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23 February 2020

Mr Brendan Metcalfe
A/Director, Eastern & South Districts
Eastern Harbor City
NSW Department of Planning, Industry & Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Brendan,

SITE COMPATIBILITY CERTIFICATE | REQUEST FOR FURTHER INFORMATION - 70 ASHFORD AVENUE, MILPERRA

This letter is submitted by Urbis Pty Ltd (**Urbis**) on behalf of Bankstown Golf Club (**the Proponent**) in response to the letter from the NSW Department of Planning, Industry & Environment's (**DPIE**) dated 7 May 2020 requesting additional information supporting the application for a Site Compatibility Certificate (**SCC**) at the above address (SCC_2019_CBANK_002_00).

Urbis has recently been engaged by the Proponent to replace Hamptons Property Services who submitted the application in September 2019 seeking an SCC for the development of 149 serviced, Seniors Living Units and associated facilities on the Bankstown Golf Course site (**the subject site**).

This submission addresses the request by DPIE for additional information related to:

- Permissibility.
- Ecological and landscape considerations.
- Natural hazards.
- Land use conflicts.
- Issues raised by Canterbury-Bankstown Council.

1. DESIGN AMENDMENTS

Having regard to issues identified by the DPIE, the Proponent has taken the opportunity to amend the concept design plans accompanying the SCC application. Please find attached in **Appendix B**, 'Development Master Plan' prepared by Altis Architecture dated January 2021, which we request replaces previously submitted plans.

The updated plans reflect the following:

- Concept plan retains 149 Seniors Living Units as per initial submission, maintaining the project's financial viability.
- All habitable dwellings are above the PMF (refer to **Appendix D**).
- An additional Flood Evacuation Report supporting the development has been completed (refer to **Appendix E**).
- Maximum building height has been maintained (5 storeys).
- An increase in parking numbers has been achieved offering two parking options – one level of basement parking and on-grade parking.
- A total of 201 spaces for Club parking (111 – basement parking and 90 on-grade parking).
- A total of 164 spaces for residents (basement parking).
- Access to lower level of the Club and Clubhouse facilities via residential lift.
- Ground Floor resident facilities (Building D) added and include: Common Room, Lounge, Kitchen, Dining, Laundry etc.
- A larger swimming pool & change rooms included.
- Single level clubhouse design maintained with planned function rooms available for residents.
- The 149 Seniors Living Apartments comprise the following:
 - 1 Bedroom – 8%.
 - 2 Bedroom – 64%.
 - 3 Bedroom – 28%.
- The introduction of wintergardens throughout various areas of the development to assist with noise mitigation.

Please note there is no change to the maximum height of buildings from that show on previous plans.

2. RESPONSE TO ISSUES

2.1. PERMISSIBILITY

2.1.1 Resident facilities

The application for SCC is for development of 149 'serviced, self-care' housing, defined in *State Environmental Planning Policy (Housing for Seniors or People with a Disability)* (**SEPP Seniors**), as

'Serviced self-care housing is seniors housing that consists of self-contained dwellings where the following services are available on the site: meals, cleaning services, personal care, nursing care.'

Clause 42(1) of the SEPP specifies that:

'A consent authority must not consent to a development application made pursuant to this Chapter to carry out development for the purpose of serviced self-care housing on land that adjoins land zoned primarily for urban purposes unless the consent authority is satisfied, by

written evidence, that residents of the proposed development will have reasonable access to:

- (a) home delivered meals, and*
- (b) personal care and home nursing, and*
- (c) assistance with housework.'*

We submit that the proposal satisfies the provisions of Clauses 13, 17 and 42 of the SEPP Seniors for the following reasons:

1. All dwellings are designed to be self-contained, with required personal kitchen, laundry, storage, living and sleeping spaces.
2. The amended plans submitted with this submission provide details of community facilities provided to meet the needs of residents and to comply with the provisions of the SEPP Seniors including a communal kitchen and consulting spaces from where personal and nursing care will be provided.
3. All residents will be provided with access to home delivered meals, personal care and home nursing, and assistance with housework if desired. These services will be provided through dedicated on-site management and service providers to be appointed to the development by the Proponent.
4. DA Approval (Dec 2020) to construct a Nursing Home on the adjoining property allows residents in the BGC Seniors Living Development to transition to that facility should the need arise potentially allowing a partner to be within walking distance for visitation.

The Proponent accepts the requirement at the time of applying for Development Approval to confirm the satisfaction of the provisions of the SEPP Seniors supported by appropriate plans and written confirmation.

2.1.2 SCC application requirements

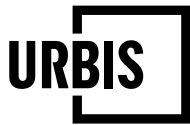
A summary of the compliance with the provisions of Clause 25 of the SEPP Seniors is provided below:

Table 1 Assessment Against Clause 25

Clause	Comment	Compliance
(1) An application for a site compatibility certificate for the purpose of clause 24 may be lodged with the Department—		
a) Be the owner of the land on which the development is proposed to be carried out, or	The application has been lodged by Bankstown Golf Club Limited, the sies landowner.	Yes
b) By any other person, with the consent of the owner of the land.		N/A
(2) An application—		



Clause	Comment	Compliance
a) Must be—		
i. In writing, and	The application has been lodged in writing.	Yes
ii. In the form (if any) approved by the Planning Secretary from time to time, and		N/A
iii. Accompanied by such documents and information as the Planning Secretary may require, and	The application has been lodged with all relevant information to assist with the application assessment.	Yes
b) specify, in the manner required by the Planning Secretary, whether any site compatibility certificates have previously been issued in respect of the land (or any part of the land) to which the application relates, and	No previous SCC applications have been lodged.	N/A
c) for land that is next to proximate site land—must be accompanied by a cumulative impact study that has been prepared in accordance with any guidelines issued by the Planning Secretary from time to time.		N/A
(2A) Land is next to proximate site land for the purposes of this clause if the land (or any part of the land) is located within a one kilometre radius of 2 or more other parcels of land (the proximate site land) in respect of each of which either—		N/A
a) there is a current site compatibility certificate, or		N/A
b) an application for a site compatibility certificate has been made but not yet determined.		N/A

