



# Statement of Environmental Effects

## In-fill affordable housing

190 WATERLOO ROAD  
GRANVILLE

MARCH 2025



## QUALITY ASSURANCE

<b>Project:</b>	Statement of Environmental Effects: Mixed Used Development consisting of ground level commercial premises with in-fill affordable housing above
<b>Lot and DP</b>	Lot 21 DP624967
<b>Address:</b>	190 Waterloo Road, Granville
<b>Council:</b>	City of Canterbury Bankstown
<b>Author:</b>	Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
13 February 2025	Co-ordination	A	BC	BC
7 March 2025	Final Draft	B	BC	BC
13 March 2025	Submission	C	BC	BC

## *Integrated Development (under S4.46 of the EP&A Act). Does the development require approvals under any of the following legislation?*

<i>Fisheries Management Act 1994</i>	No
<i>Heritage Act 1977</i>	No
<i>Mine Subsidence Act 1992</i>	No
<i>Mining Act 1992</i>	No
<i>National Parks and Wildlife Act 1974</i>	No
<i>Petroleum (Onshore) Act 1991</i>	No
<i>Protection of the Environment Operations Act 1997</i>	No
<i>Roads Act 1998</i>	No
<i>Rural Fires Act 1997</i>	No
<i>Water Management Act 2000</i>	No
<b>Concurrence</b>	
<i>SEPP (Industry and Employment) 2021</i>	No
<i>SEPP (Resilience and Hazards) 2021</i>	No
<i>SEPP (Transport and Infrastructure) 2021</i>	Yes
<i>SEPP (Planning Systems) 2021</i>	No
<i>SEPP (Precincts – Central River City) 2021</i>	No
<i>SEPP (Precincts – Eastern Harbour City) 2021</i>	No
<i>SEPP (Precincts – Regional) 2021</i>	No
<i>SEPP (Precincts – Western Parkland City) 2021</i>	No
<i>SEPP (Biodiversity and Conservation) 2021</i>	No

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## EXECUTIVE SUMMARY

Think Planners have prepared this Statement of Environmental Effects to support a Development Application at 190 Waterloo Road, Greenacre, for a six level mixed use building with basement parking, ground level commercial premise and infill affordable housing above.

The architectural plans have been prepared by Ghazi Al Ali Architect, an innovative architectural firm that focuses on designing people focused outcomes leading to buildings that respond to context, are great to live in, fit within the local character and importantly, contribute to environmental sustainability. The proposal before Council has evolved taking into consideration pre-development application feedback from the City of Canterbury Bankstown Council.

The subject site is zoned B2 Local Centre under Canterbury Bankstown Local Environmental Plan 2023 and both shop top housing and commercial premises are permitted with consent. Accordingly as shop top housing is permitted with consent in the B2 Local Centre Zone, infill affordable housing under the *State Environmental Planning Policy (Housing) 2021* is permitted. Importantly, this will deliver a substantial quantity of affordable housing for key workers, providing a significant public benefit for the local community.

The EDC of the proposal is \$30,094,152.66 (excluding GST), with the affordable housing component more than \$5 million. The proposal is accordingly Regionally Significant Development under the Planning Systems SEPP 2021.

The proposal seeks to achieve the following under the Housing SEPP 2021 for infill affordable housing:

	LEP	Housing SEPP		DA	Complies
		Requirement	Standard		
<b>Affordable Residential FSR and GFA</b>	-	Affordable housing component is to be 15% of total FSR. Affordable dwellings to be managed by a CHP for 15 years.	Affordable housing component equates to a minimum of 867.73mm <sup>2</sup> GFA	898.35m <sup>2</sup> 15.04%	Yes
<b>FSR</b>	2.5:1	+30%	2.5 + 0.75 = 3.25:1	3.23:1	Yes
<b>Height</b>	20 m	+30%	20 + 6 = 26 m	24.3 m	Yes

The table overleaf summarises the key metrics of the proposal.

KEY METRICS		PROPOSAL
Yield	-	62 residential units: <ul style="list-style-type: none"> <li>o 12 affordable units</li> <li>o 50 market units</li> </ul> - 4 ground floor commercial premises
Unit Mix:	-	Studio: N/A <ul style="list-style-type: none"> <li>- 1 Bedroom: 09 unit (14%)</li> <li>- 2 Bedroom: 47 units (76%)</li> <li>- 3 Bedrooms: 06 units (10%)</li> </ul>
Deep Soil:	-	269.86m <sup>2</sup> (15.14%)
Landscape Area	-	369.19m <sup>2</sup> or 20.72% of the site area
Communal Open Space:	-	462.55m <sup>2</sup> (25.96%)
Solar Access:	-	52 units 2 hours and above (83.87%) <ul style="list-style-type: none"> <li>- 10 units no direct sunlight (16.13%)</li> </ul>
Cross Ventilation:	-	45 units (72.6%)
Liveable Housing:	-	13 gold level units (20.96%) <ul style="list-style-type: none"> <li>- 09 silver level units (14.51%)</li> </ul>
Parking:	-	74 spaces as follows: <ul style="list-style-type: none"> <li>o 7 retail spaces</li> <li>o 55 residential spaces</li> <li>o 12 visitor spaces</li> </ul>

Situated within the Greenacre town centre, the proposal provides a vibrant and imaginative building that defines the gateway corner and makes an important contribution to the areas revitalisation.

In summary, the proposal in conjunction with the existing and planned future developments will contribute towards ensuring the Greenacre Town Centre is a healthy, sustainable and resilient community with a vibrant mix of uses to serve the needs of future anticipated community. Importantly, it will deliver a substantial quantity of affordable housing for key workers, providing a significant public benefit for the local community. The proposal will also align with the principles of urban revitalisation which seek to deliver a genuine 30 minute city where people live, work, educate, recreate all within 30 minutes of strategic or major centre.

Considering the benefits of the proposal and the absence of adverse environmental, social or economic impacts, and that the proposal represents an appropriate use of well-located land, the application is submitted to Council for assessment. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.

Figure 1 The proposal has an attractive form and high architectural design quality



PERSPECTIVE AT THE CORNER



PERSPECTIVE FROM REAR SIDE



PERSPECTIVE FROM BORONIA ROAD

## THE NEED FOR AFFORDABLE HOUSING

Canterbury Bankstown City Council recognises that there is a need for affordable housing that meets the needs of all community members. This DA responds to the need for a diversity of affordable housing, including co-living housing.

### POLICY LEVERS FOR AFFORDABLE HOUSING

Introduced by the Commonwealth Government in 2022, the National Housing Accord is a country wide strategy to deliver more affordable homes within accessible locations that have good transport, jobs, education and daily services. NSW is a signatory of the National Housing Accord and is required to deliver 377,000 new homes by 2029, within accessible locations. Much of the responsibility to deliver these new homes rests with the development industry.

To stimulate supply and encourage the delivery of affordable homes, the NSW Government has taken a wholistic policy approach which includes:

- **20-30% bonus height and FSR for the provision of 10-15% affordable housing for 15 years** in accessible areas in residential flat buildings or shop top housing
- **introduction of Co-Living** as a particular type of accommodation within accessible areas.
- **identification of Transit Orientated Development Areas** with greater development capacity than typical controls,
- **reforms to the provision of low and mid-rise housing in accessible areas** which in some cases, have increased height and FSR above the baseline in council Local Environmental Plans (LEPs),

The City of Parramatta has recognised that affordable housing is a critical issue and requires action to resolve housing stress. The Housing Strategy seeks to reduce the level of housing stress to ensure that there is a greater provision of affordable housing, including rental housing.

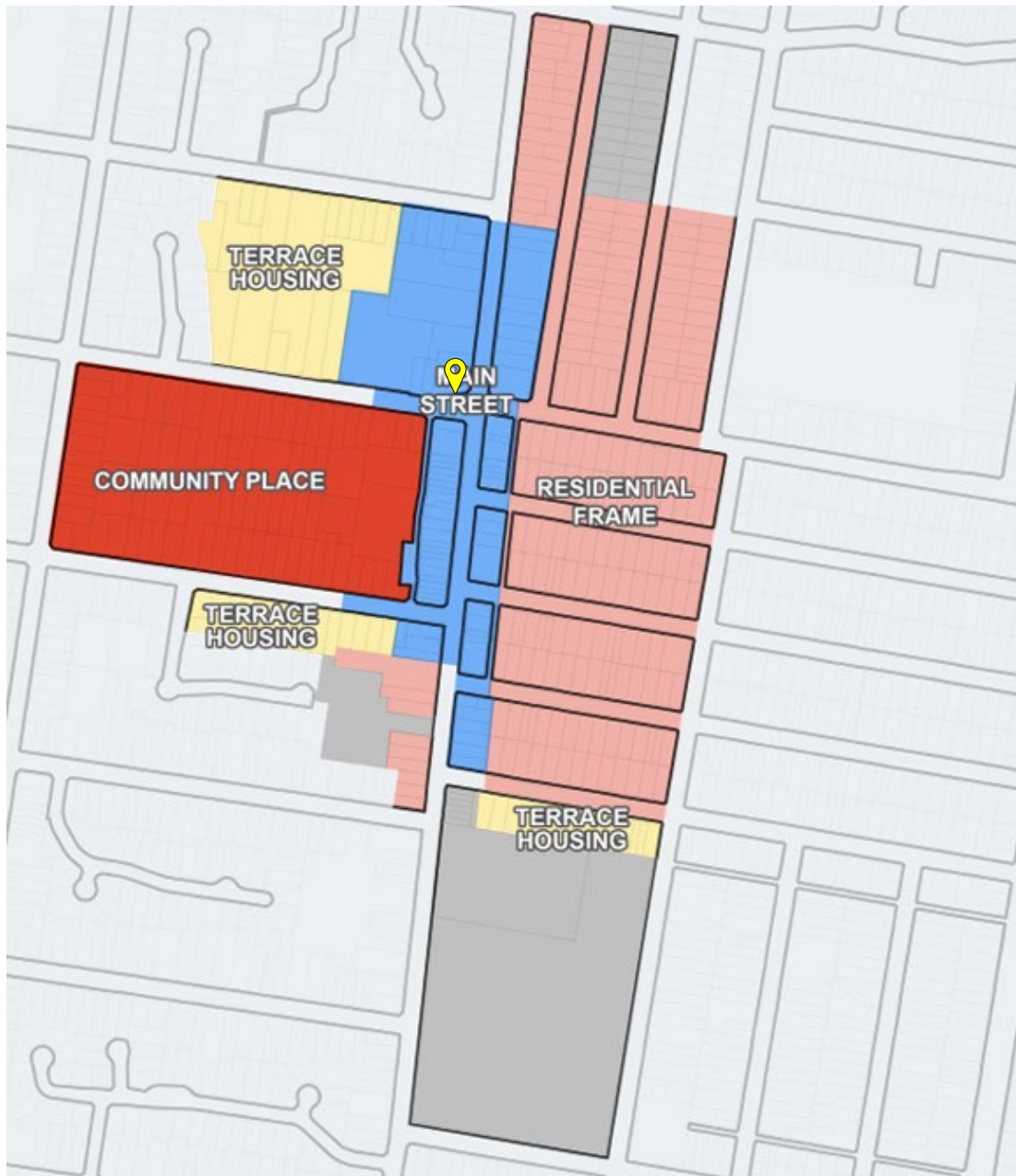
This Development proposal makes a significant contribution to achieving both the NSW Government and City of Canterbury Bankstown Council objectives for greater supply of affordable homes, within a highly accessible location, close to transport, jobs, education, services, open space and entertainment. In doing so, the proposal provides 12 units as affordable housing, representing a substantial public benefit to the local community.

## SITE AND LOCALITY

### GREENACRE LOCAL CENTRE

The subject site resides within the Main Street Precinct of the Greenacre Local Centre as shown in the map below.

Figure 2 The subject site is in the Greenacre Local Centre (CB Council)



Council describe in the DCP the Main Street Precinct as:



*The Main Street (Waterloo Road) is a place that connects people, business, public transport and key destinations. Active street frontages along the main street will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer.*

*The main street will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. The main street will be a place of well-proportioned, human scale buildings that contribute to the sense of comfort and village feel. Based on the urban design analysis, the main street of a local centre is comprised of buildings that create a dense urban form, generally of a similar height and not more than six storeys.*

*This continuous urban form helps define the streets and public spaces. It is recognised the development of the local centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.*

The proposal is consistent with the desired future character of the area, noting that the height is anticipated at 26m for infill affordable housing developments.

## LEGAL DESCRIPTION

The subject site is located at 190 Waterloo Road, Greenacre, and is legally defined as Lot 21 in DP624967.

## SUBJECT SITE

Residing within Greenacre Town Centre, the subject site is located on the corner of Waterloo Road and Greenacre Road. It is an irregularly shaped lot with a site area of 1,782m<sup>2</sup> and has historically been used as a Petrol Service Station. Greenacre is a traditional shopping strip with Coles supermarket and a range of employment uses. The area is mature with this proposal representing a key stage in the renewal and transformation of the local centre.

The site is within walking distance to shops, open space and public facilities like the local library, meaning that it is well suited for its intended use. The immediate locality is characterised by a mix of uses and built form including:

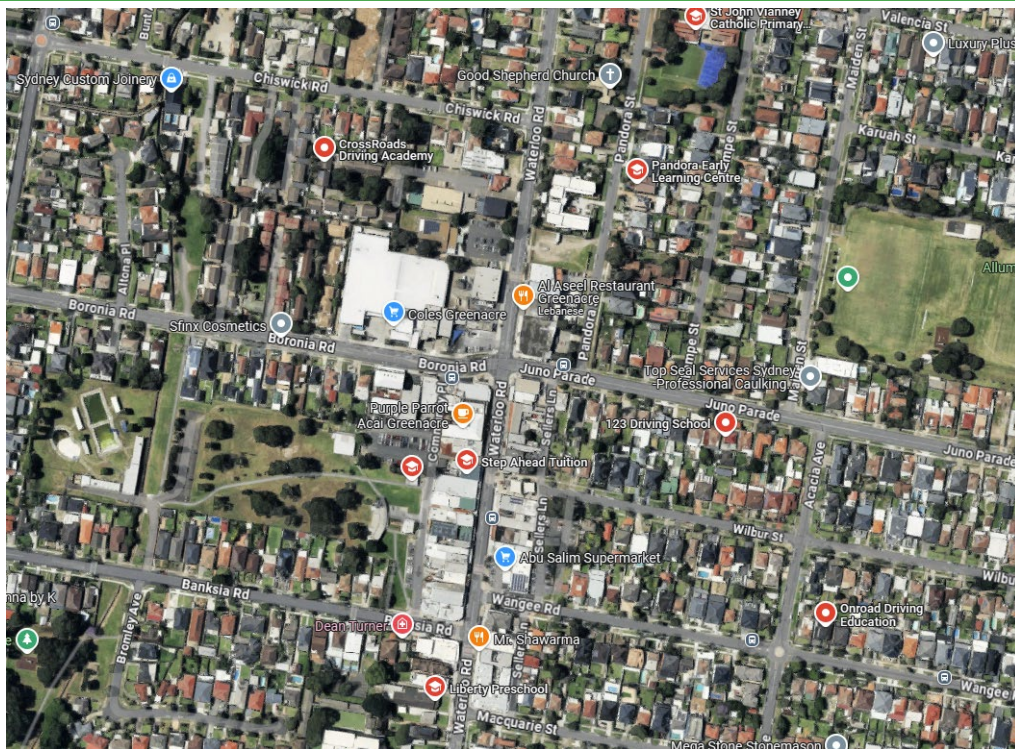
- **North:** An older style free standing two storey commercial building to the street alignment with at grade parking to the rear.
- **East:** Waterloo Road, an older style single and two storey commercial building that is built to the street alignment
- **South:** Boronia Road with a corner parklet and older style single storey commercial building beyond
- **West:** Warehouses with Coles further beyond.

