

THE CONCORD

COMMUNITY CLUB

PLAN OF MANAGEMENT

1 Nullawarra Avenue, Concord NSW 2137

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The Croatian Club Ltd trading as The Concord Community Club

1 Nullawarra Avenue, Concord NSW 2137

Club Licence numbered: LIQC330019641

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PLAN OF MANAGEMENT

1. PURPOSE

Objectives of this plan are to ensure that:

- The premises is properly managed at all times.
- Alcohol is served responsibly at all times.
- The operation of the Premises does not impact detrimentally upon or detract from the amenity of the neighbourhood.
- Where there is any conflict between the provisions of this Plan and the objectives, the conflict will be resolved in such a way so as to best achieve the objectives
- A copy of this Plan will be kept in a readily accessible place at the Premises and will be made available to all persons involved in its management. It will be made available for inspection by Police, Inspectors of the Liquor & Gaming NSW or the Council, upon receipt of request.
- All persons involved in the operation of the Premises, such as staff, will familiarise themselves with the conditions of the Development Consent applicable to the Premises, this Plan and the Licence conditions to ensure those terms are understood and complied with at all times. For example, the Licence is not permitted to be exercised outside the trading hours, as endorsed on the Licence
- This plan of management will be reviewed annually and adjusted as required.

2. RANGE OF ACTIVITIES

Usual club facilities and services will be provided, including liquor to be consumed on the premises and takeaway package liquor as authorised, lounge area, outdoor recreation areas, entertainment, food offerings and usual gambling activities (gaming machines, TAB, Keno etc). The Club will focus its attention on servicing and fulfilling the needs of the local community as a priority

As a registered club premises, The Concord will offer a range of services to meet the needs of the local community including

- Restaurant, bars and cafes
- Community events
- Gaming
- Function Rooms
- Member Services
- Outdoor Children's Area
- Outdoor football & bocce field
- Folklore Dance Groups

3. HOURS OF OPERATION

The Concord proposes to operate in accordance with the following hours

The venue as a whole will operate:

Sunday: 11am – 10pm
Monday: 11am – 10pm
Tuesday: 11am – 11pm
Wednesday: 11am – 11pm
Thursday: 11am – 11pm
Friday: 11am – midnight
Saturday: 11am - midnight

With Individual areas operating as follows:

Bar & Bistro Dining Area:

Sunday: 11am – 10pm
Monday: 11am – 10pm
Tuesday: 11am – 11pm
Wednesday: 11am – 11pm
Thursday: 11am – 11pm
Friday: 11am – midnight
Saturday: 11am - midnight

Outdoor Deck:

Sunday: 11am – 10pm
Monday: 11am – 10pm
Tuesday: 11am – 11pm
Wednesday: 11am – 11pm
Thursday: 11am – 11pm
Friday: 11am – midnight
Saturday: 11am - midnight

Gaming Area:

Sunday: 11am – 10pm
Monday: 11am – 10pm
Tuesday: 11am – 11pm
Wednesday: 11am – 11pm
Thursday: 11am – 11pm
Friday: 11am – midnight
Saturday: 11am - midnight

Function Room:

Sunday: 11am – 10pm
Monday: 11am – 10pm
Tuesday: 11am – 11pm
Wednesday: 11am – 11pm
Thursday: 11am – 11pm

Friday: 11am – midnight

Saturday: 11am - midnight

Take Away Alcohol Sales:

Sunday: 11am – 10pm

Monday: 11am – 10pm

Tuesday: 11am – 11pm

Wednesday: 11am – 11pm

Thursday: 11am – 11pm

Friday: 11am – midnight

Saturday: 11am – midnight

4. OPERATING PROCEDURES

The Premises shall be under the supervision of a suitably qualified Licensee to ensure that it is managed in accordance with this Plan and its objectives.

The Licensee will ensure that:

