



Premise

BONNYRIGG COMMUNITIES PLUS STAGES 8 TO 11

STATEMENT OF ENVIRONMENTAL EFFECTS

Report No: 320161_SEEO1



Final

20 November 2020

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1. INTRODUCTION

Premise has been commissioned by NSW Land & Housing Corporation to prepare a Statement of Environmental Effects (SEE) to accompany a Development Application (DA) seeking development consent for the renewal of Stages 8 to 11 of Bonnyrigg Communities Plus.

The development application seeks approval to the following:

- Initial works being removal of sections of existing infrastructure including roads, drainage and service utilities and removal of trees.
- Bulk earthworks, road construction and relocation / upgrade of drainage and services infrastructure.
- Staged residential subdivision to create 219 residential lots, 3 development lots, 4 open space lots and 1 residue (future road widening) lot.
- Landscape embellishment of open space lots and streets.

This SEE has been prepared pursuant to Clause 50 and Part 1 of Schedule 1 of the *Environmental Planning and Assessment Regulation 2000* and is provided in the following format.

- **Section 2** of this report provides the project background and site context.
- **Section 3** outlines the proposed development.
- **Section 4** details the planning framework applicable to the proposed development.
- **Section 5** sets out the evaluation of the proposed development against s4.15 of the EP&A Act.
- **Section 6** provides a conclusion to the SEE.

It has been prepared having regard to the following plans and reports outlined in **Table 1** and which accompany / support the DA submission. It has also taken into account the Concept Plan Approval for the site as modified (ref: MP 06_0046 MOD 5).

Table 1 : Plans & Reports

| Plans / Reports | By |
|----------------------------------|------------------------------------|
| Survey Plans | Premise |
| Subdivision Plans | Premise |
| Landscape Plans | Distinctive |
| Civil Engineering Plans | J Wyndham Prince |
| Water Cycle Management Plan | ADW Johnson |
| Utilities Services Report | ADW Johnson |
| Traffic & Transport Assessment | The Transport Planning Partnership |
| Arboricultural Impact Assessment | Creative Planning Solutions |
| Acoustic Report | Renzo Tonin & Associates |
| QS Report | WT Partnership |

2. PROJECT BACKGROUND & SITE CONTEXT

2.1 Background

The Bonnyrigg Communities Plus Project, commenced in 2008, proposes to provide renewal of and additional dwellings within the existing Bonnyrigg Housing Estate, located within the local government area of City of Fairfield Council (Council). Initially a Public Private Partnership arrangement, the project is now being delivered by the NSW Land and Housing Corporation ('LAHC'), who is also the landowner.

A large proportion of the Project has already been constructed including 548 completed dwellings, another 161 approved or under construction as well as over 7 hectares of new and improved parkland and a new community centre.

The overall Project site is illustrated in **Figure 1** below.