Figure 3 Immediate context of the subject site



Illustrated below is an aerial map demonstrating the site location within its broader context.

Figure 4 Broader context (Google Maps)





Photographs of the subject land parcels and the relationship with adjoining properties are provided below

Figure 5 Subject site. (Think Planners)



Figure 6 Site and northern neighbour (Think Planners)





Figure 7 Site and relationship with western neighbour (Think Planners)



## ZONING

The development site is zoned B2 Local Centre under the provisions of the Canterbury Bankstown Local Environmental Plan 2023 (CB LEP 2023), as shown on the zoning map extract below.

Figure 8 The site is zoned B2 Local Centre (Spatial Viewer)



Commercial premises, shop top housing and commercial premises permissible with consent within the subject site and the proposal is consistent with the definition contained within the CB LEP 2032 2023.



## HERITAGE

The site is not identified as containing a heritage item, nor is it located within a heritage conservation area. There are no heritage items neighbouring the subject site, though there are several in the near vicinity. No further consideration of heritage is necessary.

Figure 9 The site and surrounds have no heritage items (Spatial Viewer)



## DESCRIPTION OF PROPOSAL

This development application is for a six level mixed use building with basement parking, ground level commercial premise and infill affordable housing above.

This development application includes a minimum of 15% affordable in-fill housing under the provisions of the Housing SEPP 2021. Accordingly, the amending DA increases the height of the proposal by 30% and the FSR by 30% with the table below summarising the key requirements under the Housing SEPP 2021:

	LEP	Housing SEPP		DA	Complies
		Requirement	Standard		
<b>Affordable Residential FSR and GFA</b>	-	Affordable housing component is to be 15% of total FSR. Affordable dwellings to be managed by a CHP for 15 years.	Affordable housing component equates to a minimum of 867.78mm <sup>2</sup> GFA	898.35m <sup>2</sup> 15.04%	Yes
<b>FSR</b>	2.5:1	+30%	2.5 + 0.75 = 3.25:1	3.23:1	Yes
<b>Height</b>	20 m	+30%	20 + 6 = 26 m	24.3 m	Yes

The table below summarises the proposal as it relates to key aspects of the proposal:

KEY METRICS	PROPOSAL
<b>Yield</b>	- 62 residential units: <ul style="list-style-type: none"> <li>o 12 affordable units</li> <li>o 50 market units</li> </ul> - 4 ground floor commercial premises
<b>Unit Mix:</b>	- Studio: N/A - 1 Bedroom: 09 unit (14%) - 2 Bedroom: 47 units (76%) - 3 Bedrooms: 06 units (10%)
<b>Deep Soil:</b>	- 269.86m <sup>2</sup> (15.14%)
<b>Landscape Area</b>	- 369.19m <sup>2</sup> or 20.72% of the site area
<b>Communal Open Space:</b>	- 462.55m <sup>2</sup> (25.96%)
<b>Solar Access:</b>	- 52 units 2 hours and above (83.87%) - 10 units no direct sunlight (16.13%)
<b>Cross Ventilation:</b>	- 45 units (72.6%)
<b>Liveable Housing:</b>	- 13 gold level units (20.96%) - 09 silver level units (14.51%)
<b>Parking:</b>	- 74 spaces as follows: <ul style="list-style-type: none"> <li>o 7 retail spaces</li> <li>o 55 residential spaces</li> </ul>

- 12 visitor spaces

## Pathway

The EDC of the proposal is \$30,094,152.66 (excluding GST), with the affordable housing component more than \$5 million. The proposal is accordingly Regionally Significant Development under the Planning Systems SEPP 2021.

## Non-Residential Use

The proposal includes 4 ground floor commercial tenancies.

The table below summarises key changes to the physical design of the building:

Location	Description
<b>Basement 2</b>	<ul style="list-style-type: none"> <li>– Ramp accessing basement level 1</li> <li>– 39 parking spaces</li> <li>– Storage areas and storage room</li> <li>– Pump room</li> <li>– Two fire stairwells</li> <li>– Two lifts for building occupants</li> </ul>
<b>Basement 1</b>	<ul style="list-style-type: none"> <li>– Driveway ramp to Waterloo Road</li> <li>– Ramp accessing basement level 2</li> <li>– 35 parking spaces</li> <li>– 7 bicycle parking spaces</li> <li>– Residential Bin room and bulk storage area</li> <li>– Bin lift</li> <li>– Storage areas</li> <li>– Two fire stairwells</li> <li>– Two lifts for building occupants</li> </ul>
<b>Ground Floor</b>	<ul style="list-style-type: none"> <li>– Crossover and ramp to Basement parking</li> <li>– Commercial bin room</li> <li>– Residential bin holding room with dedicated bin lift</li> <li>– 4 commercial premises</li> <li>– Internal corridor with residential areas having security access.</li> </ul>

Location	Description
	<ul style="list-style-type: none"> <li>Four split level ground floor units facing internal communal open space: <ul style="list-style-type: none"> <li>1 x 3 bedroom</li> <li>3 x 2 bedroom.</li> </ul> </li> <li>Two fire stairwells</li> <li>Stairwell to basement exiting to Waterloo Road</li> <li>Two lifts for building occupants</li> <li>Services</li> <li>Accessible water closet for retail.</li> <li>Fire corridor to Waterloo Road</li> <li>Two building entries, one to Waterloo Road, the other to Boronia Road</li> <li>Substation to Boronia Road, behind landscaping</li> <li>Access to communal open space via common lobby</li> <li>Green waste storage in communal garden area</li> </ul>
<b>Level 1</b>	<ul style="list-style-type: none"> <li>8 apartments (excluding split level apartments with ground level access only): <ul style="list-style-type: none"> <li>2 x 1 bedroom apartments</li> <li>5 x 2 bedroom apartments</li> <li>1 x 3 bedroom apartment</li> </ul> </li> <li>Breezeway corridor</li> <li>Two lift cores</li> <li>Two fire escapes</li> <li>Services, including waste storage</li> </ul>
<b>Level 2</b>	<ul style="list-style-type: none"> <li>10 apartments: <ul style="list-style-type: none"> <li>3 x 1 bedroom apartments</li> <li>7 x 2 bedroom apartments</li> </ul> </li> <li>Breezeway corridor</li> <li>Two lift cores</li> <li>Two fire escapes</li> <li>Services, including waste storage</li> </ul>
<b>Level 3</b>	<ul style="list-style-type: none"> <li>10 apartments:</li> </ul>

Location	Description
	<ul style="list-style-type: none"> <li>○ 1 x 1 bedroom apartments</li> <li>○ 8 x 2 bedroom apartments</li> <li>○ 1 x 3 bedroom apartment</li> <li>– Breezeway corridor</li> <li>– Two lift cores</li> <li>– Two fire escapes</li> <li>– Services, including waste storage</li> </ul>
<b>Level 4</b>	<ul style="list-style-type: none"> <li>– 10 apartments: <ul style="list-style-type: none"> <li>○ 1 x 1 bedroom apartments</li> <li>○ 8 x 2 bedroom apartments</li> <li>○ 1 x 3 bedroom apartment</li> </ul> </li> <li>– Breezeway corridor</li> <li>– Two lift cores</li> <li>– Two fire escapes</li> <li>– Services, including waste storage</li> </ul>
<b>Level 5</b>	<ul style="list-style-type: none"> <li>– 10 apartments: <ul style="list-style-type: none"> <li>○ 1 x 1 bedroom apartments</li> <li>○ 8 x 2 bedroom apartments</li> <li>○ 1 x 3 bedroom apartment</li> </ul> </li> <li>– Breezeway corridor</li> <li>– Two lift cores</li> <li>– Two fire escapes</li> <li>– Services, including waste storage</li> </ul>
<b>Level 6</b>	<ul style="list-style-type: none"> <li>– 10 apartments: <ul style="list-style-type: none"> <li>○ 1 x 1 bedroom apartments</li> <li>○ 8 x 2 bedroom apartments</li> <li>○ 1 x 3 bedroom apartment</li> </ul> </li> <li>– Breezeway corridor</li> <li>– Two lift cores</li> <li>– Two fire escapes</li> <li>– Services, including waste storage</li> </ul>
<b>Rooftop</b>	<ul style="list-style-type: none"> <li>– Lift overrun</li> <li>– Skylights X 5</li> </ul>



The following summarises the relevant planning controls in relation to the proposal and the compliance of each.

## STATE ENVIRONMENTAL PLANNING POLICY (SUSTAINABLE BUILDINGS) 2022

The Sustainable Building SEPP encourages the design and construction of more sustainable buildings across NSW. It applies to a range of development types, including residential and commercial developments.

The following table identifies the relevant chapters that apply to this proposal.

Chapter	Applicable
2 Standards for residential development – BASIX	Yes
3 Standards for non-residential development	Yes

A sustainability consultant has assessed the proposed development and confirmed that it is a compliant BASIX development. Accordingly, a BASIX Certificate and stamped plans are included within this Development Application.

## STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

This SEPP contains provisions for the coastal area and also those that relate to the assessment of potentially hazardous and offensive development, along with addressing and remediating contaminated land. The following table identifies the relevant chapters that apply to this proposal.

Chapter	Applicable
2 Coastal Management	No
3 Hazardous and offensive development	No
4 Remediation of land	Yes

Chapter 4 of the SEPP contains a state-wide planning framework for the remediation of contaminated land and to minimise the risk of harm.

Matter for consideration	Yes	No
Does the application involve re-development of the site or a change of land use?	X	
Is the development going to be used for a sensitive land use (e.g. residential, educational, recreational, childcare or hospital)?	X	
Does information available to you indicate that an activity listed below has ever been approved, or occurred at the site?	X	
acid/alkali plant and formulation, agricultural/horticultural activities, airports, asbestos production and disposal, chemicals manufacture and formulation, defence works, drum re-conditioning works, dry cleaning establishments, electrical manufacturing (transformers), electroplating and heat treatment		

premises, engine works, explosive industry, gas works, iron and steel works, landfill sites, metal treatment, mining and extractive industries, oil production and storage, paint formulation and manufacture, pesticide manufacture and formulation, power stations, railway yards, scrap yards, service stations, sheep and cattle dips, smelting and refining, tanning and associated trades, waste storage and treatment, wood preservation

Is the site listed on Council's Contaminated land database?	X
Is the site subject to EPA clean-up order or other EPA restrictions?	X
Has the site been the subject of known pollution incidents or illegal dumping?	X
Does the site adjoin any contaminated land/previously contaminated land?	X
Has the appropriate level of investigation been carried out in respect of contamination matters for Council to be satisfied that the site is suitable to accommodate the proposed development or can be made suitable to accommodate the proposed development?	Yes

El Australia (El) to complete a detailed investigation of the subject site. The following summarises the El findings which confirm the site can be utilised for its intended purposes following remediation:

*The key findings of this OSI were as follows:*

- *The site had predominantly been used for commercial purposes since at least the 1950s, including operation as a fuel service station with car washing facility.*
- *The site and immediately neighbouring properties were free of statutory notices and licensing agreements issued under the Contaminated Land Management Act 1997 and Protection of the Environment Operations Act 1997. The site was not included on the List of NSW Contaminated Sites Notified to the EPA.*
- *There was evidence that five underground storage tanks (USTs) were present on the site.*
- *Excluding any hardstand pavement, the sub-surface was comprised of a layer of anthropogenic, sandy clay filling (to 0.3-0.8 metre below ground level), overlying natural, residual clays, followed by weathered shale bedrock. Acid sulphate and/or saline soils were not expected to be present.*
- *Based on the standing water level data from 5 February 2025, the local groundwater table is intercepted at 3.85-4.30 metres below ground level.*
- *Site contamination appeared to be limited to petroleum hydrocarbons and asbestos containing materials in localised areas. Future contamination delineation should target:*
  - o *The UST farms and bowser areas;*
  - o *The vicinity of borehole BH103 at the rear of the site, adjacent to the underground (waste) oil separator; and*
  - o *The vicinity of borehole BH8 near the mid-west boundary.*

*Based on the findings of the completed investigations and with consideration of El's Statement of Limitations (Section 11), it was concluded that widespread, or gross, contamination was not present at the site. However, in accordance with State*

*Environmental Planning Policy (Resilience and Hazards) 2021, remediation were warranted under an approved action plan.*

*The site can be made suitable for the development subject to implementation of the recommendations provided in **Section 10** of this report. I consider that the potential contamination would not preclude the proposed development and all additional works recommended in **Section 10** can be carried out as conditions of consent.*

## STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

The Transport and Infrastructure SEPP 2021 (TI SEPP) provides the framework for the planning and efficient delivery of infrastructure in NSW. It applies to a broad range of infrastructure with the table below identifying relevant chapters to this Development Application:

Chapter		Applicable
2	Infrastructure	Yes
3	Educational establishments and child care facilities	No
4	Major infrastructure corridors	No
5	Three Ports – Port Botany, Port Kembla and Port of Newcastle	No
6	Moorebank Freight Intermodal Precinct	No
Sched. 2	Railways, roads and associated projects – Chapter 2	No
Sched. 3	Traffic generating development to be referred to TfNSW – Chapter 2	No
Sched. 8	Design quality principles in schools – Chapter 3	No

Chapter 2 – contains planning rules and controls for infrastructure in NSW, such as for hospitals, roads, railways, emergency services, water supply and electricity delivery. The following considers relevant sections of Chapter 2.