- At all times alcohol is served responsibly and in accordance with the Liquor Act 2007 (the Act), the Liquor Regulation 2008 (the Regulation) and this Plan.
- All statutory signage required by the Act and/or Regulation is prominently displayed as required within the Premises.
- All staff involved in the sale, service and supply of liquor hold a valid Responsible Service of Alcohol (RSA) Competency Card.
- Copies of the RSA Competency Card for the Licensee and all staff members engaged in the sale, supply or service of alcohol are kept at the Premises and are available for inspection on request by a Police Officer, Council Inspector or Liquor and Gaming inspector. Further, all staff who hold an RSA Competency Card must ensure the original of the Card is always kept on their person whilst working at the Premises to allow its production to a Police Officer or Liquor and Gaming NSW Special Inspector if requested.
- Staff shall take all reasonable measures to ensure that the service of alcohol is monitored in such a way as to minimise inappropriate behaviour of patrons at and when leaving the Premises.
- All reasonable measures to ensure the behaviour of staff and patrons do not adversely affect the amenity of the neighbourhood.
- The conditions of the Licence together with the conditions of the Development Consent will be complied with at all times.
- Staff are to ensure patrons drink responsibly. It is an offence to sell or supply liquor to any person who is in a state of intoxication. A “state of intoxication” is where that person’s behaviour, balance, speech and coordination are noticeably affected through the consumption of intoxicating liquor.
- Staff will comply with Liquor and Gaming NSW’s Intoxication Guidelines and Prevention of Intoxication on Licensed Premises Guidelines. A copy of these guidelines will be available on the Premises at all times.

The Licensee and staff will ensure that intoxication is prevented from occurring at the Premises through compliance with the House Policy including:-

- (a) Providing non-alcoholic beverages at the Premises.

- (b) Providing free drinking water.
- (c) Refusal of service to patrons showing signs of intoxication; and
- (d) Not allowing intoxicated persons to enter or remain on the Premises

Staff will: -

Refuse entry to any person deemed intoxicated, quarrelsome or unruly, by taking the following steps:

- (a) Tell the person that the law does not allow them into the Premises.
- (b) Tell the person that the law requires them to move more than 50 metres away from the Premises and observe or supervise that person's removal to that point.
- (c) If the person fails to comply, the Police are to be called.

Monitor the behaviour of existing customers. Patrons exhibiting signs of approaching a state of intoxication are to be offered an alternative to drinking further liquor, such as soft drinks or water. Any person exhibiting signs of intoxication will requested to leave the Premises by taking the following steps: -

- (a) Tell the patron that the law does not allow them to continue to be served alcohol.
- (b) Tell the patron that the law requires them to leave the Premises.
- (c) If the person fails to comply, the Police are to be called.

Ensure that a person under 18 years of age does not purchase liquor or have liquor purchased on their behalf. In this regard staff will: -

- (a) Request proof of age identification from any person on the Premises to verify they are over the age of 18 years to be served with liquor.

Acceptable identification includes:

- (i) a driver's or rider's licence or permit (issued by an Australian State or Territory or any foreign country);
 - (ii) Australian passport or a foreign passport issued by another country.
 - (iii) NSW Photo Card (issued by Roads and Maritime Services NSW);
 - (iv) proof of age card issued by a public authority of the Commonwealth or of another State or Territory for the purpose of attesting to a person's identity and age; and
 - (v) Keypass (over-18) identity card issued by Australia Post.
- (b) Know the features to check when presented with a proof of age identification to ensure the person is 18 years of age or over and the document is bona fide.
 - (c) Refuse service to any person who has been requested, but cannot produce, proof of age identification
 - (d) Be conscious of potential secondary purchase situations.

Assist the Licensee in identifying potential problems, including the reporting of any concerns/issues to the licensee/manager on duty for appropriate action.

Staff are not to allow disruptive, violent or anti-social behaviour to occur on or in the immediate vicinity of the Premises by patrons who are or have been in attendance at the premises. Staff are to ensure this is prevented by:

- (e) Not tolerating any conduct or behaviour which a reasonable person would consider undesirable; and
- (f) Identifying potential problems and taking steps to prevent this behaviour from escalating.

Management and staff shall consider the amenity of the neighbourhood and take all reasonable measures to eliminate the potential for adverse impact on surrounding areas.

