

Consistency of Concept Plan with Relevant EPI's and Guidelines

Environmental Planning and Assessment Act 1979	
Relevant Objects	Comments
<p>(a) to encourage:</p> <p>(i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment, and</p> <p>(ii) the promotion and co-ordination of the orderly and economic use and development of land, and</p> <p>(vii) ecologically sustainable development, and</p> <p>(viii) the provision and maintenance of affordable housing.</p>	<p>The proposed development provides for the orderly and economic use and development of land by providing mixed use residential and retail development which is consistent with the NSW Government's Metropolitan Strategy.</p> <p>In particular, the proposed development will:</p> <ul style="list-style-type: none"> ■ Focus higher density residential development around a major centre where capacity for employment and civic roles is provided; ■ improve the affordability of housing; ■ increase access to public transport; ■ encourage people to travel shorter distances and make fewer trips; and, ■ reduce car dependency.
NSW State Plan	
Relevant Priorities	Comments
<p>Better Transport and Livable Cities</p>	<p>Because the site is within a major centre and within 5 min walking distance from a train station, the Concept Plan will:</p> <ul style="list-style-type: none"> - increase the share of commute trips made by public transport (Priority S6); - improve road safety by locating housing closer to jobs taking more people off the roads (Priority E5); - increase the mode share of bicycle trips made at both a local and district level; - increase the percentage of the population living within 30 minutes by public transport of a major centre in Metropolitan Sydney. <p>The Concept Plan will also contribute to the growth of the Hurstville Town Centre as an attractive place to live, work and visit by integrating the delivery of urban development with existing public transport which will enhance quality of life by making it easier for people to travel from home to work and to access the services they need.</p> <p>The Concept Plan will also provide for increased supply of affordable housing for low & moderate income households.</p>

Supporting Business and Jobs	The Concept Plan will Increase business investment and support jobs by providing 3,200sm of retail floor space.
Green State	The Concept Plan will: <ul style="list-style-type: none"> - promote energy efficiency by supporting distributed co- and tri-generation energy - improve air quality by reducing motor vehicle emissions; and, - reduce waste by promoting recycling of waste on-site.

South Subregion – Draft Subregional Strategy

Relevant Objects	Comments
Strengthen Hurstville’s Commercial Centre	Proposed development will Implement the Hurstville City Centre Masterplan by limiting residential development within the commercial core of Hurstville. Refer Section 6.4 of EA for details.
Plan for Housing Mix Near Jobs, Transport and Services	The site is located within the core radius of the Hurstville Centre and will provide for housing near existing jobs transport and services.
Improving housing affordability	Majority of the units will be priced to be attractive to first home buyers and take advantage of savings on duties.

SEPP 55 – Remediation of Land

Object	Comments
To provide for a Statewide planning approach to the remediation of contaminated land.	The Phase 1 Environmental Site Assessment prepared for the site (see Appendix H) demonstrates the site is suitable for the proposed development and a Phase II Assessment will not be required.

SEPP 65 – Design Quality of Residential Flat Development

Aim	Comments
To improve the design quality of residential flat development in New South Wales.	See Section 6.16 of the EA.

SEPP (Building Sustainability Index: BASIX) 2004

Aim	Comments
To ensure dwellings are designed to use less potable water and be responsible for fewer greenhouse gas emissions by setting energy and	Preliminary assessment of the design and compliance with SEPP 65 (see Section 6.16 of the EA) indicates the Concept Plan will be able to meet energy, water and thermal

