

# ENVIRONMENTAL ASSESSMENT

Redevelopment of South-East Precinct,  
Bakehouse Quarter

August 2010

**urbis**



**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

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Job Code	SA3970
Report Number	SA3970.EA-100826



<b>1</b>	<b>Statement of Validity .....</b>	<b>i</b>
	<b>Executive Summary .....</b>	<b>iii</b>
<b>2</b>	<b>Introduction.....</b>	<b>1</b>
2.1	Background .....	1
2.2	Project Objectives and Need .....	1
2.3	Value of Project .....	1
2.4	Director-General's Environmental Assessment Requirements .....	3
2.5	Proponent and Project Team .....	6
<b>3</b>	<b>Site Context and Analysis .....</b>	<b>7</b>
3.1	Regional Context .....	7
3.2	Local Context.....	10
3.3	Bakehouse Quarter .....	13
3.4	Development Site Description .....	17
<b>4</b>	<b>Development Proposal .....</b>	<b>20</b>
4.1	Development Description .....	20
4.2	Construction and Adaptive Re-Use of Buildings .....	20
4.3	Access and Car Parking .....	21
4.4	Associated Works.....	21
4.5	Hours of Operation .....	21
4.6	Employment and Economic Benefits.....	21
<b>5</b>	<b>Environmental Planning Instruments .....</b>	<b>22</b>
5.1	NSW State Plan.....	22
5.2	Environmental Planning and Assessment Act 1979 .....	23
5.3	Environmental Planning and Assessment Regulation 2000 .....	23
5.4	State Environmental Planning Policy (Infrastructure) 2007.....	23
5.5	Planning for Entertainment Guidelines.....	24
5.6	State Environmental Planning Policy 55 – Remediation of Land.....	27
5.7	State Environmental Planning Policy No 64 – Advertising and Signage .....	27
5.8	Transport Corridor Outdoor Advertising and Signage Guidelines.....	29
5.9	Sydney Metropolitan Strategy .....	29
5.10	Draft Inner West Subregional Strategy.....	30
5.11	Canada Bay Local Environment Plan 2008.....	31
5.12	Draft Comprehensive Canada Bay Local Environmental Plan.....	32
<b>6</b>	<b>Bakehouse Quarter Site Masterplan .....</b>	<b>34</b>
<b>7</b>	<b>Key Issues.....</b>	<b>40</b>
7.1	Built Form .....	40
7.1.1	Overview.....	40
7.1.2	Height .....	40
7.1.3	View Analysis and Visual Impact.....	42
7.1.4	Alternatives to the Proposal .....	43
7.2	Urban Design.....	44
7.2.1	Facades.....	44
7.2.2	Massing .....	44
7.2.3	Setbacks.....	45

7.2.4	Building Articulation .....	45
7.2.5	Colours, Materials and Finishes .....	45
7.2.6	Landscaping .....	45
7.2.7	Safety by Design .....	46
7.2.8	Public Domain .....	47
7.3	Environmental and Residential Amenity.....	47
7.4	Transport and Accessibility (Construction and Operational) .....	48
7.5	Ecologically Sustainable Development (ESD).....	48
7.6	Contributions .....	53
7.7	Contamination .....	54
7.8	Economic Impact Assessment .....	55
7.9	Drainage and Flooding .....	56
7.10	Noise and Vibration Assessment .....	57
7.11	Consultation.....	58
7.12	Summary Table .....	60
<b>8</b>	<b>Impact Assessment.....</b>	<b>65</b>
8.1	Assessment of Potential Impacts .....	65
8.1.1	Environmental.....	65
8.1.2	Social.....	66
8.1.3	Economic.....	66
8.2	Draft Statement of Commitments .....	67
8.2.1	Built Form and Landscaping.....	67
8.2.2	Ecologically Sustainable Development .....	67
8.2.3	Transport and Access.....	68
8.2.4	Stormwater and Flood Management .....	68
8.2.5	Demolition Works .....	69
8.2.6	Excavation and Earthworks .....	69
8.2.7	Staging and Construction Management.....	69
8.2.8	Noise and Vibration .....	69
8.2.9	Operational Management.....	71
8.2.10	Infrastructure Contributions .....	71
<b>9</b>	<b>Summary and Conclusion .....</b>	<b>73</b>
<b>Appendix A</b>	<b>Certificate of Cost .....</b>	<b>75</b>
<b>Appendix B</b>	<b>DGEARs .....</b>	<b>76</b>
<b>Appendix C</b>	<b>Locality/Context Plan.....</b>	<b>77</b>
<b>Appendix D</b>	<b>Site Analysis Plan .....</b>	<b>78</b>
<b>Appendix E</b>	<b>Site Survey Plans .....</b>	<b>79</b>
<b>Appendix F</b>	<b>Architectural Drawings.....</b>	<b>80</b>
<b>Appendix G</b>	<b>Stormwater Concept Plan .....</b>	<b>81</b>
<b>Appendix H</b>	<b>Landscape Plan.....</b>	<b>82</b>
<b>Appendix I</b>	<b>Geotechnical Report.....</b>	<b>83</b>

<b>Appendix J</b>	<b>Erosion and Sediment Control Plan.....</b>	<b>84</b>
<b>Appendix K</b>	<b>Site Masterplan Approval.....</b>	<b>85</b>
<b>Appendix L</b>	<b>SEE for Site Masterplan.....</b>	<b>86</b>
<b>Appendix M</b>	<b>Car Parking Masterplan Approval .....</b>	<b>87</b>
<b>Appendix N</b>	<b>Comparable Height Study .....</b>	<b>88</b>
<b>Appendix O</b>	<b>Visual Impact Analysis .....</b>	<b>89</b>
<b>Appendix P</b>	<b>Alternative Development Options .....</b>	<b>90</b>
<b>Appendix Q</b>	<b>Traffic and Accessibility Report.....</b>	<b>91</b>
<b>Appendix R</b>	<b>Site Contamination Advice .....</b>	<b>92</b>
<b>Appendix S</b>	<b>Economic Impact Assessment.....</b>	<b>93</b>
<b>Appendix T</b>	<b>Acoustic Assessment.....</b>	<b>94</b>

#### FIGURES:

<b>Figure 1</b>	<b>– Regional Context Map (Urbis).....</b>	<b>8</b>
<b>Figure 2</b>	<b>– Photographs of Local Context (Urbis).....</b>	<b>10</b>
<b>Figure 3</b>	<b>– Locality/Context Plan (Urbis) .....</b>	<b>11</b>
<b>Figure 4</b>	<b>– Aerial Photograph (Urbis) .....</b>	<b>12</b>
<b>Figure 5</b>	<b>– Site Plan (Urbis).....</b>	<b>13</b>
<b>Figure 6</b>	<b>– Property Ownership Plan (Urbis) .....</b>	<b>14</b>
<b>Figure 7</b>	<b>– Site Photographs (Urbis).....</b>	<b>15</b>
<b>Figure 8</b>	<b>– Bakehouse Quarter Tenancy and Amenities Masterplan (Wah Architects) .....</b>	<b>17</b>
<b>Figure 9</b>	<b>– Development Site Photographs (Urbis) .....</b>	<b>18</b>
<b>Figure 10</b>	<b>– Hierarchy of Centres (Urbis) .....</b>	<b>30</b>
<b>Figure 11</b>	<b>– Perspective, MP-01 dated September 2000 (Perkowitz and Ruth Architects) .....</b>	<b>37</b>
<b>Figure 12</b>	<b>– Site Development Plan, MP-02 dated September 2000 (Perkowitz and Ruth Architects) .....</b>	<b>37</b>
<b>Figure 13</b>	<b>– Existing Buildings, MP-03 dated September 2000 (Perkowitz and Ruth Architects).....</b>	<b>38</b>
<b>Figure 14</b>	<b>– Demolition Plan, MP-04 dated September 2000 (Perkowitz and Ruth Architects).....</b>	<b>38</b>
<b>Figure 15</b>	<b>– Pedestrian Movement Diagram, MP-05 dated September 2000 (Perkowitz and Ruth Architects).....</b>	<b>39</b>
<b>Figure 16</b>	<b>– Traffic Movement Diagram, MP-06 dated September 2000 (Perkowitz and Ruth Architects).....</b>	<b>39</b>
<b>Figure 17</b>	<b>– Comparable Height Plan (Urbis) .....</b>	<b>41</b>
<b>Figure 18</b>	<b>– Landscape Concept (Site Image) .....</b>	<b>46</b>
<b>Figure 19</b>	<b>– Façade Treatment to Building F (Wah Architects) .....</b>	<b>51</b>
<b>Figure 20</b>	<b>– Active Solar Materials (Arcelor Mittal, Colt International Limited) .....</b>	<b>51</b>
<b>Figure 21</b>	<b>– Bicycle Facilities (Wah Architects) .....</b>	<b>52</b>
<b>Figure 22</b>	<b>– Stormwater Concept Plan (Northrop Consulting Engineers).....</b>	<b>56</b>
<b>Figure 23</b>	<b>– Work Site and Access Arrangements (Transport Infrastructure Development Corporation) .....</b>	<b>59</b>

#### PICTURES:

<b>Picture 1</b>	<b>– Looking south-west to high density residential development along Station Street, Homebush .....</b>	<b>9</b>
<b>Picture 2</b>	<b>– Parramatta Road – looking east to high density residential development at Strathfield Triangle....</b>	<b>9</b>

<b>Picture 3</b> – Building H2 and H3 – Zenobia Restaurant – outdoor dining along George Street.....	14
<b>Picture 4</b> – Buildings H1-H3 – Bakehouse Garden Korean Restaurant and NRMA Motoring Services.....	14
<b>Picture 5</b> – Building B – Bar Biscotti, Thai Paragon and Bin 24 Restaurant .....	14
<b>Picture 6</b> – Building H1 - looking east along George Lane to dance studio and commercial offices.....	14
<b>Picture 7</b> – Buildings G and H, looking towards AMF .....	14
<b>Picture 8</b> – Building B (refurbished) and Building C (new) .....	14
<b>Picture 9</b> – At-grade car park behind Building G.....	17
<b>Picture 10</b> –Building G2 (and Building G1 to left) .....	17
<b>Picture 11</b> – Substation on Parramatta Road frontage .....	17
<b>Picture 12</b> – Slip lane from Parramatta Road .....	17

#### **TABLES:**

<b>Table 1</b> – Response to Director General's Environmental Assessment Requirements.....	3
<b>Table 2</b> – Lots and Deposited Plan References .....	17
<b>Table 3</b> – Development Proposal .....	20
<b>Table 4</b> – Achievement of State Plan Goals, Priorities and Targets.....	22
<b>Table 5</b> – Planning for Entertainment Guidelines .....	24
<b>Table 6</b> – SEPP 64 – Schedule 1 .....	27
<b>Table 7</b> – LEP Compliance Table.....	31
<b>Table 8</b> – Bakehouse Quarter Approved Site Masterplan – Key Elements Comparison Table .....	34
<b>Table 9</b> – ESD Initiatives .....	48
<b>Table 10</b> – Summary Table .....	60



# 1 Statement of Validity

Submission of Environment Assessment:

Prepared under Part 3A of the Environmental Planning and Assessment Act 1979.

Environmental Assessment prepared by:

Names:	Jennifer Cooper (Associate Director)
Address:	Urbis Pty Ltd. Level 21, 321 Kent Street Sydney NSW 2000
In respect of:	Bakehouse Quarter, North Strathfield

## Applicant and Land Details

Applicant:	Pelorus Property Group
Applicant Address:	Level 2, 50 Yeo Street Neutral Bay NSW 2089
Subject Site:	Bakehouse Quarter, North Strathfield
Land to be developed:	Cnr Parramatta Road and George Street, North Strathfield
Lot and DP	Lots 30 and 31 in DP 1835 Lots 1-9 in DP 262882 Lot 1 in DP 320106 Lots 1-2 in DP 1023863 Lot 1 in DP 829703
Project Summary:	<p>It is proposed to redevelop the south eastern portion of the Bakehouse Quarter to accommodate a mixed-use development comprises:</p> <ul style="list-style-type: none"> <li>▪ Building F – drama theatre with rehearsal space and retail tenancies on the lower levels and commercial offices on the upper floors, with ancillary car parking.</li> <li>▪ Building G2 – partial demolition and adaptive re-use of existing building for a tavern with al fresco dining.</li> <li>▪ Building O – single storey restaurant and outdoor dining terrace.</li> <li>▪ Building P – multi-level theatre building with rehearsal space and ancillary facilities.</li> <li>▪ Building Q - hotel and function centre with ancillary restaurant/bar and lounge and 176 accommodate suites.</li> </ul> <p>Partial demolition of Building G2 is required to enable right-in and right-out vehicle entry and exit to the site (via George Street). Railway Street will continue be utilised to enable left-turn access from Parramatta Road to the hotel and the loading area shared between the theatre and the hotel/function centre.</p> <p>On-site car parking is provided within upper and lower car parking levels within Building F. The RTA owned land below the M4 Motorway will continue to be leased by Kirela and used in association with the Bakehouse Quarter. Set down areas are provided adjacent to the hotel</p>

entry, tavern and theatre.

The proposed development is forecast to result in 1,811 jobs during the construction phase and 1,214 direct jobs and 2,270 indirect jobs during the operational phase.


#### Environmental Assessment

An Environmental Assessment is attached.

#### Declaration

I certify that the contents of the Environmental Assessment to the best of my knowledge, has been prepared as follows:

- In accordance with the requirements of the Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulations 2000; and
- The information contained in this report is true in all material particulars and is not misleading.



Signature

Name: Jennifer Cooper

Date: 26 August 2010

## Executive Summary

This Environmental Assessment (EA) has been prepared in association with an application for a Part 3A Project comprising the redevelopment of the South East Precinct of the Bakehouse Quarter, North Strathfield.

The application seeks to construct four buildings, of which three buildings will be connected as a single building mass along Parramatta Road, and the partial demolition and adaptive re-use of an existing building. The proposed activities within these buildings will include:

- A 450 seat theatre and a 300 seat theatre with associated rehearsal spaces, backstage areas and associated facilities.
- A hotel and function centre including 176 accommodation suites, function room, seminar spaces and an ancillary restaurant, bar and lounge area.
- A 310m<sup>2</sup> restaurant with al fresco dining on an outdoor terrace.
- An 800m<sup>2</sup> tavern with al fresco dining/beer garden.
- Retail tenancies with a total area of 466m<sup>2</sup>.
- Ten floors of commercial offices (total area of 22,820m<sup>2</sup>) with outdoor terraces and associated facilities.

Approximately 690 ancillary car parking spaces, 104 cycle spaces, 10 showers and 115 lockers will be accommodated within Building F to will service each of the activities listed above. A range of site works are also proposed, including excavation/earthworks, construction of a new entry roadway, on-site stormwater detention and landscaping.

The capital investment value of the project is approximately \$140 million (excluding GST). It is anticipated that the development will generate 1,811 construction jobs on a one year full time equivalent basis. 1,214 direct jobs and 2,270 indirect jobs will be generated in the operational phase. The economic benefits of these jobs are estimated to be \$95 million during the construction phase and \$187 million annually during the operational phase, with an additional \$5.1 million in spending at surrounding retail and services business on an annual basis.

The proposed development is permissible within the B3 Commercial Core Zone under the provisions of the Canada Bay Local Environmental Plan 2008 and complies with the relevant objectives of the zone. While the proposal includes variations to the maximum floor space ratio and building heights, the proposed built form is justified based on the following:

- Compliance with State, regional and local strategic planning policy which seeks to increase employment within close proximity of public transport and residential areas.
- Compliance with the proposed amended development standards, which are currently being considered by Council in association with the preparation of a Comprehensive LEP.

The potential environmental, social and economic impacts of the proposal have been identified and assessed in detail within the Environmental Assessment. The potential impacts and are considered to be either positive or able to be mitigated through the adoption of appropriate measures to minimise their potential impact. A Draft Statement of Commitments outlining each of these requirements is provided.

The proposal is considered to be entirely suitable for the site as summarised below:

- The proposed development will fit within the locality and complement the existing development within the Bakehouse Quarter.
- The characteristics and features of the site are appropriate for the development proposed to be accommodated, taking into account the existing night-time activities, including dining and entertainment uses.

- The proposed development is permissible with consent under the provisions of the local planning controls.

Overall, the proposed development is considered to be in the public interest as it will result in a number of significant benefits for existing and future workers, the local community and the wider population.

## 2 Introduction

### 2.1 Background

This Environmental Assessment (EA) has been prepared in association with an application for a Part 3A Project comprising the redevelopment of the South East Precinct of the Bakehouse Quarter, North Strathfield.

The Director-General of the Department of Planning issued correspondence on 29 April 2009 declaring the proposal to be a Project to which Part 3A of the Major Project SEPP (now known as the Major Development SEPP) applies.

The Director-General also authorised the submission of a Concept Plan under Section 75M of the Environmental Planning and Assessment Act 1979. However, the subsequent Preliminary Environmental Assessment was prepared on the basis of a Project being submitted. The project is permissible under the provisions of the local environmental planning instrument and it is intended to proceed with the development in its entirety. As such, a Concept Plan is not considered appropriate or necessary and sufficient detail is to be provided to enable a Project Approval to be issued to facilitate the construction process.

This EA has prepared in accordance with the provisions of Part 3A of the Act and the Director-General's Environmental Assessment Requirements (DGEARs) issued by the Department on 7 September 2009.

### 2.2 Project Objectives and Need

The proposed development comprises the redevelopment of the south eastern corner of the Bakehouse Quarter, North Strathfield as a mixed-use precinct comprising two theatres, hotel with function centre, restaurant, tavern, retail tenancies and commercial office building with ancillary car parking, access, landscaping, stormwater detention and associated works.

The project seeks to continue the ongoing renewal and revitalisation of the former Arnotts biscuit factory as a vibrant and unique mixed-use precinct which services the local community and the Inner West Subregion. The proposal will activate the south eastern part of the site through the construction of buildings that accommodate non-residential development which is compatible with its location adjacent to the M4 Motorway, Parramatta Road and the Northern Railway Line. It will also facilitate the adaptive re-use of an existing industrial-style building by strengthening the southern part of the site with additional day-time and night-time uses, increasing pedestrian movements to and from the site.

The proposed development will result in a substantial increase in employment opportunities within walking distance of three railway stations and existing bus services, as well as higher residential density development, in line with the provisions of state and regional planning policy. It also offers a significant benefit to the Sydney metropolitan area and the Inner West subregion by providing entertainment and cultural facilities within an accessible location.

### 2.3 Value of Project

Capital investment value (CIV) is defined in Environmental Planning and Assessment Regulation 2000 as:

*capital investment value of a development or project includes all costs necessary to establish and operate the project, including the design and construction of buildings, structures, associated infrastructure and fixed or mobile plant and equipment, other than the following costs:*

- (a) *amounts payable, or the cost of land dedicated or any other benefit provided, under a condition imposed under Division 6 or 6A of Part 4 of the Act or a planning agreement under that Division,*

- (b) *costs relating to any part of the development or project that is the subject of a separate development consent or project approval,*
- (c) *land costs (including any costs of marketing and selling land),*
- (d) *GST (within the meaning of A New Tax System (Goods and Services Tax) Act 1999 of the Commonwealth).*

The CIV of the proposed development is \$140 million (excluding GST). A Quantity Surveyors Certificate of Cost prepared by Washington Brown and certifying the CIV of the development is attached as **Appendix A**.

## 2.4 Director-General's Environmental Assessment Requirements

The following table provides a summary of the Director-General's Environmental Assessment Requirements issued by the Department of Planning on 7 September 2009. The table also identifies where each requirement has been addressed within the Environmental Assessment report. A copy of the EARs is attached as **Appendix B**.