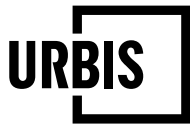


Clause	Comment	Compliance
(2B) However, any other parcel of land for which development consent for the purposes of seniors housing has been granted is to be disregarded when determining whether land is next to proximate site land even if a site compatibility certificate has been granted in respect of that parcel.		N/A
(2C) A cumulative impact study for the purposes of this clause is a study that considers whether the impacts associated with the proposed development on the land to which an application relates (when considered together with the impacts of proposed developments on the proximate site land concerned)—		N/A
a) take into account the capacity of existing or future services and infrastructure (including water, reticulated sewers and public transport) to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision, and		N/A
b) take into account the capacity of existing or future road infrastructure to meet any increase in traffic as a result of proposed development.		N/A
(2D) Without limiting subclause (2), the relevant panel may require an applicant to provide a cumulative impact study even if it has not been provided with the application if the relevant panel considers that it is necessary for it to be provided to	No such request has been made of the Proponent.	N/A

Clause	Comment	Compliance
determine whether the land concerned is suitable for more intensive development.		
(3) The Planning Secretary must—		
a) forward the application to the relevant panel within 35 days after it is lodged if it is reasonably practicable to do so, and		Noted
b) provide a copy of the application to the General Manager of the council for the area in which the development concerned is proposed to be carried out (the relevant General Manager) within the period of 7 days after the application is lodged.		Noted
(4) Subject to subclause (5), the relevant panel may determine the application by issuing a certificate or refusing to do so.		Noted
(5) The relevant panel must not issue a site compatibility certificate unless the relevant panel—		
a) has taken into account the written comments (if any) concerning the consistency of the proposed development with the criteria referred to in paragraph (b) that are received from the relevant General Manager within 21 days after the application for the certificate was made, and	The DPIE has received comments from Council inclusive of an additional RFI. These matters have been addressed within Section 2.5 of this letter.	Yes
b) is of the opinion that the proposed development is compatible with the surrounding land uses having regard to (at least) the following criteria—		
i. the natural environment (including known significant environmental	This has previously been addressed in the initial	Yes

Clause	Comment	Compliance
values, resources or hazards) and the existing uses and approved uses of land in the vicinity of the proposed development,	application, with further information provided below in Section 2.2.	
ii. the impact that the proposed development is likely to have on the uses that, in the opinion of the relevant panel, are likely to be the future uses of that land,	This has previously been addressed in the initial application.	Yes
iii. the services and infrastructure that are or will be available to meet the demands arising from the proposed development (particularly, retail, community, medical and transport services having regard to the location and access requirements set out in clause 26) and any proposed financial arrangements for infrastructure provision,	The proposed concept development satisfies the requirements of clause 26 (refer to Table 2). Augmentation of services on site will form part of any future DA. Pedestrian and roadway works along Bullecourt Lane are an anticipated element of any future approval/ conditions of consent.	Yes
iv. in the case of applications in relation to land that is zoned open space or special uses—the impact that the proposed development is likely to have on the provision of land for open space and special uses in the vicinity of the development,	<p>The site is currently part of a private open space network. While adjustments will be required to the layout of the existing golf course, the provision of private open space that services the community for this purpose will be retained. In addition, from an economic perspective, the ongoing viability of a seniors living development on the site assists the continued use of this land for private open space purposes, by providing funding (including recurring funding) to assist the use.</p> <p>Additional recreational facilities will also be provided for public</p>	Yes

Clause	Comment	Compliance
	use in the form of a gym and swimming pool, such that the opportunities for use of the site are expanded as a result of this proposal, this providing a greater degree of services to people living within the vicinity of the site.	
v. without limiting any other criteria, the impact that the bulk, scale, built form and character of the proposed development is likely to have on the existing uses, approved uses and future uses of land in the vicinity of the development,	This matter has been addressed and there are no changes to the character of the development that results in this application being inconsistent with this clause.	Yes
vi. if the development may involve the clearing of native vegetation that is subject to the requirements of section 12 of the Native Vegetation Act 2003—the impact that the proposed development is likely to have on the conservation and management of native vegetation,	<p>A Biodiversity Assessment has been prepared by Travers Bushfire & Ecology (Appendix C) and which concludes that the proposed development, ‘<i>will not have a significant impact on any threatened species, populations or TECs</i>’, such that a species impact statement is not required, nor is biodiversity offsetting. The latter is not required as:</p> <ul style="list-style-type: none"> - The study area is not located on lands mapped as Biodiversity Values Land. - The proposed clearing on 0.19ha of native vegetation is less than the area clearing threshold of 0.5ha. - The test of significance concludes a not-significant impact on the relative entities being tested. 	Yes



Clause	Comment	Compliance
	Noting the above, the proposal presents no serious or irreversible impact to at risk native flora and fauna that is subject to the requirements of section 12 of the Native Vegetation Act 2003.	
vii. the impacts identified in any cumulative impact study provided in connection with the application for the certificate, and	<p>Cumulative impacts were identified and ultimately considered to be acceptable within the 'Statement of Environmental Effects' prepared by Hamptons Property Services and lodged with the initial SCC application.</p> <p>Additional cumulative impacts that have require further consideration have been detailed by Urbis within this RFI letter and adequately addressed within Section 2, as well as the accompanying appendices below. All cumulative impact studies undertaken have identified the site and future proposal as acceptable.</p>	Yes
c) in relation to an application that applies to land in respect of which a site compatibility certificate has previously been issued (the previously certified land) and other land (the additional land)—is of the opinion that—		
i. the additional land (independently of the previously certified land) adjoins land zoned primarily for urban purposes or subclause (5A) applies, and		N/A