Division 5 Electricity transmission or distribution			
Subdivision 2 Development likely to affect an electricity transmission or distribution network			
Clause			Complies
2.47	Excavation—corridors and transmission circuits	Not relevant to this application	N/A
2.48	Determination of development applications—other development	It is anticipated that Council will refer the Development Application to Ausgrid for comment.	Yes
Division 12 A Pipeline and pipe line corridors			
Subdivision 2 Development adjacent to pipe line corridors			
Clause			Complies

2.77	Determination of Development Applications	Not applicable to this application	N/A
<b>Division 15 Railways</b>			
<b>Subdivision 2 Development in or adjacent to rail corridors and interim rail corridors – notification and other requirements</b>			
<b>Clause</b>			<b>Complies</b>
2.97	Development involving access via level crossings	Not applicable to this application	N/A
2.98	Development adjacent to rail corridors	Not applicable to this application	N/A
2.99	Excavation in, above, below or adjacent to rail corridors	Not applicable to this application	N/A
2.100	Impact of rail noise or vibration on non-rail development	Not applicable to this application	N/A
2.101	Development within or adjacent to interim rail corridor	Not applicable to this application	N/A
2.102	Major development within Interim Metro Corridor	Not applicable to this application	N/A
2.103	Development near proposed metro stations	Not applicable to this application	N/A
<b>Division 17 Roads and Traffic</b>			
<b>Subdivision 2 Development in or adjacent to road corridors and road reservations</b>			
<b>Clause</b>			<b>Complies</b>
2.116	Development other than road facilities on public roads	The development is not proposed on part of a public road that is to be reclassified as part of this application.	N/A
2.117	Highway service centres in road corridors	The development is not a highway service centre	N/A
2.118	Development on proposed classified road	Not applicable to this application	N/A
2.119	Development with frontage to classified road	Applies as Boronia Road is a classified road. A traffic report is attached.	Yes
2.120	Impact of road noise or vibration on non-road development	A Noise Impact Assessment has been prepared by Acouras Consultancy and is included with this DA. The acoustic report confirms that the proposed development will not be impacted by road noise subject to the recommendations of the acoustic report being implemented in the building design.	Yes
2.121	Excavation in or immediately adjacent to corridors	Not applicable to this application	N/A
2.122	Traffic Generating Development	The proposal is under the threshold in Schedule 3 and is therefore not traffic generating development.	N/A

Regardless a traffic impact assessment has been prepared to investigate the traffic generation potential of the development. Genesis Traffic conclude from their SIRDA analysis that:

*Of note, the assessment results also found that the proposed 20m No Stopping Zone on the departure side of Waterloo Road (adjoining the proposed Loading Zone) will not unduly affect the intersection's operation. The existing level of service will be maintained following the addition of the subject development. This outcome is conservative as the assessment did not "discount" the existing service station traffic movements (of some 120 vtp) that will be removed from the network following cessation of the business. On this basis, the assessment finds the proposal suitable and adequate from a traffic impact standpoint.*

They further conclude that:

*The traffic and parking assessment undertaken for the Proposed Mixed-Use Development at 190 Waterloo Road, Greenacre has concluded that:*

- *The traffic generation of the proposed development and the proposed Loading Zone on Waterloo Road will not present any adverse traffic implications*
- *The proposed parking provision will comply with the SEPP (Housing) 2021 and Council's DCP criteria, and will adequately serve the development*
- *The proposed access, internal circulation and parking arrangements will be appropriate to AS design criteria*

The proposal can therefore be supported on traffic grounds.

## STATE ENVIRONMENTAL PLANNING POLICY (PLANNING SYSTEMS) 2021

The Planning Systems SEPP provides the framework for State and Regional Development, Aboriginal land and also concurrence and consent requirements. The



chapters are identified below to determine the relevance to this Development Application.

Chapter	Title	Applicable
2	<b>State and Regional Development</b>	N/A
3	<b>Aboriginal Land</b>	N/A
4	<b>Concurrences and consents</b>	For Noting

Chapter 2 is discussed in the table below:

Part 2.2 State Significant Development			Applicable
2.6	2.12	Not applicable to this DA	N/A
Part 2.3 State Significant Development			
2.13	2.18	Not applicable to this DA as the EDC is less than \$75 million dollars	N/A
Part 2.4 Regionally Significant Development			
2.19	Declaration of regionally significant development: section 4.5(b)	The Estimated Development Cost of the proposed development is above \$30 million dollars and the proposal is therefore Regionally Significant Development.	Yes
2.20	Concept development applications	Not applicable to this DA	N/A
Schedule - 1 State Significant Development - General			
26A	In-fill affordable housing	Not applicable	N/A
27	Build to Rent	Not applicable	N/A
Schedules - 6 Regionally Significant Development			
2.	General Development Over \$30 million	The Estimated Development Cost of the proposed development is above \$30 million dollars and the proposal is therefore Regionally Significant Development	Yes
5.	Private infrastructure and community facilities over \$5 million	<p>The development proposal includes none of the following:</p> <p>(a) air transport facilities, electricity generating works, port facilities, rail infrastructure facilities, road infrastructure facilities, sewerage systems, telecommunications facilities, waste or resource management facilities, water supply systems, or wharf or boating facilities,</p> <p>(b) affordable housing, child care centres, community facilities, correctional centres, educational establishments, group homes, health services facilities or places of public worship.</p>	Yes

## STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021

This SEPP includes the framework to protect and manage the natural environment within NSW. It aims to establish a planning framework that through supporting the environment delivers community health, overall wellbeing, along with economic and cultural security. It addresses amongst other matters water catchments, waterways, and urban bushland.

It applies to a broad range of infrastructure with the table below identifying relevant chapters to this Development Application:

Chapter	Title	Applicable
2	<i>Vegetation in non-rural areas</i>	Yes
3	<i>Koala habitat Protection 2020</i>	No
4	<i>Koala habitat protection 2021</i>	No
5	<i>River Murray lands</i>	No
6	<i>Water catchments</i>	Yes
13	<i>Strategic conservation planning</i>	No

Chapter 2 of the SEPP contains planning rules and controls from the former Vegetation SEPP relating to the clearing of native vegetation in NSW on land zoned for urban and environmental purposes that is not linked to a development application. This chapter seeks to protect the biodiversity values of trees and other vegetation in non-rural areas of the state, and to preserve the amenity of non-rural areas of the State through the appropriate preservation of trees and other vegetation.

There is no vegetation on site and therefore this chapter is not relevant.

Chapter 6 contains provisions relating to water catchments. The subject site is not within any identified catchment and therefore this chapter does not apply. Regardless, the proposal includes all necessary measures to ensure that there is no impact on any natural waterway in the vicinity of the development site.

## STATE ENVIRONMENTAL PLANNING POLICY (HOUSING) 2021

The Housing SEPP is relevant to the subject proposal, with consideration to be given to the following chapters:

- Chapter 2 Division 1 In-fill affordable housing
- Chapter 4 Design Quality of Residential Apartment Development
- Schedule 9 Design Quality Principles

Relevant chapters of the SEPP are addressed in the tables below:

Housing SEPP 2021 (Chapter 2 Division 1 In-fill Affordable Housing)		
Clause	Comment	Compliance
<b>15C Development to which division applies</b>		
1) This division applies to development that includes residential development if—		
a) the development is permitted with consent under Chapter 3, Part 4 or another environmental planning instrument, and	Zoned B2 Local Centre with both shop top housing permitted with consent.	Yes
b) the affordable housing component is at least 10%, and	The proposal provides 15% of the total GFA as affordable housing.	Yes
c) all or part of the development is carried out—		
i) for development on land in the Six Cities Region, other than in the City of Shoalhaven local government area—in an accessible area, or	The subject site is within an accessible area, being within 400m of numerous bus stops. The 941 bus route provide daily services between 6am and 9pm and 8am to 6m on weekends. Refer to attached timetable.	Yes
ii) for development on other land—within 800m walking distance of land in a relevant zone or an equivalent land use zone.	N/A	N/A
2) Affordable housing provided as part of development because of a requirement under another environmental planning instrument or a planning agreement within the meaning of the Act, Division 7.1 is not counted towards the affordable housing component under this division.	Affordable Housing required to be dedicated to council is excluded from the 15% delivered under this SEPP.	Yes
3) In this section—		
<i>relevant zone</i> means the following—	Noted	
a) Zone E1 Local Centre,		
b) Zone MU1 Mixed Use,		
c) Zone B1 Neighbourhood Centre,		
d) Zone B2 Local Centre,		
e) Zone B4 Mixed Use.		
<b>16 Affordable Housing Requirements for additional FSR</b>		

Housing SEPP 2021 (Chapter 2 Division 1 In-fill Affordable Housing)		
Clause	Comment	Compliance
1) The maximum floor space ratio for development that includes residential development to which this division applies is the maximum permissible floor space ratio for the land plus an additional floor space ratio of up to 30%, based on the minimum affordable housing component calculated in accordance with subsection (2).	The base FSR is 2.5:1.  The maximum permitted FSR is 3.25:1, representing an additional 30%.	Yes
2) The minimum affordable housing component, which must be at least 10%, is calculated as follows—  AHC = Additional FSR (as a %) ÷ 2	15% or 898.35m <sup>2</sup> affordable housing is provided, which facilitates an additional 30% FSR.	Yes
3) If the development includes residential flat buildings or shop top housing, the maximum building height for a building used for residential flat buildings or shop top housing is the maximum permissible building height for the land plus an additional building height that is the same percentage as the additional floor space ratio permitted under subsection (1).  <b>Example—</b> Development that is eligible for 20% additional floor space ratio because the development includes a 10% affordable housing component, as calculated under subsection (2), is also eligible for 20% additional building height if the development involves residential flat buildings or shop top housing.	The proposal includes shop top housing. It therefore benefits from an additional 30% of building height. The current height is 20m under CB LEP 2023, with an additional 30% taking the total maximum height to 26m. The proposal has a height within the 26m height plane and complies.	Noted
4) This section does not apply to development on land for which there is no maximum permissible floor space ratio.	Not applicable.	N/A
<b>17 Additional floor space ratio for relevant authorities and registered community housing providers</b>	Not relevant to this proposal	N/A
<b>18 Affordable housing requirements for additional building height</b>	Not relevant to this proposal as additional building height achieved via Cl.16.	N/A

## Housing SEPP 2021 (Chapter 2 Division 1 In-fill Affordable Housing)

Clause	Comment	Compliance
<b>19 Non-discretionary development standards—the Act, s 4.15</b>		
1) The object of this section is to identify development standards for particular matters relating to residential development under this division that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.	Noted	Noted
<b>Note—</b> See the Act, section 4.15(3), which does not prevent development consent being granted if a non-discretionary development standard is not complied with.		
2) The following are non-discretionary development standards in relation to the residential development to which this division applies—		
a) a minimum site area of 450m <sup>2</sup> ,	The site area is 1,782m <sup>2</sup> and complies	Yes
b) a minimum landscaped area that is the lesser of— i) 35m <sup>2</sup> per dwelling, or ii) 30% of the site area,	The proposal has provided 462.55m <sup>2</sup> or 20.72% of the site area as landscaping, which is a minor departure from the standard. This is considered appropriate in a town centre context, noting that the proposal complies with ADG requirements for deep soil.	Variation
c) a deep soil zone on at least 15% of the site area, where— i) each deep soil zone has minimum dimensions of 3m, and ii) if practicable, at least 65% of the deep soil zone is located at the rear of the site,	Does not apply, refer to Cl. 3 below.	N/A
d) living rooms and private open spaces in at least 70% of the dwellings receive at least 3 hours of direct solar access between 9am and 3pm at mid-winter,	Does not apply, refer to Cl. 3 below	N/A
e) the following number of parking spaces for dwellings used for affordable housing—	e, f) The proposal provides for a total of 55 residential parking spaces which complies with the SEPP requirements for affordable and market housing. Refer to traffic report for more details.	Yes



**Housing SEPP 2021 (Chapter 2 Division 1 In-fill Affordable Housing)**

Clause	Comment	Compliance
<ul style="list-style-type: none"> <li>i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces,</li> <li>ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces,</li> <li>iii) for each dwelling containing at least 3 bedrooms— at least 1 parking space,</li> </ul>		
f) the following number of parking spaces for dwellings not used for affordable housing—		
<ul style="list-style-type: none"> <li>i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces,</li> <li>ii) for each dwelling containing 2 bedrooms—at least 1 parking space,</li> <li>iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces,</li> </ul>		
g) the minimum internal area, if any, specified in the Apartment Design Guide for the type of residential development,	We understand that the internal apartment areas comply with the ADG. Refer to architectural plans for detail.	Yes
h) for development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces)—the minimum floor area specified in the Low Rise Housing Diversity Design Guide,	Not relevant to this proposal	N/A
i) if paragraphs (g) and (h) do not apply, the following minimum floor areas—	Not relevant to this proposal	N/A
<ul style="list-style-type: none"> <li>i) for each dwelling containing 1 bedroom—65m<sup>2</sup>,</li> <li>ii) for each dwelling containing 2 bedrooms—90m<sup>2</sup>,</li> <li>iii) for each dwelling containing at least 3 bedrooms— 115m<sup>2</sup> plus 12m<sup>2</sup> for each bedroom in addition to 3 bedrooms.</li> </ul>		
3) Subsection (2)(c) and (d) do not apply to development to which Chapter 4 applies.	Noted	Noted

Housing SEPP 2021 (Chapter 2 Division 1 In-fill Affordable Housing)		
Clause	Comment	Compliance
<b>20</b>	<b>Design requirements</b>	
3) Development consent must not be granted to development under this division unless the consent authority has considered whether the design of the residential development is compatible with— a) the desirable elements of the character of the local area, or b) for precincts undergoing transition—the desired future character of the precinct.	The proposal is consistent with the desired future character and desire for a landmark corner building. The proposal complies with the height limit for the area set by the AHSEPP 2021 for infill affordable housing developments.	Yes
<b>21</b>	<b>Must be used for affordable housing for at least 15 years</b>	
1) Development consent must not be granted to development under this division unless the consent authority is satisfied that for a period of at least 15 years commencing on the day an occupation certificate is issued for the development— a) the development will include the affordable housing component required for the development under section 16, 17 or 18, and b) the affordable housing component will be managed by a registered community housing provider.	This clause will be satisfied through the imposition of a condition of consent requiring the registration of a restrictive covenant on the title of the affordable housing lots for the required period. The restrictive covenant must: a. be on terms acceptable to Council; b. identify the Council as the benefitted party; and c. clearly nominate that the restrictive covenant may not be varied or removed from the title without the consent of the Council.	Yes
2) This section does not apply to development carried out by or on behalf of the Aboriginal Housing Office or the Land and Housing Corporation.	Noted.	Noted
<b>22</b>	<b>Subdivision permitted with consent</b>	
	Subdivision will form part of a future development application however it is noted that the proposal involves a stratum subdivision which is permitted.	Yes

### Housing SEPP 2021 (Chapter 2 Division 1 In-fill Affordable Housing)

Clause	Comment	Compliance
Land on which development has been carried out under this division may be subdivided with development consent.		