**Table 1 – Response to Director General's Environmental Assessment Requirements**

REQUIREMENT	REFERENCE
<b>KEY ISSUES</b>	
<b>Relevant EPI's policies and Guidelines to be Addressed</b> Planning provisions applying to the site, including permissibility and the provisions of all plans and policies including: <ul style="list-style-type: none"> <li>▪ Objects of the EP&amp;A Act;</li> <li>▪ SEPP (Building Sustainability Index: BASIX) 2004;</li> <li>▪ SEPP (Infrastructure) 2007;</li> <li>▪ SEPP (Temporary Structures and Places of Public Entertainment) 2007;</li> <li>▪ SEPP 64 – Advertising and Signage;</li> <li>▪ Transport Corridor Outdoor Advertising and Signage Guidelines;</li> <li>▪ Sydney Metropolitan Strategy;</li> <li>▪ Draft Inner West Subregional Strategy; and</li> <li>▪ Nature and extent of any noncompliance with Canada Bay Council Local Environment Plan 2008 (including any amendments) and justification for any non-compliance.</li> </ul>	Section 4
<b>Built Form</b> 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"> <li>▪ Comparable height study to demonstrate how the proposed height relates to the height of the existing/approved developments surrounding the subject site;</li> <li>▪ View analysis to and from the site from key vantage points; and</li> <li>▪ Options for the siting and layout of building envelopes</li> </ul>	Section 6.1 Appendix N Appendix O Appendix P
<b>Urban Design</b> 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.	Section 6.2
<b>Environmental and Residential Amenity</b> 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.	Section 6.3
<b>Transport and Accessibility (Construction and Operational)</b> 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 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. 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	Section 6.4 Appendix Q

REQUIREMENT	REFERENCE
transport).	
The EA shall also review how the development integrates into the existing and future transport system including the proposed West Metro line.	
<b>Ecologically Sustainable Development (ESD)</b>	Section 6.5
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.	
<b>Contributions</b>	Section 6.6
The EA shall address Council's Section 94 Contribution Plan and/or details of any Voluntary Planning Agreement.	
<b>Contamination</b>	Section 6.7
The EA is to demonstrate compliance that the site is suitable for the proposed use in accordance with SEPP 55 Remediation of Lands.	Appendix R
<b>Economic Impact Assessment</b>	Section 6.8
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.	Appendix S
<b>Drainage</b>	Section 6.9
The EA shall address drainage/flooding issues associated with the development / site, including: stormwater, drainage infrastructure and incorporation of Water Sensitive Urban Design measures.	Appendix G
<b>Noise and Vibration Assessment</b>	Section 6.10
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 Development near Rail Corridors and Busy Roads –Interim Guidelines.	Appendix T
<b>Consultation</b>	Section 6.11
Undertake an appropriate and justified level of consultation in accordance with the Department's Major Project Community Consultation Guidelines October 2007, including consultation with the Transport Infrastructure Development Corporation.	
<b>GENERAL</b>	
The Environmental Assessment (EA) must include:	Page iii
1. An executive summary;	
2. A thorough site analysis including site plans, aerial photographs and a description of the existing and surrounding environment;	Section 2
3. A thorough description of the proposed development:	Section 3
4. An assessment of the key issues specified above and a table outlining how these key issues have been addressed;	Section 6
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;	Section 7
6. The plans and documents outlined below;	Appendices
7. A signed statement from the author of the Environmental Assessment certifying that the information contained in the report is neither false nor misleading;	Page i
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	Appendix A
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.	Section 8



REQUIREMENT	REFERENCE
<b>PLANS AND DOCUMENTS</b>	
<b>1. An existing site survey plan</b> drawn at an appropriate scale illustrating; <ul style="list-style-type: none"> <li>the location of the land, boundary measurements, area (sq.m) and north point;</li> <li>the existing levels of the land in relation to buildings and roads;</li> <li>location and height of existing structures on the site; and</li> <li>location and height of adjacent buildings and private open space.</li> <li>all levels to be to Australian Height Datum.</li> </ul>	Appendix E
<b>2. A Site Analysis Plan</b> 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).	Appendix D
<b>3. A locality/context plan</b> drawn at an appropriate scale should be submitted indicating: <ul style="list-style-type: none"> <li>significant local features such as parks, community facilities and open space and heritage items;</li> <li>the location and uses of existing buildings, shopping and employment areas;</li> <li>traffic and road patterns, pedestrian routes and public transport nodes.</li> </ul>	Appendix C
<b>4. Architectural drawings</b> at an appropriate scale illustrating: <ul style="list-style-type: none"> <li>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;</li> <li>detailed floor plans, sections and elevations of the proposed buildings;</li> <li>elevation plans providing details of external building materials and colours proposed;</li> <li>fenestrations, balconies and other features;</li> <li>accessibility requirements of the Building Code of Australia and the Disability Discrimination Act;</li> <li>the height (AHD) of the proposed development in relation to the land;</li> <li>the level of the lowest floor, the level of any unbuilt area and the level of the ground;</li> </ul>	Appendix F
<b>5. Other plans</b> (to be required where relevant): <ul style="list-style-type: none"> <li><b>Stormwater Concept Plan</b> - illustrating the concept for stormwater management;</li> </ul>	Appendix G
<ul style="list-style-type: none"> <li><b>Erosion and Sediment Control Plan</b> – plan or drawing that shows the nature and location of all erosion and sedimentation control measures to be utilised on the site;</li> </ul>	Appendix J
<ul style="list-style-type: none"> <li><b>Geotechnical Report</b> – 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;</li> </ul>	Appendix I
<ul style="list-style-type: none"> <li><b>View Analysis</b> - 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;</li> </ul>	Appendix O
<ul style="list-style-type: none"> <li><b>Landscape plan</b> - illustrating treatment of open space areas on the site, screen planting along common boundaries and tree protection measures both on and off the site.</li> </ul>	Appendix H
<ul style="list-style-type: none"> <li><b>Shadow diagrams</b> 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.</li> </ul>	Appendix F
<b>DOCUMENTS TO BE SUBMITTED</b>	
<ul style="list-style-type: none"> <li>1 copy of the EA, plans and documentation for the Test of Adequacy;</li> <li>12 hard copies of the EA (once the EA has been determined adequate);</li> </ul>	Documentation package

REQUIREMENT	REFERENCE
<ul style="list-style-type: none"><li>▪ 12 sets of architectural and landscape plans to scale, including one (1) set at A3 size (to scale); and</li><li>▪ 12 copies of the Environmental Assessment and plans on CD-ROM (PDF format), not exceeding 5Mb in size.</li></ul>	

## 2.5 Proponent and Project Team

The Environmental Assessment has been prepared on behalf of Pelorus Property Group, the proponent of the project. Key members of the consultant team include:

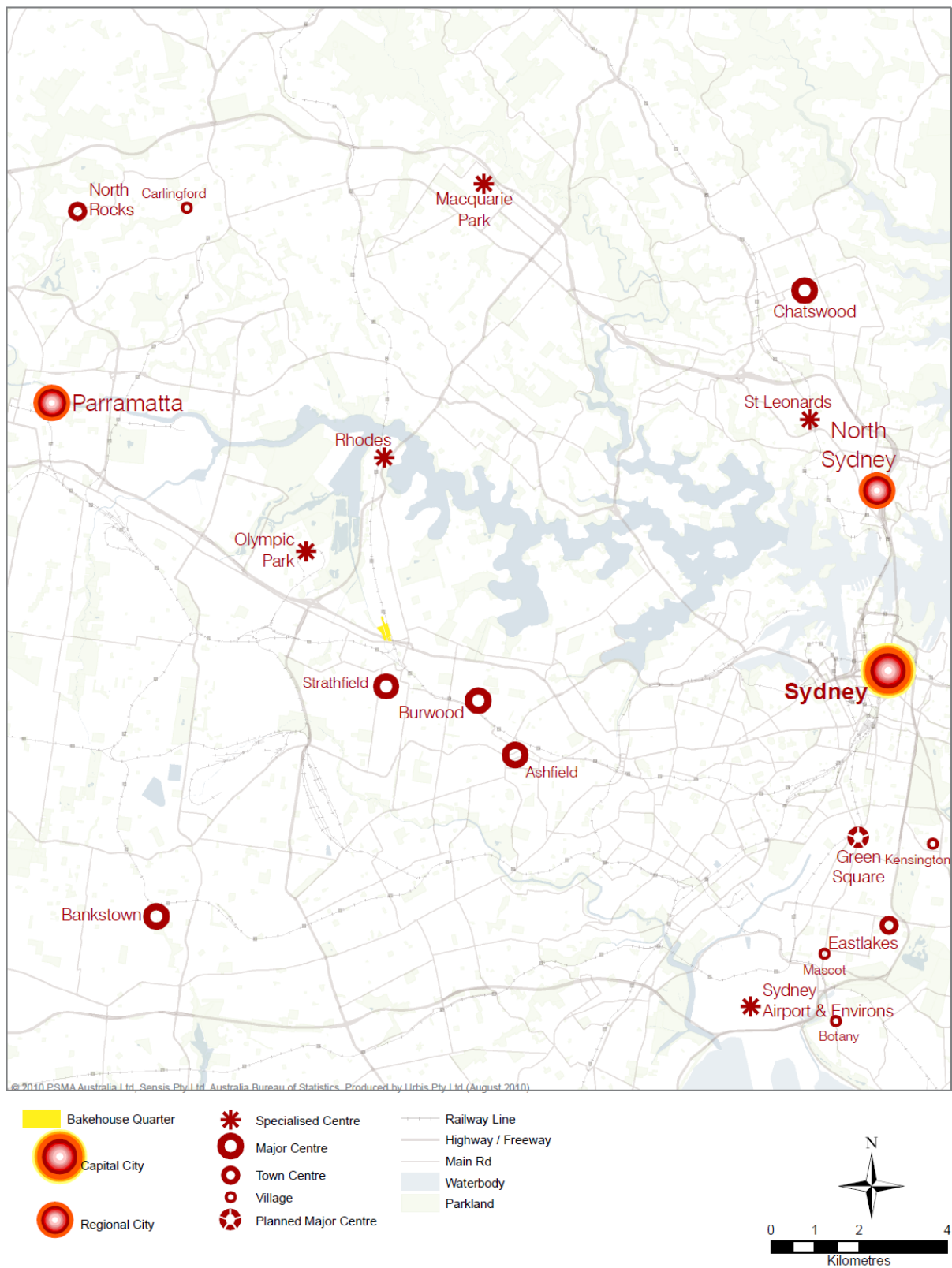
- Urban Planning, Urban Design, Property Economics and Sustainability – Urbis
- Architecture – Wah Architects
- Landscape Architecture – Site Image
- Stormwater, Services and Construction Management – Northrop Consulting Engineers
- Transport, Traffic and Car Parking – Colston Budd Hunt & Kafes
- Acoustics – Renzo Tonin & Associates
- Site Contamination – Environmental Earth Sciences
- Geotechnical - Jeffery and Katauskas
- Land Survey - Bee & Lethbridge
- Quantity Survey – Washington Brown

## 3 Site Context and Analysis

### 3.1 Regional Context

The Bakehouse Quarter is centrally located in North Strathfield, approximately 11 kilometres west of Sydney CBD and 9 kilometres east of Parramatta as shown in **Figure 1** below.

**Figure 1 – Regional Context Map (Urbis)**



Key features of the regional context of the site include the following:

- The Bakehouse Quarter is centrally located between Burwood Town Centre, Rhodes and Sydney Olympic Park, each of which is projected to accommodate significant employment and economic growth in the next 25 years. The site offers significant potential to play a complementary or support role to these major centres.
- The site benefits from excellent accessibility to public and private transport networks. The Bakehouse Quarter is within walking distance of three railway stations:
  - North Strathfield railway station provides access to the Northern railway line. Existing services already include four east-bound and three west-bound per hour during the morning peak and three east-bound and four west-bound per hour during the afternoon/evening peak.
  - Homebush railway station provides access to the Inner West and South railway lines. Existing services already include four east-bound and four west-bound during the morning peak and four east-bound and four west-bound during the morning peak
  - Strathfield railway station provides multiple services along the Western, Northern, Inner West and South and Intercity railway lines during the morning and afternoon/evening peaks.
- Multiple local and regional bus services are also within walking distance of the Bakehouse Quarter, including:
  - Route 408: Rookwood Cemetery to Burwood via Flemington Station, Homebush Station and Strathfield.
  - Route 458: Ryde to Burwood via Rhodes, Concord Hospital, Concord West, North Strathfield and Strathfield Station.
  - Route 459: Macquarie University to Strathfield via Macquarie Centre, Ryde, Concord West and North Strathfield.
  - Route 525: Burwood to Parramatta via Strathfield, Olympic Park Station, Newington and Victoria Road.
  - Route 526: Burwood to Sydney Olympic Park Wharf via Strathfield, Olympic Park Station, and Newington.

Strathfield railway station is a major transport interchange, with many additional bus services available within walking distance of the site.

- The site is well serviced by a major arterial road network comprising Parramatta Road, Concord Road, the M4 Motorway and Homebush Bay Drive.
- The site is highly accessible to existing residential population concentrated around nodal transport centres and occupying rail and road corridors around the site and key areas of residential growth and urban renewal including the Strathfield Triangle, Breakfast Point, Cabarita, Chiswick and Rhodes.

### 3.2 Local Context

The site is bisected by George Street, a primary local road running north-south and providing direct connection to Parramatta Road and a street frontage for retail and commercial businesses. George Street is intersected by Pomeroy Street to the north, which is an important local east west connector road, providing access to the suburbs of Concord, Flemington and Homebush.

There are two key commuter access points within close proximity of the site, North Strathfield and Homebush Stations. Strathfield station is also located within walking distance to the south and is a key interchange station. The Northern railway line physically separates the site from the lower density residential development to the east.

The locality is characterised by a diverse mix of land uses, including medium to high density housing, retail strip development, mixed uses aligning Parramatta Road, educational facilities and some light industrial uses to the north. The site is diagonally opposite the 'Strathfield Triangle' and Station Street residential precincts, each of which accommodates high density residential development on the southern side of Parramatta Road. There are also small pockets of low density housing to the north-west and to the east of the site.

McDonald College is located immediately to the north on the corner of George Street, Hamilton Street East and Pomeroy Street. The site is also located within proximity of a number of high profile private and public schools and colleges.

The site has frontage to the Powell Creek Reserve along the western boundary. This important local area of open space forms part of the greater regional recreation corridor originating at Homebush Bay. Powell's Creek Reserve provides an open space link to Mason and Bicentennial Parks beyond.

Photographs of the surrounding development are provided below in **Figure 2**. A locality/context plan is provided as **Figure 3**. An A3 size version of this plan is also attached as **Appendix C**. An aerial photograph is shown as **Figure 4**.

**Figure 2 – Photographs of Local Context (Urbis)**



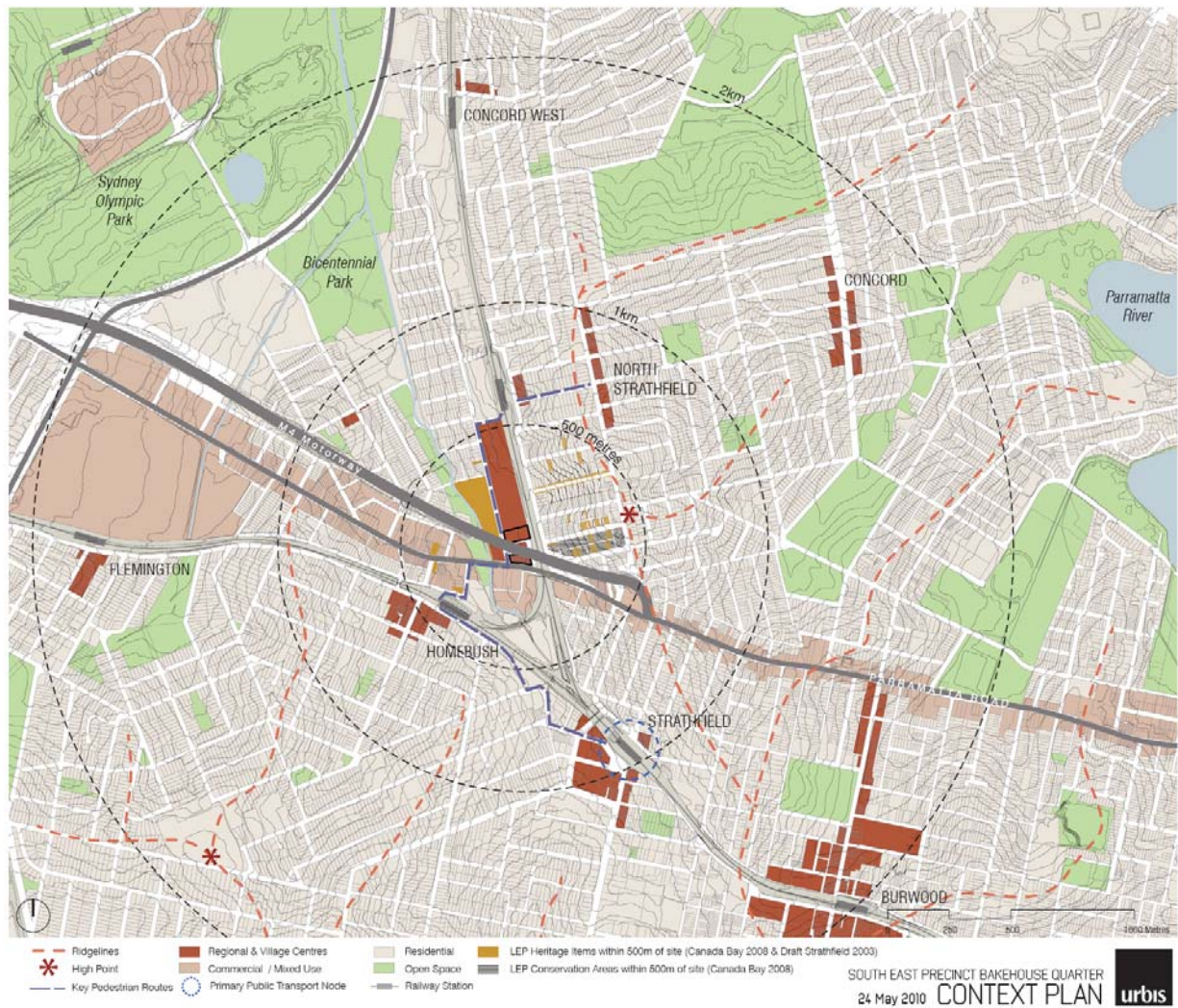
**Picture 1** – Looking south-west to high density residential development along Station Street, Homebush



**Picture 2** – Parramatta Road – looking east to high density residential development at Strathfield Triangle



**Figure 3 – Locality/Context Plan (Urbis)**

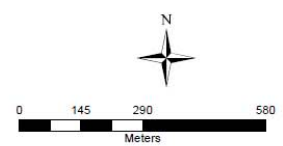




**Figure 4 – Aerial Photograph (Urbis)**



 Subject Site





### 3.3 Bakehouse Quarter

The Bakehouse Quarter is one of the largest sites held in single ownership in this region. The site is located within Canada Bay Council (formerly Concord Council) and comprises approximately 6.8 hectares of land.

The Bakehouse Quarter is generally bound by Allen Street, Hamilton Street East and apartment buildings to the north, the Northern Railway Line immediately to the east, Parramatta Road to the south and Powell's Creek Reserve to the west. The land located beneath the M4 Motorway is owned and leased from the NSW Roads and Traffic Authority. The balance of the site is predominantly owned by Kirela Pty Ltd.

A site plan is shown below as **Figure 5**. A plan showing the ownership of the site is provided as **Figure 6**.

**Figure 5 – Site Plan (Urbis)**



**Figure 6 – Property Ownership Plan (Urbis)**

The site has a unique medium scale industrial character defined by the former Arnott's biscuit factory operations. The built form reflects the past use of the site and many of the former industrial buildings, particularly those fronting George Street, have been adaptively reused. Other iconic structures remain, including the Arnott's Rail Bridge Painting and the SAO tower. These built elements provide the Bakehouse Precinct with links to its past and a notable identity in the present day. The original buildings which remain intact on the site are characterised by:

- Building heights generally consisting of three commercial storeys.
- Strong alignment to George Street to form a distinct commercial frontage.
- Large industrial footprints and wide internal spans.
- Predominantly brick construction with large window openings and displaying strong vertical elements which articulate the façade.
- Lack of facade articulation on the side and rear elevations of the buildings.

The precinct has retained a consistent scale and massing. The importance of George Street is reinforced by windows, shop entries and outdoor dining areas located and designed to activate the street (refer **Pictures 3 to 5**).

**Figure 7 – Site Photographs (Urbis)**



**Picture 3** – Building H2 and H3 – Zenobia Restaurant – outdoor dining along George Street



**Picture 4** – Buildings H1-H3 – Bakehouse Garden Korean Restaurant and NRMA Motoring Services



**Picture 5** – Building B – Bar Biscotti, Thai Paragon and Bin 24 Restaurant



**Picture 6** – Building H1 - looking east along George Lane to dance studio and commercial offices



**Picture 7** – Buildings G and H, looking towards AMF



**Picture 8** – Building B (refurbished) and Building C (new)

Courtyards, walkways and open air spaces provide public access from George Street into and through some of the large sites (refer **Pictures 6 and 7**). These spaces enhance the experience of visiting and working in the precinct while providing retailers and businesses with their own special character areas and secondary frontages within the Bakehouse Quarter.

Until December 1996, the majority of the site served as a production facility for Arnott's Biscuits Limited. The site was acquired by Kirela Pty Limited, a company established by the Jaguar Property Group (now known as the Pelorus Property Group), in September 1997. Only a small part of the site is heritage listed, however, the site renewal is a good example of the adaptive re-use of former industrial buildings.

Pelorus' vision is to create a sustainable mixed use precinct, combining retail, commercial and recreation activities in a suburban location with the social and transport amenity of the CBD. The combination of new buildings and warehouse conversions (refer to **Picture 8**) is intended to create a unique commercial and work environment that is not replicated elsewhere in the Sydney metropolitan area. Pelorus has been gradually redeveloping the site in accordance with a site masterplan approved in 2000 and subsequent development consents issued by the City of Canada Bay Council. The site now accommodates a wide range of employment generating businesses and service outlets.

Each of the existing uses (at the time of lodgement) is described below:

- Building A has been demolished and this part of the site is currently being used for car parking. Development consent has been issued for construction of a commercial office building with ancillary car parking. This approval was acted upon with the construction of Building C and remains valid.
- Building B has been refurbished and extended to accommodate an Asian Supermarket on the lower ground, a series of indoor/outdoor cafes and restaurants along George Street and commercial offices on Level 1.
- Building C is a new building that accommodates a wide range of local retail and commercial uses, including an Aldi Supermarket on the lower ground level and a Fitness First gymnasium.
- Building D comprises a new development accommodating an IMO carwash.
- Building E is a new building that previously accommodated American Autos and is currently vacant.
- Building G has been refurbished and tenants include Harris Farm Markets and The Blue Lantern restaurant (Ground), the Outback Steakhouse (Level 1) and Total Constructions (Level 2).
- Building H has been redeveloped and refurbished. A number of cafes and restaurants are located along George Street, including the Bakehouse Garden Korean Restaurant, Dawat Restaurant, Zenobia Restaurant and Zenja Café. NRMA Motoring Services accommodates a large commercial tenancy within Building H1. An AMF Bowling Centre and Lasertag are located to the rear of the public space (Gate 4 entry) in Building H3.
- Building I has been refurbished and accommodates the ED5 Dance Studio and commercial office tenancies.
- Building K has been refurbished and accommodates commercial office tenancies.
- Building L will comprise ground floor uses to activate George Street and a multi-deck car park.
- Building M has been refurbished and tenants include two childcare centres and serviced offices.
- Building N accommodates a café/takeaway restaurant and a hairdresser.

Car parking is provided across the site, including multi-deck car parks and at grade car parking areas in accordance with the site masterplan, and along George Street. The on-site car parking spaces have been delivered in stages to supply the required car parking to meet development consent requirements when tenants commence operations. This approach has ensured that adequate on site parking is available to accommodate activated uses.



### 3.4 Development Site Description

The application applies to the south eastern portion of the site on the corner of George Street and Parramatta Road. The development site has a total area of approximately 8,200m<sup>2</sup>. The site excludes the land owned by the Roads and Traffic Authority (RTA), which is leased for use as at-grade car parking. The public roads under the control of City of Canada Bay Council are also excluded and will continue to be used to provide public access to the Bakehouse Quarter and the at-grade car park.