Clause	Comment	Compliance
ii. if a site compatibility certificate was issued in respect of the previously certified land on the basis that the land adjoined land zoned primarily for urban purposes—the previously certified land continues to adjoin land zoned primarily for urban purposes.		N/A
(5A) This subclause applies for the purposes of subclause (5) (c) if—		
a) The proposed development on the additional land does not include any new or additional structures for use as accommodation, and		N/A
b) where the previous site compatibility certificate specified a maximum number of dwellings for the previously certified land—the total number of dwellings on the additional land and previously certified land combined will not exceed that maximum number.		N/A
(6) Without limiting subclause (4) (a), the relevant panel may refuse to issue a certificate if the relevant panel considers that the development is likely to have an adverse effect on the environment.	<p>The development will not have an adverse effect on the environment and adequate mitigation measures will be incorporated at both a design and technical level to ensure that adverse effects do not result.</p> <p>This is evidenced in the technical reports accompanying this RFI and as supplied previously.</p>	Noted
(7) A certificate may certify that the development to which it relates is compatible with the surrounding land uses only if it satisfies certain requirements specified in the certificate.		Yes

Clause	Comment	Compliance
(8) (Repealed)		
(9) A certificate remains current for a period of 24 months after the date on which it is issued by the relevant panel.		Noted
(10) To avoid doubt, a site compatibility certificate—		
a) cannot be varied during its currency to cover additional land, and		Noted
b) does not affect the zoning of the land to which it relates under another environmental planning instrument.		Noted

2.1.3 Accessibility

The proposal satisfies the provisions of the SEPP Seniors regarding accessibility. This is demonstrated in the following table:

Table 2 Assessment Against Clause 26

Clause	Comment	Compliance
(1) A consent authority must not consent to a development application made pursuant to this Chapter unless the consent authority is satisfied, by written evidence, that residents of the proposed development will have access that complies with subclause (2) to—	This clause does not apply at the SCC stage. However, it is confirmed that all required services will be provided to residents of the development.	Yes
a) shops, bank service providers and other retail and commercial services that residents may reasonably require, and	Retail and commercial services accessible to future residents of the development are located within close vicinity to the Refer to page 25 of Appendix B for reference.	Yes
b) community services and recreation facilities, and	Necessary resident community services and recreation facilities will be provided on-site. This is in	Yes

Clause	Comment	Compliance
	the form of the new club house facilities, including the proposed golf course, and swimming pool, in addition to the on-site proposed gym and recreation rooms. The application has also been amended to include a multi-purpose room, activity room and consulting service (refer to page 26 of Appendix B).	
c) the practice of a general medical practitioner.	Ashford Medical Practice is located less than 400 metres from the site, being located directly south of Ashford Village. Additionally, the bus stop in direct proximity provides access to medical services further afield at Milperra and Bankstown Central (refer to page 25 of Appendix B).	Yes
(2) Access complies with this clause if—		
a) the facilities and services referred to in subclause (1) are located at a distance of not more than 400 metres from the site of the proposed development that is a distance accessible by means of a suitable access pathway and the overall average gradient for the pathway is no more than 1:14, although the following gradients along the pathway are also acceptable—	It is anticipated that any application would require upgrade works to be undertaken to the footpaths within the vicinity of the site that lead to the most proximate bus stops. Given that these services are already generally level, these gradients would be achievable.	Yes
i. a gradient of no more than 1:12 for slopes for a maximum of 15 metres at a time,	Such matters will be detailed within any future conditions of development.	Yes
ii. a gradient of no more than 1:10 for a maximum length of 5 metres at a time,		Yes

Clause	Comment	Compliance
iii. a gradient of no more than 1:8 for distances of no more than 1.5 metres at a time, or		Yes
b) in the case of a proposed development on land in a local government area within the Greater Sydney (Greater Capital City Statistical Area)—there is a public transport service available to the residents who will occupy the proposed development—	The site is located within the Canterbury-Bankstown LGA within the Greater Sydney region.	
i. that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and	Public transport services are available within 400 metres of the site (refer to page 25 of Appendix B)	Yes
ii. that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to in subclause (1), and	Public transport services in the vicinity of the site provide residents to all required services (refer to page 25 of Appendix B)	Yes
iii. that is available both to and from the proposed development at least once between 8am and 12pm per day and at least once between 12pm and 6pm each day from Monday to Friday (both days inclusive), and the gradient along the pathway from the site to the public transport services (and from the public transport services to the facilities and services referred to in subclause (1)) complies with subclause (3), or	Refer to Section 3 (page 12) of Appendix B .	Yes
c) in the case of a proposed development on land in a local government area that is not within the Greater Sydney (Greater Capital City Statistical Area)—there is a transport service available to		

Clause	Comment	Compliance
the residents who will occupy the proposed development—		
i. that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and		N/A
ii. that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to in subclause (1), and		N/A
iii. that is available both to and from the proposed development during daylight hours at least once each day from Monday to Friday (both days inclusive), and the gradient along the pathway from the site to the public transport services (and from the transport services to the facilities and services referred to in subclause (1)) complies with subclause (3).		N/A
(3) For the purposes of subclause (2) (b) and (c), the overall average gradient along a pathway from the site of the proposed development to the public transport services (and from the transport services to the facilities and services referred to in subclause (1)) is to be no more than 1:14, although the following gradients along the pathway are also acceptable—	Addressed above.	
i. a gradient of no more than 1:12 for slopes for a maximum of 15 metres at a time,	These matters will be detailed within any future conditions of development consent.	Yes