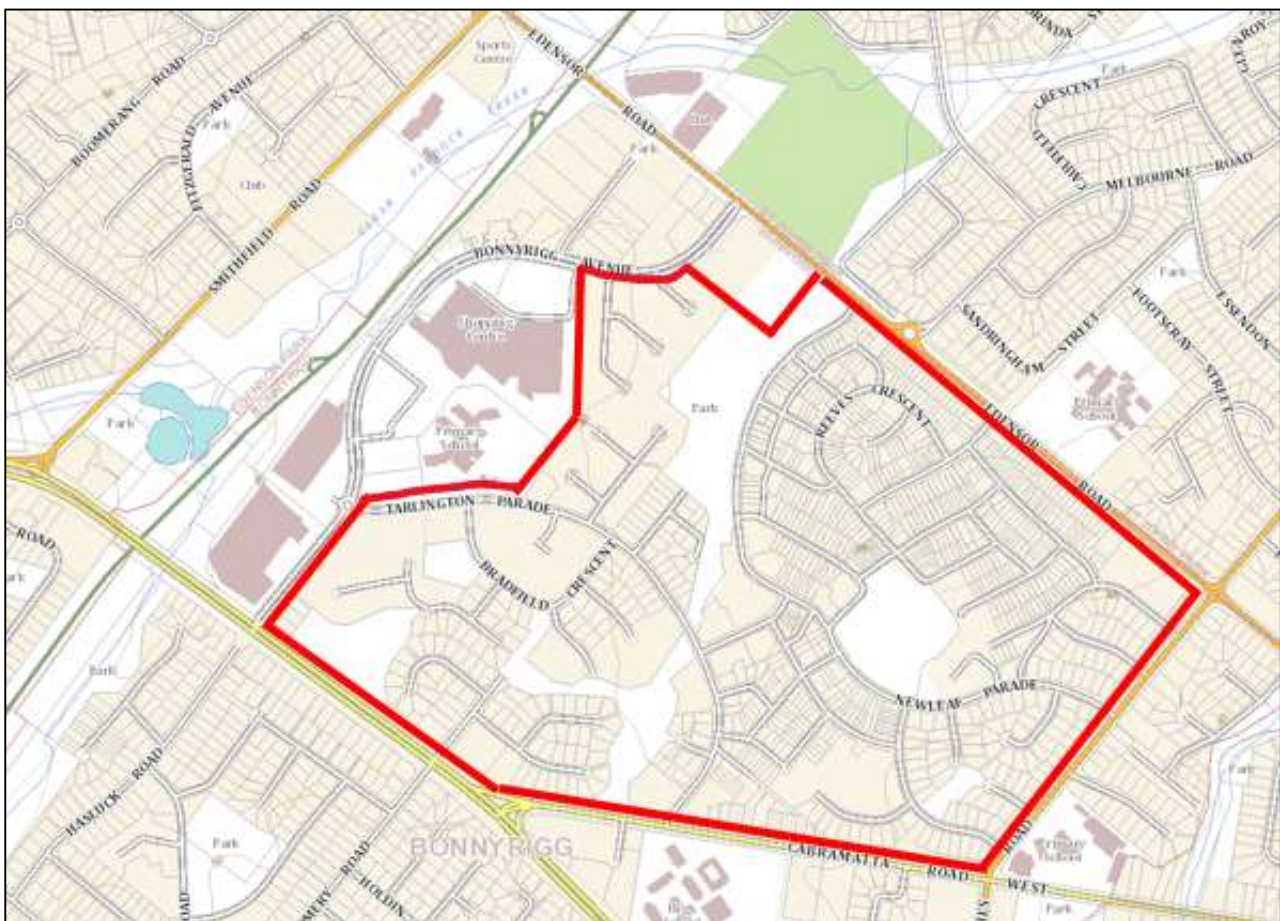


Figure 1: Overall Bonnyrigg Communities Plus Project site (SIX Maps)

The Project was initially approved by way of a Concept Plan application determined by the Minister for Planning on 12 January 2009. The original Concept Plan approval provided for:

- Demolition of existing dwellings in stages (excluding privately owned dwellings)
- Construction of approximately 2,332 dwellings in 18 stages over 13 years;
- Construction of new roads, with 50% of existing roads to be retained;
- Provision of infrastructure (including stormwater, sewer, recycled water, gas and electrical);
- Staged construction of a new community precinct comprising community, retail and commercial activities; and
- Reconfiguration and upgrade of existing public open space.

There have been five modifications of the original Concept Plan approval. The latest modification (ref: MP06_0046 MOD 5) was approved on # and made the following modifications:

Modifications Specific to Stage 8 to 18

- increase the number of dwellings to 3,000 dwellings site-wide;
- provide 2,217.20 m2 of non-residential floorspace (up to 3,000 m2 site-wide)
- amend maximum building heights
- reconfigure, relocate and increase the amount of public open space by 910 m2 (to 13.04 hectares site-wide)
- reconfigure and relocate road, footpath, access and stormwater layouts and designs
- revised Concept Plan masterplan development controls

Modifications to all Stages

- Revised statement of commitments
- Revised voluntary planning agreements

2.2 The Site

The site the subject of this application is known as Stages 8 to 11 (the Humphries Precinct) of the Bonnyrigg Communities Plus Project site. It is located in the south eastern portion of the project site as shown in **Figure 2** below. It is bounded by Stages 3, 4b, 5, 6a and 7b to the north west, Cabramatta Road West to the south, Humphries Road to the south east and Edensor Road to the north east. Existing development consists of a mix of 21 private and 145 publicly owned low density residential dwellings with pockets of open space. A number of existing internal roads provide access to the dwellings from Humphries Road, with a pedestrian accessway connecting the area to Cabramatta Road West.



Figure 2: Location of Stages 8 to 11 (Modified Concept Plan 2019)

3. THE DEVELOPMENT

3.1 Overview

The development application the subject of this Statement seeks approval to the following:

- Initial works being removal of sections of existing infrastructure including roads, drainage and service utilities and removal of trees.
- Bulk earthworks, road construction and relocation / upgrade of drainage and services infrastructure.
- Staged residential subdivision to create 219 residential lots, 3 development lots and 3 open space lots, 1 drainage reserve and 1 residue (future road widening) lot.
- Landscape embellishment of open space lots and streets.

The development is intended to be delivered in two (2) stages as illustrated below in **Figure 3**. The proposed staging boundary is Newleaf Parade.

A description of the above development is provided in the following sub-sections.