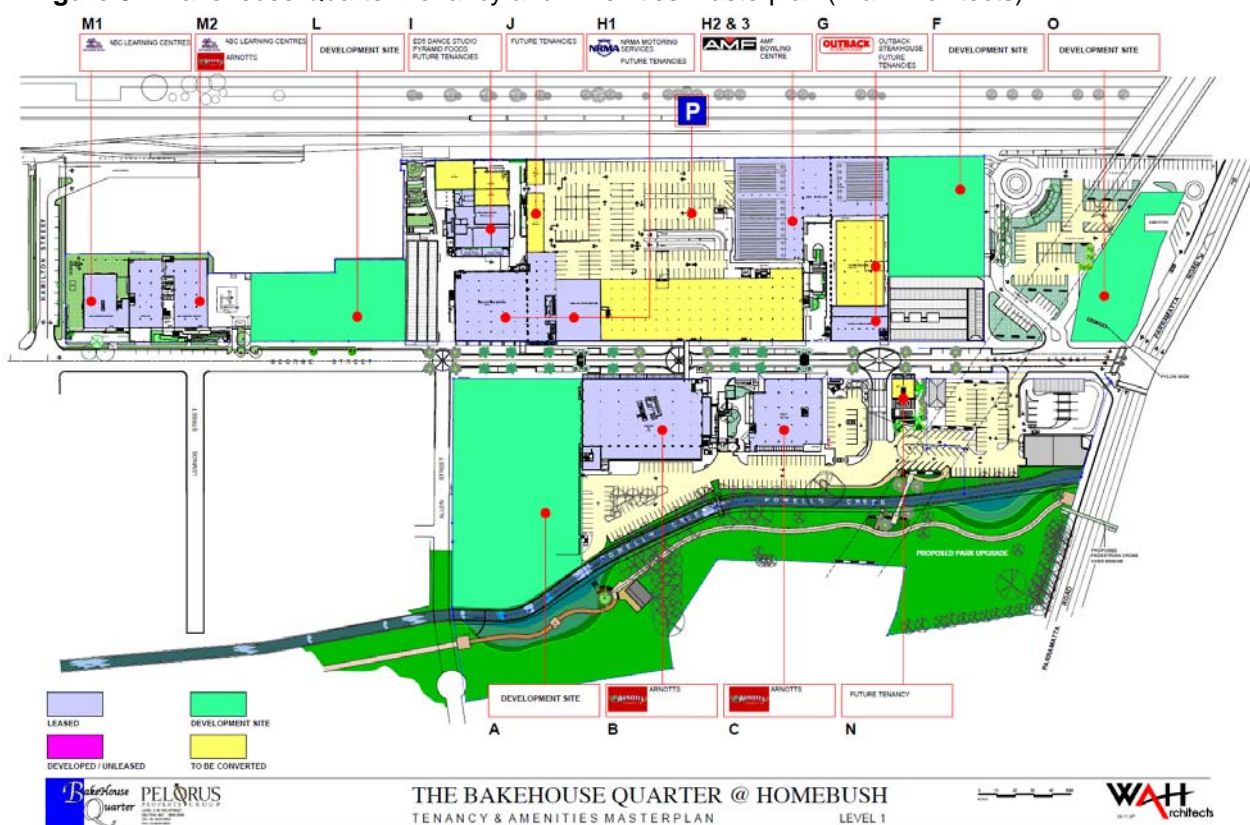
The legal description of the development site is provided in **Table 2**. A survey plan is attached as **Appendix E**.

**Table 2 – Lots and Deposited Plan References**

Legal Description	Street Address	Lot Size
<b>Development Site F</b>		
Lot 1 in DP 829703	11 George Street, North Strathfield	32,600m <sup>2</sup>
<b>Development Site O</b>		
Lots 8 and 9 in DP 262882	195 Parramatta Road, North Strathfield	532m <sup>2</sup>
Lot 1 in DP 320106	197A Parramatta Road, North Strathfield	127m <sup>2</sup>
Lots 30 and 31 in DP 1835 and Lots 1-7 in DP 262882	199 Parramatta Road, North Strathfield	1,934m <sup>2</sup>
Lots 1-2 in DP 1023863	211 Parramatta Road, North Strathfield	458m <sup>2</sup>

The site comprises Development Site F and Development Site O in the Bakehouse Quarter Masterplan as shown below as **Figure 8**.

**Figure 8 – Bakehouse Quarter Tenancy and Amenities Masterplan (Wah Architects)**



The existing features of the development sites are described below, with photographs in **Figure 9**:

- Development Site F has a total area of approximately 5,173m<sup>2</sup>. It comprises Building G2 and an at-grade car park at the rear of Building G2 (**Picture 9**). Building G2 (**Picture 10**) was formerly occupied by Lollipops Playland and is current vacant.
- Development Site O has a total area of approximately 3,041m<sup>2</sup> and is currently undeveloped. The previous Lovell Springs factory was demolished and the site is currently used for car parking. The only structures comprise a substation on the Parramatta Road frontage (**Picture 11**) and a pylon/billboard sign near the intersection of Parramatta Road and George Street.

**Figure 9 – Development Site Photographs (Urbis)**



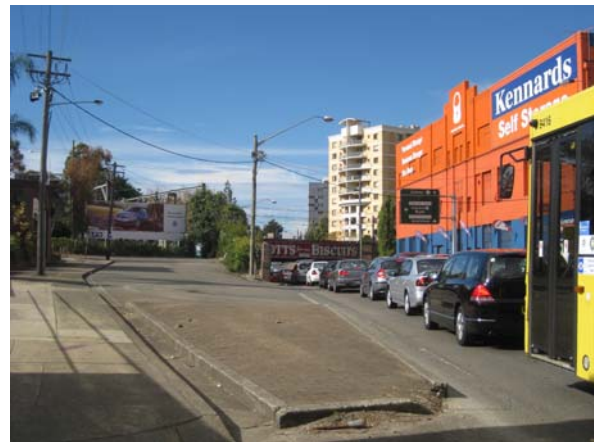
**Picture 9 – At-grade car park behind Building G**



**Picture 10 – Building G2 (and Building G1 to left)**



**Picture 11 – Substation on Parramatta Road frontage**



**Picture 12 – Slip lane from Parramatta Road**

A Site Analysis Plan has been prepared to identify the key existing site features, opportunities and constraints. An A3 size copy of this plan is attached as **Appendix D**.



## 4 Development Proposal

### 4.1 Development Description

The proposed development comprises the redevelopment of the south eastern corner of the Bakehouse Quarter, North Strathfield as a mixed-use precinct comprising two theatres, hotel with function centre, restaurant, tavern, retail tenancies and commercial office building with ancillary car parking, landscaping, stormwater detention and associated works.

### 4.2 Construction and Adaptive Re-Use of Buildings

The application seeks to construct four buildings, of which three buildings will be connected to form a single building mass along the Parramatta Road frontage. The proposal also seeks the partial demolition and adaptive re-use of an existing building. The proposed buildings are described in **Table 3**.

**Table 3 – Development Proposal**

Building	Uses/Activities	Gross Floor Area	Height
<b>Development Site F</b>			
F (new)	Drama theatre with 300 seats, two rehearsal spaces, backstage area, changerooms and toilet facilities and foyer with entry on New Roadway	1,365m <sup>2</sup>	50 metres
	Retail tenancies on lower ground facing New Road way and on upper ground facing George Lane	466m <sup>2</sup>	
	Commercial office space, with entry lobby facing George Lane and amenities and outdoor balconies/terraces provided on each level	22,820m <sup>2</sup>	
	Ancillary parking for approximately 690 cars, end-of-trip cycle/pedestrian facilities, including, 104 cycle spaces, 10 showers and 115 lockers, and loading docks will be accessed from George Lane	na	
G2 (adaptive re-use)	Tavern with al fresco dining/beer garden Loading from nominated space in street	800m <sup>2</sup> (existing)	8.8 metres
<b>Development Site O</b>			
O (new)	Restaurant with al fresco dining within outdoor terrace area	310m <sup>2</sup>	10 metres
P (new)	Drama theatre with 450 seats, one rehearsal space (two additional rehearsal spaces are located in Building Q and have dual purpose as function room for hotel), backstage area, change rooms and toilet facilities, upper lobby area and entry foyer from Railway Lane	1,993m <sup>2</sup>	20.2 metres
	Ancillary loading dock accessed via slip lane along Parramatta Road	na	
Q (new)	Hotel and function centre including 176 accommodation suites, function room (connected to theatre for dual use as rehearsal space) and adjoining pre-function area with bar, two seminar rooms with adjoining open seminar area and bar, restaurant/bar/lounge and ancillary kitchen, storage and services Shared access to loading dock in Building P with service lift access to all floors	7,671m <sup>2</sup>  na	47.7 metres



The site plan, floor plans, elevations, shadow diagrams and perspectives are attached as **Appendix F**. Further detailed discussion regarding the proposed built form and urban design is provided in **Section 6.1** and **Section 6.2**.

#### 4.3 Access and Car Parking

Railway Street will provide left-in access for vehicles travelling east along Parramatta Road to the hotel and the loading dock used by the theatre and the hotel. George Lane will continue to provide for left-in access and left-out access to/from George Street. Partial demolition of Building G2 and construction of a new roadway will facilitate right-in and right-out movements to/from George Street.

Building F will accommodate approximately 690 car parking spaces that service the additional floorspace proposed within this application. The existing at-grade car park below the M4 Motorway (which does not form part of the proposal) will continue to be leased from the RTA to enable its ongoing use in association with employees and visitors to the Bakehouse Quarter.

The proposed access and car parking arrangements are shown on the site plan and floor plans attached as **Appendix F**. Further detailed discussion regarding Transport and Accessibility is provided in **Section 6.4**.

#### 4.4 Associated Works

A stormwater system, including on-site stormwater detention, rainwater harvesting and stormwater pollution treatment, is proposed to capture stormwater and re-use where possible. A copy of the stormwater plan and accompanying report is attached as **Appendix G**. Further details regarding drainage are provided in **Section 6.9**.

Landscaping works are proposed along the new roadway, in the outdoor dining area adjoining the restaurant and to the eastern side of the hotel, adjacent to the entrance. A copy of the landscape plan and associated design images are attached as **Appendix H**. Further discussions regarding public domain improvements, including landscaping, is provided in **Section 6.2**.

Excavation and earthworks will be required to accommodate the proposed buildings and the basement car park associated with Building F. A copy of the preliminary geotechnical report is attached as **Appendix I**. A copy of the erosion and sediment control plan is attached as **Appendix J**.

#### 4.5 Hours of Operation

It is not proposed to restrict the hours of operation of the site activities, taking into account the building orientation and the distance from the nearest residential properties.

Deliveries to the loading dock shall be restricted to between the hours of 7.00am to 10.00pm Monday to Saturday and 8.00am to 10.00pm Sunday.

Further discussion regarding acoustic impact assessment and site management procedures is provided in **Section 6.10**.

#### 4.6 Employment and Economic Benefits

The proposed development is forecast to result in an estimated additional 1,214 on-site jobs on an ongoing basis and has a capital investment value of \$140 million (excluding GST).

Further discussion regarding the employment and economic benefits of the proposed development is provided in **Section 6.8**.

## 5 Environmental Planning Instruments

### 5.1 NSW State Plan

The State Plan focuses on five activity areas for the NSW State Government:

- ***Rights, Respect and Responsibility*** – services that promote community involvement and citizenship.
- ***Delivering Better Services*** – key services to the whole population, including transport.
- ***Fairness and Opportunity*** – services that promote social justice and reduce disadvantage.
- ***Growing Prosperity Across NSW*** – activities that promote productivity and economic growth.
- ***Environment for Living*** – planning for housing and jobs, environmental protection, arts and recreation.

The Plan includes goals for the Government to work towards, accompanied by priorities to achieve these goals. Targets have also been set, where possible. The goals, targets and priorities that are relevant to the proposed expansion of the Sydney Adventist Hospital are listed below:

**Table 4 – Achievement of State Plan Goals, Priorities and Targets**

Goal	Priority	Target	Comment
<b>An Effective Transport System</b>	Increasing share of peak hour journeys on a safe and reliable public transport system	Increase the journeys to work in the Sydney metropolitan region by public transport to 25% by 2016.	The Bakehouse Quarter provides a significant opportunity to contribute to an increased share of peak hour journeys on public transport. The site is located within walking distance of three railway stations and a number of regional and local bus services. Further, the site accommodates a variety of retail, commercial and community uses, which facilitate a simpler journey to and from work for existing and future employees by enabling them to meet their day-to-day convenience needs during their working day and a direct trip home.
<b>NSW: Open for Business</b>	Increased business investment.	Increase business investment in NSW.	The proposed development represents a substantial investment at the Bakehouse Quarter. The proposed development will create a significant number of additional jobs, including creative employment opportunities in line with Government objectives.
<b>Improved Urban Environments</b>	Jobs closer to home.	Increase the number of people who live within 30 minutes of a city or major centre by public transport in metropolitan Sydney.	The Bakehouse Quarter is in close proximity to higher density residential development at the Strathfield Triangle and along Parramatta Road. The development provides an excellent opportunity to increase the number of jobs closer to home, that are accessible by walking, cycling and public transport

## 5.2 Environmental Planning and Assessment Act 1979

The proposal is consistent with the relevant objects of the Environmental Planning and Assessment Act 1979 as:

- The proposed development will encourage the orderly and economic use of this under-utilised portion of the Bakehouse Quarter site.
- A significant number and range of employment opportunities will be generated as a result of the proposal.
- The proposal seeks to encourage the use of alternative means of transport to and from the site, including walking, cycling and public transport, as outlined in detail in **Section 6.4** of the report.
- The commercial office building will incorporate ecologically sustainable development initiatives to achieve a minimum '5 Star Green Star' rating.

The application has been prepared in accordance with the provisions of Part 3A of the Act as approval is sought from the Minister to carry out the project in accordance with the provisions of Sections 75D and 75E. The Environmental Assessment has been prepared in accordance with the DGEARs and is accompanied by a draft Statement of Commitments in accordance with Section 75F.

## 5.3 Environmental Planning and Assessment Regulation 2000

The proposal has also been prepared in accordance with the Major Project requirements of the Environmental Planning and Assessment Regulation 2000. Owners consent will be provided prior to determination in accordance with Section 8F.

The Regulation defines an '*entertainment venue*' as '*a building used as a cinema, theatre or concert hall or an indoor sports stadium*'. Section 98C refers to Schedule 3A, which prescribes the conditions of development consent for the use of a building as an entertainment venue. An emergency evacuation plan will be prepared, maintained and implemented in accordance with the Regulations, specifying:

- Location of exits, fire protection and safety equipment.
- Number of fire safety officers to be present during performances.
- Evacuation procedure in the event of a fire or other emergency.

Based on the site context, including the physical separation of the entertainment venue from residential properties, it is envisaged that reviewable conditions of consent will not be required to be imposed.

## 5.4 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure 2007) aims to facilitate the effective delivery of infrastructure across the State, including consultation with public authorities during the assessment process. The site is affected by or will affect a range of infrastructure and as such, several sections of the Infrastructure SEPP apply to the project.

### Division 5 – Electricity transmission or distribution

The proposed relocation of the electricity substation does not require separate development consent as Section 41(1) enables development for the purpose of an electricity transmission or distribution network to be carried out by or on behalf of an electricity supply authority or public authority without consent on any land. Development for the purpose of an electricity transmission or distribution network includes demolition of existing works and construction of a new substation.

Consultation is required with the electricity supply authority for development carried out immediately adjacent to an electricity substation. Consent is to be obtained from Energy Australia (formerly known as Sydney County Council) to demolish and relocate the existing electricity substation building located on the southern boundary of the site.

### Division 15 - Railways

The excavation required for the basement car park exceeds two metres and as such, consultation with Railcorp will be required as the site is adjacent to the Northern Line of the CityRail network. The provisions of Section 87, which relate to vibration impacts arising from proximity to a rail corridor, do not apply as the proposal does not include any of the scheduled activities.

Preliminary geotechnical analysis has been undertaken and a copy of the assessment report is attached as **Appendix I**. The Draft Statement of Commitments includes provisions for further geotechnical analysis to be undertaken post-approval.

### Division 17, Subdivision 2 - Development in or adjacent to road corridors and road reservations

The proposed development does not include any sensitive land uses, such as residential, a place of public worship, educational facilities or other such uses that are sensitive to traffic noise or vehicle emissions. As such, the road noise and vibration provisions do not apply.

The project is a type of development described in Column 1 in Schedule 3 as more than 10,000m<sup>2</sup> of commercial floor space is proposed. As such, the RTA will need to be consulted during the assessment process. A comprehensive report has been provided addressing transport and access issues, which is discussed in detail in **Section 6.4**.

## 5.5 Planning for Entertainment Guidelines

The DGEARs were issued prior to the place of public entertainment provisions being removed from State Environmental Planning Policy (Temporary Structures and Places of Public Entertainment) 2007. The modified SEPP (State Environmental Planning Policy (Temporary Structures) 2007) no longer applies to the proposal.

The proposal now needs to be considered in accordance with the key assessment matters listed in the *Planning for Entertainment Guidelines* prepared by the NSW Department of Planning and dated October 2009. Each of these matters has been assessed in detail, as outlined in the following table.

**Table 5 – Planning for Entertainment Guidelines**

Item	Required	Proposed	Complies
1 Character and context of the area	<ul style="list-style-type: none"> <li>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</li> <li>Is the location and context of the premises, including proximity to residential and other sensitive land uses or to other similar premises acceptable?</li> <li>Is the location and context of the premises likely to contribute to the recreational, cultural or tourism attributes of the area.</li> </ul>	<p>The Bakehouse Quarter has been developed as a vibrant mixed-use precinct with a variety of day-time and night-time uses, including restaurants, cafes, wine bar, bowling alley, laser tag and other similar activities.</p> <p>There is no residential or other sensitive development located on the site or within such close proximity that it is likely to be significantly affected by the proposed theatre, hotel/function centre, tavern and associated uses.</p> <p>The site is centrally located within Sydney, in close proximity to Olympic Park. The site has excellent access to public transport and the regional road network and is entirely suitable for a cultural and tourism facility, taking into account the nature of the existing development and characteristics of the site, as well as its accessibility to local residents and visitors from the broader metropolitan area.</p>	Yes

Item	Required	Proposed	Complies
2 Local amenity	<ul style="list-style-type: none"> <li>Does the proposed use have the potential to have a significant adverse impact on the amenity of neighbouring properties and the surrounding area?</li> <li>Are the potential impacts likely to be generated by patrons coming to and going from the premises (noise, litter, aggressive behaviour, vehicles and general disturbance), particularly on any nearby residential premises and public streets late at night. What management regime is proposed to minimise adverse impacts, particularly on any residential areas.</li> <li>Are the potential impacts likely to be noise generated at the venue itself (by patron, public address system or loud music—recorded or live) particularly affecting nearby residential premises. What management regime is proposed to minimise adverse impacts on any residential areas?</li> <li>Does the proposed use have the potential to have a significant positive impact on the character of the surrounding area?</li> </ul>	<p>The site is physically separated from the nearest properties by Parramatta Road to the south, the Northern Railway Line to the east and the existing Bakehouse Quarter development to the north and west. Accordingly, the on-site activities and any noise generated at the venue are unlikely to result in any significant impacts on the amenity of the surrounding land. The acoustic assessment undertaken in association with the proposed site activities is discussed in detail in <b>Section 6.10</b>.</p> <p>The site already accommodates a variety of night-time uses, including restaurants/cafes, bowling and the like. As such, the proposed use is unlikely to significantly change the character of the site.</p> <p>The Bakehouse Quarter is owned and controlled by a single land owner and as such, any potential impacts arising from the proposed operations are able to be managed in a cohesive manner.</p>	Yes
3 Hours of operation	<ul style="list-style-type: none"> <li>Have the proposed opening hours been nominated? Are the proposed hours of operation consistent with               <ul style="list-style-type: none"> <li>any provisions of a development control plan or similar policy document in place for the locality in which the premises and/or activities are proposed?</li> <li>any hours that would apply under the Liquor Act?</li> </ul> </li> <li>Would it be appropriate to limit the hours of operation for the premises as a whole, or for individual activities within the premises, in order to minimise the potential for unacceptable impact on neighbouring and surrounding premises, particularly in residential areas?</li> <li>Would it be appropriate to include core operating hours, and extended operating hours under a reviewable condition in order to allow the ongoing monitoring of the impact and acceptability of these extended hours?</li> </ul>	<p>It is not proposed to restrict the hours of operation based on the separation between the site and the nearest residential properties and the direct access to the arterial road network, away from residential properties.</p> <p>If it is intended to limit the hours of operation, then it would be appropriate to limit activities on an individual basis, taking into account likely impacts arising from both the site activities and likely night-time road traffic. Such an approach would need to recognise the 24/7 operations of the hotel and the need for flexibility with regard to the theatre operations.</p>	Yes

Item	Required	Proposed	Complies
4 Number of patrons	<ul style="list-style-type: none"> <li>What are the proposed patron numbers for the premises as a whole, and for individual components or activities within the premises?</li> <li>Are the proposed patron numbers consistent with: <ul style="list-style-type: none"> <li>any relevant provisions in the Building Code of Australia?</li> <li>any controls that would apply under the Liquor Act?</li> </ul> </li> <li>Is any proposal to limit the proposed patron numbers, both for the overall premises, and for any individual components or activities within the premises—being a greater limitation than the capacity that may be possible under the relevant provisions of the Building Code of Australia—justifiable? Is this due to safety of patrons, or off-site noise impacts arising from a high number of people frequenting, entering and leaving the premises?</li> <li>Would it be appropriate to include core patron numbers and extended patron numbers with the latter commencing as a nominated trial period, or under a reviewable condition, in order to allow the ongoing assessment of the impact and acceptability of these extended numbers?</li> </ul>	<p>The main theatre includes 450 seats and the smaller theatre includes 300 seats. The function room in the hotel could potentially accommodate approximately 580 people.</p> <p>It is unlikely that each of these facilities would operate at full capacity at any one time. However, it is not proposed to limit the proposed patron numbers, taking into account the site and local context.</p>	Yes
5 Building safety	<ul style="list-style-type: none"> <li>Does the building meet the requirements of the Building Code of Australia?</li> </ul>	The building will be designed to meet the requirements of the BCA.	Yes
6 Management of the premises	<ul style="list-style-type: none"> <li>Is the nature, scale, size or capacity of the proposed use, including the individual components or activities, such that an Operational Plan of Management is required to inform consideration of the development application?</li> <li>Issues that Operational Plans of Management can helpfully address are outlined at Schedule 1. Generally an Operational Plan of Management should include details of: <ul style="list-style-type: none"> <li>Security management measures—on-site and off-site</li> <li>Crowd control measures and procedures</li> <li>Noise management protocols</li> <li>Waste management</li> <li>Complaints handling procedures, recording and follow up actions</li> </ul> </li> </ul>	<p>An Operational Plan of Management is not considered necessary to facilitate assessment of the application, taking into account the single land ownership, the existing night-time uses at the site and the separation between the development site and the nearest residential properties.</p> <p>However, a Plan may be provided prior to the commencement of site operations, if considered appropriate and necessary for the Council to be aware of and understand the management of the site activities.</p>	Yes

Item	Required	Proposed	Complies
	<ul style="list-style-type: none"> <li>A development consent should not normally contain a condition of consent requiring an operational plan of management. However an operational plan of management is usually helpful in providing detailed information to assist with determining a proposal.</li> </ul>		

## 5.6 State Environmental Planning Policy 55 – Remediation of Land

State Environmental Planning Policy No 55 states that land must not be rezoned or developed unless contamination has been considered and, where relevant, land has been appropriately remediated.

The site was formerly used for manufacturing and a number of site contamination investigations have previously been carried out in association with the ongoing redevelopment of the Bakehouse Quarter. These studies are discussed further in **Section 6.11**.