Clause	Comment	Compliance
ii. a gradient of no more than 1:10 for a maximum length of 5 metres at a time,		Yes
iii. a gradient of no more than 1:8 for distances of no more than 1.5 metres at a time.		Yes
(4) For the purposes of subclause (2)—		
a) a suitable access pathway is a path of travel by means of a sealed footpath or other similar and safe means that is suitable for access by means of an electric wheelchair, motorised cart or the like, and	Addressed above.	Yes
b) distances that are specified for the purposes of that The Subclause are to be measured by reference to the length of any such pathway.	Addressed above.	Yes

2.2. ECOLOGICAL & LANDSCAPE CONSIDERATIONS

A comprehensive assessment of the ecological impacts of the proposal prepared by Travers Bushfire and Ecology has been submitted with the application (Refer **Appendix C**). This assessment includes an ecological survey undertaken on site in accordance with all relevant legislation including the *Environmental Planning and Assessment Act 1979* and the *Biodiversity Conservation Act 2016* amongst others.

The assessment identified the main findings in relation to flora and fauna species at the site:

- Two threatened fauna species, Little Lorikeet and Large Bent-Wedged Bat are present.
- No threatened flora species were present.
- No endangered populations and one threatened ecological community were on site.
- Shale Gravel Transition Forest were recorded within the study area.

The Travers assessment concludes that the proposal will not have any impact on threatened species populations or ecological communities. As such, the proposal is not required to undertake a Species Impact Statement, nor will there be any requirements in relation to biodiversity offsetting.

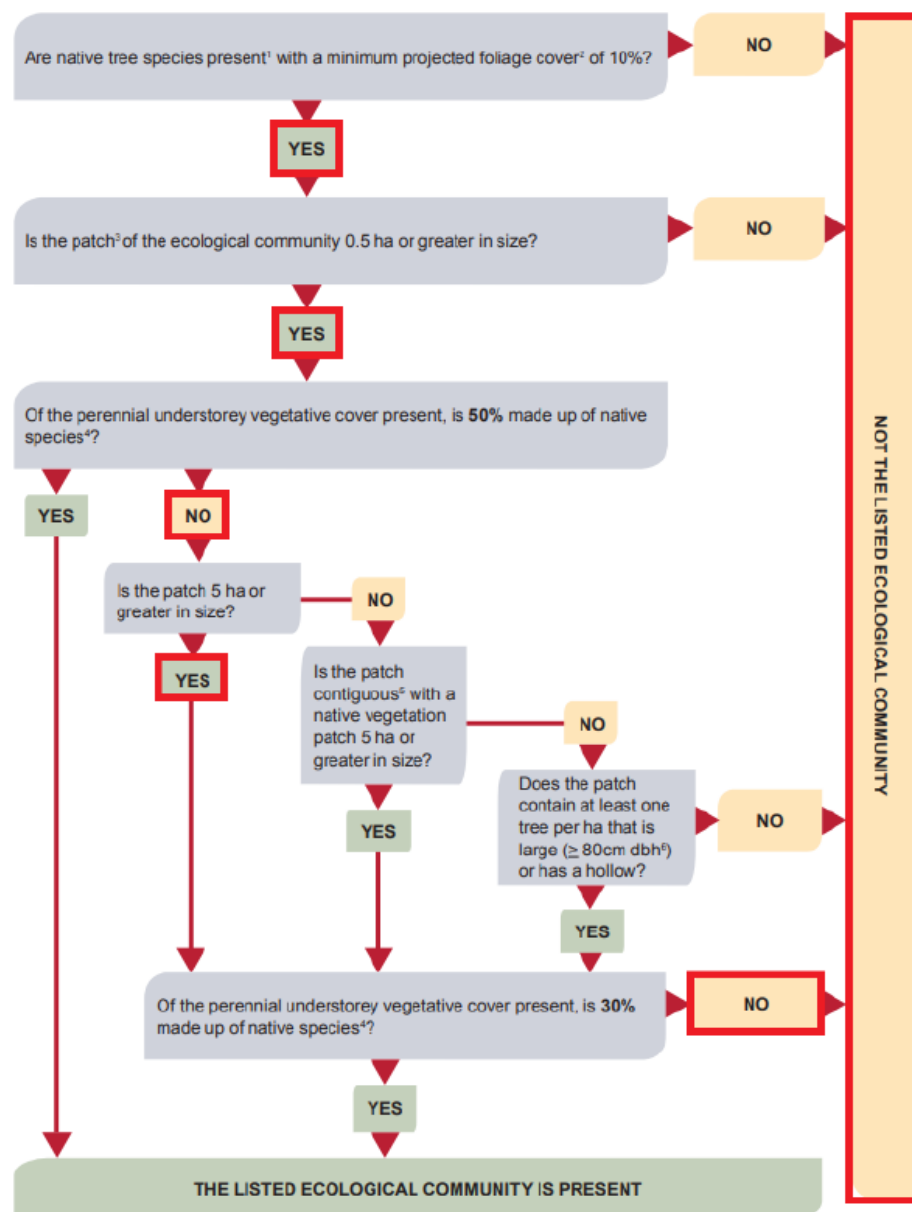
Offsetting under the Biodiversity Offset Scheme (**BOS**) is not required for the proposal as:

- The subject site is not mapped as a Biodiversity Values Land.

- The area proposed for clearing (0.19ha) is less than the threshold clearing level (0.5ha).
- The test of significance demonstrates a non-significant impact on the entities being tested.

Regarding the Shale Gravel Transition Forest that was identified on site, whilst this is an endangered species under the *Biodiversity Conservation Act 2016*, for recognition as an endangered ecological community under the *Environment Protection and Biodiversity Conservation Act 1999* definition, the vegetation must meet selected criteria. This criterion is demonstrated below as **Figure 1**.