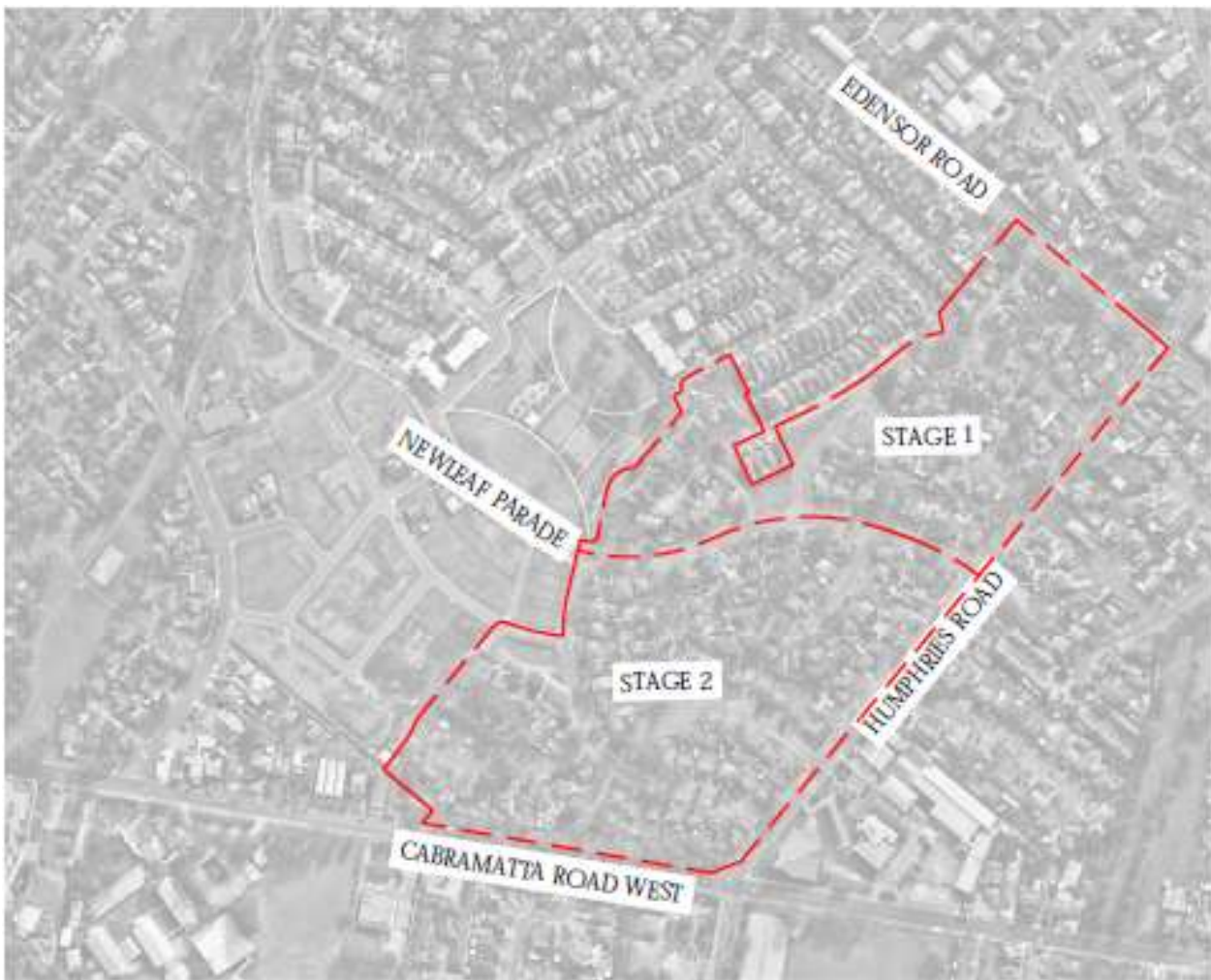


Figure 3: Proposed staging of development

3.2 Initial works

As indicated by the proposed subdivision concept plan submitted, it is intended to re-subdivide the majority of land within Stages 8 to 11 and remove or realign a number of the internal roads. Only those lots held privately will be unaffected by the re-subdivision. Demolition of existing dwellings and improvements on the affected lots will be undertaken in accordance with the approved Concept Plan. No further development consent for demolition is required here.

The proposed removal / realignment of roads affects all existing internal roads other than Newleaf Parade. Associated with the removal and realignment of roads will be removal / relocation of existing utilities and services.

The proposed works will require the removal of 323 existing trees, with 138 trees to be retained and protected. Further and specific details are provided by the Arboricultural Impact Assessment by Creative Planning Solutions which accompanies this application.

The above works are proposed to be staged as per the staging of the development north east (Stage 1) and south west (Stage 2) of Newleaf Parade.

3.3 Bulk Earthworks

The proposed demolition and re-subdivision of the site will necessitate extensive site regrading to provide satisfactory lot design for future construction, along with satisfactory road design parameters and stormwater management. Bulk earthworks calculations determine an estimated overall cut volume of 19,750m³, a fill volume of 21,710m³, creating an estimated balance of 1,960m³ of fill material to be imported. Further and specific details are provided by the civil engineering plans by J. Wyndham Prince which accompany this application.

As with demolition works, bulk earthworks are proposed to be staged as per the staging of the development north east (Stage 1) and south west (Stage 2) of Newleaf Parade.

3.4 Subdivision

The development application seeks consent for residential subdivision to provide land for new housing that is both responsive to current needs for social tenants and provides opportunity for first home buyers and in turn improved integration of social and private housing. The proposed subdivision will create the following:

- 219 residential lots, ranging in size from 300m² to 600m². These lots have been sized to enable development yield consistent with the approved Concept plan and include opportunities for future one & two storey dwelling construction that is able to (i) either comply with development controls within the Bonnyrigg Master Plan (updated 2011) or be assessed as complying development under *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. Lots opposite the Our Lady of Mount Carmel School and Church in Humphries Road have been designed to allow for vehicular access from internal roads to minimise traffic conflict and assist kerbside parking in the vicinity of the school.
- 3 development lots, being proposed Lot 80 (1,875m²) and proposed Lots 316 & 318 (both 1,100m²). It is intended that these lots would be the subject of future development applications for apartment (in the case of Lot 80) and integrated housing development (in the case of Lots 316 & 318). As with the case of residential lots opposite the Our Lady of Mount Carmel School and Church in Humphries Road, vehicular access to Lots 316 & 318 will be from the internal road system.
- 3 open space lots, being proposed lots 1000, 1001, 1002. The proposed lots are in locations and are of sizes generally consistent with the now approved concept plan, being the landscaped buffer to Cabramatta Road West (Lot 1000), Junior Play Park (Lot 1001) and extension to Hilltop Park (Lot 1002)
- 1 drainage reserve, being proposed Lot 1003 (1,705m²) being for stormwater detention (underground tank) as per the now approved concept plan.
- 1 residue lot, being proposed Lot 999 (1,046m²) adjoining the intersection Cabramatta Road West and Humphries Road. The residue lot has been included to accommodate road widening as part of a future road intersection upgrade by Transport NSW.