### Housing SEPP 2021 (Chapter 4 Design of Residential Apartment Development)

Clause	Comment	Compliance
<b>144 Application of chapter</b>		
1) In this policy, development to which this chapter applies is referred to as residential apartment development.	Noted.	Noted
2) This chapter applies to the following— a) development for the purposes of residential flat buildings, b) development for the purposes of shop top housing, c) mixed use development with a residential accommodation component that does not include boarding houses or co-living housing, unless a local environmental plan provides that mixed use development including boarding houses or co-living housing is residential apartment development for this chapter.	The proposed development is shop top housing.	Noted
3) This chapter applies to development only if— a) the development consists of— i) the erection of a new building, or ii) the substantial redevelopment or substantial refurbishment of an existing building, or iii) the conversion of an existing building, and b) the building is at least 3 storeys, not including underground car parking storeys, and c) the building contains at least 4 dwellings.	Applies.	Noted
4) If particular development comprises development for the purposes specified in subsection (2) and development for other purposes, this	Noted	Noted

Housing SEPP 2021 (Chapter 4 Design of Residential Apartment Development)		
Clause	Comment	Compliance
	chapter applies only to the part of the development for the purposes specified in subsection (2).	
5)	This chapter does not apply to development that involves only a class 1a or 1b building within the meaning of the Building Code of Australia.	Noted
6)	To avoid doubt, development to which Chapter 2, Part 2, Division 1, 5 or 6 or Chapter 5 applies may also be residential apartment development under this chapter.	Noted
	Assessment of the proposal against relevant provisions in Chapter 4 is included in this SEE, noting that this is restricted to non-discretionary development standards and the ADG. As noted above, the minor nature of this amending DA means that the chapter itself does not apply as per Cl.144 (3) of the Housing SEPP 2021.	
7)	In this section— underground car parking storey means a storey used for car parking that is— a) below ground level (existing), or less than 1.2m above ground level (existing).	Noted
<b>145</b>	<b>Referral to design review panel for development applications</b>	Noted
	Noted, it is anticipated that Council will refer the application to its DRP.	
1)	This section applies to a development application for residential apartment development, other than State significant development.	
2)	Before determining the development application, the consent authority must refer the application to the design review panel for the local government area in which the development will be carried out for advice on the quality of the design of the development.	
3)	This section does not apply if— a) a design review panel has not been constituted for the local government area in which the development will be carried out, or b) a competitive design process has been held.	

Housing SEPP 2021 (Chapter 4 Design of Residential Apartment Development)		
Clause	Comment	Compliance
4) In this section—  competitive design process means a design competition held in accordance with the Design Competition Guidelines published by the Department in September 2023.		
<b>146 Referral to design review panel for modification applications</b>	N/A	N/A
<b>147 Determination of development applications and modification applications for residential apartment development</b>		
1) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following—		
a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9,	Council can determine the application noting that this proposal includes a statement that addresses the design quality principles of Schedule 9.	Yes
b) the Apartment Design Guide,	The proposal includes an assessment against the ADG which has informed its design response.	Yes
c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.	Noted.	Noted
2) The 14-day period referred to in subsection (1)(c) does not increase or otherwise affect the period in which a development application or modification application must be determined by the consent authority.	Noted.	Noted
3) To avoid doubt, subsection (1)(b) does not require a consent authority to require compliance with design	It is noted that numerical compliance is not required, so long as the proposal satisfies	Noted



Housing SEPP 2021 (Chapter 4 Design of Residential Apartment Development)		
Clause	Comment	Compliance
	criteria specified in the Apartment Design Guide.	the objectives of the ADG. The proposal remains consistent with the ADG.
4)	Subsection (1)(c) does not apply to State significant development.	Noted
<b>148</b>	<b>Non-discretionary development standards for residential apartment development—the Act, s 4.15</b>	
1)	The object of this section is to identify development standards for particular matters relating to residential apartment development that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.	Noted
<b>Note—</b> See the Act, section 4.15(3), which does not prevent development consent being granted if a non-discretionary development standard is not complied with.		
2)	The following are non-discretionary development standards—	
a)	the car parking for the building must be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide,	The proposal provides 55 spaces for residents and 12 visitor spaces and is consistent with relevant parking rates.
b)	the internal area for each apartment must be equal to, or greater than, the recommended minimum internal area for the apartment type specified in Part 4D of the Apartment Design Guide,	Complies as shown in attached plans.
c)	the ceiling heights for the building must be equal to, or greater than, the recommended minimum ceiling heights specified in Part 4C of the Apartment Design Guide.	Complies as shown in attached plans.
<b>149</b>	<b>Apartment Design Guide prevails over development control plans</b>	A DCP provision will have no effect, with the ADG taking precedent for the following:

Housing SEPP 2021 (Chapter 4 Design of Residential Apartment Development)		
Clause	Comment	Compliance
	<ul style="list-style-type: none"> <li>visual privacy, solar and daylight access, common circulation and spaces, apartment size and layout, ceiling heights, private open space and balconies, natural ventilation and storage.</li> </ul> <p>It is noted that compliance in the ADG relates to achieving the objective of the design criteria, not strictly, numerical compliance.</p>	

An assessment against the relevant objectives and design guidelines contained in Parts 3 and 4 of the Apartment Design Guide can be found below, noting that a number of these provisions are embodied within the CBLEP 2023 and supporting Development Control Plan.

ADG Element	Design Criteria/Design Guideline	Proposed	Compliance
Part 3 Siting the Development			
<b>3A Site Analysis</b>	Site Analysis	Provided with DA.	<b>Yes</b>
<b>3B Orientation</b>	Buildings along the street frontage define the street, by facing it and incorporating direct access from the street (see figure 3B.1)	The proposal addresses both street frontages with direct access	<b>Yes</b>
	Where the street frontage is to the east or west, rear buildings should be orientated to the north	The proposal is a corner site and complies with the DCP layout.	<b>Yes</b>
	Where the street frontage is to the north or south, overshadowing to the south should be minimised and buildings behind the street frontage should be orientated to the east and west	The proposal is a corner site and complies with the DCP layout.	<b>Yes</b>
<b>3C Public Domain Interface</b>	Terraces, balconies should have direct street entry, where appropriate	N/A	<b>N/A</b>

ADG Element	Design Criteria/Design Guideline	Proposed	Compliance
	Mailboxes should be located in lobbies, perpendicular to the street alignment	Complies as shown in the architectural plans.	Yes
	Substation, pump room, garbage storage rooms and other service rooms should be located in the basement carpark or out of view	Complies as shown in the architectural plans.	Yes
<b>3D Communal and Public Open Space</b>	<u>Design Criteria:</u>		
	Communal open space has a minimum area equal to 25% of the site.	Complies with a communal open space area of 462.55m <sup>2</sup> or 25.96% of the site area provided.	Yes
	50% of the principal COS should receive 2 hours of sunlight between 9am and 3pm	Complies, refer to architectural plans	Yes
	<u>Design Criteria:</u>		
	Minimum dimension of 3m	Complies.	Yes
	Direct, equitable access should be provided to communal open space areas from common circulation areas, entries and lobbies.	The proposal ensures that direct, equitable access in line with relevant Australian Standard is provided to communal open space areas from common circulation areas, entries, and lobbies.	Yes
	Where communal open space cannot be provided at ground level, it should be provided on a podium or roof.	N/A	N/A
	Facilities are provided within communal open spaces and common spaces for a range of age groups, incorporating some of the following elements:	Complies refer to landscape plans for details.	Yes
	<ul style="list-style-type: none"> <li>seating for individual or groups</li> <li>barbecue areas</li> <li>play equipment or play area.</li> </ul>		

ADG Element	Design Criteria/Design Guideline	Proposed	Compliance
	<ul style="list-style-type: none"> <li>swimming pools, gyms, tennis courts or common rooms</li> </ul> <p>Communal open space and the public domain should be readily visible from habitable room and private open space areas while maintaining privacy.</p> <p>Public open space should be well connected with public street along at least one edge.</p>	<p>Complies, refer to architectural plans.</p> <p>N/A</p>	<p>Yes</p> <p>N/A</p>
<b>3E Deep Soil Zones</b>	<u>Design Criteria:</u>		
	A deep soil zone equivalent to 7% of the site must be provided.	15% of the site is provided as deep soil area. Refer to architectural plans for detail.	Yes
<b>3F Visual Privacy</b>			
<b>Building separation up to 4 storeys (up to 12m)</b>	<u>Design Criteria:</u> 12m between habitable rooms (6m) 6m between non-habitable rooms (3m)	The proposal is situated in a town centre context and is built to the boundaries, providing a perimeter block form and defining the corner. Setbacks at the first four storeys exceed 6m, noting that a solid wall along the common boundary provides appropriate screening to the interface with the western boundary, as does privacy screening.	Yes
<b>Building separation between 5-8 storeys (up to 35m)</b>	18m between habitable rooms (9m) 9m between non-habitable rooms (4.5m)	We understand that all units comply with minimum 9m separation, with the proposal also incorporating appropriate screening devices to enhance privacy and overall amenity.	Yes
<b>Building separation for building 9 storeys or above</b>	24m between habitable rooms (12m) 12m between non-habitable rooms (6m)	N/A	N/A
<b>3G Pedestrian Access and Entries</b>	Buildings entries should be clearly identified, and communal entries should	Building entries are clearly identified and distinct from private areas	Yes

ADG Element	Design Criteria/Design Guideline	Proposed	Compliance
	be clearly distinguished from private areas		
<b>3H Vehicle Access</b>	Car park access should be integrated with the building's overall façade	Complies.	<b>Yes</b>
	Car park entry and access should be located on secondary streets or lanes where available	The car park entry is located on Waterloo Road which is the most appropriate location. A traffic report has confirmed that there is no impacts as a result of the building entry on Waterloo road.	<b>Yes</b>
	Adequate separation distance should be provided between vehicle entries and street intersection.	The car park entry is located as far from the intersection with Boronia Road as possible. The traffic report attached has confirmed that the intersection remains in safe operation.	<b>Yes</b>
	Garbage collection, loading and service areas are screened	Complies and integrated into the building design.	<b>Yes</b>
	Clear sight lines should be provided at pedestrian and vehicle crossing	Complies	<b>N/A</b>
<b>3J Carparking</b>	<u>Design Criteria:</u>		
	<u>Design Guidelines:</u>		
	Guide to traffic generating development parking rates	Car parking is consistent with the requirements of the Housing SEPP	<b>Yes</b>
	Secure undercover bicycle parking should be provided that is easily accessible from both the public domain and common areas	A total of 7 bicycle parking spaces are provided within the basement level	<b>Yes</b>
<b>Part 4 – Designing the Building</b>			
<b>4A Solar Access</b>	<u>Design Criteria:</u> Living rooms and private open space of at least 70% of units to receive 2	As shown in the attached plans 52 or 83.87% apartments achieve	<b>Yes</b>



	Hours Solar Access between 9am and 3pm Mid-Winter	compliance with the minimum 2 hour requirement.	
	A maximum of 15% of apartments receive no direct sunlight between 9am and 3pm Mid-Winter	10 apartments or 16.13% have no direct sunlight. 15% of 62 units is 9.3 units. Therefore the variation is a technical non compliance of less than one apartment. Despite the technical non-compliance, all apartments have access to daylight to living areas and private open space and therefore have a high level of amenity for residents.	<b>Variation, but complies with intent</b>
		Refer to attached Solar Access Calculation Plan for detail.	
<b>4B Naturally Ventilation</b>	<u>Design Criteria:</u>		
	60% of units are cross ventilated in a building up to 9 storeys	45 apartments of 72.6% are cross ventilated and therefore comply.	<b>Yes</b>
	Overall width of cross over or cross through apartments is < 18m	Designed to comply	<b>Yes</b>
	<u>Design Guidelines:</u>		
	The building should include dual aspect apartments, cross through apartments and corner apartments and limit apartment depths	Development has a mix of dual aspect apartments, cross through and corner apartments. See attached architectural plans for detail.	<b>Yes</b>
<b>4C Ceiling Height</b>	<u>Design Criteria:</u>		
	2.7m for habitable and 2.4m for non-habitable	Complies.	<b>Yes</b>
<b>4D Unit Sizes</b>	<u>Design Criteria:</u>		
<b>1 bed</b>	50m <sup>2</sup>	All units comply as shown in the attached plans, with apartments increasing in size when there is more than one bedroom. Refer to attached plans for detail.	<b>Yes</b>
<b>2 beds</b>	70m <sup>2</sup>		
<b>3 beds</b>	90m <sup>2</sup>		
<b>+5m<sup>2</sup> for each unit with more than 1 bathroom</b>			

<b>Habitable Room Depths</b>	Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10%	Every habitable room is provided with a window.	<b>Yes</b>
<b>Bedroom sizes</b>	<u>Design Criteria:</u>		
<b>Master</b>			
<b>Normal</b>			
<b>Living room/dining areas have a minimum width of:</b>	Limited to 2.5m x Ceiling Heights	The proposal complies.	<b>Yes</b>
	10m <sup>2</sup>	Complies.	<b>Yes</b>
	9m <sup>2</sup> , Studio/ 1 br	Complies.	<b>Yes</b>
	2br / 3br	Complies	<b>Yes</b>
<b>Open plan layouts that include a living, dining room and kitchen</b>	3.6m studio and one bedroom, 4m for 2 and 3 bedroom	Complies.	<b>Yes</b>
	8 m depth from a window	Complies.	<b>Yes</b>
<b>4E Private Open Space</b>			
<b>Balcony Sizes</b>			
<b>1 bed</b>	8m <sup>2</sup> & 2m depth	Complies.	<b>Yes</b>
<b>2 beds</b>	10m <sup>2</sup> & 2m depth	Complies.	<b>Yes</b>
<b>3 beds</b>	12m <sup>2</sup> & 2.4m depth	Complies.	<b>Yes</b>
<b>Ground level / podium apartments</b>	15m <sup>2</sup> & 3m depth		
<b>4F Common circulation and space</b>	<u>Design Criteria:</u>		
<b>Common circulation units per core</b>	8 – 12 unit per circulation core	The proposal complies.	<b>Yes</b>
<b>4G Storage</b>			
	<u>Design Criteria:</u>		
	1 bed: 6m <sup>3</sup> 2 beds: 8m <sup>3</sup> 3 beds: 10m <sup>3</sup>	Appropriate storage is to be provided per unit as demonstrated in the architectural plans.	<b>Yes</b>