Figure 1 Flowchart Identifying Cumberland Plain Shale Woodlands & Shale Gravel Transition Forest



Source: Travers Bushfire & Ecology

The existing community of Shale Gravel Transition Forest on site ultimately does not comprise a perennial understory of 30% or more in native species (Question 5 above), as such the existing vegetation is not commensurate with the *Environment Protection and Biodiversity Conservation Act 1999* definition of community, and thus is not an endangered ecological species.

Noting the above, the proposal presents no serious or irreversible impacts to flora species that are most at risk of extinction. Similarly, no threatened fauna species, protected migratory bird species, flora species or TEC's were recorded at the site. As such, the potential future development for serviced self-care living units is not anticipated to have any adverse ecological or landscape impacts.

Additional information regarding the survey undertaken, its findings, and any potential necessary mitigation measures are available with **Appendix C** of this letter. Commensurate

2.3. NATURAL HAZARDS

2.3.1 Flooding

Comprehensive flood modelling assessment has been undertaken by Siteplus Pty Ltd addressing the issues raised by the DPIE and Council – refer **Appendix D**. This report addresses the requirements of the NSW Floodplain development Manual 2005 and Bankstown's Development Control Plan (**DCP**) 2015 Part B12 Flood Risk Management.

The modelling and analysis were undertaken by utilising Council TUFLOW modelling and running all the existing site conditions to form a baseline for the flood assessment of the proposed development. The only modifications to the model were topographical and proposed land use structures and terrain as proposed under this SCC application. The modelling accounted for all existing site features, including the southern open channel and existing buildings.

The results of the modelling highlighted that only local flooding from the upstream neighbouring properties impact the proposed buildings at the site. Regional flooding from the Georges River does not impact the development.

Modelling the proposed development shows floodwaters enter the site from Ashford Avenue and the adjoining northern and eastern properties. Flood waters pass through the site and between the buildings into a southern drainage channel. The site has been regraded to fall in a south westerly direction to direct flow into an existing open channel along the southern boundary. This shows to reduce the flood waters on the neighbouring northern and eastern properties. The Impact assessment within Appendix D of the flood modelling assessment (**Appendix D**) shows that the proposed development results in no impact to private property in regard to increasing flood levels.

The below tables highlight compliance with the requirements of Part B12 Flood Risk Management in the Bankstown DCP 2015.

Table 3 BDCP 2015 Flood Management Compliance Table

BDCP 2015 – Part B12 Flood Risk Management	
Control	Response
Section 1 – Objectives	

BDCP 2015 – Part B12 Flood Risk Management	
Control	Response
(a) To reduce the risk to human life and damage to property caused by flooding through controlling development on land affected by potential floods.	<p>The proposed development will not increase the risk to human life and property damage by the following:</p> <ul style="list-style-type: none"> ▪ The proposed habitable floor levels are above both the 100yr ARI plus freeboard and the PMF flood event. ▪ All structures below the PMF flood level are flood compatible and will be able to withstand the forces of floodwaters. This ensure that occupants will be safe during all flood events and the buildings will not incur structural damage during major storm events.
(b) To apply a “merit-based approach” to all development decisions which takes account of social, economic and environmental as well as flooding considerations in accordance with the principles contained in the NSW Floodplain Development Manual.	<p>The merit-based assessment undertaken by Siteplus in Appendix D considers social, economic, and environmental considerations. The NSW floodplain development manual is to ensure that floodplains are developed in a safe manner and not sterilise floodplains for development.</p> <p>The development provides seniors housing for the local area in a location that contains the necessary facilities required for an aging population and has proximity to arterial road and transport facilities.</p>
(c) To control development and other activity within each of the individual floodplains within the City of Bankstown having regard to the characteristics and level of information available for each of the floodplains.	<p>The information available for the flood assessment of this development are up to date and based on a council approved flood conducted in 2015. The Council and the flood impact assessment study in Appendix D use the latest modelling techniques and best information available. Ensuring that the best information is available for decision making.</p>
(d) To assess applications for development on land that could be flood affected in accordance with the principles included in the FDM, issued by the State Government.	<p>The flood impact assessment uses the FDM, principles and techniques to assess the development in terms of flooding. Section 5 of Appendix D addresses all the required parameters as per the FDM.</p>
Section 3.1 Controls - Objectives	

BDCP 2015 – Part B12 Flood Risk Management

Control	Response
(a) To require developments with high sensitivity to flood risk to be designed so that they are subject to minimal risk.	<p>The proposal reduces flood risk to an acceptable level by:</p> <ul style="list-style-type: none"> ▪ Providing floor levels 0.5m above the 100yr and PMF flood levels. ▪ Constructing buildings able to withstand the forces of floodwaters and debris. ▪ Not impacting the surrounding floodwaters by provision of site re-grading and subfloor screens. ▪ Having a safe low flood hazard vehicular evacuation route. As shown in the flood mapping, Appendix C of Appendix D.
(b) To allow development with a lower sensitivity to the flood hazard to be located within the floodplain, provided the risk of harm and damage to property is minimised.	<p>The seniors living development proposal will have a strict onsite management system and specially designed buildings to ensure that both risk of harm to occupants and damage to property is negligible in terms of flooding.</p>
(c) To minimise the intensification of the High Flood Risk Precinct or floodway, and if possible, allow for their conversion to natural waterway corridors.	<p>The subject site is located above the extents of the Georges River floodplain and is subject to overland flooding in the 100yr and the PMF event. The development has no egress into the high-risk flood precinct and is above all high-risk areas. The site is not in a floodway and no natural waterways exist within the site.</p>
(d) To ensure design and siting controls required to address the flood hazard do not result in unreasonable social, economic or environmental impacts upon the amenity or ecology of an area.	<p>The flood impact assessment illustrates that no adverse impacts in terms of flooding will occur surround the site (see section 5.10 and Appendix D of Appendix D). The site has been designed to allow free flow of floodwaters through the site. Thereby minimising economic impacts such as damage to buildings and social impacts by locating habitable levels above the PMF flood level. No environmental impact will result from the development as it is located outside of any water course or riparian zone.</p>