## 5.7 State Environmental Planning Policy No 64 – Advertising and Signage

State Environmental Planning Policy No 64—Advertising and Signage aims to ensure that signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality design and finish.

The development plans include signage on the southern elevation of Building P. The proposed signs will identify the building and promote productions within the theatre and/or other on-site activities. The proposed signage will also assist with activating the Parramatta Road frontage and creating visual interest within the streetscape. The proposed signs are considered to be 'business identification' and 'building identification' signage under the provisions of the SEPP.

The proposed signage is consistent with Schedule 1 of SEPP 64 as outlined in the following table:

**Table 6 – SEPP 64 – Schedule 1**

Control	Proposed	Complies
<b>1 Character of the area</b>		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed signage is compatible with the existing character of the area, taking into account the existing light industrial uses and the scale of existing signage along Parramatta Road. The proposed sign will activate this arterial road frontage and continue the historic identification of this site through landmark signage.	Yes
<b>2 Special areas</b>		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The site is located between Parramatta Road and the M4 Motorway and does not offer any significant visual quality. The site is currently quite difficult to identify, having regard to the limited existing features along the Parramatta Road frontage. The proposed buildings and ancillary signage will provide an entry feature to the Bakehouse	Yes

Control	Proposed	Complies
	Quarter and improve the amenity of the site by activating the existing streetscape.	
<b>3 Views and vistas</b>		
Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas? Does the proposal respect the viewing rights of other advertisers?	The proposed will not obscure or compromise any important views as demonstrated by the visual impact analysis in <b>Section 6.1</b> . The elevated motorway structure dominates the skyline and has a significant impact on the existing quality of vistas. The proposed buildings and ancillary signage will improve the existing appearance of the site by activating this frontage and reducing the direct visual impact of the motorway.	Yes
<b>4 Streetscape, setting or landscape</b>		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? Does the proposal contribute to the visual interest of the streetscape, setting or landscape? Does the proposal reduce clutter by rationalising and simplifying existing advertising? Does the proposal screen unsightliness? Does the proposal protrude above buildings, structures or tree canopies in the area or locality? Does the proposal require ongoing vegetation management?	The scale, proportion and form of the proposed signage is considered entirely appropriate, having regard to the site context, along a busy arterial road and a motorway.  The proposed signage will contribute to the visual interest of the streetscape through the promotion of the cultural and entertainment activities on the site. It will partially obscure the existing motorway structure, limiting its visual dominance by creating a visual point of interest between the arterial road and the motorway.	Yes
<b>5 Site and building</b>		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage is compatible with the scale, proportion and characteristics of the building.  The large wall sign and the accompanying smaller signs will activate this largely blank building elevation, which is a direct result of its use as a theatre.	Yes
<b>6 Associated devices and logos with advertisements and advertising structures</b>		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	NA	NA
<b>7 Illumination</b>		
Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft? Would illumination detract from the amenity of any residence or other form of	It is anticipated that the signage would be illuminated in recognition of the night-time use of the theatres and the identification of the site by theatre patrons.  It is unlikely that the illumination of the signage	Yes



Control	Proposed	Complies
accommodation? Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew?	would have any impact on pedestrians or aircraft based on its location. The lighting levels can be adjusted to comply with relevant traffic safety requirements.  The intensity of the illumination can be adjusted, if the light industrial site to the south is developed for residential purposes in the future.	
<b>8 Safety</b>		
Would the proposal reduce the safety for any public road? Would the proposal reduce the safety for pedestrians or bicyclists? Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The location of the proposed signage does not pose any concerns with regard to safety as it is located on a building elevation.  The proposed lighting would be designed to comply with relevant road safety criteria.	Yes

## 5.8 Transport Corridor Outdoor Advertising and Signage Guidelines

The Transport Corridor Outdoor Advertising and Signage Guidelines support the provisions of SEPP 64 and provide best practice guidelines for signage.

The proposed signage on the fly tower of the theatre building comprises a freestanding 'spectacular' or 'supersite' sign and smaller identification and complementary signage. The signage will identify the proposed site activities and activate the building elevation, which does not include any windows.

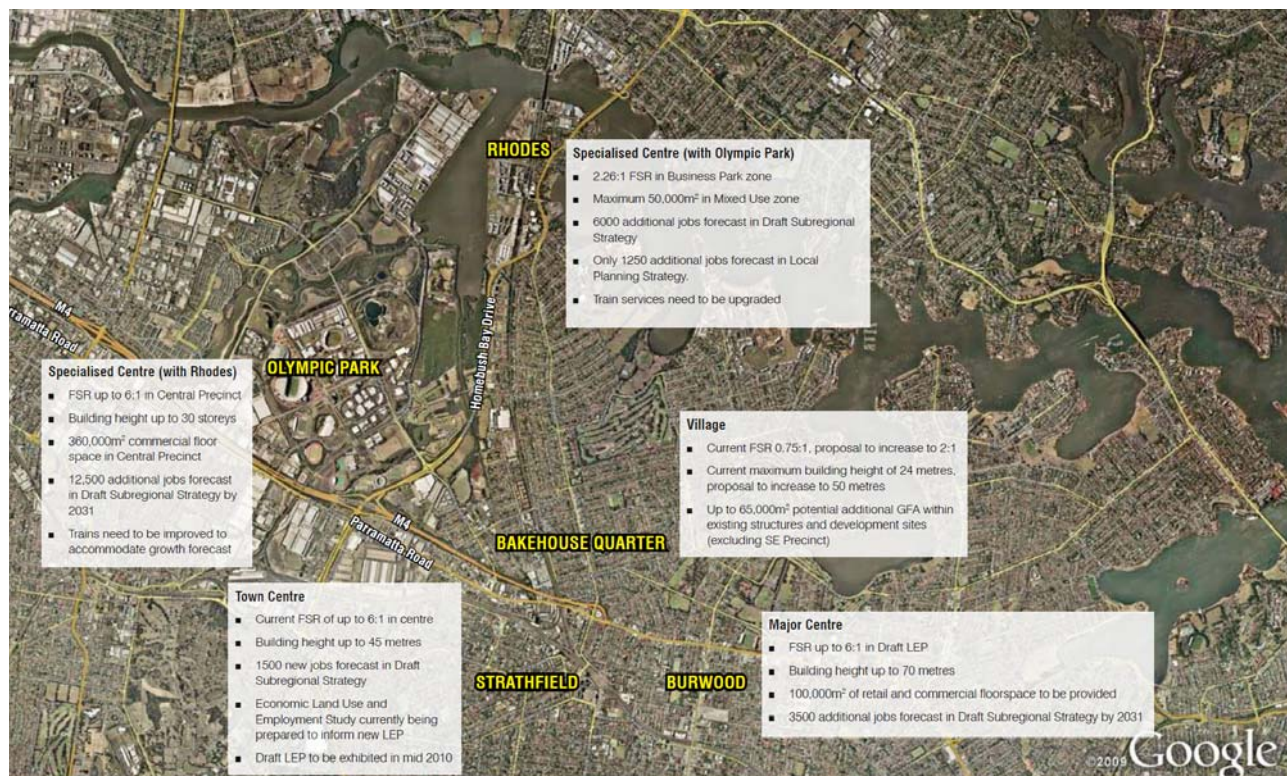
The proposed signage is considered appropriate, taking into account its location on a busy arterial road and its compatibility with the proposed land uses and the surrounding development. The signage is integrated with the proposed built form, taking into account the proportions of the building and the area and dimensions of the proposed signs.

## 5.9 Sydney Metropolitan Strategy

The Sydney Metropolitan Strategy provides the strategic policy for the future development of Greater Metropolitan Sydney over the next 25 years. The Metropolitan Strategy, released in December 2005, identified eight key elements in managing the future growth of Greater Sydney and achieving a more sustainable city. Of particular relevance to this site are the objectives with regard to the Centres and Corridors, including the nomination of the Parramatta to City regional road link as an economic, renewal and enterprise corridor.

The Bakehouse Quarter enjoys a significant frontage to Parramatta Road which is undeveloped or underdeveloped, offering a significant opportunity to contribute to achieving the Corridor objectives. The site is particularly well located to support the nearby higher-order centres within close proximity of the site, including Sydney Olympic Park/Rhodes (Specialised Centre), Burwood (Major Centre) and Strathfield (Town Centre).

**Figure 10** shows the location of each of these surrounding centres, including the existing and likely future floor space for each centre. The Bakehouse Quarter provides a significantly different amenity from these more traditional type centres and business parks, taking into account its size, character and the range of existing uses. It is well positioned to support and complement the surrounding centres and even with the proposed increase in the current floor space, will still fit within the existing hierarchy.

**Figure 10 – Hierarchy of Centres (Urbis)**

## 5.10 Draft Inner West Subregional Strategy

The City of Canada Bay is located within the Inner West Subregion of the Sydney Metropolitan Area. The Draft Subregional Strategy for the Inner West Subregion was publicly exhibited by the Department of Planning on 30 June 2008.

The Bakehouse Quarter is classified as a 'Village Centre' under the provisions of the Draft Strategy. The appropriateness of this classification was raised in a submission lodged with the Department of Planning, having regard to its existing and likely future role within the centres hierarchy and the employment capacity of the site. However, the inclusion of the Bakehouse Quarter recognises its role as a centre, even where it does not comfortably fit within the standard hierarchy within the subregional strategy.

Parramatta Road is identified as an 'Enterprise Corridor', having regard to its high traffic volumes and range of economic activities. The proposal is considered to be compatible with the Subregional Strategy, as the redevelopment seeks to revitalise this part of Parramatta Road and will provide an effective buffer between the busy sub-arterial road and the balance of the mixed-use precinct.

The Draft Subregional Strategy also recognises the important contribution of entertainment and nightlife clusters, including restaurants, cafes, bars, hotels, theatres and cinemas, to the cultural life of the city and the economy. The Draft Strategy states:

*Development of entertainment and nightlife clusters can enhance the vibrancy and attractiveness of centres. Appropriately located and well designed night time activity can improve public safety through passive surveillance. Providing opportunities to access entertainment and nightlife within the subregion will also contribute to self-containment and reduce transport pressures.*

The proposed location of entertainment uses in conjunction with commercial office floor space is considered to be entirely appropriate and consistent with the above provisions. The proposal will create a mixture of day-time and night-time uses that makes efficient use of existing infrastructure and creates a truly vibrant mixed-use precinct during both business hours and during the evening period.

## 5.11 Canada Bay Local Environment Plan 2008

Canada Bay Local Environmental Plan 2008 was gazetted on 7 March 2008. This LEP was a consolidating instrument, amalgamating the local planning provisions of the former Concord and Drummoyne LGAs, in accordance with the provisions of the Standard LEP Template. The following table outlines the compliance of the proposal with the provision of the LEP.

**Table 7 – LEP Compliance Table**

Item	Required	Proposed	Complies
B3 Commercial Core Zone Objectives	Provide range of retail, business, office, entertainment, community and other suitable land uses to serve local/wider community. Encourage appropriate employment opportunities in accessible locations. Maximise public transport and encourage walking and cycling.	The proposed development is entirely consistent with the zone objectives, taking into account the mixture of existing and proposed uses and the opportunity to accommodate additional employment within close proximity of the site to public transport facilities and residential areas.	Yes
Permitted Uses in Zone B3	Permitted development includes entertainment facilities, function centres, hotel or motel accommodation, office premises, retail premises and tourist and visitor accommodation	Each of the uses proposed in the Project Application is permitted with development consent under the provisions of the LEP.	Yes
Floor Space Ratio	Maximum floor space ratio of 0.75:1	The existing development has a total GFA of 35,583m <sup>2</sup> . The proposal seeks approximately 34,625m <sup>2</sup> additional GFA (ie excluding the existing floor area associated with Building G2). Based on a 6.8 hectare site area and a total GFA of 70,228m <sup>2</sup> , the FSR is 1.03:1, exceeding the current LEP.	Non-compliance is justified - see below
Retail Activities	Maximum of 6,000m <sup>2</sup> of gross floor area being used for the purposes of retail premises (excluding restaurants) and 3,500m <sup>2</sup> of gross floor area being used for the purposes of a supermarket	The site currently provides approximately 3,000m <sup>2</sup> of retail floorspace including Aldi supermarket (1200m <sup>2</sup> ), Harris Farm Markets (733m <sup>2</sup> ), Komart Asian supermarket (330m <sup>2</sup> ), Harrison's Pharmacy (265m <sup>2</sup> ), Moree Meats (177m <sup>2</sup> ), Bakehouse Newsagency (123m <sup>2</sup> ) and Bakehouse Quarter Minimart (109m <sup>2</sup> ). The proposal seeks 472m <sup>2</sup> additional retail space, which is still significantly less than the maximum LEP requirement.	Yes
Building Height	Maximum height of 27 metres	The highest buildings are Building F (theatre/offices) and Building Q (hotel/function centre). Building F has an approximate height of 50 metres and Building Q has an approximate height of 48 metres, each of which exceeds the maximum control.	Non-compliance is justified - see below
Heritage	Part of the site is of local heritage significance. The listing applies to 16–18 George Street, which is on the western side of George Street. The eastern portion is not affected.	A Heritage Impact Assessment is not necessary as the proposed buildings are located some distance from the heritage items. Building G, which is the closest, will largely be retained.	Yes

Item	Required	Proposed	Complies
		Further, the proposal is consistent with the approved masterplan.	

The proposed development complies with the local zone objectives and is permissible on the site as identified in **Table 7**. However, the proposed buildings exceed the maximum floor space ratio and the building height controls contained within the current LEP. The proposed variations are considered to be entirely appropriate and consistent with the built form of the immediately surrounding development and the local context as outlined in **Section 6.1** and **Section 6.2**.

Further, the proposal is considered to be consistent with the future development of the site in accordance with the future Comprehensive Local Environmental Plan. The following section outlines the preliminary discussions undertaken between the City of Canada Bay and the landowner regarding the future local planning controls for the site.

## 5.12 Draft Comprehensive Canada Bay Local Environmental Plan

Council has commenced preparation of a new Comprehensive LEP for the City of Canada Bay local government area. Work to date has included completion of the following background studies:

- Canada Bay Housing and Employment Study – Working Paper – Final, dated August 2008.
- Canada Bay Draft Local Planning Strategy 2009-2031, dated 18 May 2009.

Pelorus Property Group has made a formal submission in response to the public exhibition of the above documents and a number of additional submissions in support of amended LEP controls, including:

- Increasing the current maximum floor space ratio from 0.75:1 to 3:1 on the southern part of the development site and 2:1 across the balance of the Bakehouse Quarter.
- Increasing the maximum building height from 27 metres to 50 metres on the southern part of the Bakehouse Quarter.
- Removal of the existing retail restrictions.

Council has expressed support for the ongoing renewal and redevelopment of the Bakehouse Quarter, including in-principle agreement to increase employment at the site. Ongoing discussions are being held between Pelorus and Council. An on-site meeting was held on 13 August 2010, which was attended by Paul Dewar (Strategic Planning and Pamela Hubert (Heritage). Correspondence prepared by Urbis dated 16 August 2010 sought to confirm a mutual understanding of the on-site discussions:

*Thank you to you and Pamela Hubert for attending the site visit at Bakehouse Quarter on Friday morning.*

*Based on our understanding of the on-site discussions, we understand that:*

- *Council is generally satisfied that increased building heights (over the current maximum of 27 metres) can be accommodated on the southern portion of the Bakehouse Quarter towards Parramatta Road and along the eastern part of the site along the railway line.*
- *Urbis is to prepare revised floor space ratio and building height controls for the site, taking into account the amendments to the proposed future buildings. The revised controls are to be supported by an updated site plan that includes the courtyard/cloister proposal and elevations including the maximum building height for each new building.*
- *Council's Heritage Advisor is satisfied that a site-specific Development Control Plan (DCP) will be an appropriate mechanism to guide and control future development at the site, including the adaptive re-use of the existing buildings.*

- *Urbis is to prepare and issue a draft table of contents for the site specific DCP to enable review and further discussion with Council. The proposed controls will address urban planning, urban design and heritage related matters and include appropriate requirements for:*
  - ☐ *Siting and built form of new buildings*
  - ☐ *Adaptive re-use of existing buildings*
  - ☐ *Minor works that do not impact on the original building fabric.*
- *Council wishes to advance discussions regarding the draft Voluntary Planning Agreement to facilitate greater understanding of the potential public benefits of the future development and inform local Councillors of these potential benefits at the internal briefing/workshop scheduled for September 2010.*

*It would be appreciated if you could review the above points and confirm our understanding of the relevant issues and required actions so that we can commence work at the earliest opportunity.*

*It would also be appreciated if we could arrange a follow-up meeting at Council's offices to discuss the revised LEP controls, the content/format of the draft DCP and the preparation of the draft VPA.*

*Again, thank you for the opportunity to make a meaningful contribution to Council's ongoing preparation of the Comprehensive LEP and for making yourselves available to visit the Bakehouse Quarter on Friday.*

Council subsequently issued emailed correspondence on 17 August 2010, which stated:

*Thank you to Seph, Stephen and yourself for meeting Pamela and I on site. I confirm that your letter is an accurate reflection of our discussions.*

*I also make the following comments:*

- *Any revised floor space ratio for the site should be accompanied by a schedule that details the gross floor area of the existing and proposed buildings (on each lot).*
- *Should Council be of a mind to support the increase in floor space, a Traffic and Parking analysis will be required to be undertaken.*

*I look forward to meeting with you to discuss the revised LEP controls, the content/format of the draft DCP and the preparation of the draft VPA.*

It is anticipated that discussions between Pelorus and Council will continue and work associated with the LEP review will continue to be undertaken in parallel to the assessment of this Part 3A application. A further meeting is to be arranged between Pelorus and Council in the near future, as indicated in the most recent correspondence outlined above.

## 6 Bakehouse Quarter Site Masterplan

The renewal and revitalisation of the Bakehouse Quarter has been undertaken in accordance with an approved Site Masterplan (Development Application No 285/00, dated 21 November 2000 and as amended 6 November 2002).

The development consent and subsequent Section 96 amendment are attached as **Appendix K**. A copy of the Statement of Environmental Effects (SEE) and accompanying plans that were lodged with the original development application for the Site Masterplan is also attached as **Appendix L**.

The consistency of the Part 3A application with the relevant key features of the Masterplan listed in the SEE (ie detailed elements associated with Building A are excluded) is assessed in **Table 8**. Overall, the proposed Part 3A application is generally consistent with the approved Masterplan and where there are differences, the outcome is considered to be positive and entirely acceptable. Reduced sized copies of the Site Masterplan drawings are provided on pages 36 to 37.

**Table 8 – Bakehouse Quarter Approved Site Masterplan – Key Elements Comparison Table**

Key Element	Comments
<b>Adaptation of existing buildings, demolition and relocation of buildings</b> <ul style="list-style-type: none"> <li>Three of the largest buildings associated with the former Arnott's Biscuit factory, being the Canteen building, the main bakehouse building and the Arnott's office building, will be retained and adapted for modern use.</li> <li>Many other smaller existing buildings will be retained and adapted for new use.</li> <li>The three weatherboard cottages will be relocated from the site.</li> <li>Virtually all other buildings and structures on the land will be demolished.</li> </ul>	<p>The main differences between the approved Masterplan and the current proposal are:</p> <ul style="list-style-type: none"> <li>Building H has largely been retained and the area approved for demolition has been adaptively re-used to accommodate Harris Farm Markets, Outback Steakhouse, Lasertag and commercial offices. The adjoining 'Gate 4' precinct provides an attractive outdoor gathering space and al fresco dining areas. As a result, the proposed access road to the South East Precinct has been relocated slightly to the south to accommodate the retention and adaptive re-use of Building H.</li> <li>Kirela Pty Ltd purchased the southernmost properties formally owned and occupied by GA Lovell and Sons Pty Ltd. The former manufacturing buildings have been demolished.</li> </ul> <p>The above changes result in a positive outcome for the Bakehouse Quarter and are considered to be entirely acceptable and satisfactory.</p>
<b>Proposed buildings</b> <ul style="list-style-type: none"> <li>Building A - located near the corner of George Street and Allen Street.</li> <li>Building B - the existing former Canteen building. The building will be adapted, altered and extended.</li> <li>Building C - a new building constructed on the west side of George Street.</li> <li>Buildings D and E - located on the south west corner of George Street and Parramatta Road and being located on land owned by American Auto Parts and not included in the development application.</li> <li>Building F - a new building located in the south east corner of the site.</li> <li>Building G - the existing 'stables' building which will be adapted, altered and extended.</li> <li>Building H - the former Arnott's 'bakehouse' building. The building will be adapted, altered and might be extended.</li> <li>Building I - an existing building which will be</li> </ul>	<p>Building F is generally sited as approved in the Site Masterplan, however, the building has been slightly re-oriented approximately 45 degrees. The proposed minor changes to the orientation are considered to result in a positive outcome, reflecting the original alignment/setback to the railway corridor. This building was proposed to comply with the maximum building height of 24 metres. The current proposal seeks a significant uplift to the previous height of Building F, both within the Part 3A application and the preliminary submissions prepared by the application in association with the Draft Comprehensive Local Environmental Plan (refer to <b>Section 4.12</b>).</p> <p>Building G2 will be subject to a partial demolition to accommodate the relocated access road and enable the retention of the southern part of Building H. This will also enable Building G2 to better respond to the street, through the provision of an al fresco dining/beer garden adjacent to the northern elevation. The impacts to Building G2 are considered to be far less than the approved Masterplan as it is not proposed to change</p>