	Minimum 50% of required storage is within the apartment		
<b>4H Acoustic Privacy</b>	<u>Design Criteria:</u>		
	Adequate building separation is provided within the development and from neighbouring buildings/adjacent uses	Development has provided adequate separation from neighbouring buildings/properties in-line with 3F Visual Privacy – design criteria above.	<b>Yes</b>
	Windows and door openings are generally orientated away from noise source	Where appropriate windows and door openings are orientated away from noise sources.	<b>Yes</b>
	Noisy areas within buildings including building enters and corridors should be located next to or above each other and quieter areas next to or above quieter areas.	The application is designed to create different ‘zones’ with more active areas clustered together and more passive areas also clustered together to maximise acoustic privacy and takes advantage of the lot orientation.	<b>Yes</b>
<b>4K Apartment Mix</b>	<u>Design Guidelines:</u>  A variety of apartment types is provided	An appropriate mix is provided as shown in the attached plans: <ul style="list-style-type: none"> <li>- Studio: N/A</li> <li>- 1 bedroom: 09 unit (14%)</li> <li>- 2 bedroom: 47 units (76%)</li> <li>- 3 bedroom: 06 units (10%)</li> </ul>	<b>Yes</b>
<b>4M Facades</b>	<u>Design Guidelines:</u> Building facades should be well resolved with an appropriate scale and proportion to the streetscape and human scale.	The proposal is consistent with the existing approved façade for the site.	<b>Yes</b>
<b>4O Landscape Design</b>	Greater than 1,500m2:  1 large tree or 2 medium trees per 80m2 of deep soil zone	Refer to landscape plan for detail showing compliance with this requirement.	<b>Yes</b>
<b>4Q Universal Design 20% of the total apartments</b>	Achieve Liveable Housing Guidelines silver level universal design features	Complies.	<b>Yes</b>
<b>4U Energy efficiency</b>		A BASIX Certificate is provided.	<b>Yes</b>

<b>4V Water management and conservation</b>	<u>Design Guidelines:</u>		
	Reduce mains consumption, and reduce the quantity of stormwater runoff	A BASIX Certificate is provided.	<b>Yes</b>
<b>4W Waste Management</b>	<u>Design Guidelines:</u>		
	Supply WMP	A waste management plan has been prepared for the development by Baker Ryan Stewart and confirms that waste management procedures integrated into the building design, along with ongoing management measures are appropriate.	<b>Yes</b>
	Allocate storage area	Appropriate waste storage areas are provided. Refer to attached plans for detail and waste management plan for further detail.	<b>Yes</b>
<b>4X Building Maintenance</b>	<u>Design Guidelines:</u>		
	To ensure long life and ease of maintenance for the development	The proposed material is considered durable which may be easily cleaned.  The use of masonry on the podium will ensure minimal future scaffolding/repainting is required.	<b>Yes</b>

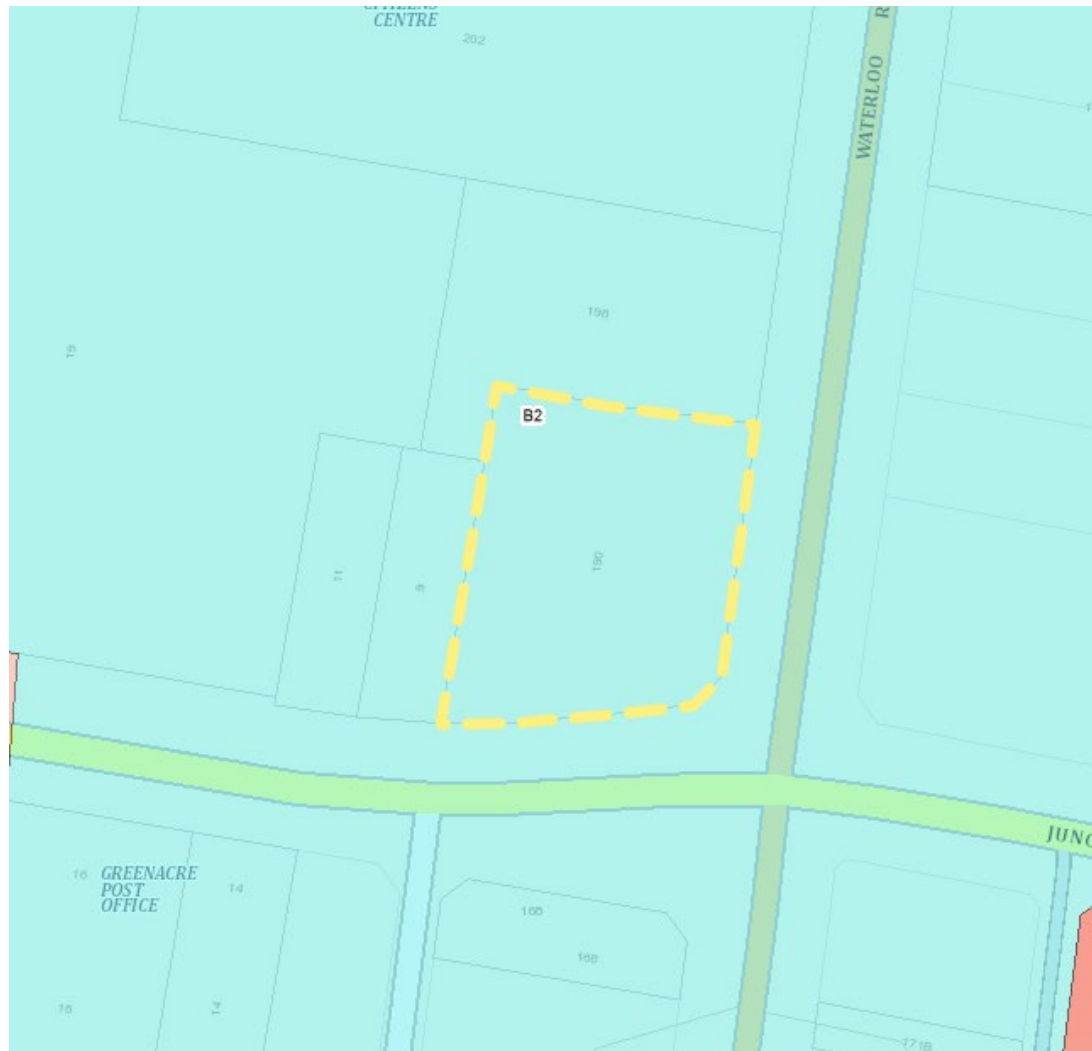


## LOCAL PLANNING CONTROLS

### CANTEBURY BANKSTOWN LOCAL ENVIRONMENTAL PLAN 2023

The development site is zoned B2 Local Centre under the provisions of the CBLEP 2023, as shown on the zoning map extract below.

Figure 10 The site is zoned B2 Local Centre (Spatial Viewer)



Commercial premises and shop top housing, residential flat buildings are permissible with consent within the MU1 Mixed Use Zone and mean the following:

- **commercial premises** means any of the following—
  - a) *business premises,*
  - b) *office premises,*



c) *retail premises.*

- **shop top housing** means one or more dwellings located above the ground floor of a building, where at least the ground floor is used for commercial premises or health services facilities.

The proposal is consistent with the above definitions of CBLEP 2023.

Infill Affordable Housing is permitted within the zone under the Housing SEPP 2021 by virtue of both shop top housing and residential flat buildings being permissible within the zone.

The proposal is consistent with the relevant specified zone objectives:

Objective	Consistency
To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.	Ground floor retail space is provided.
To encourage employment opportunities in accessible locations.	The development activates the street frontage
To maximise public transport patronage and encourage walking and cycling.	The proposal provides 62 homes within close vicinity to public transport and services that can be accessed by walking or cycling.
To provide for certain residential uses that are compatible with the mix of uses in local centres.	Shop top housing is a permitted use.
To promote a high standard of urban design and local amenity.	The proposal is an attractive and modern mixed use building with an articulated form and diverse but co-ordinated palette of materials. Internally, residents achieve a high standard of amenity, with communal open space provided, screened from the street frontage by the activated retail frontage. The proposal therefore achieves a high standard of urban design and makes a positive contribution to the overall amenity of the local area.

The table below provides detail on the development standards relevant to the current proposal as well as other relevant LEP provisions.

CB Local Environmental Plan 2023			
Clause	Control	Comment	Complies
<b>Zoning</b>	B2 Local Centre	The proposal is permitted in the zone with in-fill affordable housing under the Housing SEPP made permissible in zones where shop top housing is permitted with consent.	<b>Yes</b>
Part 2 Permitted or Prohibited Development			

<b>2.3</b>	Zone Objectives and Land Use Table	The proposal is consistent with zone objectives as described in the table above.	<b>Yes</b>
<b>2.6</b>	Subdivision	No subdivision is included with this DA.	<b>N/A</b>
<b>2.7</b>	Demolition Requires Consent	The proposal seeks development consent for demolition of all existing structures on site.	<b>Yes</b>
<b>Part 4 Principal Development Standards</b>			
<b>4.3</b>	Height of Buildings – 20 m  Housing SEPP +30% - 26m	The proposal is less than 26m high and therefore complies.	<b>Yes</b>
<b>4.4</b>	Floor Space Ratio – 2.5:1  Housing SEPP +30% - 3.75	The proposal has a FSR of 3.23:1 which is consistent with the requirements of the Infill Affordable Housing provisions of the Housing SEPP 2021 when 15% affordable housing is provided.	<b>Yes</b>
<b>Part 5 Miscellaneous Provisions</b>			
<b>5.10</b>	Heritage Conservation	There are no heritage items in the immediate or local vicinity that impact the subject site. Likewise, the subject site is not identified as an item of environmental heritage.	<b>N/A</b>
<b>5.21</b>	Flood planning	A review of flood maps indicate that the site is not flood prone land	<b>N/A</b>
<b>Part 6 Additional Local Provisions</b>			
<b>6.1</b>	Acid sulfate soils	The subject site is not identified as Acid Sulfate Soil	<b>N/A</b>
<b>6.2</b>	Earthworks	<p>This application seeks Council consent for the excavation of the site as per the attached plans. It is considered that the proposed excavation is appropriate and will have minimal if any adverse environmental or amenity impacts.</p> <p>The proposed earthworks are consistent with the current and future use of the land and will develop the site into context with its surrounds and in accordance with Councils current and proposed planning strategies.</p> <p>It is considered unlikely due to the location of the site as well as previous development that excavation will lead to the disturbance of relics.</p>	<b>Yes</b>

<b>6.3</b>	Stormwater Management and WSUD	The proposal has adopted a WSUD methodology and complies with all relevant criteria of Cl.6.3. Refer to attached engineering plans for detail.	<b>Yes</b>
<b>6.10</b>	Active street frontages	Complies, with an active street frontage provided to both Waterloo Road and Boronia Road.	<b>Yes</b>
<b>6.15</b>	Design Excellence  (4) In deciding whether the development exhibits design excellence, the consent authority must consider the following—  .	<p>The proposal is above 4 storeys and is a RFB and accordingly is subject to design excellence.</p> <p><i>(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,</i></p> <p>The proposal adopts the key site specific criteria within the DCP and provides a gateway entry to the Greenacre Town Centre. A co-ordinated architectural palette is applied to provide visual interest, along with an appropriately articulated façade which breaks up the mass of the building into distinct portions, providing an appropriate response to context.</p> <p><i>(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,</i></p> <p>The proposal adopts the envelope envisioned by Council within the DCP, noting that the height is consistent with the Housing SEPP 2021. Awnings are provided, along with an active frontage which makes a considerable and apparent improvement to the public domain.</p> <p><i>(c) whether the development detrimentally impacts on view corridors,</i></p> <p>There are no view corridors, with the subject site identified as a landmark building.</p> <p><i>(d) how the development addresses the following matters—</i></p>	

*(i) heritage issues,*

No heritage.

*(ii) the relationship of the development with other existing or proposed development on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*

The proposal provides a form anticipated by Council in the DCP and complies with the key objectives and design criteria within the ADG.

*(iii) bulk, massing and modulation of buildings,*

The proposal adopts the key site specific criteria within the DCP and provides a gateway entry to the Greenacre Town Centre. A co-ordinated architectural palette is applied to provide visual interest, along with an appropriately articulated façade which breaks up the mass of the building into distinct portions, providing an appropriate response to context.

*(iv) street frontage heights,*

Complies.

*(v) environmental impacts, including sustainable design, overshadowing, wind and reflectivity,*

The proposal is a sustainable design as shown within the attached BASIX Certificate. Furthermore by intensifying land uses within close proximity to jobs, essential services and public transport, the proposal exhibits substantial commitment to sustainable design and reduced carbon emissions.

Likewise, the proposal has no amenity impacts as shown in the attached shadow diagrams, with the also being no wind or reflectivity impacts.

*(vi) the achievement of the principles of ecologically sustainable development,*

A BASIX Certificate is provided which confirms that a sustainable design have been provided.

*(vii) pedestrian, cycle, vehicular and service access, circulation and requirements,*

The proposal complies as discussed within ADG and DCP compliance tables and shown the attached plans and discussed within the relevant consultant reports.

*(viii) the impact on, and any proposed improvements to, the public domain,*

The proposal provides a weather protected street frontage which is activated by retail/ commercial floor space.

*(ix) the integration of utilities, building services and waste management infrastructure in the site layout and building design,*

Complies as shown in the attached plans.

*(x) Aboriginal cultural heritage,*

An AHIMS search does not indicate that there is Aboriginal Cultural Heritage on site. Regardless, should any be discovered during site works, conditions of consent can provide the appropriate pathway forward.

*(xi) the protection and promotion of green infrastructure,*

The proposal complies with a BASIX Certificate confirming appropriate green infrastructure is provided.

*(e) whether the development integrates high quality landscape design in the site layout and building design,*

The proposal complies as shown in the attached landscape plan.

(f) how the development responds to the physical and cultural connection of the local Aboriginal community to the land.

The proposal has been design with connecting with country guidelines in mind. Landscaping at ground level which provides a necessary connection to the traditional landscape and Aboriginal community.

## CB DEVELOPMENT CONTROL PLAN 2023

All relevant Council controls have been considered in the following compliance table.