As indicated above the proposed development includes new road construction and utilities works to service the subdivision layout.

3.5 Landscaping

The proposed development includes significant public domain improvements comprising embellishment of the Junior Play Park (Lot 1001), the extension to Hilltop Park (Lot 1002), drainage reserve (Lot 1003) and street tree plantings to all road frontages. Please refer to the Landscape Plans by Distinctive that accompany this application for further details.

4. CONSISTENCY WITH PART 3A CONCEPT PLAN APPROVAL

The Concept Plan was approved by the Minister for Planning on 12 January 2009. The Concept Plan provides the overarching controls that will guide the ongoing renewal of the estate.

The relevant conditions in the Concept Plan approval as modified in November 2020 have been considered as part of this proposed development for Stages 8 to 11. This consideration is outlined below.

4.1 Consistency with Approval in Detail

Schedule 1 Part A, Condition A2 sets out the development for which Concept Approval as modified has been granted. **Table 2** below sets out an assessment of the proposed development against items listed at Condition A2.

Table 2: Assessment against Condition A2 - Approval in Detail

| Condition A2 – Approval in Detail | Assessment |
|---|---|
| 1. <i>Demolition of existing dwellings in stages</i> | Demolition to be undertaken in accordance with the approved Concept Plan. |
| 2. <i>Allocation of land uses within the renewed estate</i> | Land use allocation consistent with Concept Plan. |
| 3. <i>Staged Construction of up to 3,000 dwellings</i> | Consistent with providing up to 3,000 dwellings for the Concept Plan area. |
| 4. <i>Staged construction of up to 3,000m² non-residential floor space</i> | Consideration N/A to this development application. |
| 5. <i>Staged provision of 13.04ha of public open space comprising new, reconfigured and upgraded existing public open space and associated landscaping and infrastructure</i> | Provision of open space with this development application is consistent with achieving the required 13.04ha and level of embellishment. |
| 6. <i>Reconfigured, relocated, upgraded existing and construction of new roads and pedestrian and bicycle movement network</i> | Proposed development includes reconfiguration, relocation, upgrading existing & construction of new roads, pedestrian, and bicycle paths. |
| 7. <i>Stormwater infrastructure works including water sensitive urban design measures to control the</i> | Proposal includes stormwater infrastructure works consistent with modified Concept Plan approval. |

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| <i>quantity and quality of stormwater, enhance the appearance of the site and provide passive recreation opportunities</i> | |
| <i>8. Retention, extension and upgrades of existing services infrastructure</i> | Provision of new infrastructure being provided, generally in accordance with approved Concept Plan. Some minor changes proposed which within Council's ability to approve as per the Concept approval. |

4.2 Consistency with Plans & Documentation

Schedule 1 Part A, Condition A4 of the modified Concept Plan approval sets out the Plans and documentation which Stages 8 to 18 are to be generally in accordance with. An assessment of the proposed development against relevant items listed at Condition A4 is set out below.

Structure Plan

Section A7 of the document *Modified Concept Plan 2019 Bonnyrigg Communities Plus Project* ('the Modified Concept Plan') provides the Structure Plan & associated Structure Plan controls. **Table 3** below sets out these controls and an assessment of the proposed development against them.

Table 3: Structure Plan assessment

| Controls | Assessment |
|---|---|
| a. <i>The redevelopment of the estate including distribution of land use, building heights and the road network is to be generally consistent with the Structure Plan.</i> | <p>Proposed residential, public open space and stormwater detention areas in the proposed development are generally consistent with the Structure Plan. The road network is generally consistent with the Structure Plan, with amendments made in the vicinity of the Junior Play Park. Reasons for the changes include:</p> <ul style="list-style-type: none"> - Design constraints caused by the unavoidable retention of existing private lots and the need to minimise land inefficiencies (wasted land). - Minimising the extent of residential development backing on to and maximising sight lines through Junior Play Park. <p>The changes are considered minor, they maintain key pedestrian connections and do not undermine the Structure Plan objectives.</p> |
| b. <i>Commercial and retail ground floor uses are to be provided in areas identified as activated frontages on the Structure Plan.</i> | N/A here. |
| c. <i>Open space and community facilities are to be provided within the estate in the general locations shown on the Structure Plan to meet the needs of the community and as agreed to by Council.</i> | Open space areas are consistent with the general locations shown on the Structure Plan. |

| | |
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| d. <i>Views towards the temple, shown as a key site line on the Structure Plan are to be considered and where possible preserved in the design and layout of nearby buildings and structures.</i> | Views toward the temple are not affected by Stages 8 to 11. |
|---|---|

Building Heights

Section A8 of the Modified Concept Plan deals with building heights.

No dwellings are included as part of this proposed development.

The subdivision lots provide for future one & two storey dwelling construction that is able to (i) either comply with development controls within the Bonnyrigg Master Plan (updated 2011) or be assessed as complying development under *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*. The Building Heights Plan identifies an opportunity for development of up to 4 storeys at the Cabramatta Road West / Humphries Road intersection. However, an existing private lot (Lot 215) with a single storey dwelling is being retained in this location. In the circumstances it considered that development of up to 2 storeys (which is within the maximum permissible height limit) would result in a more compatible form of development and be an appropriate response to Building Height objectives for height transitioning.