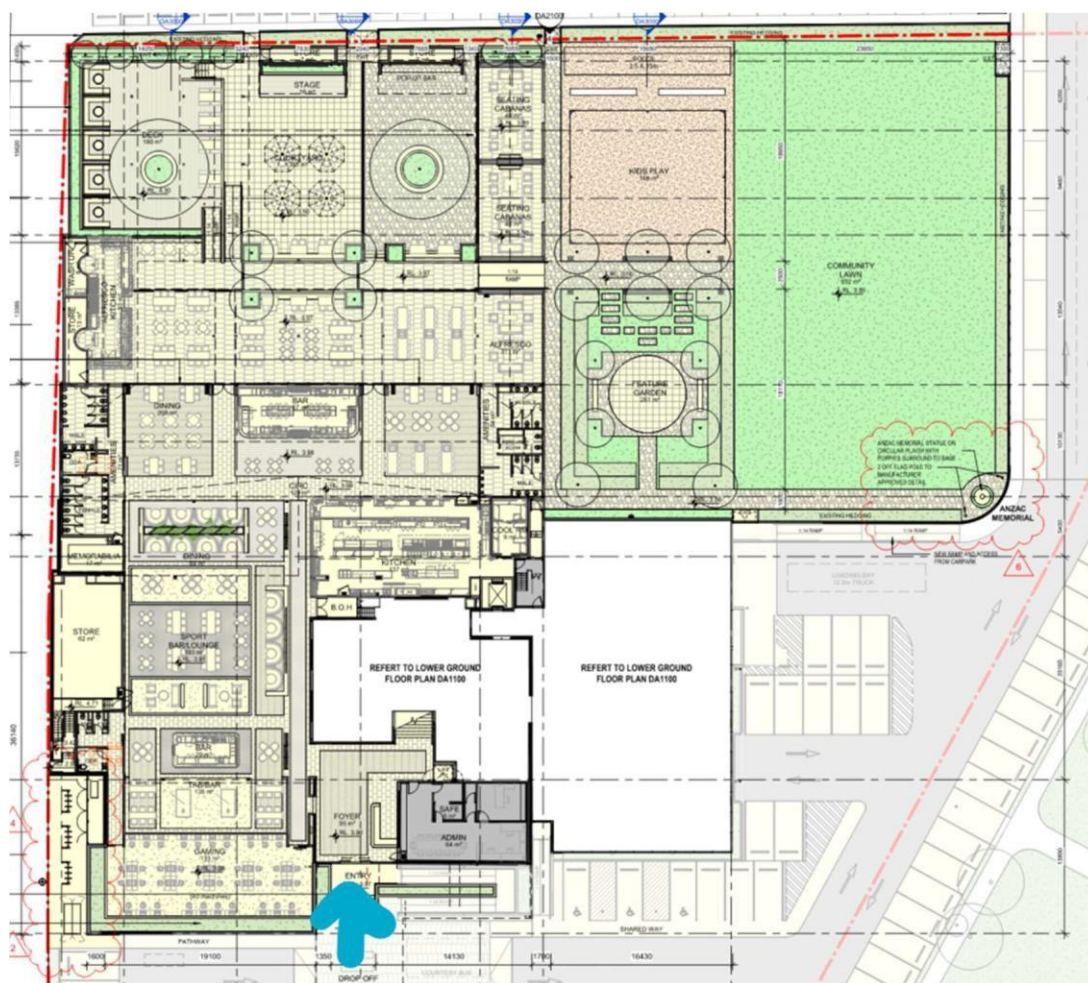
Zeljka Luburic (Secretary) will be contactable 24 Hours 02 8552 1010. These details will be displayed outside the building in clear view for the community.

5. VENUE CAPACITY

Patron capacity at the venue will be in accordance with Council's requirements, but it is anticipated that this will be no less than 200, up to 800 seated and a combined total of seated and standing of 830 patrons. Adult supervision of those attending functions will be implemented to ensure the safe conduct of persons attending functions and that the quiet and good order of the neighbourhood are not disturbed. Gaming operations and liquor service will be strictly limited to authorised hours with strict responsible service compliance.

6. ENTRY

All patrons who are not members who enter the venue must be signed in with the CIRICLESCAN sign in system. They must have a valid driver's licence of photo card or any other form of identification. The only point of entry for patrons is via the main entrance as noted below:



7. ENTERTAINMENT

Any amplified external live entertainment will be restricted to approved hours of the outside deck and live entertainment inside the building will be controlled by the venue as follows:

- closing external windows and doors where necessary
- Staff to assist members and visitors when entering and leaving the venue to ensure visitors leave in a prompt and orderly manner
- Notices placed at exits to remind visitors to leave quietly

8. AMENITY OF THE NEIGHBOURHOOD

At all times, The Concord management shall consider the amenity of its neighbours, taking all reasonable steps to ensure the impacts, adverse to the surrounding environment, do not occur. Management will take all reasonable measures to ensure that the behaviour of staff and patrons, when entering or departing the premises does not detrimentally affect the amenity of the neighbourhood.

Management will take reasonable steps to ensure an appropriate response to recognised issues associated with the venue within the area such as:

- Loud and unruly behaviour of persons approaching and departing the venue.
- Loud traffic emissions from erratic and unlawful driving behaviour in and around the venue car park.

- Noise emanating from the venue (amplified and crowd noise).
- Patrons urinating in the street/private residential areas.
- Alcohol bottles and other rubbish being strewn about the area; and
- Property theft and vandalism.

Security personnel will be responsible for addressing any issues as specified, but not limited to, those detailed above.