Table			
Clause	Controls	Comments	Complies
<b>Chapter 2 Site Considerations</b>			
2.1	Site analysis	Refer to architectural plans for detail.	Yes
<b>Chapter 3 General Requirements</b>			
<b>Section 2 – Civil Engineering Requirements</b>			
2.1-2.2	Vehicular footway crossing and construction	A vehicular crossing is provided in accordance with council engineering standards	Yes
2.3	Internal driveway requirements	Complies with relevant engineering design standards. Refer to architectural plans and relevant supporting consultant reports for detail.	Yes
2.4	Sight distance requirements	Complies as shown on the attached plans	Yes
<b>Section 3 – Stormwater Drainage Systems</b>			
3.1	Development impacted by stormwater systems	Engineering plans are provided and comply with council design requirements.	Yes
3.2	Disposal of stormwater runoff	The proposal provides onsite stormwater detention and is connected to the broader council drainage system	Yes
3.4	Roof gutter design	Complies	Yes
3.5	Stormwater system ARI design criteria	Complies as shown in the attached engineering plans	Yes
<b>Section 4 – OSD Systems</b>			
4.2	Multi dwelling development and non-residential development	Complies as shown in the attached engineering plans	Yes.
<b>Part 3.2 Parking</b>			
3.2.1	Off Street Parking Rates	Residential parking is provided at the rate within the Housing SEPP 2021 for in-fill affordable	

		<p>housing and complies. Refer to SEPP chapter for detail.</p> <p>Whilst the Housing SEPP does not require visitor parking, the proposal has included this within the design. The DCP requires 12 visitor spaces and 12 are provided.</p> <p>The proposal has 4 retail/ commercial spaces are requires 7 parking spaces, with seven provided.</p> <p>The proposal cumulatively provides 55 residential spaces, 12 visitor spaces, 7 retail spaces and therefore complies.</p>	
2.7	Accessible off-street parking rates	<p>The proposal provides one accessible parking space for the retail component.</p>	<b>Yes</b>
<b>3.3 Waste Management</b>			
		<p>A Waste management plan prepared by Barker Ryan Steward is provided that complies with Council requirements. Refer to attached report for detail.</p> <p>The loading arrangements have been designed and assessed by Genesis Traffic with SIDRA modelling also undertaken.</p> <p>It is proposed to undertake waste collection on-street (private waste collection) along the Waterloo Road frontage. Other infrequent loading and servicing needs will also rely on the on-street parking on Waterloo Road frontage. The loading zone is 15m long and has been designed to comply with requirements set out in the Austroads design guide, TfNSW TDT2002/12c and the Australian Road Rules.</p> <p>Of note, the assessment results also found that the proposed 20m No Stopping Zone on the departure side of Waterloo Road (adjoining the proposed Loading Zone) will not unduly affect the intersection's operation. The existing level of service will be maintained following the addition of the subject development. This outcome is conservative as the assessment did not "discount" the existing service station traffic movements (of some 120 vtp) that will be removed from the network following cessation of the business. On this basis, the assessment finds the proposal suitable and adequate from a traffic impact standpoint.</p>	<b>Yes</b>



### 3.4 Sustainable Development

The proposal complies with requirements for sustainable development under the Sustainable Buildings SEPP 2022. No further consideration is necessary.

### 3.7 Landscape

		The proposal includes detailed landscape design plans and complies with Council design requirements. Refer to attached for detail.	Yes
<b>5.1 Residential accommodation (former Bankstown LGA)</b>			
8.1	Isolation of Sites	The subject site is identified as a specific site within Chapter 7 and therefore does not isolate any site	Yes
8.2	Storey limit	The proposal complies with the height permitted under the Housing SEPP 2021 for in-fill affordable housing.	Yes
8.4	Fill	The proposal will have a direct and level street address	N/A
8.6, 8.7	Street setbacks	Complies with site specific provisions	N/A
8.8-8.12	Side and rear setbacks	Complies with ADG requirements and site specific provisions	N/A
8.13	POS	Complies with ADG	Yes
8.15	Demolition	The proposal demolishes all buildings on site	Yes
8.16	Roof pitch	Complies as shown in the architectural plans	Yes
8.21	Plant	There is no plant proposed on the roof, with the lift overrun centrally located and not visually apparent. There is no other rooftop plant proposed.	Yes
8.22	Parking	All parking is within the basement	Yes
8.23-24	Landscape	A landscape plan is provided and complies with DCP requirements, noting that the site is within a town centre	Yes
8.27	Active street frontage	Complies	Yes
8.29	Ground floor retail, loading and unloading	A traffic report and waste management plan have been provided as part of this DA. The loading arrangements have been designed and assessed by Genesis Traffic with SIDRA modelling also undertaken.	Variation, but complies with intent of control
<p>It is proposed to undertake waste collection on-street (private waste collection) along the Waterloo Road frontage. Other infrequent loading and servicing needs will also rely on the on-street parking on Waterloo Road frontage. The loading zone is 15m long and has been designed to comply with requirements set out in the Austroads design guide, TfNSW TDT2002/12c and the Australian Road Rules.</p> <p>Of note, the assessment results also found that the proposed 20m No Stopping Zone on the departure side of Waterloo Road (adjoining the proposed Loading Zone) will not unduly affect the intersection's operation. The existing level of</p>			

		service will be maintained following the addition of the subject development. This outcome is conservative as the assessment did not “discount” the existing service station traffic movements (of some 120 vtpH) that will be removed from the network following cessation of the business. On this basis, the assessment finds the proposal suitable and adequate from a traffic impact standpoint.	
8.31	Waste storage area	No end use is proposed and this can be resolved in a future DA as relevant	N/A
8.32-8.36	Blank walls	As shown in the architectural plans, the proposal does not exhibit large expanse of blank walls. A diversified palette of materials along with façade articulation and breaks ensures that the extent of any wall is minimised and an attractive and well resolved building presents to all frontages.	Yes
14.1-14.2	Utilities and services	All utilities and services are shown on the architectural plans and integrated into the overall building design	Yes
14.3-14.5	Substations	The location of the substation is shown in the attached architectural plans. Whilst this is not within the building envelope, it is incorporated into the overall site design and therefore complies with the DCP. Refer to attached plans for detail	Yes
<b>Chapter 7 Commercial Centres</b>			
<b>7.1 General Requirements</b>			
2.1	Active Street Frontages	Complies and provided to both street frontages	Yes
2.2		The design of the active street frontage complies with DCP design requirements in terms of glazing, well design active frontages, a zero setback, a high quality design palette and a design that facilitates natural ventilation.	Yes
2.5-2.6	Finished floor level	Complies	Yes
2.10	Pedestrian entries	Provided on both street frontages	Yes
2.12-2.13	Services	Services and utilities are provided within the site and integrated into the building and landscape design as shown in the attached plans	Yes
2.14-16	Substations	The location of the substation is shown in the attached architectural plans. Whilst this is not within the building envelope, it is incorporated into the overall site design and therefore complies with the DCP. Refer to attached plans for detail	Yes
3	Façade Design	Site specific controls apply, however the proposed development provides articulated vertical dimensional elements which reflect and is compatible with the local streetscape.	Yes
4	Visual Bulk	Site specific controls apply, with the proposal provides a tower addressing the street corner, with vertical articulation and breaks provided to breakup the visual bulk.	Yes

5	Corner buildings	Site specific controls apply.	N/A
6	Roof Design	The proposal complies, refer to plans for detail	Yes
7	Materials and finishes	The proposal provides an attractive façade with the material schedule identified in the attached plans. The diversity of material includes a diversity of brick finishes, stratified concrete, glass balustrades, dark framed windows, glass blocks, dark grey screening devices. This co-ordinated palette ensures that a high quality finish is provided, with the architectural plans showing the co-ordinated distribution of finishes.	Yes
8	Awning design	Awnings are provided and comply with design requirements as shown in the attached architectural plans	Yes
<b>3.9 General Design and Amenity</b>			
9.1	Building Design	An assessment against Chapter 4 of the Housing SEPP 2021 is included within this SEE, as is an assessment against the ADG. The proposal complies.	Yes
9.2	Access to sunlight	The proposal complies with 2 hour solar access standards of the ADG to a minimum 70% of units.	Yes
9.3	Access to sunlight	Adjacent development can achieve compliance with solar access requirements of the ADG, with this confirmed via the attached shadow diagrams	Yes
9.4	POS	Complies with ADG.	Yes
9.5	Liveable Housing	The proposal complies with ADG requirements for liveable housing and provides: <ul style="list-style-type: none"> <li>– 13 gold level units (20.96%)</li> <li>– 09 silver level units (14.51%)</li> </ul>	Yes
9.9	Street trees	The proposal can comply, noting that this can be conditioned on the consent	Yes
9.14	Main Entrances	All entrances face the street	Yes
9.15	Windows overlook the street	Windows from living areas and private open space overlook the street above the ground level, ensuring that passive surveillance is achieved	Yes
9.20	Amenity	An acoustic assessment of the proposed development has been carried out by Arouras Consultancy with the conclusion reproduced below: <p><i>An environmental noise survey of the site has been conducted and the noise limiting criteria for mechanical plant/equipment noise emission has been determined based on the EPA noise policy. During the Construction Certification Stage, once all mechanical plant has been selected, a detail assessment will be conducted to ensure compliance with the EPA NPfI noise criteria. The limits are presented in Table 5.</i></p>	Yes

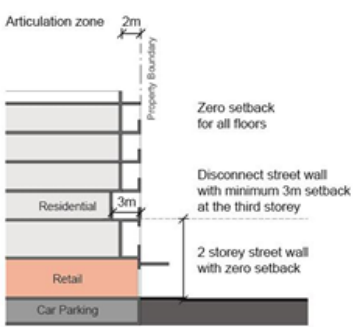
Construction for glazing, external walls and the roof/ceiling systems have been provided to achieve the internal noise criteria and are detailed in Section 3.1 and Section 3.2 based on the impact of surrounding traffic noise.

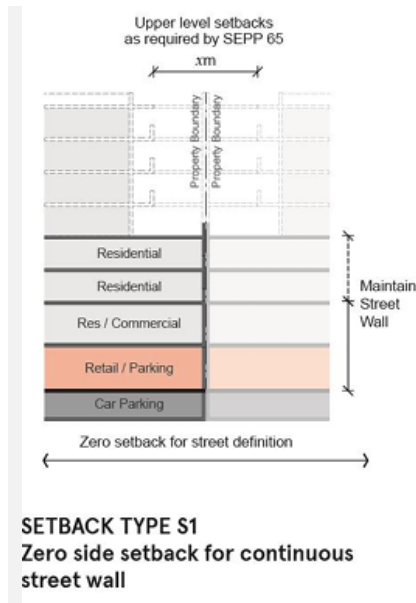
Providing the recommendations in this report are implemented, the noise from the proposed development would comply with acoustic requirements of the NSW Department of Planning (SEPP), EPA and the Australian Standards.

The proposal therefore complies.

## Chapter 7 Commercial Centres

### 7.2 City West – Section 8 Greenacre (Main Street Precinct)

8.1	Storey limit	The proposal includes infill affordable housing and is consistent with AHSEPP requirements. Therefore this control is not relevant.	N/A
8.2	Setback type F3	The ground level is built to the street alignment and complies.	Yes
	 <p><b>SETBACK TYPE F3</b> 6 storeys: corner lots</p>	<p>The controls applies a zero setback for all floor levels with the proposal complying, other than at the car park entry and where the building is setback for landscaping a provision of the substation. The proposal therefore complies with the intent of the control.</p> <p>The proposal provides a continuous 3m setback at level 2 as per DCP requirements.</p> <p>A 2m articulation zone is provided.</p>	<p>Complies with intent of control</p> <p>Yes</p> <p>Yes</p>
8..2	Side setbacks	The proposal complies with the 0m setback control required for corner sites under Setback type F3.	N/A



## CONCLUSION

Following a review of the relevant planning controls, it is concluded that the proposed development is consistent with the objectives, planning strategies and detailed controls of these planning documents.

Consideration has been given to the potential environmental and amenity impacts that are relevant to the proposed development and this report addresses these impacts.

Having regard to the benefits of the proposal and considering the absence of adverse environmental, social or economic impacts, the application is submitted to Council for assessment and granting of development consent. Think Planners Pty Ltd recommends the approval of the application, subject to necessary, relevant and appropriate conditions of consent.

## APPENDIX 1 BUS TIMETABLE

# 941

## Bankstown to Hurstville via Greenacre



### How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures at [transportnsw.info](https://transportnsw.info)

### Real-time planning


You can plan your trip with real-time information using the Trip Planner or Departures at [transportnsw.info](https://transportnsw.info) or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick-up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at [transportnsw.info/apps](https://transportnsw.info/apps)

### Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Look for the  symbol in this timetable. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

### Who is providing my bus services?

The bus services shown in this timetable are run by U-Go Mobility.

### Fares

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.

### Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel, and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, the Central Coast, the Hunter and the Illawarra.

### Which Opal card is right for you?

**Adult** – Customers 16 years or older who are not entitled to any concessions and normally pay full fare.

**Child/Youth** – For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

**Gold Senior/Pensioner** – For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers.

**Concession** – For eligible tertiary students, job seekers, apprentices and trainees.

### How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign . To find your nearest retailer visit [transportnsw.info/opal](https://transportnsw.info/opal).

If you are eligible to travel with concession fares, you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit [transportnsw.info/opal](https://transportnsw.info/opal) for more information.

### Contactless payments

If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and weekend travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus and light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at [transportnsw.info/contactless](https://transportnsw.info/contactless)

### Explanation of definitions and symbols

 Wheelchair Accessible



# 941

## Bankstown to Hurstville via Greenacre

# B

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If you are eligible to travel with concession fares, you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit [transportnsw.info/opal](https://transportnsw.info/opal) for more information.

### Contactless payments

If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and weekend travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus and light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at [transportnsw.info/contactless](https://transportnsw.info/contactless)

### Explanation of definitions and symbols

 Wheelchair Accessible

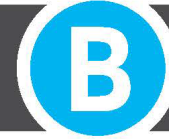






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## Hurstville to Bankstown via Greenacre



Valid from: 03 Feb 2025

Creation date: 02 March 2025

NOTE: Information is correct on date of download.