The Structure Plan also identifies opportunities for development of up to 3 storeys in the vicinity of Hilltop Park. This is capable of being achieved with future development Lot 80.

Open Space Strategy

Section A13 of the Modified Concept Plan outlines the Open Space Strategy. **Table 4** below sets out the Strategy controls and an assessment of the proposed development against them.

Table 4: Open Space Strategy assessment

| Controls | Assessment |
|---|--|
| a. <i>Provide open space areas generally as shown on the Open Space Plan</i> | Proposed public open space areas in the proposed development are generally consistent with the Open Space Strategy. The design of the Junior Play Park has been influenced by the necessary retention of existing private lots and the need to minimise land inefficiencies. Having said this it is considered that the minor change still achieves the minimum area requirement for the Park and is consistent with objectives for improved surveillance opportunities. |
| b. <i>Provide park amenities, pedestrian / cycle paths, recreation equipment and landscaping generally in accordance with the relevant Indicative Open Space Concept Plans or as agreed to by Council</i> | Refer to the landscape plans submitted with this application. Park amenities, pedestrian / cycle paths, recreation equipment and landscaping are generally in accordance with the Strategy. |
| c. <i>Landscaping and species selection within parks and open spaces is to be provided as agreed to by Council</i> | Refer to the landscape plans submitted with this application. Landscaping and species selection understood to be consistent with Council requirements. |

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| d. <i>Shrub planting or other objects that inhibit sight lines are to be avoided to provide greater visibility across parks.</i> | Refer to the landscape plans submitted with this application. Inhibition of sight lines is minimised. |
| e. <i>Unobtrusive physical barriers are to be used to discourage undesired vehicular access to parks.</i> | Refer to the landscape plans submitted with this application. Complies. |
| f. <i>The trees shown as significant community landscape elements in the Open Space Plan are to be retained and protected.</i> | N/A |
| g. <i>The design and layout of open space shown as stormwater detention in the Open Space Plan are to incorporate a drainage function.</i> | Open space design and layout is consistent with the control. |
| h. <i>Landscape buffers are to be provided in locations shown on the Open Space Plan to provide a 10m vegetated buffer from the road network and are to be planted and managed as agreed to with Council.</i> | Landscape buffer provided in accordance with the control and amended to take account of obligations relating to future road widening. |

Access to public open space being provided is consistent with Pedshed mapping contained in the Modified Concept Plan.

Access Plan

Section A14 of the Modified Concept Plan outlines the Access Plan. **Table 5** below sets out the Plan controls and an assessment of the proposed development against them.

Table 5: Access Plan assessment

| Controls | Assessment |
|---|---|
| a. <i>Provide pedestrian and cycling share paths and pedestrian paths in the locations shown on the Access Plan</i> | Pedestrian and cycling share path locations consistent with locations shown on Access Plan. |
| b. <i>Paths within the road corridor are to be constructed as shown on the relevant Street Sections.</i> | Paths within road corridors consistent with relevant street sections. |
| c. <i>Pedestrian and cycling share paths through open space are to be 2.4m wide brushed concrete.</i> | Share path through Junior Play Park satisfies minimum requirement. |
| d. <i>Through site links are to be provided in the general locations shown on the Access Plan and the relevant Street Sections.</i> | Current and future provision for through site links as per plan are provided. For the Humphries Precinct (Stages 8 to 11) the Concept Plan is seeking a link between Bunker Park and Cabramatta Road via the Junior Play Park. The reconfiguration of the Junior Play Park (see discussion under Structure Plan), along with the location of a retaining wall in the south-eastern corner of Bunker Park (refer landscape plans, plan 32-20.12) do not support through site links strictly in accordance with the plan. Notwithstanding, a connection from Bunker Park to |

| | |
|---|---|
| | Cabramatta Road is still achieved via Newleaf Parade and Joiner Street to the Junior Play Park and Open Space link to Cabramatta Road. |
| e. <i>Through site links are to be publicly accessible pedestrian and cycle share paths constructed and maintained by the property owner/or dedicated to Council.</i> | Current and future provision to be constructed/ maintained as per control. |
| f. <i>Through site links are to be open links between buildings with a minimum width of 6-10 metres depending on the maximum height of the adjoining buildings as shown in Street Wall Section G.</i> | Current and future provision to be provided as per control. |
| g. <i>Through site links are to have a consistent width along their length. This is with the exception of the western through site link connecting Tarlington Parade and the Community Park which will have a variable width to accommodate the Significant Community Landscape Element identified on the Structure Plan.</i> | Current and future provision to be provided as per control. |
| h. <i>The ground floor of buildings adjacent to through site links must address the link to encourage passive surveillance.</i> | Can be provided with future development of Lot 303, which is adjacent to the Open Space link to Cabramatta Road. Lot 215 is an existing privately owned Lot. See discussion at Control d above regarding remainder of through site link. |
| i. <i>The design of through site links must demonstrate compliance with CPTED principles.</i> | Through site links capable of achieving CPTED surveillance principles and access control and territorial reinforcement. |
| j. <i>Bus stops are to be provided and upgraded in the general locations shown the Access Plan.</i> | N/A |
| k. <i>Tarlington Parade and Bunker Parade and the thoroughfare connecting these collector roads must be designed to accommodate bus movement.</i> | N/A |

Street Hierarchy

Section A15 of the Modified Concept Plan outlines the street hierarchy. **Table 6** below sets out the Plan controls and an assessment of the proposed development against them.