BDCP 2015 – Part B12 Flood Risk Management	
Control	Response
(e) To minimise the risk to life by ensuring the provision of reliable access from areas affected by flooding.	<p>Safe vehicle evacuation is achievable from the development east to Ashford Avenue during the 100yr ARI and PMF flood event (maximum depth 0.23m). This allows evacuation in emergencies away from flood waters.</p> <p>Please refer to the Site-specific Flood Emergency Response Plan by Molino Stewart for further evacuation information supporting this development.</p>
(f) To minimise the damage to property (including motor vehicles) arising from flooding.	Sections 4.8, 4.9 and 4.11 of Appendix D illustrate how any damage to both buildings and private vehicles within the carpark will not be impacted by floodwaters.
(g) To ensure the proposed development does not expose existing development to increased risks associated with flooding.	The Impact Assessment within Appendix D of Appendix D illustrates no impacts to the surrounding development.
Part 3.2 – Development Controls	
(a) The proposed development should not result in any significant increase in risk to human life, or in a significant increase in economic or social costs as a result of flooding.	<p>The proposed development reduces risk to human life and economic and social costs by:</p> <ul style="list-style-type: none"> ▪ Providing floor levels 0.5m above the 100yr and PMF flood levels. ▪ Constructing buildings able to withstand the forces of floodwaters and debris. ▪ Not impacting the surrounding floodwaters by provision of site re-grading and subfloor screens. ▪ Having a safe low flood hazard vehicular evacuation route. ▪ Development of a detailed site flood evacuation plan (Refer to Appendix E).
(b) The proposal should only be permitted where effective warning time and reliable access is available to an area free of risk from flooding, consistent with any	The Georges River Floodplain Risk Management Study and Plan, 2004 (being the regional flood study) states that the MIKE-11 results should not be used for specifying minimum floor levels or

BDCP 2015 – Part B12 Flood Risk Management	
Control	Response
relevant Flood Plan or flood evacuation strategy.	<p>related development controls and reference should always be made to the flood level results in the adopted flood study reports. Siteplus have therefore focused their analysis a on the local flooding modelling from BMT WBM Milperra Catchment Flood Study 2015 which is the model issued to Siteplus for development assessment by Council.</p> <p>Refer to the site-specific Flood Emergency Response Plan by Molino Stewart for further details.</p>
(c) Development should not significantly increase the potential for damage or risk other properties either individually or in combination with the cumulative impact of development that is likely to occur in the same floodplain.	Appendix D of Appendix D illustrates the impacts as a result of the development. All impacts occur within the subject site. Reductions also occur within the upstream residential areas as the drainage infrastructure increases flow conveyance through the site. As a result, the development has a positive impact on flooding and can be supported in terms of flooding affects.
(d) Motor vehicles are able to be relocated, undamaged, to an area with substantially less risk from flooding, within effective warning time.	Section 4.11 of Appendix D addresses this performance criteria. The low hazard flood waters and low depth does not adversely impact the car parking areas and vehicles are able to relocate away from the site during all flood events. Due to the low depth of flooding vehicles will be able to safely travel off site to Ashford Avenue to relocate their vehicles offsite during either the 1:100 or PMF local storm event. Residents and staff will have basement carparks which have berm heights above the PMF level.
(e) Procedures would be in place, if necessary, (such as warning systems, signage or evacuation drills) so that people are aware of the need to evacuate and relocate motor vehicles during a flood and are capable of	As discussed above all visitor at grade vehicles can safely leave the site during the PMF event. Occupants have basement car parking where the entry level (berm) is above the PMF level.

BDCP 2015 – Part B12 Flood Risk Management	
Control	Response
identifying the appropriate evacuation route.	Please refer to the detailed Flood Emergency Response Plan prepared by Molino Stewart for further details.
(f) To minimise the damage to property, including motor vehicles arising from flooding.	Sections 4.8, 4.9 and 4.11 of Appendix D illustrate how any damage to both buildings and private vehicles within the carparks will not be impacted by floodwaters. Low hazard flood waters cover the building areas and car parking areas during the PMF which means that building have less risk of being damaged and vehicles will not become buoyant.
(g) Development should not result in significant impacts upon the amenity of an area by way of unacceptable overshadowing of adjoining properties, privacy impacts (e.g. by unsympathetic house-raising) or by being incompatible with the streetscape or character of the locality.	This matter has been addressed in the SCC application which noted amenity and streetscape character.

With regard to habitable floor levels, all of the proposed buildings across the site have a floor level above the 100-year flood level plus 500mm freeboard. All habitable floor levels are also above the PMF flood levels. All minimum floor levels are shown below in Table 4 which identifies the proposed floor levels and the flood levels impacting the development.

Table 4 Flood & Floor Level Summary

Building	Minimum Ground Floor Level (FPL)	100yr Flood Level	PMF Flood Level
Building A & Golf Club	6.51	6.01	6.40
Building B	7.60	7.06	7.10
Building C	7.60	7.10	7.16
Building D	7.60	7.10	7.16

The Siteplus assessment concludes that the proposed future development can be supported in terms of flooding and flood risk management as a result of:

- The proposal being above the 100-year flood level plus freeboard and PMF level.
- The development site has been regraded to fall away from the neighbouring eastern and northern properties which shows to have a positive impact of flood levels for the surrounding site.

The flood impact assessment provides a number of recommendations and mitigation measures that are to be implemented to ensure flood risk and impacts are at an acceptable level. Please refer to **Appendix D** for the complete study undertaken and results deriving from the modelling undertaken as per the requirements of Council.

2.3.2 Bushfire

Pre-Development Application advice has been obtained from the NSW Rural Fire Service confirming they have no objection to the application – refer **Appendix H**.