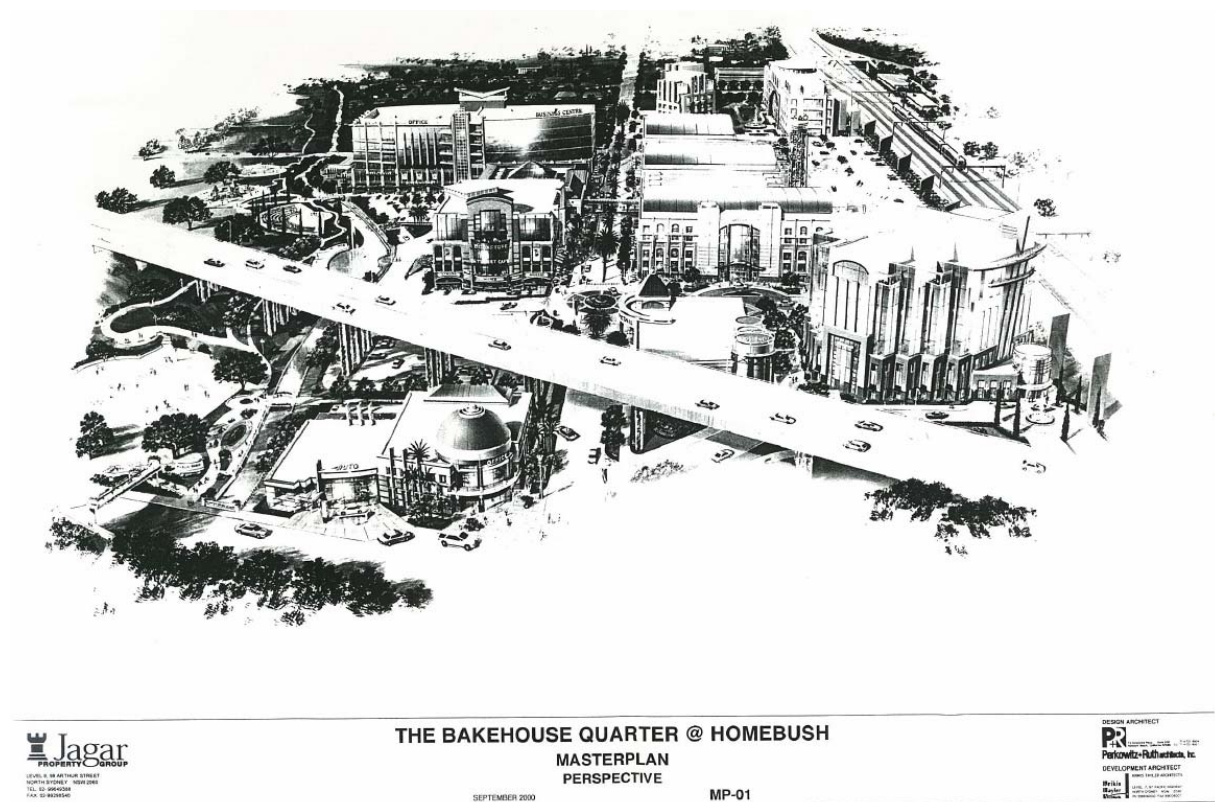
Key Element	Comments
<p>adapted, altered and extended.</p> <ul style="list-style-type: none"> <li>Building J - an existing building which will be adapted, altered and extended.</li> <li>Building K – an existing building which will be adapted, altered and extended.</li> <li>Building L - a new building on the site of the existing Arnott's office building car park.</li> <li>Building M - the existing Arnott's office building, which will be retained.</li> <li>Building N - the existing 'Hockey Shop' which will be retained.</li> </ul>	<p>the generally regular configuration of the building. The Masterplan included quite substantive changes to its shape and context as a result of the proposed extension. Overall, the changes to the works associated with Building G2 are considered to be a positive outcome.</p> <p>Buildings O, P and Q were not included in the original scheme as this land was not owned by Kirela Pty Ltd at the time of the Masterplan approval. The former industrial buildings have been demolished and the proposed buildings are considered to be entirely appropriate, as outlined elsewhere in this report.</p>
<p><b>Building form</b></p> <p>Each of the buildings has their own individual architectural character and identity. The detailing of the buildings is such as to break large expanses of façade into smaller, richly detailed areas, to harmonise with the urban fabric of the site.</p> <p>The main buildings are designed to provide a contemporary interpretation of inter-war and early 20th century buildings. These buildings are attractively juxtapositioned with the existing early 20th century industrial architecture found on the site. Other buildings are contemporary in style in their interpretation of lightness and transparency to engender strong visual connections with open space areas.</p> <p>The relationship and connection between the differing buildings and their varying styles is achieved with massing and bulk similarities, together with the treatments of public space linkages. Strong attention to detail has been provided to roof treatments of proposed buildings. As the development will be visible from the elevated M4, the richness of roof treatments is important. All air conditioning and plant will be enclosed within roof structures complementing the architectural treatment of each building. Several of the buildings are provided with turrets for identity and will have the effect of breaking up the view of the upper levels of the building.</p> <p>In addition, a range of publicly accessible spaces are proposed throughout the site, including the following:</p> <ul style="list-style-type: none"> <li>Pedestrian connections and walkways leading through and from the site to open space areas, public transport nodes and towards Strathfield centre.</li> <li>Enhanced public space along the George Street frontage.</li> <li>A range of public spaces around and between buildings on the site.</li> </ul>	<p>The current proposal includes buildings that will be of a modern/contemporary appearance, as per the Masterplan approval. However, it is considered that the current scheme will result in buildings that are more compatible and sympathetic to the retained buildings, having regard to their siting and design.</p> <p>The buildings proposed in the Part 3A application (ie within the South East Precinct) are generally set to the boundaries, which is more consistent with the existing built form than the previous scheme. Building F was previously approved to be located at a 45 degree angle to the site boundaries and significant changes were approved to the existing configuration of Building G2. The current scheme aligns with both the existing and proposed roads and the railway alignment, which is more consistent with the existing typologies. The roof treatment of Building F is less significant than the Masterplan proposal, having regard to the proposed increase in the height of this building. The overall built form will be cleaner and simpler and more consistent with the existing built form.</p> <p>Minor changes are proposed to the pedestrian and vehicle linkages, taking into account the changes to the building footprints. However, the current proposal respects the underlying principles to improve the permeability of the site for pedestrians and maintain vehicle access from key nodes along George Street. Public spaces will be provided around the entries to the buildings to enable informal gathering places, seating and the like. However, it is acknowledged that the primary passive open space area will be within the Powells Creek Corridor.</p>
<p><b>Car parking and vehicle access</b></p> <p>Car parking and vehicle access arrangements are summarised as follows:</p> <ul style="list-style-type: none"> <li>Car parking is to be provided at a range of locations around the site, including: <ul style="list-style-type: none"> <li>Ground level car parking behind buildings.</li> <li>Basement parking below buildings.</li> <li>Basement parking below ground level parking.</li> </ul> </li> </ul>	<p>The proposed car parking and vehicle movements are similar to the approved Site Masterplan except that the proposed access road has moved slightly to the south to accommodate the retention of Building H.</p> <p>A basement car park has been proposed below Building F to accommodate the proposed office development and the adjoining theatres, restaurant, tavern and hotel activities. This is consistent with the general provisions of the Site Masterplan and with the</p>



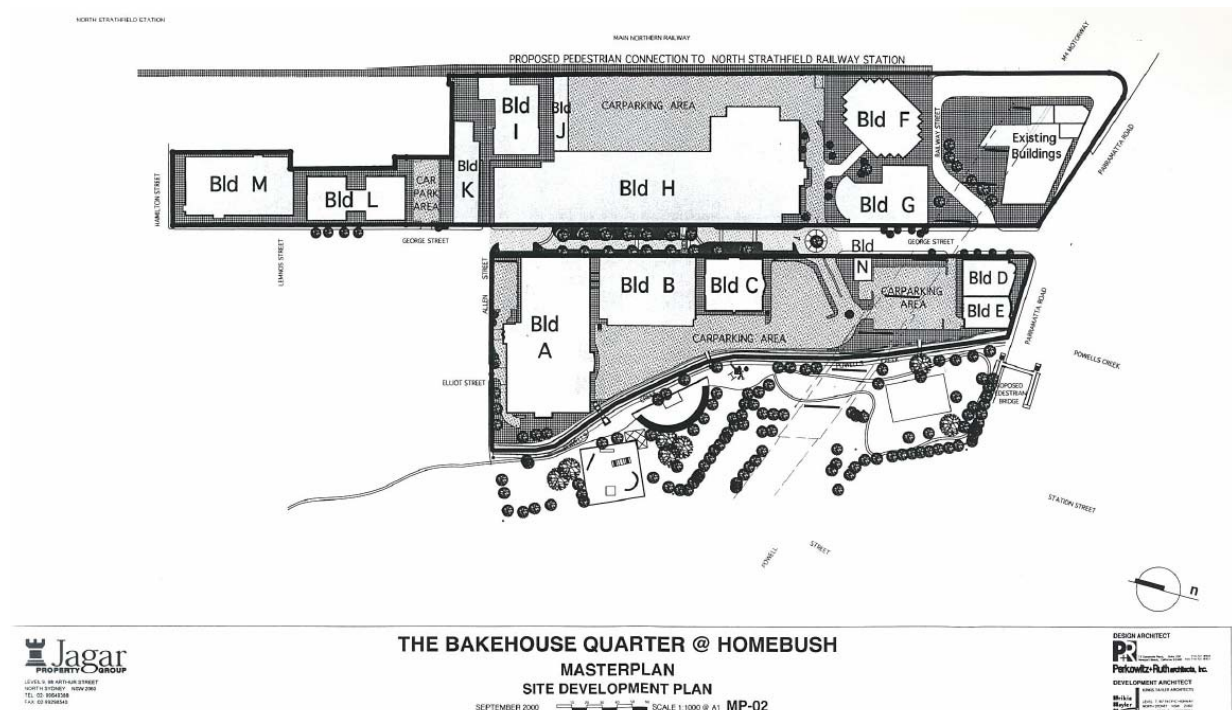
Key Element	Comments
<ul style="list-style-type: none"> <li>Car parking will be designed to satisfy Council requirements and based on the RTA's Guide to Traffic Generating Developments.</li> <li>Vehicle access to car parks will be provided at several locations, including: <ul style="list-style-type: none"> <li>Access to main car parks to be taken predominantly from George Street.</li> </ul> </li> <li>Car parking spaces and accessways will be of a size to satisfy Council requirements.</li> <li>Buildings will be provided with suitable loading docks.</li> </ul>	<p>Car Parking Masterplan subsequently approved by Council on 19 June 2007 and attached as <b>Appendix M</b>.</p> <p>All car parking and accessways have been designed to comply with the relevant Australian Standards as outlined in the Traffic and Accessibility Report (<b>Appendix Q</b>).</p> <p>Buildings F and P include loading docks that are appropriate for the activities to be located within those buildings (as well as for the adjoining Building Q).</p>
<p><b>Landscaping and site works</b></p> <ul style="list-style-type: none"> <li>Landscape works are designed to enhance the amenity of the site and adjoining streetscapes.</li> <li>Some existing trees and other vegetation will be removed.</li> <li>The George Street streetscape is to be enhanced with widened pedestrian footpaths, street tree planting and new pavement treatments to vehicular and pedestrian areas. Planting of trees along the street frontage (within the road reserve) will complement the existing trees found along the street.</li> <li>Deciduous feature trees will be used to provide colour, interest and climate control throughout the site.</li> <li>Formal hedge planting, low shrubs and ground covers will be used to define open space areas throughout the site.</li> <li>Landscaping will generally conform to the following: <ul style="list-style-type: none"> <li>Plant species will be installed so as to achieve dense planting within approximately five years.</li> <li>Appropriate soils will be provided as required to ensure successful establishment of plants.</li> <li>Subsoil drainage will be provided as necessary to ensure suitable drainage to planting areas.</li> <li>Automatic watering systems will be installed.</li> <li>Planting will be maintained to a suitable standard.</li> </ul> </li> <li>An indicative planting species list is shown on the plans submitted with the application.</li> </ul>	<p>Landscape works are proposed along the new access road to enhance the appearance of the site. Formal hedge planting is proposed around the al fresco dining areas/beer garden to delineate between the level changes and to separate the public and private domains.</p> <p>The triangular shaped landscaped bed to the south of Building G2 is to be retained as per the Landscape Masterplan. The existing at-grade car park does not form part of the Part 3A application, having regard to its ownership by the NSW Roads and Traffic Authority. Accordingly, this area is not proposed to be amended (or landscaped as per the Masterplan). This part of the site may form part of a future proposal to enhance the entry to the theatre and restaurant if and when the land may be purchased from the RTA.</p>

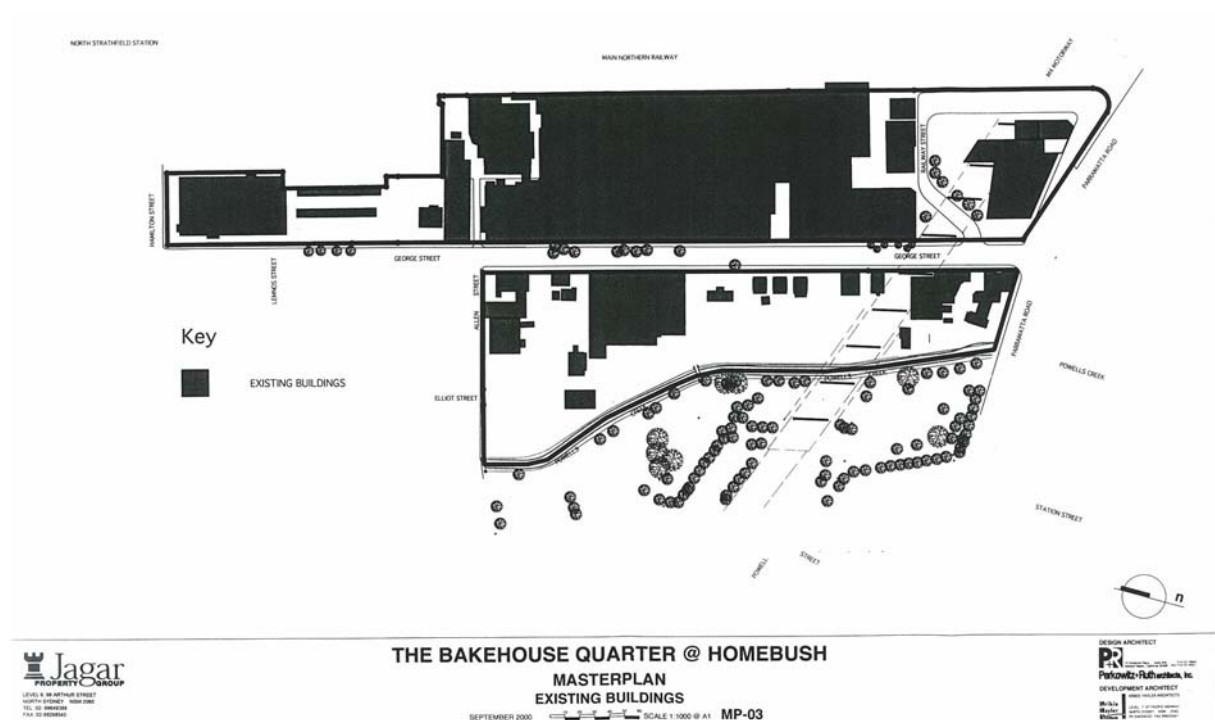
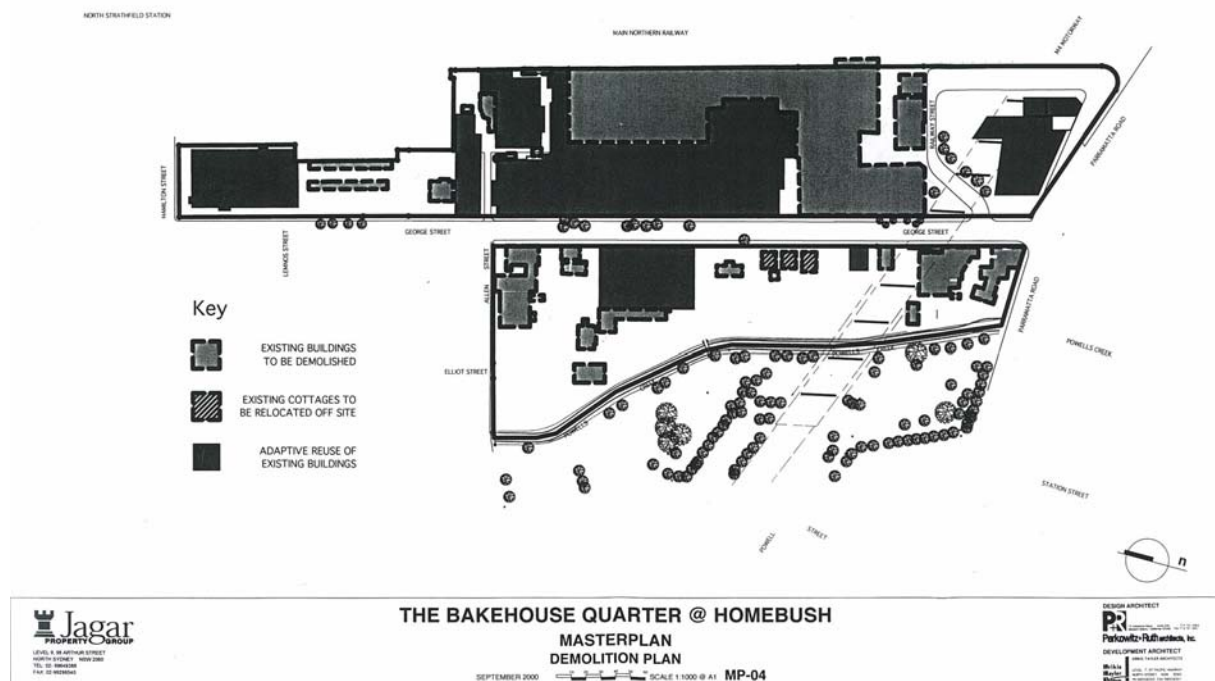


**Figure 11 – Perspective, MP-01 dated September 2000 (Perkowitz and Ruth Architects)**

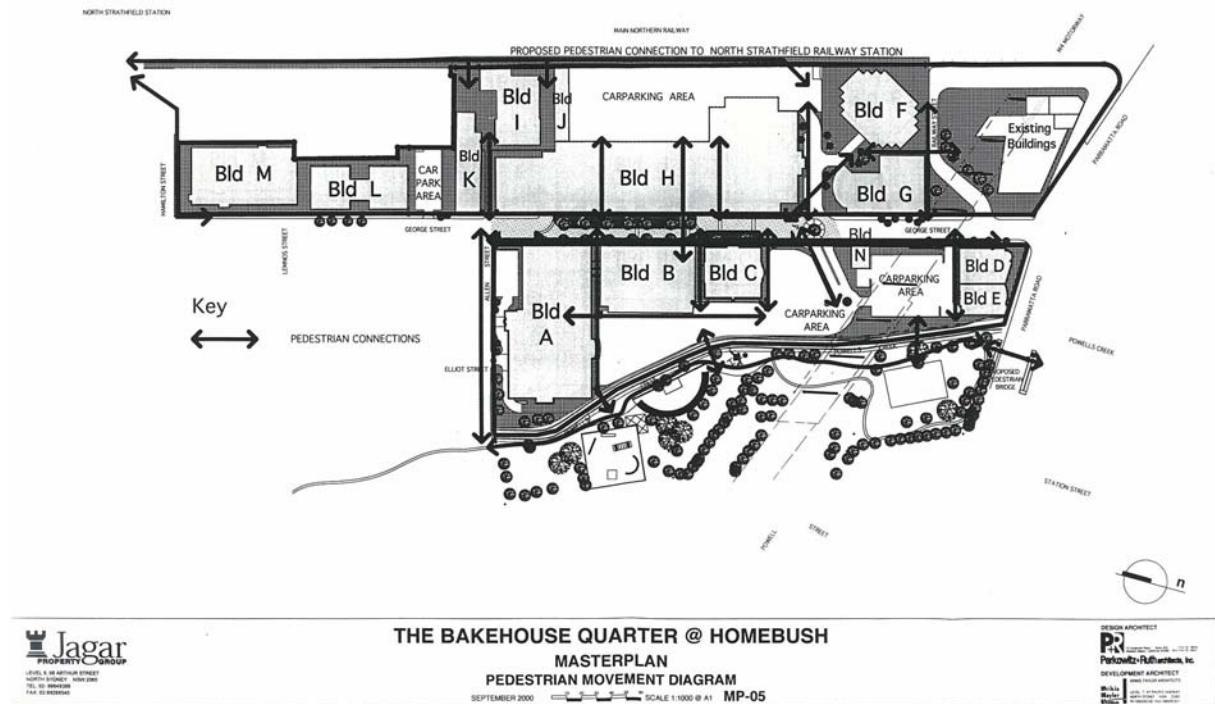


**Figure 12 – Site Development Plan, MP-02 dated September 2000 (Perkowitz and Ruth Architects)**

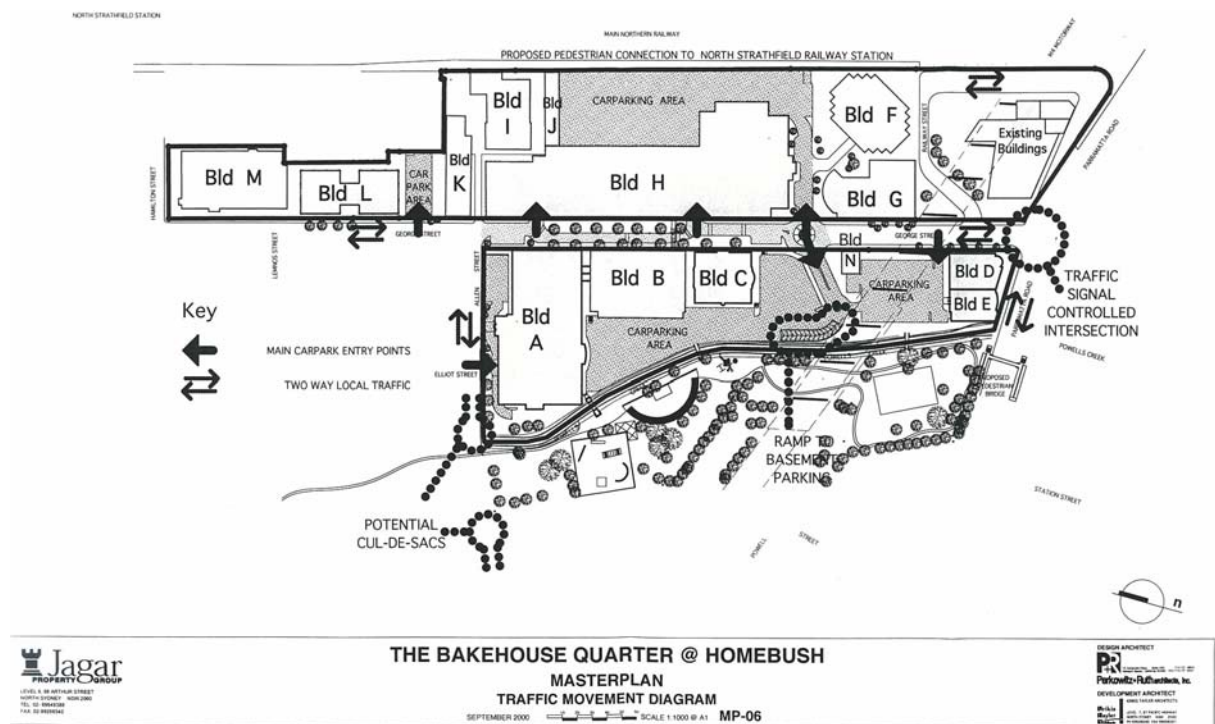


**Figure 13 – Existing Buildings, MP-03 dated September 2000 (Perkowitz and Ruth Architects)****Figure 14 – Demolition Plan, MP-04 dated September 2000 (Perkowitz and Ruth Architects)**

**Figure 15** – Pedestrian Movement Diagram, MP-05 dated September 2000 (Perkowitz and Ruth Architects)



**Figure 16** – Traffic Movement Diagram, MP-06 dated September 2000 (Perkowitz and Ruth Architects)



## 7 Key Issues

### 7.1 Built Form

#### 7.1.1 Overview

The height, bulk and scale of the proposed development has been assessed in detail, taking into account the existing and likely future context of the locality and the ongoing redevelopment and revitalisation of the Bakehouse Quarter in accordance with the approved masterplan. The built form analysis includes:

- 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.
- Options for the sitting and layout of building envelopes.