Table 6: Street Hierarchy assessment

| Controls | Assessment |
|--|--|
| a. <i>Roads will be built in accordance with relevant Australian, RMS, and Fairfield City Council standards.</i> | Road proposed to be built in accordance with referenced standards. |
| b. <i>Roads are to be constructed in accordance with the Proposed Street Typologies Plan and the relevant Street Sections.</i> | Street types in the proposed development are consistent with street typologies plan / sections. Parking bays have also been provided on the perimeter of the Junior Park to cater for potential parking demand at this facility. |
| c. <i>Street trees and species selection are to be agreed to by Council.</i> | Street trees and species selection understood to be consistent with Council requirements. |

Maximum Dwellings

The Modified Concept Plan sets a maximum dwelling target of 275 dwellings for the subject development area (referenced as Areas AA to LL in the Modified Concept Plan). Whilst individual Area yields may exceed targeted maximums (Areas BB, CC, II, JJ & KK), which is in part attributable to block changes resulting from minor changes to road locations, the proposed development of 219 residential lots plus 3 future development lots will comply with the maximum yield for the combined Areas. The change in Area yields and overall slightly reduced yield is related to the product typology proposed for the Humphries Precinct, i.e. largely detached housing.

4.3 Voluntary Planning Agreement ('VPA')

Condition A7 (2)(b) of the modified Concept Plan approval requires execution of a new VPA for new local infrastructure to be delivered as works in kind for Stages 8 to 18. The new VPA, referred to as *VPA2* in the Concept Plan approval, is required to be publicly exhibited and executed prior to the determination of the first residential development application for Stages 8 to 18.

The new VPA offer includes the provision of the Junior Play Park infrastructure item. Approval is being sought to deliver Junior Play Park as part of this development application.

4.4 Transport Infrastructure Contributions

Condition A8 calls for the entering into of a Transport Infrastructure Contribution ('TIC') Deed with Transport for NSW for certain works prior to the issue of a Construction Certificate for development. The condition affects Stages 8 to 18 to the extent that the works to be the subject of the TIC Deed comprise:

- Land dedication and concept plan for upgrade of the Cabramatta Road / Humphries Road intersection, being a left turn slip lane from Cabramatta Road and a right turn lane from Humphries Road.
- Land dedication and concept plan for upgrade of the Humphries Road / Edensor Road intersection, being traffic control signals as a double diamond intersection.

To accommodate the future upgrade of the Cabramatta Road / Humphries Road intersection described above, the proposed development includes proposed Lot 999. Discussions are continuing with TfNSW on finalising the details of the intersection treatments.

4.5 Vehicle Access

Condition B1 (3) of the modified Concept Plan approval requires the undertaking of further investigations for relevant stages of the project to assess the appropriateness of direct vehicular access for properties located within close proximity of signalised intersections and whether such access should be restricted to left-in left-out movements.

In this respect:

- All proposed lots within the vicinity of the Cabramatta Road / Humphries Road signalised intersection will obtain vehicular access from the internal road network,
- Whilst not currently signalised, the Humphries Road / Edensor Road intersection is proposed to be at a future date. Potential proposed lots affected are Lots 1 to 3 at the corner of Edensor Road and Humphries Road and. Lot28 is able to gain access from Bishop Crescent. Depending on the adopted design for the intersection upgrade it may be necessary to limit Lots 1 to 3 to left-in left-out movements.

4.6 Drainage

Condition B2 of the modified Concept Plan approval requires the submission of a stormwater drainage plan with each stage demonstrating compliance with Council's requirements for stormwater management.

A Water Cycle Management Plan ('WCMP') prepared by ADW Johnson accompanies this development application. This WCMP has been completed to supersede the previous detention and water quality strategy prepared by Arcadis (December 2019).

The WCMP, in summary, outlines:

- Stormwater detention provided by the development includes a number of underground stormwater tanks and an aboveground basin. The detention infrastructure helps to limit the post-development critical peak discharges leaving the site to less than that of pre-development for all storm events up to the 1% AEP. Furthermore, the detention infrastructure improves the existing stormwater situation between Humphries Road and Green Valley Creek.
- A treatment train process of GPTs, stormwater filter cartridges and a Jellyfish have been designed to effectively reduce the nutrients and gross pollutants from stormwater runoff from the proposed development prior to discharge into the downstream stormwater infrastructure and ultimately Green Valley Creek.
- The WCMP for the proposed development meets the objectives and requirements outlined in Fairfield City Councils Stormwater Management Policy (September 2017).

4.7 Tree Canopy Coverage

Condition B3 of the modified Concept Plan approval requires future stages of the development to demonstrate that the proposal would achieve tree canopy coverage of 25% in accordance with target set by the modified Concept Plan approval.