2.4. POTENTIAL LAND USE CONFLICT

2.4.1 Existing and future Land Use

DPIE has requested further consideration of the compatibility of the proposal with surrounding land uses, in particular highlighting the importance of safeguarding and managing existing industrial zoned land within the locality to support airport operations and ensure future economic activities for the region. To inform this the DPIE has sought consideration of the following impacts:

- Truck haulage routes within the vicinity of the site that may cause adverse noise impacts and potential disturbance to future amenity.
- Noise impacts as a result of industrial operations by virtue of their use, hours of operation, traffic movements or similar.
- Odour and air quality impacts as a result of industrial operations by virtue of their use, hours of operation, traffic movements or similar.

To adequately establish the surrounding land uses and context of the site, the Proponent has undertaken extensive due diligence in relation to approvals and existing industrial premises within the locality, including Ashford Avenue and Blaxland Place.

By doing so, Bankstown Golf Course and the supporting Consultant team have been able to establish a practical and measured response to potential impacts from the surrounding locality, particularly industrial land uses. This is in direct response to the direction provided by the DPIE within the RFI document that requires consideration of the appropriateness of establishing a form of seniors housing in an area that is to be dominated by industrial land uses for at least the medium term.

Noting this, the following principles have been applied when undertaking an assessment of each issue in relation to the potential impacts on the existing industrial zone as identified by the DPIE:

- The IN2 zoning of the land within the vicinity of the site will remain on the western side of Ashford Avenue and IN1 on the eastern side, ensuring the areas future as an industrial precinct.
- There is no height limit under the LEP.
- The maximum permitted floor space ratio is 1:1.

2.4.2 Truck Haulage Routes

Figure 2 Approved B-Double Route



TfNSW has reviewed the material and advises that the proposed development has a negligible impact to the surrounding classified road network. As such, TfNSW has no further comments regarding the application.

SCC 2019 CBANK 002 00 RFI Response Letter

traffic and industrial noise should be considered separately in terms of effect on residents, particularly as their intensity varies drastically at differing times.

The Noise Impact Assessment considered the impact from truck haulage routes on each of the proposal's façades, the assessment noted the following:

- The level of traffic noise likely to impact the proposals western oriented dwellings will be at an acceptable level to residents given the façade faces the existing golf course. Subject to the level of industrial noise in the vicinity operating at complaint levels, complaints from residents are unlikely. The noise impact level affecting the western facades of future development is already at an acceptable level. The inclusion of mitigation measures within the apartments design such as increased natural ventilation will further reduce any potential noise impact from truck haulage routes.
- In order to ensure suitable noise levels for the north, south and east facades at all dwellings, Acoustic Directions have recommended several design mitigation measures ensuring an appropriate attenuation of traffic noise, in addition to industrial noise. These include the use of wintergardens located in outdoor areas on the north, south and east façades, with additional passive acoustic measures to be incorporated into design.

All noise mitigation measures will be designed to ensure compliance levels with internal noise for both traffic and industrial noise emitters as per the requirements of the Australian Standard AS2107 of 30 dBA in bedrooms and 35 dBA in living areas.

Noting the above, and as per the findings within **Appendix F**, in terms of potential traffic noise impacts, it is considered that the site is ultimately suitable for the proposed usage as serviced self-care apartments and via the use of appropriate design mitigation measures, any issues in relation to noise from traffic or industrial uses are adequately able to be mitigated against.

2.4.3 Noise Impacts from Industrial Development

Acoustic Directions have carried out a detailed assessment of potential noise impacts on the proposed from industrial land uses in the local area. Appropriate noise levels were identified and are detailed in Table 3 below.

Table 5 Recommended Noise Levels from Industrial Sources in Seniors Apartments

Location	Industrial Only		Industrial & Traffic		Levels in AS2017	
	Daytime	Night-time	Daytime	Night-time	Daytime	Night-time
Bedrooms	35 dBA	28 dBA	37 dBA	30 dBA	Not given	30-35 dBA
Living Areas	35 dBA	33 dBA	37 dBA	35 dBA	30-40 dBA	30-40 dBA
Balcony Areas	48 dBA	45 dBA	50 dBA	47 dBA	Not given	Not Given

The conclusions that arose from the noise impact assessment noted the following:

- The use of wintergardens on the façades facing the property boundaries is able to limit the level of noise from future industrial sources and can ultimately be rendered sufficiently low to provide satisfactory amenity.

- With passive acoustic attenuation measures that will be developed during detailed design, the internal noise levels from the combination of future industrial sources and traffic noise will meet the Australian standards for bedrooms and living areas.
- It is a reasonable to presume that the height of surrounding buildings would generally be in the order of 8-10m in height, with any above ground floor uses unlikely to be of an industrial nature, and more likely ancillary office space where noise and additional environmental and amenity impacts is unlikely to be generated from.
- Noise-attenuation options will be explored and developed during the design stage to optimise the acoustic attenuations of the wintergardens and passive measures to allow natural ventilation of apartments.
- With careful acoustic design, the development will be able to adapt to its surrounding noise environment.

Having regard for the above, the proposed development can provide sufficient design detail and mitigation measures within the development to avoid land use conflict with the surrounding industrial uses, while maintaining adequate amenity. Further, the use of such techniques is consistent with those being applied in other locations where potential land use conflicts arise.

Thereby, in terms of potential noise impact, with the implementation of strategic design principles and appropriate mitigation measures the proposed seniors housing will have no adverse impact to the existing industrial land use.

Please refer to **Appendix F** for further detail in relation to the noise impact assessment undertaken and potential mitigation measures.