water reduction targets for house and units.	comfort targets.
SEPP (Infrastructure) 2007	
Aim	Comments
To facilitate the effective delivery of infrastructure across the State.	<p>The Concept Plan provides for residential flat building adjacent a rail corridor. The Concept Plan will be referred to the RTA for comment.</p> <p>See Section 6 of EA for details on how the Concept Plan adequately addresses issues associated with development adjacent a rail corridor, in particular the impact of noise and vibration, excavation, drainage, derailment protection, setbacks and height/built form.</p>
Hurstville LEP 1994 & Relevant Development Control Plans & Policies	
Relevant Instruments/Policies	Comments
Hurstville LEP 1994	<p>Site is zoned 3 (b) - (City Centre Business Zone).</p> <p>Mixed use development comprising retail and residential flat buildings is development in keeping with the objectives of the zone and is <u>permissible</u> development in the zone. Refer Section 6.4 of EA for details.</p> <p>There is no floor space ratio or building height control standards for development in the 3(b) zone.</p>
Hurstville DCP 2	<p>The Concept Plan does not comply with the maximum height control and floor space ratio development control standards.</p> <p>Extent and justification of this non-compliance is provided in Table 4 and Section 6.2 of the EA.</p>
Draft Hurstville LEP (Hurstville City Centre) 2010	<p>Mixed use development comprising retail and residential flat buildings is development in keeping with the objectives of the zone and is <u>permissible</u> development in the zone. Refer Section 6.4 of EA for details.</p> <p>The Concept Plan does not comply with the maximum height control and floor space ratio development control standards.</p> <p>Extent and justification of this non-compliance is provided in Table 4 and Section 6.2 of the EA.</p>
Hurstville City Centre Masterplan	<p>Key relevant outcomes in the Masterplan include;</p> <ul style="list-style-type: none"> - site identified as "business incubator area"; - the site is not in the commercial core of the CBD; - site is part of an area identified by Council for review of building height controls; and,

	<p>- an upper limit of 16 storeys for any individual building in the CBD is proposed.</p> <p>Concept plan generally complies with the key relevant outcomes in the master plan.</p>
Drainage and On-Site Detention Policy	See Section 6.14 of the EA.
Balcony Enclosure in Residential Flat Buildings Policy	The Concept Plan will comply with the policy.
Satellite Dishes Policy	The Concept Plan will comply with the policy.
Underground Electricity Cabling to Developments Policy	The Concept Plan will comply with the policy.

Airports Act 1996 and the Airports (Protection of Airspace) Regulations 1996

Object	Comments
To promote the sound development of civil aviation in Australia.	See Section 6.3 of the EA.

Metropolitan Transport Plan 2010

Object	Comments
To effectively link Sydney's land use planning with its transport network	The Concept Plan is consistent with the primary objective of the Transport Plan by concentrating high density residential development within an area underpinned by efficient public transport links including both rail and buses.

Integrating Land Use and Transport Policy Package

Aim	Comments
Provide a framework for State Government agencies, councils and developers to integrate land use and transport planning at the local and regional level.	<p>The Concept Plan is consistent with the object of the policy package by:</p> <ul style="list-style-type: none"> - providing future residents with access to public transport by walking and cycling, - providing future residents with a choice of available transport (bus & train) which will reduce reliance on cars, - encouraging future residents to travel shorter distances and make fewer trips, and - supporting the viable operation of existing public transport services in the area.

Development Near Rail Corridors and Busy Roads – Interim Guideline

Aim	Comments
To assist in reducing the health impacts of rail and road noise and adverse air quality on sensitive adjacent development.	<p>The Concept Plan provides for residential flat building adjacent a rail corridor. The Concept Plan will be referred to the RTA for comment.</p> <p>See Section 7 for details on how the Concept Plan adequately addresses issues associated with development adjacent a rail corridor.</p>

Planning Guidelines for Walking and Cycling

Aim	Comments
To assist land-use planners and related professionals to improve consideration of walking and cycling in their work	<p>The Concept Plan has been designed in accordance with the guidelines for Building and Site Design and the provisions in relevant SEPPs, LEPs, & DCPs.</p> <p>Bicycle parking and facilities will be provided in accordance with the guidelines.</p> <p>Developer contributions will be provided to Council who can fund walking and cycling facilities.</p> <p>Refer Section 7.6 for details of measures to promote pedestrian and bicycle linkages.</p>