The Landscape plans for the development estimate that this development will achieve overall canopy coverage of 18% for the development site, with the Junior Play Park achieving 38%. This estimate is based the mature spread of proposed trees and the spread of existing trees to be retained. Development of residential lots with attached and detached housing in accordance with the Bonnyrigg Masterplan Guidelines requires a

minimum of 30% of the landscape area (being a minimum of 35% of each allotment) to be deep soil landscaping, to accommodate the growth of large trees, allow infiltration of rainwater, and reduce stormwater runoff. It is estimated that a combination of landscaping as part of the subdivision development and landscaping at individual lot development will achieve an overall tree canopy coverage of 25%.

4.8 Future Residential Amenity

Condition B4 of the modified Concept Plan approval requires future development applications for residential use to demonstrate a high level of residential amenity in accordance with (a) SEPP 65 and (b) the modified Concept Plan development controls.

The subject development proposal is for land subdivision only. The development satisfies the development controls relevant to residential subdivision.

5. S 4.15 CONSIDERATION

The proposed development has been assessed in accordance with the provisions of Section 4.15 of the Environmental Planning and Assessment Act 1979, as outlined below.

5.1 s4.15(a)(i) – Any Environmental Planning Instrument

The proposed development is permitted under the modified Part 3A Concept Plan Approval for the Bonnyrigg Communities Plus Project.

5.2 s4.15(a)(ii) – Any Draft Environmental Planning Instrument

Draft amendments to Fairfield Local Environmental Plan 2013 – Accelerated LEP Review – Stage 1 have been exhibited and are in the finalisation stage. There are no provisions in the draft instrument that are relevant to the consideration of this application. The proposed development is permitted under the modified Part 3A Concept Plan Approval.

5.3 s4.15(a)(iii) – Any Development Control Plan

The proposed development is permitted under the modified Part 3A Concept Plan Approval. The conditions of that approval, in respect to Stages 8 to 18, apply the development controls with the Bonnyrigg Master Plan (updated December 2011) and the development controls contained in the modified Concept Plan (Modified Concept Plan 2019 Bonnyrigg Communities Plus Project). These matters have been discussed earlier in this SEE.

5.4 s4.15(a)(iiia) – Any Planning Agreement

Development of the Bonnyrigg Communities Plus Project is subject to a Planning Agreement entered into with Fairfield City Council. The modified conditions of the Concept development consent require amendment of this VPA to remove its operation to Stages 8 to 18 and require a new VPA for local infrastructure to apply to Stages 8 to 18. The amended (and new VPA) are to be publicly exhibited and executed prior to the determination of the first residential development application for Stages 8 to 18, i.e. this development application or as may be otherwise agreed with Fairfield City Council.

Development of Stages 8 to 18 is also subject to the entering into of a Transport Infrastructure Contribution deed with Transport for NSW. This is discussed at Section 4.4 of this SEE.

5.5 s4.15(a)(iv) – The Regulations to the Act

The development application has been prepared and lodged in accordance with the relevant provisions of the Environmental Planning and Assessment Regulation 2000.

5.6 s4.15(b) – The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

Soil & Water Management

Potential soil and water impacts from the development are associated with both construction and operational phases.

During the construction phase, demolition works, initial site earthworks, vehicle movements to, from and over construction areas and general construction management are potential sources of soil and water impacts.

Satisfactory mitigation of these potential impacts would be achieved by implementation and maintenance of suitable soil and sediment control measures and general construction management as part of an overall Construction Environmental Management Plan.

During the operational phase, potential soil and water quality impacts would be principally related to stormwater management.

As detailed at Section 4.6 of this SEE, a WCMP prepared by ADW Johnson accompanies this development application. This WCMP has been completed to supersede a previous detention and water quality strategy prepared by Arcadis (December 2019). Implementation of the WCMP and ongoing maintenance of the assets associated with it would satisfactorily mitigate potential soil and water quality impacts.

Tree Removal

As outlined previously in this SEE, the development proposes the removal of 323 existing trees.

Further and specific details are provided by the Arboricultural Impact Assessment by Creative Planning Solutions which accompanies this application. The Assessment notes that some 138 trees are proposed to be retained and protected. The Assessment includes the following recommendations to satisfactorily mitigate the impact of the tree removal:

- A Project Arborist experienced in tree protection on construction sites should be engaged prior to the commencement of any construction on site. The Project Arborist shall monitor and report regularly to the Principal Certifying Authority (PCA) and the Applicant on the condition and protection of the retained tree during construction works. The Project Arborist is to supervise and monitor any excavation, machine trenching or compacted fill placement within the Tree Protection Zone of throughout construction.
- The suitability of retaining Trees 4, 11, 55, 62, 84, 175, 189, 190, 201, 270, 271, 272, 274, 275, 276, 326, 334 & 342 should be reviewed as part of the design development stage as more detailed information becomes available to interpret and assess the anticipated level of impact.
- In order to compensate for loss of amenity resulting from the removal of trees, replacement planting should be provided at a ratio of 1:1. This will ensure there is no incremental loss of canopy cover within the developed area and the value of the landscaped setting is maintained in the long term.

The recommended replacement planting has been incorporated and exceeded in the landscape plans submitted. A total of 406 new trees are included, with 351 in the street verges and 55 in open space areas.

Traffic & Transport

A detailed traffic and transport assessment for the proposed development has been prepared by The Transport Planning Partnership ('TPPP'), transport planning consultants. The Assessment considers existing conditions / road network, the strategic context of the overall renewal project, public transport provision and the proposed development's traffic and parking impacts. The Assessment concludes there would be no adverse traffic implications resulting from the proposed development based on the existing road capacity.