Monday to Friday	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Westfield Hurstville, Cross St, Hurstville	-	05:48	-	06:13	06:43	07:11	07:41	08:11	08:41
Hurstville Station	-	05:50	-	06:15	06:45	07:13	07:43	08:13	08:43
Penshurst Station	-	05:54	-	06:21	06:51	07:19	07:49	08:19	08:49
Penshurst St at Stoney Creek Rd, Penshurst	-	05:58	-	06:25	06:55	07:24	07:54	08:24	08:54
Narwee Station	-	06:06	-	06:33	07:03	07:33	08:03	08:33	09:03
Narwee Station	-	06:07	-	06:34	07:04	07:34	08:04	08:34	09:04
Penshurst Rd at Graham Rd, Narwee	-	06:07	-	06:34	07:04	07:34	08:04	08:34	09:04
Roselands Shopping Centre, Roseland Ave, Roselands	-	06:13	-	06:40	07:10	07:40	08:10	08:40	09:10
Punchbowl Station	05:21	06:20	05:51	06:48	07:18	07:48	08:18	08:48	09:18
Acacia Ave before Wattle St, Punchbowl	05:24	06:24	05:54	06:52	07:22	07:52	08:22	08:52	09:22
Greenacre Shops, Waterloo Rd, Greenacre	05:27	06:28	05:57	06:56	07:26	07:56	08:26	08:56	09:26
Cardigan Rd at Waterloo Rd, Greenacre	05:34	06:35	06:04	07:04	07:34	08:04	08:34	09:04	09:34
Hillcrest Ave at Mimosa Rd, Greenacre	05:39	06:40	06:09	07:10	07:40	08:11	08:41	09:11	09:40
Bankstown Central, Link Rd, Bankstown	05:44	06:46	06:14	07:16	07:46	08:17	08:47	09:17	09:47
Bankstown Station	05:47	06:49	06:17	07:19	07:49	08:20	08:50	09:20	09:50
Monday to Friday	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Westfield Hurstville, Cross St, Hurstville	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14
Hurstville Station	09:16	09:46	10:16	10:46	11:16	11:46	12:16	12:46	13:16
Penshurst Station	09:22	09:52	10:22	10:52	11:22	11:52	12:22	12:52	13:22
Penshurst St at Stoney Creek Rd, Penshurst	09:26	09:56	10:26	10:56	11:26	11:56	12:26	12:56	13:26
Narwee Station	09:34	10:04	10:34	11:04	11:34	12:04	12:34	13:04	13:34
Narwee Station	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35
Penshurst Rd at Graham Rd, Narwee	09:35	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35
Roselands Shopping Centre, Roseland Ave, Roselands	09:41	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41
Punchbowl Station	09:49	10:19	10:49	11:19	11:49	12:19	12:49	13:19	13:49
Acacia Ave before Wattle St, Punchbowl	09:53	10:23	10:53	11:23	11:53	12:23	12:53	13:23	13:53
Greenacre Shops, Waterloo Rd, Greenacre	09:57	10:27	10:57	11:27	11:57	12:27	12:57	13:27	13:57
Cardigan Rd at Waterloo Rd, Greenacre	10:05	10:35	11:05	11:35	12:05	12:35	13:05	13:35	14:05
Hillcrest Ave at Mimosa Rd, Greenacre	10:11	10:41	11:11	11:41	12:11	12:41	13:11	13:41	14:11
Bankstown Central, Link Rd, Bankstown	10:17	10:47	11:17	11:47	12:17	12:47	13:17	13:47	14:17
Bankstown Station	10:20	10:50	11:20	11:50	12:20	12:50	13:20	13:50	14:20
Monday to Friday	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Westfield Hurstville, Cross St, Hurstville	13:44	14:14	14:44	15:11	15:41	16:11	16:41	17:13	17:43
Hurstville Station	13:46	14:16	14:46	15:13	15:43	16:13	16:43	17:15	17:45
Penshurst Station	13:52	14:22	14:52	15:19	15:49	16:19	16:49	17:21	17:51
Penshurst St at Stoney Creek Rd, Penshurst	13:56	14:26	14:56	15:24	15:54	16:24	16:54	17:25	17:55
Narwee Station	14:04	14:34	15:04	15:33	16:03	16:33	17:03	17:33	18:03
Narwee Station	14:05	14:35	15:05	15:34	16:04	16:34	17:04	17:34	18:04
Penshurst Rd at Graham Rd, Narwee	14:05	14:35	15:05	15:34	16:04	16:34	17:04	17:34	18:04
Roselands Shopping Centre, Roseland Ave, Roselands	14:11	14:41	15:11	15:40	16:10	16:40	17:10	17:40	18:10
Punchbowl Station	14:19	14:49	15:19	15:48	16:18	16:48	17:18	17:48	18:18
Acacia Ave before Wattle St, Punchbowl	14:23	14:53	15:23	15:52	16:22	16:52	17:22	17:52	18:22
Greenacre Shops, Waterloo Rd, Greenacre	14:27	14:57	15:27	15:56	16:26	16:56	17:26	17:56	18:26
Cardigan Rd at Waterloo Rd, Greenacre	14:35	15:05	15:35	16:04	16:34	17:04	17:34	18:04	18:34
Hillcrest Ave at Mimosa Rd, Greenacre	14:41	15:11	15:41	16:11	16:41	17:11	17:41	18:10	18:40
Bankstown Central, Link Rd, Bankstown	14:47	15:17	15:47	16:17	16:47	17:17	17:47	18:16	18:46
Bankstown Station	14:50	15:20	15:50	16:20	16:50	17:20	17:50	18:19	18:49

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## Hurstville to Bankstown via Greenacre



Monday to Friday										
	Δ	Δ	Δ	Δ						
Westfield Hurstville, Cross St, Hurstville	18:13	19:06	20:06	21:06						
Hurstville Station	18:15	19:08	20:08	21:08						
Penshurst Station	18:19	19:12	20:12	21:12						
Penshurst St at Stoney Creek Rd, Penshurst	18:23	19:16	20:16	21:16						
Narwee Station	18:31	19:24	20:24	21:24						
Narwee Station	18:32	19:25	20:25	21:25						
Penshurst Rd at Graham Rd, Narwee	18:32	19:25	20:25	-						
Roselands Shopping Centre, Roseland Ave, Roselands	18:38	19:31	20:31	-						
Punchbowl Station	18:45	19:38	20:38	-						
Acacia Ave before Wattle St, Punchbowl	18:49	19:41	20:41	-						
Greenacre Shops, Waterloo Rd, Greenacre	18:53	19:44	20:44	-						
Cardigan Rd at Waterloo Rd, Greenacre	19:00	19:51	20:51	-						
Hillcrest Ave at Mimosa Rd, Greenacre	19:05	19:56	20:56	-						
Bankstown Central, Link Rd, Bankstown	19:11	20:01	21:01	-						
Bankstown Station	19:14	20:04	21:04	-						
Saturday										
	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Westfield Hurstville, Cross St, Hurstville	-	07:59	08:59	09:29	09:59	10:29	10:59	11:29	11:59	
Hurstville Station	-	08:01	09:01	09:31	10:01	10:31	11:01	11:31	12:01	
Penshurst Station	-	08:07	09:07	09:37	10:07	10:37	11:07	11:37	12:07	
Penshurst St at Stoney Creek Rd, Penshurst	-	08:11	09:11	09:41	10:11	10:41	11:11	11:41	12:11	
Narwee Station	07:19	08:19	09:19	09:49	10:19	10:49	11:19	11:49	12:19	
Narwee Station	07:20	08:20	09:20	09:50	10:20	10:50	11:20	11:50	12:20	
Penshurst Rd at Graham Rd, Narwee	07:20	08:20	09:20	09:50	10:20	10:50	11:20	11:50	12:20	
Roselands Shopping Centre, Roseland Ave, Roselands	07:26	08:26	09:26	09:56	10:26	10:56	11:26	11:56	12:26	
Punchbowl Station	07:34	08:34	09:34	10:04	10:34	11:04	11:34	12:04	12:34	
Acacia Ave before Wattle St, Punchbowl	07:38	08:38	09:38	10:08	10:38	11:08	11:38	12:08	12:38	
Greenacre Shops, Waterloo Rd, Greenacre	07:42	08:42	09:42	10:12	10:42	11:12	11:42	12:12	12:42	
Cardigan Rd at Waterloo Rd, Greenacre	07:50	08:50	09:50	10:20	10:50	11:20	11:50	12:20	12:50	
Hillcrest Ave at Mimosa Rd, Greenacre	07:56	08:56	09:56	10:26	10:56	11:26	11:56	12:26	12:56	
Bankstown Central, Link Rd, Bankstown	08:02	09:02	10:02	10:32	11:02	11:32	12:02	12:32	13:02	
Bankstown Station	08:05	09:05	10:05	10:35	11:05	11:35	12:05	12:35	13:05	
Saturday										
	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Westfield Hurstville, Cross St, Hurstville	12:29	12:59	13:29	13:59	14:29	14:59	15:29	15:59	16:59	
Hurstville Station	12:31	13:01	13:31	14:01	14:31	15:01	15:31	16:01	17:01	
Penshurst Station	12:37	13:07	13:37	14:07	14:37	15:07	15:37	16:07	17:07	
Penshurst St at Stoney Creek Rd, Penshurst	12:41	13:11	13:41	14:11	14:41	15:11	15:41	16:11	17:11	
Narwee Station	12:49	13:19	13:49	14:19	14:49	15:19	15:49	16:19	17:19	
Narwee Station	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	17:20	
Penshurst Rd at Graham Rd, Narwee	12:50	13:20	13:50	14:20	14:50	15:20	15:50	16:20	17:20	
Roselands Shopping Centre, Roseland Ave, Roselands	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:26	17:26	
Punchbowl Station	13:04	13:34	14:04	14:34	15:04	15:34	16:04	16:34	17:34	
Acacia Ave before Wattle St, Punchbowl	13:08	13:38	14:08	14:38	15:08	15:38	16:08	16:38	17:38	
Greenacre Shops, Waterloo Rd, Greenacre	13:12	13:42	14:12	14:42	15:12	15:42	16:12	16:42	17:42	
Cardigan Rd at Waterloo Rd, Greenacre	13:20	13:50	14:20	14:50	15:20	15:50	16:20	16:50	17:50	
Hillcrest Ave at Mimosa Rd, Greenacre	13:26	13:56	14:26	14:56	15:26	15:56	16:26	16:56	17:56	
Bankstown Central, Link Rd, Bankstown	13:32	14:02	14:32	15:02	15:32	16:02	16:32	17:02	18:02	
Bankstown Station	13:35	14:05	14:35	15:05	15:35	16:05	16:35	17:05	18:05	
Saturday										
	Δ									
Westfield Hurstville, Cross St, Hurstville	17:59									
Hurstville Station	18:01									
Penshurst Station	18:07									
Penshurst St at Stoney Creek Rd, Penshurst	18:11									
Narwee Station	18:19									
Narwee Station	18:20									

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## Hurstville to Bankstown via Greenacre



Sunday & Public Holidays										
Westfield Hurstville, Cross St, Hurstville	-	08:59	09:59	10:59	11:59	12:59	13:59	14:59	15:59	
Hurstville Station	-	09:01	10:01	11:01	12:01	13:01	14:01	15:01	16:01	
Penshurst Station	-	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:07	
Penshurst St at Stoney Creek Rd, Penshurst	-	09:11	10:11	11:11	12:11	13:11	14:11	15:11	16:11	
Narwee Station	08:19	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:19	
Narwee Station	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	
Penshurst Rd at Graham Rd, Narwee	08:20	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:20	
Roselands Shopping Centre, Roseland Ave, Roselands	08:26	09:26	10:26	11:26	12:26	13:26	14:26	15:26	16:26	
Punchbowl Station	08:34	09:34	10:34	11:34	12:34	13:34	14:34	15:34	16:34	
Acacia Ave before Wattle St, Punchbowl	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:38	16:38	
Greenacre Shops, Waterloo Rd, Greenacre	08:42	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	
Cardigan Rd at Waterloo Rd, Greenacre	08:50	09:50	10:50	11:50	12:50	13:50	14:50	15:50	16:50	
Hillcrest Ave at Mimosa Rd, Greenacre	08:56	09:56	10:56	11:56	12:56	13:56	14:56	15:56	16:56	
Bankstown Central, Link Rd, Bankstown	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	
Bankstown Station	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05	17:05	
Sunday & Public Holidays										
Westfield Hurstville, Cross St, Hurstville	16:59	17:59								
Hurstville Station	17:01	18:01								
Penshurst Station	17:07	18:07								
Penshurst St at Stoney Creek Rd, Penshurst	17:11	18:11								
Narwee Station	17:19	18:19								
Narwee Station	17:20	18:20								
Penshurst Rd at Graham Rd, Narwee	17:20	-								
Roselands Shopping Centre, Roseland Ave, Roselands	17:26	-								
Punchbowl Station	17:34	-								
Acacia Ave before Wattle St, Punchbowl	17:38	-								
Greenacre Shops, Waterloo Rd, Greenacre	17:42	-								
Cardigan Rd at Waterloo Rd, Greenacre	17:50	-								
Hillcrest Ave at Mimosa Rd, Greenacre	17:56	-								
Bankstown Central, Link Rd, Bankstown	18:02	-								
Bankstown Station	18:05	-								

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## Bankstown to Hurstville via Greenacre