The assessment of the proposed built form has taken into account the planning principle associated with the assessment of height and bulk, which require consideration of the following questions:

- *Are the impacts consistent with impacts that may be reasonably expected under the controls?*
- *How does the proposal's height and bulk relate to the height and bulk desired under the relevant controls?*
- *Does the area have a predominant existing character and are the planning controls likely to maintain it?*
- *Does the proposal fit into the existing character of the area?*
- *Is the proposal consistent with the bulk and character intended by the planning controls?*
- *Does the proposal look appropriate in its context?*

Overall, the proposed development complies with the draft amendments to the planning controls that are currently being discussed with the City of Canada Bay Council, including an increase in the maximum building height on the southern part of the Bakehouse Quarter.

The proposed development has been designed to facilitate the retention of the low-scale industrial character buildings along George Street, while accommodating additional employment-generating uses within a centre that benefits from access to public transport and is in close proximity to a growing residential population.

#### 7.1.2 Height

The Comparable Height Plan shown in **Figure 17** (and attached as **Appendix N**) shows the existing and proposed development heights at the Bakehouse Quarter and within the surrounding locality.

The existing development at the Bakehouse Quarter comprises a variety of industrial style buildings associated with the former biscuit manufacturing use and modern buildings associated with its redevelopment as a mixed-use precinct. The site is currently restricted to a maximum building height of 27 metres across the entire site in accordance with the provisions of the City of Canada Bay LEP 2008.

The proposed buildings for the South East Precinct exceed the existing maximum height provision. However, it should be acknowledged that Pelorus has made a formal request to the City of Canada Bay to increase the maximum building height on the southern part of the site to 50 metres in the Draft Comprehensive Canada Bay Local Environmental Plan.



While this matter is still being considered, with ongoing meetings and supporting documentation being submitted/prepared (as previously discussed in **Section 4.12**), it is noted that the buildings proposed in this application would comply with the amended building height control as proposed by the applicant, if adopted by Council in the future LEP.

**Figure 17 – Comparable Height Plan (Urbis)**



The buildings proposed for the south eastern precinct are considered to be entirely appropriate and consistent with the existing and likely future development on the surrounding land, taking into account the following matters:

- The existing development on the southern side of Parramatta Road contains a significant number of multi-storey residential buildings, up to 11 storeys in height (refer to **Figure 17**). These higher density residential buildings are located both to the east and west of the Bakehouse Quarter in the Strathfield Triangle and Station Road residential precincts.
- The land immediately to the south of the Bakehouse Quarter on the opposite side of Parramatta Road currently comprises a series of industrial-style buildings. However, it is our understanding that the owners of this parcel of land are intending to redevelop this precinct as a mixed use (primarily residential) development with a number of buildings up to 11 storeys in height. Regardless, it is acknowledged that an application is yet to be lodged with either the Department of Planning or Strathfield Council. As such, the existing building heights are included on **Figure 17**, as well as the proposed future building heights.
- The development sites are located between Parramatta Road and the M4 Motorway and along the railway corridor, behind the former industrial development. The proposed buildings are separated from the residential development surrounding the Bakehouse Quarter and are less visually prominent, taking into account the existing elevated motorway structure and the partial retention of Building G2.
- The concentration of higher buildings towards the southern part of the site enables retention of low scale historic buildings and development of lower scale buildings towards the northern part of the site in closer proximity of the residential areas, while still enabling increased development and additional employment on a site that is in close proximity of public transport and a growing residential population.

The potential impacts of the proposed building heights are assessed within the view and visual impact analysis as outlined in **Section 6.1.3**.

### 7.1.3 View Analysis and Visual Impact

Urbis was engaged to prepare a view and visual impact analysis of the proposed development. A copy of the Visual Analysis report is attached as **Appendix O**.

The view and visual analysis is based on eleven viewpoints which were identified through desktop research, site visits and an assessment of the landscape character units and visual quality. These viewpoints are identified as follows:

- Vantage Point 1: Parramatta Road West
- Vantage Point 2: M4 Motorway Eastbound
- Vantage Point 3: George Street, South Bakehouse Quarter
- Vantage Point 4: Level 3, Bakehouse Quarter
- Vantage Point 5: George Street, North Bakehouse Quarter
- Vantage Point 6: Open Space Link
- Vantage Point 7: Bridge over Rail Line, Pomeroy Street
- Vantage Point 8: Queen Street North
- Vantage Point 9: Princess Lane
- Vantage Point 10: Queen Street
- Vantage Point 11: Parramatta Road East

Photomontages of selected views were prepared to depict and assess the likely impacts of the proposed development. The analysis concludes that the proposed development is visible from a number of locations, however, the impacts are minimal and/or acceptable taking into account visual obstacles, distance separation and the existing taller residential development on the opposite side of Parramatta Road. The following recommendations are to be considered during the detailed design for the site, to reduce the visual impact of the development:

- *Careful selection of colours, material and finishes particularly on upper storeys to avoid reflectivity, visual prominence and disturbance to views. Colours, material and finishes that assist with softening the interface should be adopted.*
- *The facade articulation is particularly important on wide elevations of the proposed development. Vertical breaks through both articulation and a change in materials aid in reducing the perceived bulk and scale.*
- *The top of the building could also be articulated through a change in form and materials to reduce the perceived height.*
- *The interface with Parramatta Road is vital to creating a good visual statement. The treatment of the facade and orientation of the buildings should contribute to the interface.*

The proposed development protects the historic Arnott's sign by maintaining views to the sign from key public domain points. Further, the railway corridor provides a physical and visual separation from the conservation area and heritage items along Carrington Street to the east.

#### 7.1.4 Alternatives to the Proposal

The final development scheme has evolved over a considerable period, taking into account site constraints and input from the project team and key stakeholders. However, it should be realised that while the details of the proposed scheme has been amended over time, the siting and layout of the proposed building envelopes has remained generally constant. The proposed buildings have consistently been sited within Development Sites F and O as identified in the masterplan for the Bakehouse Quarter. These sites have been long identified as opportunities to accommodate additional buildings and a higher intensity of development compared to the rest of the site, taking into account their location and the surrounding context.

The principal changes to the development scheme have largely been dictated by the site constraints and in particular, the proposed duplication of the M4 Motorway. While it is understood that there is no current funding and no intention to commence the widening of the M4 in the near future, the RTA has advised that they will retain ownership of the land beneath the motorway. Further, no development will be permitted to occur on this land that would have the potential to restrict the future construction of the widened motorway. As such, the earlier development schemes that included buildings partially located on the RTA owned land and reconfiguration of the existing car park and the local road network have been revised. All buildings are wholly located on the land owned by Kirela and no work is proposed to occur on the land owned by the RTA.

Other amendments arose from the need to provide appropriate access for vehicles travelling west along Parramatta Road and egress for vehicles wishing to travel north along George Street. Right-in and right-out movements to George Street were required to accommodate these vehicles, however, the distance separation between the signalised intersection at Parramatta Road and the existing access (George Lane) was considered to insufficient to accommodate the additional traffic generated by the proposed development. As such, it was considered necessary to introduce a new access point further north of the signalised intersection and connecting to the existing public roads (George Lane and Railway Street).

A number of the earlier development schemes are attached as **Appendix P**. It can be seen that the siting and layout of the building envelopes has remained generally constant, as noted above. The principal changes to the earlier development schemes include:

- Partial retention of Building G2 (previously proposed to be demolished).

- Reducing the size of the proposed buildings so that they do not extend on to the RTA owned land.
- Relocation of the new roadway further to the north, increasing the distance separation from Parramatta Road.
- Retention of the existing public roads and at-grade car park on the RTA owned land.
- Minor redesign of the proposed traffic control measures on George Street to address traffic safety.

## 7.2 Urban Design

### 7.2.1 Facades

The proposed treatment of the building façades has been designed to address the site context and the proposed uses within each of the proposed buildings.

The eastern façade of Building F is visible from the residential area to the east (as identified in the visual analysis report previously discussed and attached as **Appendix O**). As such, the facade of this elevation has been designed to reduce its perceived bulk, including the use of selected materials and articulation of these façades both vertically and horizontally.

The southern facade of Buildings O, P and Q is highly visible from Parramatta Road and creates the opportunity to improve the existing visual appearance of the site by screening the elevated motorway structure. The facade of the building has been designed to reflect the three core components of the building mass, being the hotel, theatre and restaurant.

Buildings O and P are generally oriented to Railway Street and away from Parramatta Road. This is considered appropriate taking into account the need to provide appropriate access to the theatre and connections between the restaurant and the other night-time and entertainment uses within the Bakehouse Quarter. It is also appropriate to orient each of these uses away from the high volumes of traffic along Parramatta Road. However, this orientation, coupled with the internal design requirements for the back-of-house for the theatre, has resulted in a facade that is predominantly blank along the southern elevation. The proposed signage will break-up this facade and create visual interest. It will also assist with providing a landmark entry to the Bakehouse Quarter, highlighting the cultural and entertainment activities that will be accommodated within the south eastern precinct of the site.

The proposed facade treatment of Building Q is considered appropriate, having regard to the use of the building as a hotel and function centre. The building includes more solid elements on the lower levels and increased glazing on the upper levels, taking into account the location of the function and seminar spaces and the need to provide solar access to the individual accommodation suites.

### 7.2.2 Massing

The bulk and scale of the larger buildings on the southern part of the site (Buildings F and Q) create a connection between the emerging character along Parramatta Road and the adaptive re-use of the historic buildings within the Bakehouse Precinct.

The scale of buildings proposed along Parramatta Road step down towards George Street, to create a scale consistent with the existing Bakehouse Quarter development along George Street, including Building G2 which is to be partially retained. While the buildings have relatively wide façades compared to the surrounding areas, the articulation of vertical and horizontal elements on these façades assists to reduce the perceived bulk of the buildings.

The inclusion of the car parking on the lower levels of Building F (in addition to the basement levels) enables the commercial office levels to be located above the elevated motorway, improving the potential amenity of the working environment and the outlook from the habitable floors of the building.



### 7.2.3 Setbacks

The proposed buildings are generally aligned to the site boundaries, which is consistent with the existing historic buildings associated with the former manufacturing activities.

Building F is generally aligned to the eastern boundary, which is consistent with the historic alignment of the former industrial buildings along the railway line. The building also addresses George Lane and the new roadway, which is considered appropriate having regard to the centre location and the non-residential activities proposed within this building.

Building G2 is an adaptive re-use of part of an existing building. The proposed setback to the new roadway is considered to be appropriate, providing an outdoor terrace to the north that benefits from maximum potential solar access.

Buildings O, P and Q have each been proposed to the site boundaries, making the most efficient and economic use of the development site and providing a development that is consistent with the surrounding development within the Bakehouse Quarter and on the opposite side of Parramatta Road.

### 7.2.4 Building Articulation

The proposed buildings have been designed in a manner that responds to the configuration of the development sites and the nature of the proposed site activities.

Building F is a commercial office building which requires floorplates that facilitate an efficient layout of internal tenancies and potentially including more than one tenant on a single floor. As such, this building has been designed to have a relatively uniform and regular shape, however, articulation has been provided through the location of small terraces on the upper floors to create greater potential visual interest and reduce the potential bulk.

Buildings O, P and Q form a single building mass that generally align to the site boundaries. However, the building components are staggered in height and have been designed with individual elevational treatments to provide for individual character and articulation within the built form.

### 7.2.5 Colours, Materials and Finishes

The proposed colours, material and finishes are shown on Drawing DA16 prepared by WAH Architects and attached as **Appendix F**. The proposed building treatments are considered appropriate, having regard to the context of the site and the nature of the proposed site activities.

The aluminium framed glazing with the prefinished metal sunshades and cladding on Building F provide a solid to void ratio that allows adequate levels of natural sunlight in, while reducing the dominance of glazing on the façades.

Buildings O and P have been designed to respond to their location along Parramatta Road and the use of Building P as a theatre. Signage is proposed on the southern elevation of the building to minimise the potential visual impact of this facade and create greater interest and variety in the streetscape.

Building Q adopts colours and materials sympathetic to the existing taller development on the southern side of the M4 Motorway. The increased amount of glazing on the façades of the upper portion of Building Q reduces the apparent bulk of the building.

Given the level of traffic and noise along Parramatta Road, the proportion of solid to glazed surfaces addressing the road is appropriate. Building Q contains glazing on the lower levels facing Railway Street, providing some visual variance to this façade.

### 7.2.6 Landscaping

The landscape concept plans prepared by Site Image Landscape Architects (**Appendix H**) propose a streetscape character that is consistent with the rest of the Bakehouse Quarter along the southern part

of George Street. Landscape elements including street trees and footpaths are provided along the streets fronting the proposed development.

Buildings G2 and O each contain terraced outdoor eating areas to the north. These areas are separated from the footpaths by landscape plantings and will provide casual surveillance along George Street, Railway Lane and the new roadway between Building G and Building G2. Additional landscaped area is provided to the east of the hotel (Building Q) adjacent to the main entry, improving the appearance of this part of the site by potentially softening the appearance of the motorway structure.

Overall, there is limited open space on the site, however, this is appropriate taking into account its role as a commercial centre and the close proximity of the site to the open space corridor to the west.

**Figure 18** – Landscape Concept (Site Image)



## 7.2.7 Safety by Design

The proposed development addresses Crime Prevention Through Environmental Design and Safer by Design principles in the layout, design and use of individual buildings, as well as the location, design and treatment of the public domain, including the new entry road and site improvement works.

Building F includes active uses on the lower and upper ground floors, including retail development that is oriented towards the new road (lower ground) and George Lane (upper ground) elevations. The theatre and office components of the building include separate and clearly identifiable entrances and foyers, enabling appropriate security measures to be provided for each use. The entries are oriented towards a roadway and adjacent to the retail floor space. The commercial office entry and adjoining retail activities will provide casual surveillance to and from the public domain, including the at-grade car park on the RTA owned land. Pedestrian and vehicle movements are separated. The car park entry and loading dock are located in the south-eastern corner of the building, reducing potential conflicts and enhancing pedestrian safety.

The adaptive re-use of Building G2 as a tavern enables increased activation of the southern part of the Bakehouse Quarter. The outdoor terrace area is elevated and overlooks the surrounding street network, providing casual surveillance.

The proposed main theatre and restaurant (Buildings O and P) are oriented towards Railway Street. The outdoor terrace for the restaurant and the lobby area overlooks the street and the at-grade park, for

casual surveillance of these spaces. The hotel entrance (Building Q) is located to the east towards Railway Street, with the front desk located adjacent to the entry doors to control access and provide casual surveillance of the street and entry.

### 7.2.8 Public Domain

The proposed development includes the introduction of a new roadway linking George Street and George Lane. The dimensions and treatment of this road will complement existing development within the Bakehouse Quarter, including the laneway character associated with Gate 4 and The Mews (refer to **Picture 6** and **Picture 7** in **Section 2.3**). This roadway also offers improved vehicular and pedestrian circulation opportunities by improving the through-site linkages and additional access movements.

The terraces and outdoor seating areas adjacent to Buildings G2 and O face north, allowing adequate solar access and casual surveillance of the public domain. Circulation space and seating is provided within the forecourt outside the entry to the theatre within Building F. This circulation space is at a lower level than the roadway, providing a physical separation between theatre patrons and traffic on the new roadway.

## 7.3 Environmental and Residential Amenity

The site is located immediately adjacent to the M4 Motorway, Parramatta Road and the Northern rail corridor. As such, the site is heavily impacted by noise and other impacts associated with significant vehicle movements and trains, limiting the potential to provide outdoor public domain amenities. The visual amenity of the site is also compromised by the dominance of the elevated motorway structure that is located between and over the development sites.

The proposed development has been designed to reduce the existing amenity impacts and avoid creating any significant additional impacts that would affect the existing, proposed or surrounding uses. The proposal has also been designed to maximise the internal amenity of individual buildings, taking into account the specific needs of each use.

Building F is located along the eastern boundary of the site, away from the existing low-rise historic buildings located along George Street. The area and dimensions of the proposed commercial office floors have been designed to maximise solar access and natural daylight for the future occupants of the building. Small terraces are provided on the northern, eastern and western elevations, with a slightly larger terrace on the southern elevation, to provide access to natural ventilation.

Building G2 is to be partially demolished and adaptively re-used as a tavern. The proposed outdoor terrace area is located to the north, maximising the potential solar access and minimising the potential impact of road traffic and railway noise.

Buildings O, P and Q are located between Parramatta Road and the M4 Motorway. Building Q, which includes the hotel, is also located in close proximity to the railway corridor. The acoustic assessment has demonstrated that the existing noise levels, the separation from the residential properties and the orientation of the buildings will avoid unacceptable noise impacts on the existing and likely future residential amenity of the surrounding areas. The outdoor terrace area to the restaurant is located to the northern side of the building. The northern orientation will be compromised by shadowing associated with the elevated motorway structure, however, the building will partially screen the outdoor terrace from the traffic noise associated with Parramatta Road. Limited hours of operation are to be proposed for the loading docks to avoid any unacceptable noise impacts on the residential properties.

The shadow diagrams (**Appendix F**) demonstrate that there will be no loss of solar access to existing residential development, apart from a minor impact in the late afternoon on 21 June. The visual analysis report (**Appendix O**) identifies minimal view loss and visual impact on the surrounding residential areas.

## 7.4 Transport and Accessibility (Construction and Operational)

Colston Budd Hunt & Kafes was engaged to undertake an assessment of the transport, traffic and car parking related issues associated with the proposed development. A copy of the Traffic and Accessibility Impact Study is attached as **Appendix Q**.

The key findings arising from their assessment are summarised as follows:

- The proposal will increase retail and employment densities close to existing public transport services and residential areas, which is consistent with government policy objectives to reduce private car travel and encourage public transport use.
- A workplace travel plan can be implemented to facilitate reduced reliance on motor vehicles and increased use of public transport, cycling and walking.
- The proposed car parking provision is considered appropriate, taking into account the range of uses to be provided and the varying demands for parking.
- The proposed access arrangements, internal circulation and servicing will be provided in accordance with AS2890.1-2004 and AS2890.2-2002.
- The road network including the proposed traffic management measures will be able to cater for the additional traffic from the proposed development.

## 7.5 Ecologically Sustainable Development (ESD)

It is considered both socially responsible and market appropriate to incorporate the principles of ESD in projects to ensure improved resource efficiency, reduced operating costs and improved amenity for tenants. The plan preparation phase of the proposed redevelopment of the South East Precinct has included consideration of the actions required to enable the delivery of the ESD objectives.

This has included a commitment to achieving a 5 Star Green Star rating through the Green Building Council of Australia's (GBCA) Green Star Office v3 tool, which exceeds the minimum requirements of the DGRs. This will be achieved through outcomes on management, indoor environment quality, energy, transport, water, materials, land use and ecology, emissions and innovation.

The Green Star rating process requires the provision of detailed reporting and evidence to achieve the rating. This includes evidence from construction documentation, short reports, and tender drawings, specifications, as built drawings, commissioning reports and energy models on construction documentation. A significant portion of this detail is not yet developed, taking into account the current status of the Project Application, and will be delivered in the post-approval stage.

The following table provides the criteria for assessment under the Green Star office rating tool and identifies the elements relevant at the planning application phase. It also lists the other sections within this report that provide details on the initiative or actions.

**Table 9 – ESD Initiatives**

Category and Title	Points Available	Documentation		EA Reference	Comments
		PA	CC		
Energy					
Conditional Requirement		X	X	5.5	Façade treatments control solar access and shading
Greenhouse Gas Emissions	20	X	X	5.5	Façade treatments considering solar PV
Energy Sub-metering	2		X		

Category and Title	Points Available	Documentation		EA Reference	Comments
		PA	CC		
Lighting Power Density	3		X		
Lighting Zoning	2		X		
Peak Energy Demand Reduction	2		X		
	29				
<b>Transport</b>					
Provision of Car Parking	2	X	X	TR	Parking provided to meet minimum standards
Fuel-Efficient Transport	1	X	X	TR	Small car and motorbike parking and travel plan
Cyclist Facilities	3	X	X	5.5	Parking, showers and change facilities identified
Commuting Mass Transport	5	X	X	TR	Proximity identified in transport report
	11				
<b>Water</b>					
Occupant Amenity Water	5	X	X	5.9	Rainwater harvesting and reuse
Water Meters	1		X		
Landscape Irrigation	1	X	X	6.1.1	Stormwater detention and reuse
Heat Rejection Water	4		X		
Fire System Water Consumption	1		X		
	12				
<b>Materials</b>					
Recycling Waste Storage	2		X		
Building Reuse	6		X		
Reused Materials	1		X		
Shell and Core or Integrated Fit-out	2		X		
Concrete	3		X		
Steel	2		X		
PVC Minimisation	2		X		
Sustainable Timber	2		X		
Design for Disassembly	1		X		

Category and Title	Points Available	Documentation		EA Reference	Comments
		PA	CC		
De-materialisation	1		X		
	22				
<b>Land Use and Ecology</b>					
Conditional Requirement	0		X		
Topsoil	1		X		
Reuse of Land	1	X	X	Contam	The site was previously developed
Reclaimed Contaminated Land	2	X	X	Contam	The site will be remediate, if required, prior to construction
Change of Ecological Value	4		X		
	8				
<b>Emissions</b>					
Refrigerant ODP	1		X		
Refrigerant GWP	2		X		
Refrigerant Leaks	2		X		
Watercourse Pollution	3		X		
Discharge to Sewer	5		X		
Light Pollution	1		X		
Legionella	1		X		
Insulant ODP	1		X		
	16				
<b>Innovation</b>					
Innovative Strategies & Technologies	2		X		
Exceeding Green Star Benchmarks	2		X		
Environmental Design Initiatives	1		X		
	5				
TR = transport report, Contam = contamination report					
Source: Green Star - Office v3					

The Statement of Commitments includes a commitment to achieve a 5 Star Green Star rating and a simple feasibility has been undertaken with regard to the details of the approach. However, this will generally be detailed at the next phase through the construction documentation, building servicing,



design specification and operational phases of the development cycle to ensure the achievement of the commitment. Preliminary modelling has been completed to identify the capacity to achieve the target and appropriate actions to deliver the commitment.