2.4.4 Odour and Air Quality

SLR Consulting has conducted a comprehensive assessment of air quality and odours of the existing and potential land uses within the vicinity of the site which is lodged as **Appendix A**. The assessment identified potential sources of odour and air quality emitters as an auto service workshop, a service station, and a SIMS metal factory. Road traffic emissions were also considered, as was the impact of Bankstown Airport. The assessment noted the following:

- The auto-service centre uses (30-35m from the site) would have a negligible magnitude of impact on the residents of the proposed development.
- The service station (250m from the site) would have a negligible magnitude of impact on the residents of the proposed development.
- The SIMS meal factory (250m from the site) would have a negligible magnitude of impact on the residents of the proposed development.
- The risk associated with products of combustion from vehicle movements, the separation distance (100m) from the kerbside of Ashford Avenue, with the nearest openable window within the development would have a negligible magnitude of impact on the residents of the proposed development.
- Bankstown Airport (800m) would have a negligible magnitude of impact on the residents of the proposed development.

Noting the above, the following recommendations were provided by SLR:

- Incorporate an appropriate separation distance between sensitive uses and the road using broad scale site planning principles such as building siting and orientation.
- Ventilation design and open-able windows should be considered in the design of development located adjacent to roadway emission sources. Where the use of mechanical ventilation is proposed, the air intakes should be sited as far as practicable from the major source of air pollution.
- Using vegetative screens, barriers, or earth mounds where appropriate to assist in maintaining local ambient air amenity.
- In the event there is any issues in relation to air quality, the tenants may be approached and offered a low cost/low maintenance air purification system (such as carbon filters) to ameliorate any residual emissions from the workshop activities.

The assessment of surrounding development types and recommended mitigation measures confirms that the proposed seniors housing can proceed with minimal constraints as a result of odour and air quality. The air quality and odour assessment has highlighted that the proposal would ultimately cause no adverse impacts to the existing industrial land uses in proximity to the site and vice versa with regard to odour and air quality.

2.5. CANTERBURY-BANKSTOWN COUNCIL SUBMISSION

Issues raised by Canterbury – Bankstown Council are addressed as follows:

Issue 1: The proposal should provide a new flood study

An updated flood study has been undertaken. A summary of the findings and site suitability is provided in Section 2.3.1 of this report, with the full assessment submitted as **Appendix D**. An additional Flood Evacuation Report supporting the development has also been undertaken and is lodged as **Appendix E**.

Issues 2: The proposal must protect endangered ecological communities and significant trees

The proposal has demonstrated there is to be minimal ecological impact as a result of the proposal. Refer to Sections 2.2 and **Appendix C** for further detail.

Issue 3: The proposal should be consistent with the character of the adjoining low density suburban neighbourhood

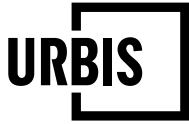
Detail on the site suitability and existing land use is highlighted by the proposal addressing clause 17 of the Seniors Living SEPP, as well as within Section 2.4 of this report.

Issue 4: The proposal should provide an appropriate amenity buffer to minimise any impacts on the adjoining Bankstown Collaboration Area

Detail on how the proposal would adequately operate whilst in proximity to the Milperra industrial area is provided within Section 2.4 of this report.

Issue 5: The proposal should provide a contamination study consistent with SEPP 55

As per clause 7(1) of *State Environmental Planning Policy No 55 – Remediation of Land* the consent authority must not grant consent to the carrying out of development on land unless it has considered whether the land is contaminated. It is the intention of the Proponent to undertake an investigation



onto the sites contamination as per the requirements of SEPP 55 at the DA stage once consent is being sought.

At this point in time the Proponent is only seeking a SCC to facilitate the future lodgment of a DA for the proposed seniors housing development.

Issue 6: The proposal should provide an updated traffic study

An updated Traffic & parking Assessment Report has been undertaken by Varga Traffic Planning and is submitted as **Appendix G**.

Issue 7: The proposal should provide cross-sections of the building design

Cross sections of the proposed development have been provided within Section 4.0 (page 12) of the concept design amendments within **Appendix B**.

3. CONCLUSION

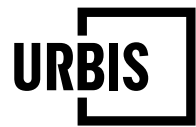
The above information provides a comprehensive response to the issues identified by DPIE in relation to SCC application SCC_2019_CBANK_002_00. This information demonstrates that the site is suitable to accommodate the proposed future development of 149 serviced self-care apartments.

We trust that the enclosed information will now allow the DPIE to finalise and issue the requested SCC. Should you wish to discuss any of the above further, please do not hesitate to contact myself at the undersigned.

Kind regards,

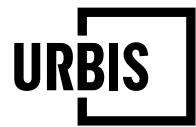
A handwritten signature in black ink, appearing to read "John Wynne", written in a cursive style.

John Wynne
Director
02 8233 9937
jwynne@urbis.com.au



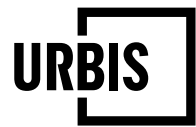
APPENDIX A

AIR QUALITY ASSESSMENT



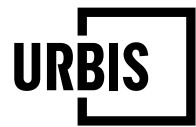
APPENDIX B

CONCEPT DESIGN AMENDMENTS



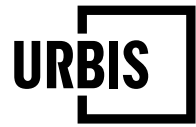
APPENDIX C

BIODIVERSITY DEVELOPMENT ASSESSMENT REPORT



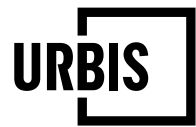
APPENDIX D

FLOOD STUDY & RISK MANAGEMENT PLAN



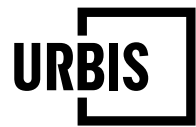
APPENDIX E

FLOOD EVACUATION REPORT



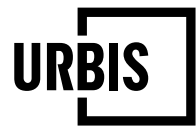
APPENDIX F

NOISE IMPACT ASSESSMENT



APPENDIX G

TRAFFIC & PARKING ASSESSMENT REPORT



APPENDIX H

RFS PRE-DA ADVICE SUMMARY