Monday to Friday										
Bankstown Station	-	05:54	06:22	06:51	07:21	07:51	08:21	08:51	09:21	
Bankstown Central, The Mall, Bankstown	-	05:57	06:25	06:54	07:24	07:54	08:24	08:54	09:24	
Hillcrest Ave at Mimosa Rd, Greenacre	-	06:02	06:31	07:00	07:30	08:00	08:30	09:00	09:30	
Cardigan Rd at Waterloo Rd, Greenacre	-	06:07	06:37	07:07	07:37	08:07	08:36	09:06	09:36	
Waterloo Rd at Shellcote Rd, Greenacre	05:53	06:08	06:38	07:08	07:38	08:08	08:37	09:07	09:37	
Greenacre Shops, Waterloo Rd, Greenacre	05:59	06:14	06:45	07:15	07:45	08:15	08:44	09:14	09:44	
Acacia Ave after Wattle St, Punchbowl	06:03	06:18	06:49	07:19	07:49	08:19	08:48	09:18	09:48	
Punchbowl Station	06:06	06:22	06:53	07:23	07:53	08:23	08:52	09:22	09:52	
Roselands Shopping Centre, Roseland Ave, Roselands	06:12	06:29	07:01	07:31	08:01	08:31	09:00	09:30	10:00	
Narwee Station	06:18	06:36	07:08	07:38	08:08	08:38	09:07	09:37	10:07	
Boardarrow Rd opp Narwee Public School, Narwee	06:19	06:37	07:09	07:39	08:09	08:39	09:08	09:38	10:08	
Penshurst St at Stoney Creek Rd, Penshurst	06:25	06:44	07:16	07:47	08:17	08:47	09:15	09:45	10:15	
Penshurst Station	06:29	06:48	07:20	07:52	08:22	08:52	09:19	09:49	10:19	
Westfield Hurstville, Forest Rd, Hurstville	06:36	06:55	07:28	08:00	08:30	09:00	09:27	09:57	10:27	
Monday to Friday										
Bankstown Station	09:51	10:21	10:51	11:21	11:51	12:21	12:51	13:21	13:51	
Bankstown Central, The Mall, Bankstown	09:54	10:24	10:54	11:24	11:54	12:24	12:54	13:24	13:54	
Hillcrest Ave at Mimosa Rd, Greenacre	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	
Cardigan Rd at Waterloo Rd, Greenacre	10:06	10:36	11:06	11:36	12:06	12:36	13:06	13:36	14:06	
Waterloo Rd at Shellcote Rd, Greenacre	10:07	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	
Greenacre Shops, Waterloo Rd, Greenacre	10:14	10:44	11:14	11:44	12:14	12:44	13:14	13:44	14:14	
Acacia Ave after Wattle St, Punchbowl	10:18	10:48	11:18	11:48	12:18	12:48	13:18	13:48	14:18	
Punchbowl Station	10:22	10:52	11:22	11:52	12:22	12:52	13:22	13:52	14:22	
Roselands Shopping Centre, Roseland Ave, Roselands	10:30	11:00	11:30	12:00	12:30	13:00	13:30	14:00	14:30	
Narwee Station	10:37	11:07	11:37	12:07	12:37	13:07	13:37	14:07	14:37	
Boardarrow Rd opp Narwee Public School, Narwee	10:38	11:08	11:38	12:08	12:38	13:08	13:38	14:08	14:38	
Penshurst St at Stoney Creek Rd, Penshurst	10:45	11:15	11:45	12:15	12:45	13:15	13:45	14:15	14:45	
Penshurst Station	10:49	11:19	11:49	12:19	12:49	13:19	13:49	14:19	14:49	
Westfield Hurstville, Forest Rd, Hurstville	10:57	11:27	11:57	12:27	12:57	13:27	13:57	14:27	14:57	
Monday to Friday										
Bankstown Station	14:21	14:51	15:21	15:51	16:21	16:51	17:21	17:51	18:22	
Bankstown Central, The Mall, Bankstown	14:24	14:54	15:24	15:54	16:24	16:54	17:24	17:54	18:25	
Hillcrest Ave at Mimosa Rd, Greenacre	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00	18:30	
Cardigan Rd at Waterloo Rd, Greenacre	14:36	15:06	15:37	16:07	16:37	17:07	17:36	18:06	18:35	
Waterloo Rd at Shellcote Rd, Greenacre	14:37	15:07	15:38	16:08	16:38	17:08	17:37	18:07	18:36	
Greenacre Shops, Waterloo Rd, Greenacre	14:44	15:14	15:45	16:15	16:45	17:15	17:44	18:14	18:42	
Acacia Ave after Wattle St, Punchbowl	14:48	15:18	15:49	16:19	16:49	17:19	17:48	18:18	18:46	
Punchbowl Station	14:52	15:22	15:53	16:23	16:53	17:23	17:52	18:22	18:50	
Roselands Shopping Centre, Roseland Ave, Roselands	15:00	15:30	16:01	16:31	17:01	17:31	18:00	18:30	18:57	
Narwee Station	15:07	15:37	16:08	16:38	17:08	17:38	18:07	18:37	19:04	
Boardarrow Rd opp Narwee Public School, Narwee	15:08	15:38	16:09	16:39	17:09	17:39	18:08	18:38	19:05	
Penshurst St at Stoney Creek Rd, Penshurst	15:15	15:45	16:17	16:47	17:17	17:47	18:15	18:45	19:12	
Penshurst Station	15:19	15:49	16:22	16:52	17:22	17:52	18:19	18:49	19:16	
Westfield Hurstville, Forest Rd, Hurstville	15:27	15:57	16:30	17:00	17:30	18:00	18:27	18:57	19:23	



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## Bankstown to Hurstville via Greenacre



Monday to Friday									
	Δ	Δ	Δ						
Bankstown Station	19:06	20:06	21:06						
Bankstown Central, The Mall, Bankstown	19:09	20:09	21:09						
Hillcrest Ave at Mimosa Rd, Greenacre	19:14	20:14	21:14						
Cardigan Rd at Waterloo Rd, Greenacre	19:19	20:19	21:19						
Waterloo Rd at Shellcote Rd, Greenacre	19:20	20:20	21:20						
Greenacre Shops, Waterloo Rd, Greenacre	19:26	20:26	21:26						
Acacia Ave after Wattle St, Punchbowl	19:29	20:29	21:29						
Punchbowl Station	19:32	20:32	21:32						
Roselands Shopping Centre, Roseland Ave, Roselands	19:39	20:39	21:39						
Narwee Station	19:46	20:46	21:46						
Boardarrow Rd opp Narwee Public School, Narwee	19:47	20:47	-						
Penshurst St at Stoney Creek Rd, Penshurst	19:54	20:54	-						
Penshurst Station	19:58	20:58	-						
Westfield Hurstville, Forest Rd, Hurstville	20:04	21:04	-						
Saturday									
	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Bankstown Station	-	08:13	09:13	09:43	10:13	10:43	11:13	11:43	12:13
Bankstown Central, The Mall, Bankstown	-	08:16	09:16	09:46	10:16	10:46	11:16	11:46	12:16
Hillcrest Ave at Mimosa Rd, Greenacre	-	08:22	09:22	09:52	10:22	10:52	11:22	11:52	12:22
Cardigan Rd at Waterloo Rd, Greenacre	-	08:28	09:28	09:58	10:28	10:58	11:28	11:58	12:28
Waterloo Rd at Shellcote Rd, Greenacre	07:31	08:29	09:29	09:59	10:29	10:59	11:29	11:59	12:29
Greenacre Shops, Waterloo Rd, Greenacre	07:37	08:36	09:36	10:06	10:36	11:06	11:36	12:06	12:36
Acacia Ave after Wattle St, Punchbowl	07:41	08:40	09:40	10:10	10:40	11:10	11:40	12:10	12:40
Punchbowl Station	07:45	08:44	09:44	10:14	10:44	11:14	11:44	12:14	12:44
Roselands Shopping Centre, Roseland Ave, Roselands	07:52	08:52	09:52	10:22	10:52	11:22	11:52	12:22	12:52
Narwee Station	07:59	08:59	09:59	10:29	10:59	11:29	11:59	12:29	12:59
Boardarrow Rd opp Narwee Public School, Narwee	08:00	09:00	10:00	10:30	11:00	11:30	12:00	12:30	13:00
Penshurst St at Stoney Creek Rd, Penshurst	08:07	09:07	10:07	10:37	11:07	11:37	12:07	12:37	13:07
Penshurst Station	08:11	09:11	10:11	10:41	11:11	11:41	12:11	12:41	13:11
Westfield Hurstville, Forest Rd, Hurstville	08:19	09:19	10:19	10:49	11:19	11:49	12:19	12:49	13:19
Saturday									
	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ
Bankstown Station	12:43	13:13	13:43	14:13	14:43	15:13	15:43	16:13	17:13
Bankstown Central, The Mall, Bankstown	12:46	13:16	13:46	14:16	14:46	15:16	15:46	16:16	17:16
Hillcrest Ave at Mimosa Rd, Greenacre	12:52	13:22	13:52	14:22	14:52	15:22	15:52	16:22	17:22
Cardigan Rd at Waterloo Rd, Greenacre	12:58	13:28	13:58	14:28	14:58	15:28	15:58	16:28	17:28
Waterloo Rd at Shellcote Rd, Greenacre	12:59	13:29	13:59	14:29	14:59	15:29	15:59	16:29	17:29
Greenacre Shops, Waterloo Rd, Greenacre	13:06	13:36	14:06	14:36	15:06	15:36	16:06	16:36	17:36
Acacia Ave after Wattle St, Punchbowl	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:40
Punchbowl Station	13:14	13:44	14:14	14:44	15:14	15:44	16:14	16:44	17:44
Roselands Shopping Centre, Roseland Ave, Roselands	13:22	13:52	14:22	14:52	15:22	15:52	16:22	16:52	17:52
Narwee Station	13:29	13:59	14:29	14:59	15:29	15:59	16:29	16:59	17:59
Boardarrow Rd opp Narwee Public School, Narwee	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	18:00
Penshurst St at Stoney Creek Rd, Penshurst	13:37	14:07	14:37	15:07	15:37	16:07	16:37	17:07	18:07
Penshurst Station	13:41	14:11	14:41	15:11	15:41	16:11	16:41	17:11	18:11
Westfield Hurstville, Forest Rd, Hurstville	13:49	14:19	14:49	15:19	15:49	16:19	16:49	17:19	18:19

941

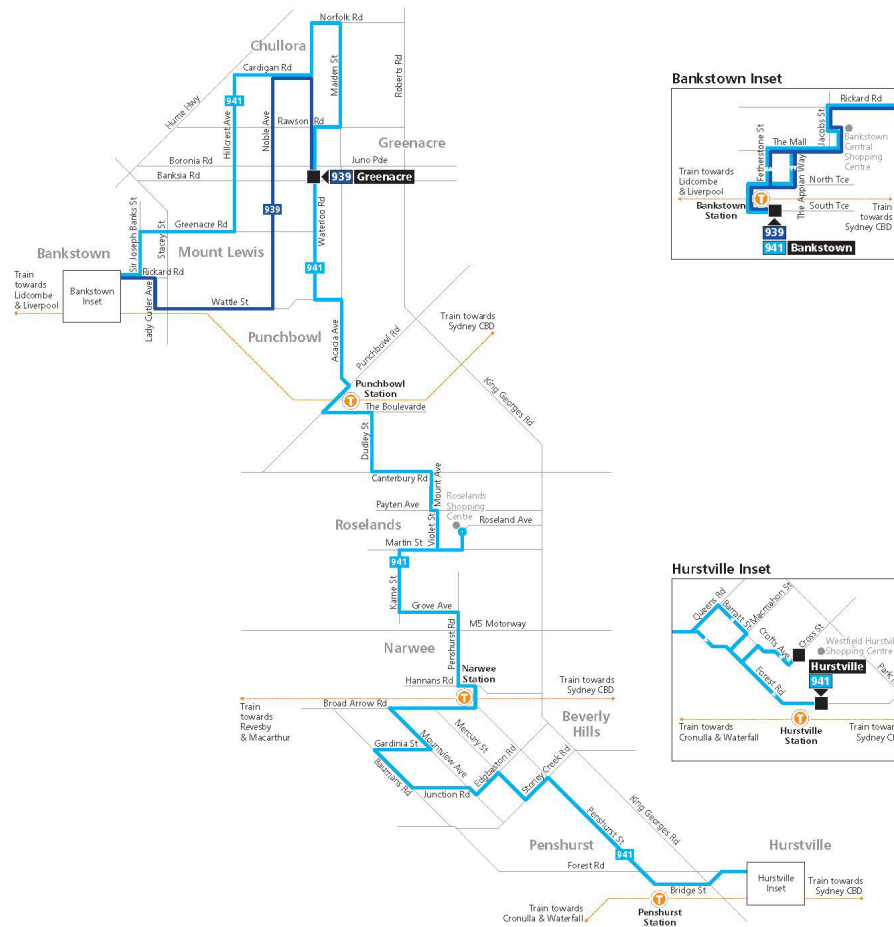
## Bankstown to Hurstville via Greenacre



Saturday										
Bankstown Station	18:13									
Bankstown Central, The Mall, Bankstown	18:16									
Hillcrest Ave at Mimosa Rd, Greenacre	18:22									
Cardigan Rd at Waterloo Rd, Greenacre	18:28									
Waterloo Rd at Shellcote Rd, Greenacre	18:29									
Greenacre Shops, Waterloo Rd, Greenacre	18:36									
Acacia Ave after Wattle St, Punchbowl	18:40									
Punchbowl Station	18:44									
Roselands Shopping Centre, Roseland Ave, Roselands	18:52									
Narwee Station	18:59									
Sunday & Public Holidays	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	Δ	
Bankstown Station	-	09:10	10:10	11:10	12:10	13:10	14:10	15:10	16:10	
Bankstown Central, The Mall, Bankstown	-	09:13	10:13	11:13	12:13	13:13	14:13	15:13	16:13	
Hillcrest Ave at Mimosa Rd, Greenacre	-	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:19	
Cardigan Rd at Waterloo Rd, Greenacre	-	09:25	10:25	11:25	12:25	13:25	14:25	15:25	16:25	
Waterloo Rd at Shellcote Rd, Greenacre	08:28	09:26	10:26	11:26	12:26	13:26	14:26	15:26	16:26	
Greenacre Shops, Waterloo Rd, Greenacre	08:34	09:33	10:33	11:33	12:33	13:33	14:33	15:33	16:33	
Acacia Ave after Wattle St, Punchbowl	08:38	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	
Punchbowl Station	08:42	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	
Roselands Shopping Centre, Roseland Ave, Roselands	08:49	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	
Narwee Station	08:56	09:56	10:56	11:56	12:56	13:56	14:56	15:56	16:56	
Boardarrow Rd opp Narwee Public School, Narwee	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	16:57	
Penshurst St at Stoney Creek Rd, Penshurst	09:04	10:04	11:04	12:04	13:04	14:04	15:04	16:04	17:04	
Penshurst Station	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	
Westfield Hurstville, Forest Rd, Hurstville	09:16	10:16	11:16	12:16	13:16	14:16	15:16	16:16	17:16	
Sunday & Public Holidays	Δ	Δ								
Bankstown Station	17:10	18:10								
Bankstown Central, The Mall, Bankstown	17:13	18:13								
Hillcrest Ave at Mimosa Rd, Greenacre	17:19	18:19								
Cardigan Rd at Waterloo Rd, Greenacre	17:25	18:25								
Waterloo Rd at Shellcote Rd, Greenacre	17:26	18:26								
Greenacre Shops, Waterloo Rd, Greenacre	17:33	18:33								
Acacia Ave after Wattle St, Punchbowl	17:37	18:37								
Punchbowl Station	17:41	18:41								
Roselands Shopping Centre, Roseland Ave, Roselands	17:49	18:49								
Narwee Station	17:56	18:56								
Boardarrow Rd opp Narwee Public School, Narwee	17:57	-								
Penshurst St at Stoney Creek Rd, Penshurst	18:04	-								
Penshurst Station	18:08	-								
Westfield Hurstville, Forest Rd, Hurstville	18:16	-								



## Routes 939, 941



**Legend**

- Bus route
- Bus route start/finish
- Bus route number
- Train line/station

Diagrammatic Map  
Not to Scale



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