The following section identifies the actions undertaken in the planning approvals phase to facilitate the achievement of the ESD objectives and the 5 Star rating. These are generally focused on the large scale initiatives on energy, water, transport and land use categories in the Green Star tool that are relevant in the EA documentation stage.

- **Energy actions** - significant energy savings can be achieved through effective orientation and through the design of the façade. The project will incorporate external façade treatments to control solar access and shading. An example of the façade treatments to be applied to Building F is shown in **Figure 19**. Membrane solar shading systems, shadovoltaics and the like, are being considered to control solar access, provide shading and potentially, generate on-site electricity and offset external lighting electricity consumption. These will be detailed in the construction phase. Examples of the active solar materials that are being considered are shown in **Figure 20** below.

**Figure 19** – Façade Treatment to Building F (Wah Architects)

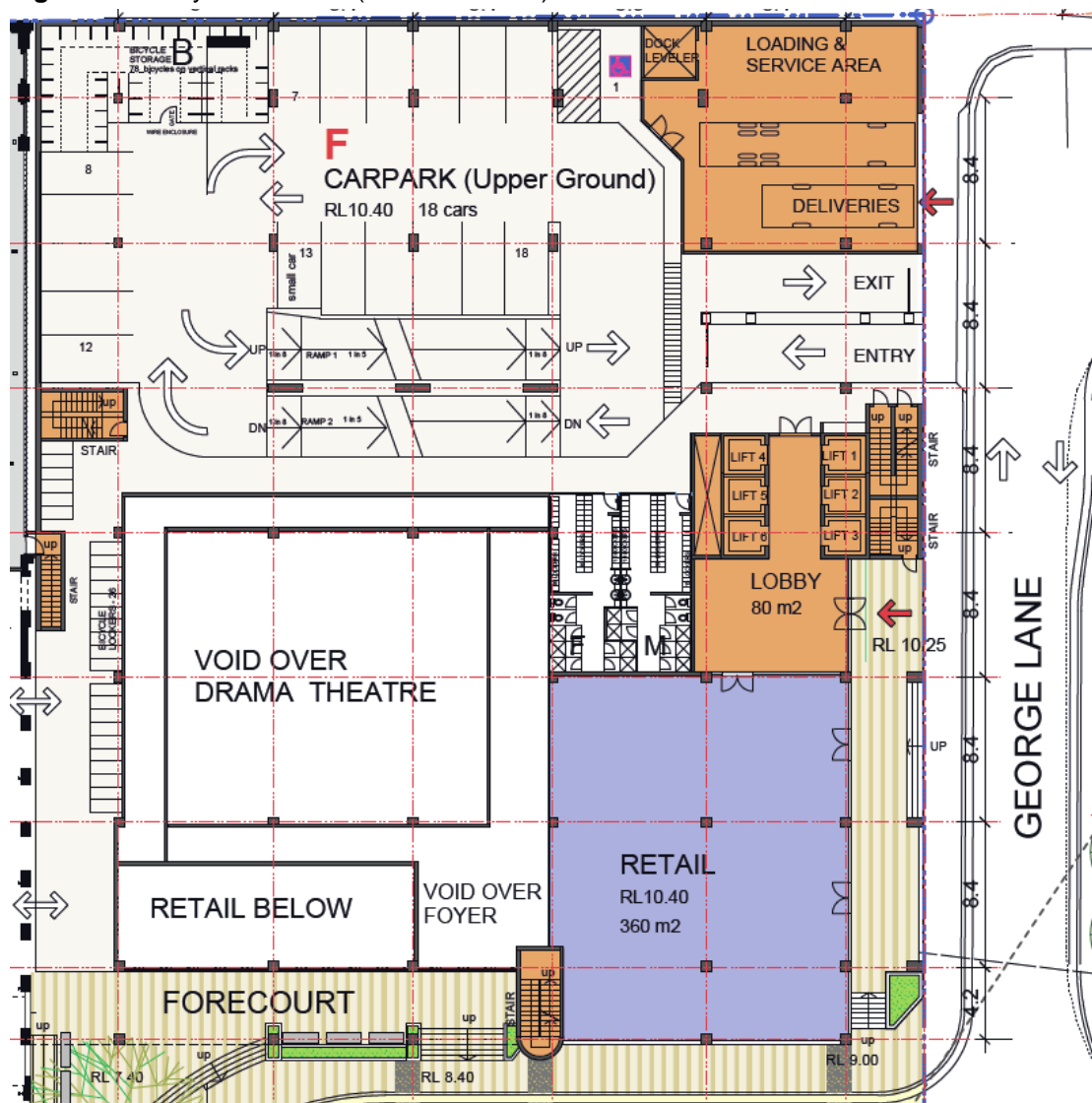


**Figure 20** – Active Solar Materials (Arcelor Mittal, Colt International Limited)



- **Transport actions** - the development is well serviced by local public transport and will benefit from Mass Transport criteria under the Green Star tool. The following actions are also being developed:
  - Promotion of public transport, cycling and walking and reduced reliance on private vehicles through preparation and implementation of a Workplace Travel Plan.
  - Bicycle parking and shower/change room facilities to promote sustainable modes of transport, including cycling and walking.
  - Provision of 104 cycle spaces, 10 showers and 115 lockers will provide capacity for credits under the Green Star Tool. **Figure 21** shows the proposed facilities.

**Figure 21 – Bicycle Facilities (Wah Architects)**



- **Water actions** - the following actions are proposed in the initial planning phase of the development:
  - Water conservation measures through rainwater harvesting and reuse within the buildings to flush toilets and urinals.
  - Stormwater management system to include on-site filtration and treatment system to manage 1-in-20 year storm events through on-site detention system.



Other initiatives that are being considered for the detailed design (ie post approval) phase of the development include:

- Energy efficient lighting designed in accordance with relevant Australian Standards, with zoning and motion detectors to be installed within the internal areas of the building.
- Sub-metering of water and energy to facilitate energy monitoring by tenants within the office building.
- Installation of water meters for major water uses, with monitoring of water consumption.
- Installation of water efficient fixtures and fittings.
- Waste management plan that accommodates on-site provision for sorting and recycling of waste.
- Operable windows within the facades.

Overall, it has been demonstrated that the proposed commercial office building is capable of achieving a 5 Star Green Star rating, as stated in the Draft Statement of Commitments. The final measures to achieve the committed rating will be resolved prior to issue of the Construction Certificate.

## 7.6 Contributions

The City of Canada Bay Council Section 94A Levy Contributions Plan requires developments over \$200,000 to contribute 1% of the proposed cost of the development towards the provision of local infrastructure and facilities, including:

- Open space and recreation works, including landscaping, planting, furniture, play areas and the like.
- Civil infrastructure, such as toilet facilities, public buildings, new footpaths and wharves and jetty upgrades.
- Stormwater drainage works, including installation of new systems, amplification of existing systems and flood improvement works.
- Transport and traffic related works, including traffic facilities, road surfacing, car parking facilities, bus shelters and bicycle facilities.

The proposed development has a Capital Investment Value of \$140 million (excluding GST) and as such, the development would be liable for a Levy of \$1.4 million in accordance with the provisions of the above Plan. However, the Plan enables an applicant that does not wish to pay the Levy to offer to enter into a voluntary planning agreement. This may include an offer to pay money, dedicate land, carry out works, or provide other material public benefits for public purposes.

It is proposed to enter into a Voluntary Planning Agreement with the City of Canada Bay Council that provides a commitment to undertake work and/or pay a monetary contribution that is equivalent to the Levy that would be payable in accordance with the Section 94A Levy Plan. Preliminary discussions with Council have suggested that an upgrade to pedestrian and bicycle connections from Strathfield railway station could be provided. Such a proposal would provide improved linkages for surrounding residents, as well as a broader public benefit taking into account opportunities to link to the regional bicycle network.

Preliminary investigations have been undertaken to establish a potential route along the railway line. Further discussions are required to quantify the potential total costs, the contribution associated with this development and other funding sources (eg government grants, surrounding development proposals, etc). Land ownership along the railway line will also need to be resolved, with consultation with owners (eg Railcorp) and other key stakeholders.

## 7.7 Contamination

A number of site contamination studies were previously undertaken in association with the previous approvals for the northern part of the development site and the purchase of the southern part of the site. These reports include:

- *Environmental Site Characterisation – Arnott’s Biscuit Site, 11-16 George Street, North Strathfield, prepared by Woodward-Clyde and dated May 1997.*
- *Detailed Environmental Site Investigation of the rear of 199-205 Parramatta Road North Strathfield New South Wales, prepared by Environmental & Earth Sciences Pty Ltd and dated May 2003.*

Environmental Earth Scientists (EES) was engaged to review the above reports and provide advice regarding the likely post-approval requirements for the remediation of the site. A number of data gaps were identified and it was recommended that additional investigations were undertaken.

However, the proposal includes extensive earthworks associated with the construction of the basement car park below Building F and the provision of on-site stormwater detention tanks in the new roadway and beneath the outdoor terrace for the restaurant. As such, it is anticipated that any remaining contaminated material would be removed from the site as part of the proposed site works. Further, the development includes minimal exposed area, taking into account the extensive building site coverage (including the retention of Building G and construction of Buildings F, O, P and Q) and the use of raised beds in the landscape design.

As such, EES was requested to provide additional information regarding the way in which this could be undertaken post-approval and provide a Draft Statement of Commitment in this regard. This is provided below:

*In order to render the site suitable for the proposed development, the following process must be undertaken:*

- *Information must be obtained and site inspections undertaken to assess potentially contaminating activities undertaken on site (if any) since previous environmental site investigations;*
- *Where necessary, soil and/or groundwater investigations must be conducted to delineate the nature and extent of contamination onsite;*
- *Intrusive soil investigation should be used to:*
  - *validate areas of the site as suitable for the proposed development;*
  - *waste classify soil in-situ to allow it to be disposed of to a suitable facility following the excavation soil for basement car parks and OSD tanks; and*
  - *assess the vertical and lateral extent of remaining contamination (if any) requiring remediation.*
- *A remedial action plan will be prepared which will detail the remediation requirements and options, controls for occupational health and safety and environmental protection to be implemented during remediation. It will also include site remediation criteria;*
- *Remediation should be undertaken in accordance with the remedial action plan;*
- *Following remediation, a validation report should be written to document the sites suitability for the proposed land use;*
- *The validation report should be signed off by the regulating authority; and*
- *Depending on the outcome of remediation, a site management plan may be initiated to ensure maintenance of the remedial solution and commitment to ongoing environmental monitoring (if necessary).*

*Environmental Earth Sciences NSW understand that the site is currently operating as a carpark and that Kirela Pty Ltd would prefer to undertake the abovementioned works post development application to minimise site disturbance.*

#### 4.0 Statement of Commitment

*Environmental Earth Sciences NSW understand that Kirela Pty Ltd is committed to undertaking all environmental investigation and remediation deemed necessary by relevant regulatory authorities to ensure the site is rendered suitable for the proposed development. Environmental Earth Sciences NSW, if engaged by Kirela Pty Ltd, will undertake environmental investigation, remediation and validation to ensure that site remediation is undertaken in accordance with regulatory requirements and relevant legislation and guidelines.*

A copy of the EES advice is attached as **Appendix S**.

## 7.8 Economic Impact Assessment

Urbis was engaged to prepare an Economic Impact Assessment that addresses the potential impact of the proposal on other uses within the locality and the hierarchy of centres outlined in the Draft Inner West Subregional Strategy. Key economic impacts that have been measured include:

- Potential impact on surrounding commercial, accommodation, arts/cultural and retail precincts.
- Employment opportunities and incomes generated as a result of construction and ongoing operation of the proposed development.
- Additional retail expenditure generated as a result of the new development.

The impact assessment includes a comprehensive overview of the office market, taking into account existing supply/vacancy rates and a forecast of future demand, based on future supply, demand drivers and population growth. A similar assessment is undertaken with regard to the hotel and tourism market, including current supply, arrivals, occupancies and takings and an appreciation of the local market.

The key findings arising from the assessment are summarised below. A copy of the Economic Impact Assessment report is attached in full as **Appendix T**.

- If all proposed/planned office developments within the identified area are completed as scheduled, the proposal could result in a very minor and temporary increase in office vacancies. However, it is reasonable to assume that some projects may not proceed and others may not proceed and as such, it is more likely that the proposal will not have any negative impact. In any case, a certain level of vacancy in the market is considered healthy, reducing the risk of hyperinflation in rents.
- The proposed hotel development would increase Sydney's accommodation supply and support growth in tourist numbers. If the hotel achieves a 70% occupancy rate (the average occupancy rate in Sydney and Sydney Olympic Park), this would translate to an additional 44,700 visitor nights and \$6.2 million in tourist expenditure in NSW on an annual basis.
- The proposed conference space would contribute to alleviating the problem of a lack of conferencing space within Sydney and facilitate industry growth, with associated economic benefits.
- There is not anticipated to be any adverse impact arising from the minor additional retail floor space, which would be supported by the growth in employees and visitors to the Bakehouse Quarter.
- The proposed theatre is not considered likely to have an adverse economic impact on existing theatre facilities within the catchment area.
- The development would generate an estimated 1,811 jobs on a one year full time equivalent basis over the period of construction. Jobs would comprise direct construction jobs and indirect jobs in other industries.

- Overall, it is considered that the proposed development will have a positive economic impact, taking into account the additional employment opportunities and direct and indirect benefits arising from increased spending within the local area and the economy as a whole.

Northrop Consulting Engineers was engaged to address drainage and flooding issues. A copy of the stormwater concept plan and accompanying report is attached as **Appendix G**. A reduced sized copy of the plan is provided below as **Figure 22**.

**LEGEND**

- NEW OVERLAND FLOW RUNOFF
- PRE-EXISTING OVERLAND FLOW FROM ADJACENT EAST OF RAILWAY
- STORMWATER DRAINAGE PNT
- STORMWATER DRAINAGE PNT
- USE OF PRE-EXIST AREA
- EXISTENCE
- LOT BOUNDARY
- EXISTING WALL

**DESIGN SUMMARY - LOT 1**

SITE STORAGE REQUIREMENT (SSR) = 300m<sup>3</sup>/ha

SITE AREA 0.48 ha  
 SSF = 144m<sup>3</sup>  
 AREA DRAINING TO TANK 1: 0.329ha (75.5%)  
 AREA DRAINING TO TANK 2: 0.155ha (32.5%)  
 AREA OF PAVING OSD: 0.0425 (8.9%)  
 ADJUSTED SSR: 152.6m<sup>3</sup>

VOLUME OF TANK 1: 122m<sup>3</sup> (29,660.5)  
 VOLUME OF TANK 2: 37.5m<sup>3</sup> (9,461.75)

TOTAL PROVIDED OSD STORAGE = 158.2m<sup>3</sup>

PERMISSIBLE SITE DISCHARGE (PSD) = 200L/s/ha

PSD = 96L/s  
 ADJUSTED PSF = 90L/s  
 PSD = 46L/s  
 PSD = 71L/s  
 TOTAL PSF = 96L/s

**DESIGN SUMMARY - LOT 2**

SITE STORAGE REQUIREMENT (SSR) = 300m<sup>3</sup>/ha

SITE AREA 0.32 ha  
 SSF AREA 0.32 ha (100%)  
 AREA DRAINING TO TANK 3: 0.32ha (100%)  
 AREA OF PAVING OSD: 0 ha  
 ADJUSTED SSR: 104m<sup>3</sup>

PERMISSIBLE SITE DISCHARGE (PSD) = 66L/s

PSD = 66L/s

**Notes:**

- NEW ROAD RUNOFF IS SUBJECT TO POLLUTION TREATMENT (e.g. BIO-RETENTION AND/OR PROPRIETARY SYSTEM) TO REDUCE LITTER, TOTAL SUSPENDED SOLIDS, NUTRIENTS & OIL/GREASE
- DISCHARGE TO EXISTING STORMWATER PNT (R/L 0.2)
- ROOF RUNOFF TREATED VIA FIRST FLUSH SYSTEM AND DISCHARGED TO MANHOLE STORAGE TANK SYSTEM
- OVERFLOW FROM MANHOLE HARVESTING SYSTEM DISCHARGES TO GSE SYSTEM
- ROOF RUNOFF TREATED VIA FIRST FLUSH SYSTEM AND DISCHARGED TO MANHOLE STORAGE TANK SYSTEM
- OVERFLOW FROM MANHOLE HARVESTING SYSTEM DISCHARGES TO OSD
- ROOF RUNOFF TREATED VIA FIRST FLUSH SYSTEM AND DISCHARGED TO MANHOLE STORAGE TANK SYSTEM
- OVERFLOW FROM MANHOLE HARVESTING SYSTEM DISCHARGES TO GSE
- NEW EXPOSED SURFACES SUBJECT TO POLLUTION TREATMENT TO REDUCE LITTER, TOTAL SUSPENDED SOLIDS, NUTRIENTS & OIL/GREASE
- DISCHARGE TO EXISTING STORMWATER PNT (R/L 0.2)

- On-site stormwater detention is provided to restrict post-development flows in accordance with Council's requirements.
- Rainwater harvesting is proposed, with collection and re-use of collected rainwater from the roof area for non-potable purposes (eg irrigation, toilet flushing, etc).
- Surface run-off will be treated prior to discharging to OSD facilities or direct to Council's street drainage system.

- The eastern wall at the ground level of Building F is to be of flood-compatible construction to avoid inundation from the rail corridor.
- Additional works are proposed to direct external catchment flows to the existing George Street/George Lane overland flow route.
- Levels at all entry points, basement car park entries and loading docks will be set to enable adequate protection from the 100-year ARI flood level.

## 7.10 Noise and Vibration Assessment

Renzo Tonin and Associates was engaged to undertake an assessment of the potential noise and vibration impacts from the railway corridor, the M4 Motorway and Parramatta Road and provide recommendations to manage and ameliorate identified impacts. A copy of the Acoustic Assessment is attached as **Appendix U**.

The key findings and recommendations are summarised as follows:

- The key noise sources are associated with traffic noise from the M4 Motorway, Parramatta Road and George Street, rail noise and vibration associated with the Northern railway line and aircraft noise.
- The commercial, retail and hotel buildings are to comply with the indoor sound noise levels by selecting glazing that meets the recommended acoustic performance, with windows and doors to be kept closed.
- Advice is to be sought from a mechanical consultant to confirm compliance with the requirements of AS1668 and the BCA.
- Special acoustic grade seals are to be installed on windows and perimeter doors exposed to road traffic and rail noise.
- Acoustic assessment of mechanical services equipment will be undertaken during the detailed design phase to ensure the singular and total noise levels to do not exceed the limits set by the Department of Environment and Climate Change and Water (DECCW).
- Consultation is to be made with the acoustic consultant during the initial phase of mechanical services system design to reduce the need for revision of mechanical plant and noise control equipment (eg procurement, siting, mitigation, etc).
- Mechanical plant noise emission shall be controlled by appropriate system design and implementation of common engineering methods. Mechanical plant shall have their noise specification and locations checked prior to installation. Fans shall be mounted on vibration isolators and balanced in accordance with AS2625.
- Management procedures will be put in place to prevent trucks waiting outside the premises if the loading dock is occupied by another delivery vehicle.
- Deliveries are to be restricted to between 7.00am to 10.00pm Monday to Saturday and 8.00am to 10.00pm on Sunday
- The hotel construction will incorporate all necessary acoustic controls to comply with Part F5 of the Building Code of Australia 2009 (BCA).
- Acoustic engineers are to work closely with the construction contractors and carry out preliminary testing prior to commencement of works.
- The following general noise management measures are to be followed:
  - Plant and equipment is to be properly maintained.

- Special attention is to be paid to the use and maintenance of ‘noise control’ or ‘silencing’ kits to ensure they perform as intended.
- On-site plant is to be located to reduce noise emission to the surrounding neighbourhood and to site personnel.
- Unnecessary noise is to be avoided when carrying out manual operations and operating plant.
- Any equipment not in use for extended periods during construction work is to be switched off.
- Noise compliance monitoring of all major equipment and activities is to be undertaken prior to their commencement of work on site.
- A management procedure is to be put in place to deal with noise complaints that may arise from construction activities. Each complaint is to be investigated and appropriate noise amelioration measures put in place to mitigate future occurrences, where the noise exceeds allowable limits.
- Good relations with people living and working in the vicinity of the construction site are to be established at the beginning of the project and be maintained throughout the project. The person selected to liaise with the community should be adequately trained and experienced in such matters.
- Where noise level exceedances cannot be avoided, then consideration should be given to implementing time restrictions and/or providing periods of repose for neighbouring receptors.

## 7.11 Consultation

The development sites are physically separated from the surrounding residential areas by Parramatta Road, the railway line and the northern part of the Bakehouse Quarter. The visual impact analysis has demonstrated that

The City of Canada Bay Council has been briefed regarding the proposed redevelopment of the south eastern precinct of the Bakehouse Quarter on a number of occasions. Meetings have been held with senior representatives of Council, including the General Manager and the Director of Planning & Environment, including an on-site visit. It is proposed to continue consultation with Council, including the negotiation of a voluntary planning agreement as outlined in **Section 6.6**.

Consultation has also been undertaken with the Transport Infrastructure Development Corporation with regard to the temporary use of the RTA owned land as a worksite during construction of North Strathfield rail underpass. An alternative arrangement has been agreed, using part of the RTA owned land and part of the Kirela owned land, which will enable the staged construction of the Part 3A development. An extract of emailed correspondence from James White, Director of Property, is provided below. The plan referred to in this email is provided as **Figure 23**.

*I refer to your alternate proposal of the 19th of January and our discussion on the 3rd of February.*

*After consideration I can confirm that your proposal is acceptable subject to*

- *the inclusion of lot 7 (the lot behind the substation) see attached plan and*
- *likely intermittent temporary access (during major works) from George Lane.*

*I understand you are in dealing with the RTA and its agent Chesterton regarding a new lease and I propose similar terms and consideration for the Pelorus lands.*

**Figure 23 – Work Site and Access Arrangements (Transport Infrastructure Development Corporation)**



## 7.12 Summary Table

The following table summarises the responses to each of the key issues listed in the Director-General's Environmental Assessment Requirements.