Noise

Potential environmental noise impacts from the development are associated with both construction and 'residential occupation' phases.

Construction

Construction methodology for both stages would be as follows:

- Site establishment
- Tree removal
- Bulk earthworks
- Construction of civil engineering works including roads, drainage & utilities
- Landscaping works including park embellishments and street tree plantings
- Ancillary works including fencing.

Likely noise generating equipment to be used during construction would include bored piling rig, bulldozers, excavators, graders, concrete agitators and pumps, crane, trucks (including dump trucks) and light vehicles. Some of this construction machinery would not be present for all stages of construction.

Noise mitigation and management measures generally relate to controlling noise at the source, controlling the transmission of noise and controlling noise at the receiver.

The following proposed mitigation measures, where feasible and reasonable, would satisfactorily mitigate construction noise generation:

- Implementation of a Construction Environment Management Plan for both stages of the development.
- Limit construction hours to standard construction hours of 7am to 6pm Monday to Friday, 8am to 1pm Saturday and no work on Sunday/Public holiday.
- Notify nearby receivers detailing the construction activities, time periods over which they would occur, the duration of works and contact details.
- If noise complaints are received they should be recorded and attended to.
- Provide site inductions to all employees, contractors and subcontractors regarding quiet work practices, any limitations on high noise generating activities, permissible hours of work and appropriate behavioural practices.
- Quieter construction methods should be used where feasible.
- Minimise construction movements outside the standard construction hours.

- Turn off equipment after use.

Future Residential Occupation

The potential noise source to future residences from the development is road traffic noise from Cabramatta Road West and Humphries Road

Accompanying this development application is an acoustic report by Renzo Tonin & Associates, acoustic engineers. The report adopted the following assessment methodology:

- Determine existing road traffic noise levels impacting on-site.
- Determine the extent of noise impacts at proposed residential lots using the results of the noise monitoring and predictive noise modelling.
- Identify where road traffic noise intrusion onto the site may exceed the relevant criteria.
- Using the results of the noise monitoring and predictive noise modelling to determine the extent of noise impact at residential lots.
- Where external noise levels are predicted to exceed the noise criteria, in-principle recommendations are provided for building envelope design in order to achieve internal noise criteria.

The report includes a series of recommendations including dwelling design and fencing measures to be incorporated as part of the future development of the residential lots to meet ISEPP noise criteria and satisfactorily mitigate potential road traffic noise impacts.

Social & Economic Impact

Potential social impacts associated with the development include impacts to residents during the construction phase. The construction phase will necessitate temporary relocation of residents. This will be managed by LAHC through implementation of the Bonnyrigg Community Renewal Services Plan and Bonnyrigg Rehousing Services Plan to assist affected residents. Potential impacts from construction activity will be managed in accordance with the Construction Environmental Management Plan, Services Disconnections Plans and Traffic Control Plans to minimise the potential impacts on the private land owners and the existing social and private housing occupants in the surrounding residential areas.

The development will contribute to an overall positive social impact. It will lead to the provision of new housing meeting the current need for small and manageable lots for social tenants. The Bonnyrigg Communities Plus has set a target 70/30 mix of private and social tenancies for the estate to provide for improved integration of housing tenancy types. In terms of private tenancy opportunities, the proposed lot sizes will offer opportunities for affordable housing product and the first home buyer market.

The construction phase of the project will have a positive economic impact directly through employment associated with the construction work and indirectly through spending in the locality during the construction period.

5.7 s4.15(c) – Suitability of the Site

The suitability of the development for the site has, for the most part, been pre-determined in granting Part 3A approval for the overall renewal project. The development, being generally consistent with the modified Concept Plan, is therefore considered to be suitable.

5.8 s4.15(d) – Any Submissions Made

This head of consideration cannot be considered as part of this SEE. Following lodging, the development application for the proposed development will be publicly exhibited and any submissions received as a result will be considered and responded to as necessary.

5.9 s4.15(e) – The Public Interest

The proposed development contributes to the implementation of the Master Plan for the renewal of the Bonnyrigg housing estate, as sought by the modified Concept Plan. The renewal project offers significant public benefit in terms of construction employment, urban renewal and improved social outcomes. Potential adverse impacts can be satisfactorily mitigated. Approval of the development would be in the public interest.

6. CONCLUSION

This Statement of Environmental Effects has been prepared to accompany a development application for Stages 8 to 11 of the Bonnyrigg Communities Plus Project. The development, to be delivered on 2 stages, involves:

- Initial works being removal of sections of existing infrastructure including roads, drainage and service utilities and removal of trees.
- Bulk earthworks, road construction and relocation / upgrade of drainage and services infrastructure.
- Staged residential subdivision to create 219 residential lots, 3 development lots, 4 open space lots and 1 residue (future road widening) lot.
- Landscape embellishment of open space lots and streets.

The overall project is the subject of a Part 3A Concept Plan Approval as modified in November 2020.

The proposed development has been considered against the provisions of the modified Concept Plan approval. It is considered that the development is consistent with the Concept Plan, with any variations to its strict application considered minor and satisfying the applicable objectives.

Potential impacts associated with construction of the development and its future intended residential occupation can be satisfactorily mitigated through appropriate management and design measures.

The project represents an important step in implementing the Master Plan for the renewal of the Bonnyrigg housing estate and will result in a range of positive social and economic benefits.

On this basis it is recommended that the development be approved.