into the rail corridor is prevented from this development, RailCorp considers it appropriate to replace/retain the current fencing. Thus RailCorp requests that Council include the following condition of consent:

- *Prior to the commencement of works appropriate fencing shall be installed along the rail corridor to prevent unauthorised access to the rail corridor. Details of the type of fencing and the method of erection are to be to the Rail Authority's satisfaction prior to the fencing work being undertaken. The Rail Authority may provide supervision, at the developer's cost, for the erection of the new fencing.*

Finally, it is asked that Council forward to RailCorp a copy of the final development consent to enable RailCorp to monitor the Applicant's compliance with rail related conditions of consent.

Thank you for providing RailCorp the opportunity to comment and please contact me if you have any further enquires.

Yours faithfully,



Alice Pettini
Assistant Town Planner
RailCorp Property

21 August 2009

Michael Woodland
Director, Urban Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attn: Mark Brown

Re: "Bakehouse Quarter" Project Application - MP 09_0054

Dear Sir

Thank you for your letter dated 13 August 2009 providing Council with an opportunity to contribute to the proposed Director General Requirements (DGRs) regarding the above application.

Council staff have reviewed the draft DGRs and provide the following comments.

Urban Design

The subject site is a gateway to Canada Bay for people travelling from western Sydney. The proposed development provides an opportunity to improve the visual quality of Parramatta Road and its environs and it is important that the design of buildings in this location are of the highest quality.

The submitted plans and renderings are unflattering and provide unattractive facades, poor massing and almost no articulation. Further, the application proposes to double the existing height limit on the site and depart from the statutory floor space ratio standard by 21%.

Following receipt of the amended Environmental Assessment, it is requested that independent urban design advice be obtained to ensure that the proposed design response is appropriate in its context.

Amenity

Whilst clause 87(3) of State Environmental Planning Policy (Infrastructure) 2007 does not apply to hotels, it is considered important to apply the requirements of the SEPP to the proposed development due to the significant potential impacts that road and rail noise will have on occupants of the hotel.

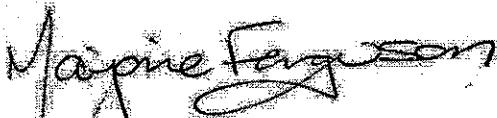
Advertisements/Signage

The preliminary EA states that proposed signs exceed the maximum size/area permitted by Council's DCP. However, it is unclear what signage is being proposed.

It is important that the Department of Planning enforces the consistent application of Council's signage controls. In this regard, any new signage being proposed should be required to comply with Part 9 of Council's Comprehensive Development Control Plan.

I trust this information is of assistance. Council would appreciate being kept informed of any future revision of the application. Please contact me on 9911 6409 should you require any further information.

Yours sincerely

A handwritten signature in dark ink, appearing to read 'Marjorie Ferguson'. The signature is fluid and cursive, with a large initial 'M' and 'F'.

Marjorie Ferguson
Manager, Strategic Planning

21 August 2009

Michael Woodlands
Director, Urban Assessments
Department of Planning
23-33 Bridge Street
Sydney NSW 2000
GPO Box 39, Sydney NSW 2001

Dear Michael Woodlands

Request for provision of key issues and assessment requirements - MP 09_0054 - Project Application for the Construction of a Mixed Use Development, 'Bakehouse Quarter', North Strathfield

Thank you for the opportunity to provide input on Project Application for the Construction of a Mixed Use Development, 'Bakehouse Quarter', North Strathfield. State Transit has reviewed the preliminary Environmental Assessment prepared by Urbis Pty Ltd, and makes the following recommendations to the Department of Planning, in regards to key issues and assessment requirements for inclusion in the DGRs. Road based public transport can be addressed through a number of avenues in the DGRs, comments have been provided under these headings below:

Transport and Accessibility (Construction and Operational)

DGRs should dictate provisions to ensure development will not physically impact on bus routes and operations, including the control of vehicular access to major developments, undue displacement of bus stops, instillation of inappropriate traffic management facilities, negative changes to traffic conditions and unsuitable landscaping (eg planting of trees close to the roadway).

To assist the delivery of efficient and reliable bus operations in the future, the development needs to maintain a clear and safe road network along bus corridors keeping in mind the future growth of public transport and the need for possible bus priority measures, in the future. This would include providing suitable traffic arrangements and avoiding the use of traffic control and calming devices which will impact on bus operations (eg preventing the use of low-floor buses), and reducing the attractiveness of bus services to the community. We do not want to see development hinder the advancement of public transport in the area.

The promotion and usage of public transport should be assisted with the urban design and public domain of the development. Accessibility and walkability should be promoted along with pedestrian links to major public transport nodes including rail and bus. This will create an attractive environment in which to walk to the site from public transport.

The State Government as the focal point for bus transport has adopted the strategic bus corridor network. It is vital that these corridors accommodate existing and future demands and that a proactive approach to corridor improvements pursued. The DGRs should reflect the importance of these strategic corridors; no alterations or development should occur that would impact on existing operations (i.e. flow of bus, turning paths, bus stops, lane widths) or reduce the potential for future operations.

Ecologically Sustainable Development (ESD)

The reduction of car dependency and the increased usage of public transport should be a fundamental part of any new development proposal, this development will increase employment and visitors to the site and ideally these patrons would use public transport services. As part of the Environmental Assessment, STA would like to see strategies explored for promoting public transport both train and bus, and potential opportunities for further public transport (i.e. Transport interchanges, internal roads accessible by buses, wide street geometry) if these are catered for in the planning than when demand increases, public transport can service the site more efficiently. Pro active planning will allow for potential beneficial changes in public transport to happen in the future.

In working towards more sustainable living outcomes, public transport will need to play a larger role and any requirements and associated controls need to prepare for a less car-reliant future. The DGRs should explicitly emphasise a central role for walking, cycling and public transport use for the development site, and acknowledge the importance of bus access and circulation in meeting travel needs in the area.

Car Parking

State Transit notes that the department of planning supports reduce car parking in areas well served by public transport. If the proponent Pelorus Property Group wishes to reduce parking and other development provisions due to its location to bus transport, than evidence will need to be provided to justify non compliance as well as investigation into improvements for road based transport to cater with the associated increase in public transport due to the proposed development.

Should you require further information regarding this matter, I can be contacted during business hours on 9245 5750 or alternatively Ian Brocklehurst on 9245 5665

Yours sincerely

Brian Mander
Manger, Traffic Planning