**Table 10 – Summary Table**

Key Issue	Requirement	Response
Relevant EPIs Policies and Guidelines to be Addressed	<p>Planning provisions applying to the site, including permissibility and the provisions of all plans and policies including:</p> <ul style="list-style-type: none"> <li>• Objects of the EP&amp;A Act;</li> <li>• SEPP (Building Sustainability Index: BASIX) 2004;</li> <li>• SEPP (Infrastructure) 2007;</li> <li>• SEPP (Temporary Structures and Places of Public Entertainment) 2007;</li> <li>• SEPP 64 – Advertising and Signage;</li> <li>• Transport Corridor Outdoor Advertising and Signage Guidelines;</li> <li>• Sydney Metropolitan Strategy;</li> <li>• Draft Inner West Subregional Strategy; and</li> <li>• Nature and extent of any non-compliance with Canada Bay Council Local Environment Plan 2008 (including any amendments) and justification for any non-compliance.</li> </ul>	<p>A detailed assessment of compliance with each of the relevant EPIs, Policies and Guidelines is provided in Section 4. This assessment addresses all current plans and policies at the time of lodgement, including policies that superseded (ie Temporary Structures SEPP) and/or are in addition to those listed in the DGEARs (ie Planning for Entertainment Guidelines). The assessment has disregarded the EPIs that are not relevant to the proposal (eg BASIX).</p> <p>The proposed non-compliances with the maximum FSR and building height have been fully justified within <b>Section 4.11</b> and <b>Section 4.12</b>.</p>
Built Form	<p>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:</p> <ul style="list-style-type: none"> <li>• Comparable height study to demonstrate how the proposed height relates to the height of the existing/approved developments surrounding the subject site;</li> <li>• View analysis to and from the site from key vantage points; and</li> <li>• Options for the siting and layout of building envelopes</li> </ul>	<p><b>Section 6.1</b> provides a comprehensive assessment of the proposed height, bulk and scale of the development.</p> <p>A comparable height study was undertaken to identify the varying height of existing buildings within the site and the locality (<b>Figure 17</b>). This study has demonstrated that the proposed building heights are appropriate, based on the local context.</p> <p>A visual impact analysis that assesses the potential impacts of the proposed buildings from 11 key vantage points was undertaken (<b>Appendix O</b>) and has provided recommendations which have been adopted in the final architectural drawings and form part of the Draft Statement of Commitments.</p> <p>The options for the siting and layout of the building envelopes are provided, outlining the key changes arising in the evolution of the design process, with examples of previous concepts (<b>Appendix P</b>), including the original scheme lodged with the Preliminary Environmental Assessment.</p>

Key Issue	Requirement	Response
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.	The design quality features of the proposed development are described in detail, having regard to the site opportunities and constraints, the potential impacts on the existing and likely future development in the surrounding area and the opportunities to enhance the existing appearance of the site.
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.	The environmental and residential amenity has been assessed in detail, having regard to the impacts associated with the M4 Motorway, Parramatta Road and the Northern railway line on the development site and the potential impacts of the proposed development on the surrounding residential properties. The shadow diagrams ( <b>Appendix F</b> ) and Visual Impact Assessment ( <b>Appendix O</b> ) assess the potential solar access and view loss/visual privacy impacts on the existing residential development.
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 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. 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). The EA shall also review how the development integrates into the existing and future transport system including the proposed West Metro line.	Colston Budd Hunt & Kafes was engaged to prepare a Traffic and Accessibility Study ( <b>Appendix Q</b> ) that addresses each of the matters listed in the DGEARs. The Draft Statement of Commitments includes a number of provisions that relate to transport, traffic and car parking.
Ecologically Sustainable Development (ESD)	The EA shall detail how the development will incorporate ESD principles in the	A Draft Statement of Commitment is included that states the intention of the

Key Issue	Requirement	Response
	design, construction and ongoing operation phases of the development. Details demonstrating 'Green Star' energy efficiency ratings must be detailed in the EA.	proponent to achieve a '5 Star Green Star' rating for the commercial office building. <b>Section 6.5</b> of the EA details a number of options associated with the design, construction and operation phases of the development to enable the Green Star rating to be achieved. These options will be further resolved during the detailed design phase and prior to the building construction.
Contributions	The EA shall address Council's Section 94 Contribution Plan and/or details of any Voluntary Planning Agreement.	A Draft Statement of Commitment is included that states the intention of the proponent to enter into a VPA with the City of Canada Bay Council prior to the commencement of construction.
Contamination	The EA is to demonstrate compliance that the site is suitable for the proposed use in accordance with SEPP 55 - Remediation of Lands.	A review of the previous site contamination reports was undertaken, which identified a number of issues that will require further investigation. Given that the proposal includes extensive excavation works and minimal exposed area in the final design, it is proposed that these are undertaken during the post-approval phase. A Draft Statement of Commitment has been included with regard to the additional analysis and preparation of a remedial strategy.
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.	An Economic Impact Statement ( <b>Appendix T</b> ) has been prepared by Urbis which demonstrates that the proposed development will have a positive economic impact, including additional employment opportunities during the construction and operational phases and benefits arising from increased spending within the local area and the economy.  The proposed development will not impact upon the identified role of the Bakehouse Quarter within the hierarchy of centres outlined in the Draft Inner West Subregional Strategy, as identified in <b>Section 4.10</b> .
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.	A stormwater concept plan and accompanying report has been prepared by Northrop Consulting Engineers that responds to each of the matters listed with regard to drainage and flooding ( <b>Appendix G</b> ).
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	The acoustic assessment has demonstrated that the buildings can be designed to avoid unacceptable impacts from the road traffic and rail noise. Further, it has been demonstrated that the potential noise impacts arising from

Key Issue	Requirement	Response
	building, in compliance with relevant Australian Standards and the Department's Development near Rail Corridors and Busy Roads - Interim Guidelines.	the development will not have an unacceptable impact on the surrounding land uses. The recommendations to control and mitigate noise have been included within the Draft Statement of Commitments.
Consultation	Undertake an appropriate and justified level of consultation in accordance with the Department's Major Project Community Consultation Guidelines October 2007, including consultation with the Transport Infrastructure Development Corporation.	<b>Section 6.11</b> outlines and justifies the consultation that has been undertaken in association with the proposed development. Particular attention is given to the consultation with the Transport Infrastructure Development Corporation and the issues raised during the preparation of the DGEARs.



## 8 Impact Assessment

### 8.1 Assessment of Potential Impacts

The potential environmental, social and economic impacts arising from the proposed development are identified and discussed below in **Section 7.1.1**, **Section 7.1.2** and **Section 7.1.3**. A draft Statement of Commitments outlining the proposed measures to minimise these potential impacts is provided in **Section 7.2**.

#### 8.1.1 Environmental

The potential environmental impacts arising from the proposal, taking into account both the natural and built environments, are identified and discussed below:

- **Visual Impact** – the view and visual analysis has confirmed that the impacts are minimal and/or acceptable, subject to the adoption of the recommended mitigation measures during the detailed design phase. Each of these recommendations has been incorporated into the Draft Statement of Commitments.
- **Solar Access** – the shadow diagrams have demonstrated that the overshadowing arising from the proposed development will have only a very minor impact on the nearest residential area in the late afternoon of the winter equinox (21 June). The site on the southern side of Parramatta Road which is proposed to be redeveloped may also be impacted on 21 June. However, this site is currently used for light industrial purposes and it is unclear as to whether the proposed future residential development may be affected, taking into account the absence of any detail on the location, design and use of the future buildings. The majority of shadows will fall within the development site, Parramatta Road or on the railway line.
- **Transport, Traffic and Car Parking** – the potential traffic impacts associated with the development are considered to be acceptable, based on the analysis undertaken by Colston Budd Hunt & Kafes. The proposed on-site car parking provision is also considered appropriate, taking into account the reduced total number of spaces that responds to the varying demands for parking. Bicycle parking and appropriate end-of trip facilities will be included within the basement car park and the recommendation to prepare a Work Place Travel Plan has been included within the Draft Statement of Commitments.
- **Noise and vibration** - the acoustic assessment has demonstrated that the buildings can be designed to avoid unacceptable impacts from the road traffic and rail noise. Further, it has been demonstrated that the potential noise impacts arising from the development will not have an unacceptable impact on the surrounding land uses.
- **Stormwater and Flooding** – on-site stormwater detention, rainwater harvesting and stormwater treatment are proposed to manage and/or mitigate the potential water quality and quantity impacts on the downstream catchment. Flood mitigation works are proposed along the eastern boundary to protect Building F and direct overland flows through the at-grade car park. Again, the recommendations provided in this report are included within the Draft Statement of Commitments.
- **ESD** – the proponent has committed to achieving a ‘5 Star Green Star’ rating for the commercial office component of the development (Building F). The ESD initiatives that may be employed to achieve the ‘5 Star Green Star’ rating as outlined in **Section 6.5** may also be proposed in other parts of the site, where feasible and appropriate. A Draft Statement of Commitment has been included with regard to the proposed ESD measures.
- **Site contamination** – the review of the previous site contamination reports identified a number of issues that require further investigation. Given that the proposal includes extensive excavation works and minimal exposed area in the final design, it is proposed that these are undertaken during the post-approval phase. A Draft Statement of Commitment has been included with regard to the additional analysis and preparation of a remedial strategy.

- **Geotechnical** – the primary geotechnical impacts are associated with the proposed excavation for the basement car park below Building F and its proximity to the Northern railway line. The preliminary assessment has identified a number of matters that will require further assessment and each of these has been incorporated into the Draft Statement of Commitments.

Overall, it is considered that the potential environmental impacts are either positive, negligible and/or can be satisfactorily managed or mitigated through the provisions outlined in the Draft Statement of Commitments.

### 8.1.2 Social

The primary social impacts arising from the proposed development are expected to be as follows:

- Construction impacts on existing residents to the east and south of the development sites (eg noise, dust, heavy vehicles, etc).
- Operational impacts of the operational phase of the development on existing and likely future residents in the surrounding residential areas to the north, east and south of the Bakehouse Quarter (eg visual, noise, traffic, safety and security, etc).
- Construction and operational impacts on the existing and likely future employees at the Bakehouse Quarter (similar to the items identified above, with regard to local residents).
- Development impacts on the local and wider community (eg increased local employment, increased access to entertainment/cultural activities, etc).

The potential environmental impacts (ie visual/views, solar access, traffic, noise/vibration, etc) have been demonstrated to be either positive or negligible and/or can be satisfactorily managed or mitigated through the provisions outlined in the Draft Statement of Commitments. As such, it is unlikely that the proposal will result in a negative social impact for the existing and likely future residents and employees at the Bakehouse Quarter on this basis. Similarly, the economic impacts of the proposal are demonstrated to be positive (refer to **Section 7.1.3**) below, providing a positive outcome for the local and wider community.

Overall, the potential social impacts are considered to be either positive or insignificant based on the following matters:

- The site is physically separated from existing and likely future residential development by a high volume arterial road to the south (Parramatta Road), a railway line to the east (Northern line) and a mixed-use commercial precinct to the north and west (balance of the Bakehouse Quarter).
- Safer by design principles have been employed in the design of the proposed development, including natural/casual surveillance of the public domain, readily identifiable and visible entrances, controlled access to buildings and the like.
- The proposed night-time operations are acceptable, taking into account the established use of the site as a mixed-use precinct, including restaurants, cafés and entertainment activities that operate during the evening period. While an Operational Plan of Management is not necessary to facilitate the assessment of the proposal, a similar Plan may be prepared prior to the commencement of site activities to provide additional details regarding the management of the site, if required.

### 8.1.3 Economic

An economic impact assessment was prepared by Urbis to assess the potential impact on the locality, identify the employment opportunities and incomes generated as a result of construction and ongoing operations and calculate the additional retail expenditure generated as a result of the new development.

This assessment has included that there may be a minor impact on commercial office vacancies in the short-to-medium term, however, this would be subject to all proposed/planned developments being completed as scheduled. It is considered more likely that some developments may not proceed or may be delays and as such, there will be no negative impact.



The other economic impacts arising from the proposed development are considered to be either insignificant or positive, including:

- Additional tourist expenditure arising from the proposed hotel development.
- Alleviation of existing shortages in conference space to facilitate industry growth.
- 1,811 construction jobs on a one year full-time equivalent basis, generating an estimated \$95 million during the construction period.
- 1,214 direct jobs and 2,270 indirect jobs in the operational phase, generating \$187 million on an annual basis.
- Increased spending of an estimated \$5.1 million at surrounding retail and service businesses on an annual basis by these additional workers.

## 8.2 Draft Statement of Commitments

The following outlines the Statement of Commitments proposed by the proponent for the proposed redevelopment of the south eastern precinct of the Bakehouse Quarter.

The draft Statement of Commitments incorporates recommendations provided in the specialist consultant reports. It also identifies measures to mitigate for any environmental impacts, monitor the environmental performance and achieve a positive environmentally sustainable outcome.

### 8.2.1 Built Form and Landscaping

Pelorus commits to:

- Designing the building to meet relevant requirements of the Building Code of Australia 2009 with regards to construction and fire safety.
- Meeting the requirements the BCA, the Disability Discrimination Act 1992 and relevant Australian Standards with regard to access.
- Selecting building colours, material and finishes that avoid reflectivity, visual prominence and disturbance to views. Reflectivity levels of proposed external surfaces shall be no greater than 20%.
- Providing vertical breaks through articulation and a change in materials.
- Treating the Parramatta Road elevation to activate and enhance the streetscape.
- Providing landscaping along the new roadway, around the outdoor terraces and adjacent to the hotel entry to provide shading and soften the appearance of the site.

### 8.2.2 Ecologically Sustainable Development

Pelorus commits to the following:

- Achieving a '5 Star Green Star' rating for the commercial office building by using a combination of one or more of the matters listed in the Environmental Assessment.
- Selecting external building façade treatments to control solar access, provide shading and where feasible, minimising power usage.
- Using rainwater harvesting to reduce stormwater runoff and potable water consumption.
- Preparing a waste management plan that includes waste minimisation initiatives during the demolition, construction and operational phases of the development.

### 8.2.3 Transport and Access

Pelorus commits to:

- Constructing a new service road and roundabout to facilitate right-in and right-out access to/from the site and a central median in George Street between Parramatta Road and the new service road to restrict access to/from George Lane to left in/left out.
- Reconfiguring the existing traffic lane arrangements in George Street, at its intersection with Parramatta Road, to incorporate three southbound lanes (one left turn lane and two right turn lanes) and one northbound lane.
- Restricting traffic movements in Railway Street at Parramatta Road to one-way eastbound (preventing left turn movements from Railway Street into Parramatta Road) and providing a roundabout at the bend in Railway Street, located at the south eastern corner of the site
- Providing access, circulation and manoeuvring areas for service vehicles in accordance with AS2890.2-2002.
- Providing on-site car parking in accordance with AS2890.1-2004 and AS2890.6-2009.
- Making the car parking spaces within Building F available to all employees and visitors through an extension of the existing paid public car parking scheme that currently operates across the Bakehouse Quarter site.
- Preparing a Work Place Travel Plan that meets the specific needs of future tenants, taking into account the number of employees, hours of work, shift times, etc, and including:
  - Encouraging use of public transport.
  - Working with public transport providers to improve services.
  - Providing information, maps and timetables regarding public transport services.
  - Raising awareness of health benefits of walking (including maps showing walking routes).
  - Encouraging cycling by providing safe and secure bicycle parking, including the provision of lockers and change facilities.
  - Providing appropriate on-site parking provision, consistent with Council's controls and the government's objective of reducing traffic generation.

### 8.2.4 Stormwater and Flood Management

Pelorus commits to:

- Providing on-site stormwater detention in accordance with Council requirements, with appropriate treatment of surface run-off.
- Collecting and re-using rainwater from the roof area for non-potable purposes.
- Designing the eastern wall of Building F to be of flood-compatible construction to avoid inundation.
- Directing external catchment flows to the existing George Street/George Lane overland flow route.
- Setting levels at all entry points, basement car park entries and loading docks to enable adequate protection from the 100-year ARI flood level.

### 8.2.5 Demolition Works

Pelorus commits to:

- Undertaking all demolition works in accordance with the requirements of Australian Standard AS2601:2001 The Demolition of Structures. The work plans required by AS2601:2001 shall be accompanied by a written statement from a suitably qualified person that the proposals contained in the work plan comply with the safety requirements of the Standard.
- Preparing a Waste Management Plan prior to the commencement of demolition and where possible recycling materials for reuse on the site.
- Preparing an Access and Safety Plan to maintain access along George Street and ensure the safety of pedestrians through the demolition process.

### 8.2.6 Excavation and Earthworks

Pelorus commits to:

- Undertaking detailed geotechnical investigations in consultation with Railcorp and generally in accordance with the Preliminary Geotechnical Assessment prepared by Jeffrey & Katauskas, dated 13 May 2010.
- Undertaking detailed site contamination analysis and preparation of a remedial strategy generally in accordance with the advice provided by Environmental Earth Sciences, dated 1 June 2010.

### 8.2.7 Staging and Construction Management

Pelorus commits to:

- Preparing a Construction Management Plan that addresses the following matters:
  - Erosion and sediment control.
  - Dust control.
  - Noise and vibration management.
  - Water quality control.
  - Complaints handling.
- Preparing a Construction Traffic Management Plan that adopts the overall principles and recommendations listed in the Traffic and Accessibility Impact Study prepared by Colston Budd Hunt & Kafes, dated May 2010.
- Consulting with the Transport Infrastructure Development Corporation regarding the staging of construction to facilitate temporary use of the RTA owned land as a worksite during construction of North Strathfield rail underpass.

### 8.2.8 Noise and Vibration

Pelorus commits to:

- The commercial, retail and hotel buildings will comply with the indoor sound noise levels by selecting glazing that meets the recommended acoustic performance, with windows and doors to be kept closed.
- Advice will be sought from a mechanical consultant to confirm compliance with the requirements of AS1668 and the BCA.

- Special acoustic grade seals will be installed on windows and perimeter doors exposed to road traffic and rail noise.
- Acoustic assessment of mechanical services equipment will be undertaken during the detailed design phase to ensure the singular and total noise levels to do not exceed the limits set by the Department of Environment and Climate Change and Water (DECCW).
- Consultation with the acoustic consultant will be undertaken during the initial phase of mechanical services system design to reduce the need for revision of mechanical plant and noise control equipment (eg procurement, siting, mitigation, etc).
- Mechanical plant noise emission will be controlled by appropriate system design and implementation of common engineering methods. Mechanical plant shall have their noise specification and locations checked prior to installation. Fans shall be mounted on vibration isolators and balanced in accordance with AS2625.
- Management procedures will be put in place to prevent trucks waiting outside the premises if the loading dock is occupied by another delivery vehicle.
- Deliveries will be restricted to between 7.00am to 10.00pm Monday to Saturday and 8.00am to 10.00pm on Sunday
- The hotel construction will incorporate all necessary acoustic controls to comply with Part F5 of the Building Code of Australia 2009 (BCA).
- Acoustic engineers will work closely with the construction contractors and carry out preliminary testing prior to commencement of works.
- The following general noise management measures are to be followed:
  - Plant and equipment is to be properly maintained.
  - Special attention is to be paid to the use and maintenance of 'noise control' or 'silencing' kits to ensure they perform as intended.
  - On-site plant is to be located to reduce noise emission to the surrounding neighbourhood and to site personnel.
  - Unnecessary noise is to be avoided when carrying out manual operations and operating plant.
  - Any equipment not in use for extended periods during construction work is to be switched off.
  - Noise compliance monitoring of all major equipment and activities is to be undertaken prior to their commencement of work on site.
  - A management procedure is to be put in place to deal with noise complaints that may arise from construction activities. Each complaint is to be investigated and appropriate noise amelioration measures put in place to mitigate future occurrences, where the noise exceeds allowable limits.
  - Good relations with people living and working in the vicinity of the construction site are to be established at the beginning of the project and be maintained throughout the project. The person selected to liaise with the community should be adequately trained and experienced in such matters.
  - Where noise level exceedances cannot be avoided, then consideration should be given to implementing time restrictions and/or providing periods of repose for neighbouring receptors.

### 8.2.9 Operational Management

Pelorus commits to:

- Preparing, maintaining and implementing an emergency evacuation plan in accordance with the provisions of the Environmental Planning and Assessment Regulation 2000.
- Preparing, maintaining and implementing an operational plan of management that outlines the ongoing management of the site and addressing the following matters:
  - Security management measures.
  - Crowd control measures and procedures.
  - Noise management.
  - Waste management.
  - Complaints handling procedures, recording and follow up actions.

### 8.2.10 Infrastructure Contributions

Pelorus commits to entering into a Voluntary Planning Agreement (VPA) with the City of Canada Bay Council prior to the commencement of construction.

The VPA shall include the carrying out of work and/or paying a monetary contribution that is equivalent to the \$1.4 million levy that would have otherwise been payable in accordance with City of Canada Bay Council Section 94A Levy Contributions Plan.



## 9 Summary and Conclusion

The proposed development of the south-eastern precinct of the Bakehouse Quarter as a mixed use-precinct comprising theatres, hotel/function centre, restaurant, tavern, retail and commercial offices with ancillary car parking and associated site works is considered to be appropriate and entirely suitable for the site.

The proposed development is permissible within the B3 Commercial Core Zone and complies with the relevant objectives of the zone. While the proposal includes variations to the maximum floor space ratio and building heights, the proposed built form is justified based on the following:

- Compliance with State, regional and local strategic planning policy which seeks to increase employment within close proximity of public transport and residential areas.
- Compliance with the proposed amended development standards, which are currently being considered by Council in association with the preparation of a Comprehensive LEP.

The potential environmental impacts have been identified and assessed in detail within the Environmental Assessment (refer to **Section 6** and **Section 7.1.1**) and are considered to be either positive or able to be mitigated through the adoption of appropriate measures to minimise their potential impact. A Draft Statement of Commitments outlining each of these requirements is provided in **Section 7.2**.

The proposal is considered to be entirely suitable for the site as evidenced throughout this report and as summarised below:

- The proposed development will fit within the locality and complement the existing development within the Bakehouse Quarter.
- The characteristics and features of the site are appropriate for the development proposed to be accommodated, taking into account the existing night-time activities, including dining and entertainment uses.
- The proposed development is permissible with development consent under the provisions of the local planning controls.

Overall, the proposed development is considered to be in the public interest as it will result in a number of significant benefits for existing and future workers, the local community and the wider population as outlined previously in this report.





# Appendix A      Certificate of Cost

## Appendix B    DGEARs

## Appendix C    Locality/Context Plan

## Appendix D    Site Analysis Plan

## Appendix E     Site Survey Plans

# Appendix F     Architectural Drawings

# Appendix G     Stormwater Concept Plan



# Appendix H    Landscape Plan

# Appendix I      Geotechnical Report

# Appendix J      Erosion and Sediment Control Plan

# Appendix K      Site Masterplan Approval

## Appendix L      SEE for Site Masterplan

# Appendix M    Car Parking Masterplan Approval

## Appendix N      Comparable Height Study



# Appendix O    Visual Impact Analysis

# Appendix P      Alternative Development Options

# Appendix Q    Traffic and Accessibility Report

## Appendix R     Site Contamination Advice

# Appendix S      Economic Impact Assessment

# Appendix T    Acoustic Assessment







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