Concord Community Club will be providing a boardroom facility within the venue, which will be available to select community groups at no cost. The room will also be available to the wider community on a cost basis. The following community groups include

- Inter lions
- Concord Comets
- Concord Juniors
- Kakoda Walking
- Chamber of Commerce
- Croatian Community Groups

The room will be available via a register and booking system through the Club reception and will operate in line with the clubs operating hours.

9. COMPLAINTS HANDLING PROCEDURE

Management will undertake its best endeavours to address any reasonable concerns of the complaint. The Club's representative will meet with any complainants and endeavour to investigate the nature of the complaint and if warranted, action an appropriate response.

All persons lodging a complaint will be dealt with in a professional manner and such manner should demonstrate that the venue cares about any impact their operation may have on others and appreciate the notification.

A complaints register which is to identify the nature of the complaint, the complainant's details and the response to the complaint shall be maintained at all times. The Complaints Register shall be produced upon demand by any Council officer or NSW Police Officer.

The Club will establish a liaison committee, comprised after inviting residents surrounding the site, and not to include more than five members of the community but also include senior club representatives. This committee shall meet at least quarterly at the club and seek to collaboratively and constructively discuss and resolve operational issues that impact the surrounding area from use of the property. Minutes of the meeting shall be taken and be made available on request by Council.

10. NOISE CONTROL & MONITORING

The Venue Manager will ensure that the starting and finishing times of all events are within the times approved for the venue and will ensure that noise during operation is within permitted levels as well as not offensive or intrusive to neighbours of the venue.

Noise monitoring will be the responsibility of the venue manager with any complaints or concerns raised and reported in the incidents register.

The complaint will be fully investigated and if found to be sustained, an assessment made of whether there is a non-compliance found to have occurred, action must be taken by the venue manager to ensure the situation does not happen again.

Signage will be displayed to caution patrons when leaving the licensed premises to consider the quiet and good order of the neighbourhood and to leave the premises in an orderly manner.

The club will ensure that security regularly patrol the carpark and surrounding areas to minimise loitering and the noise transfer associated with this activity.

The club will ensure that the appropriate measures are in place to satisfy the following items from the Development Consent:

1. Amplified music within the internal areas of the venue is not to exceed a uniform sound pressure level of 75dB(A)L10.
2. Use of the stage for the amplified live entertainment/music is to be limited to between the hours of 11:00am - 10:00pm.
3. Where any live entertainment or music is amplified through a speaker system located on the outdoor stage, it should be limited to a sound pressure level of 80dB(A)L10 when measured at 1m away from any speaker.
4. Within the remaining outdoor areas, amplified music is to only be played at a background level between the hours of 11:00am -10:00pm and is not to exceed a sound pressure level of 65dB(A)L10 when measured at 1m from the speaker location.
5. Amplified music/background music in the outdoor areas of the venue must not be played after 10:00pm.
6. Installation of speakers within the outdoor area must be installed within a covered area of the outdoor area, such that the building form acts as a screen to nearby residential receivers to the east and west.
7. Door and windows may remain open during the day and evening hours of operation and must be closed after 10:00pm except during the patron/staff ingress and egress.
8. Signs are to be placed at the entry /exit of the venue reminding patrons to minimise noise when departing.
9. The function room glazed sliding doors onto the terrace are to remain closed after 10pm.
10. The function room outdoor terrace is not permitted to be used after 10:00pm daily.
11. The use of the outdoor stage is not permitted to be used after 10:00pm daily.
12. No buses (other than the courtesy bus) or HRV movements are to occur during the night time period between (10:00pm and 7:00am)

11. SECURITY

The licensed premises will engage the services of a licensed security company to provide security personnel to patrol the internal and external boundary of the premises. The licensed security

personnel engaged by The Concord will be provided with intimate knowledge of the layout and operations of the premises, the clientele and the conditions endorsed upon the Certificate of Registration.

12. SIGNAGE

All Signage as required by the Liquor Act and Regulations and all other related legislation will be displayed on the premises at all times.

In order that our patrons are informed, all Signage consistent with the requirements of the LGNSW will be predominantly displayed in all bar and gaming areas of The Concord, along with any house policies at the discretion of management.

13. STAFF INDUCTION & TRAINING

When a new team member starts; a copy of staff handbook outlining all Club policies and procedures will be provided.

Staff are trained and inducted with general administration including policies and procedures; organisation and department goals; introduction to their department and team members; job roles and performance measurement; system and procedures; history and culture & products and people and acceptable working practices.

All staff are issued with a copy of this plan of management.

During quiet periods between Monday – Thursday (food and beverage), there will be 10 staff including manager, reception and kitchen staff.

During peak periods between Friday – Sunday there will be 14 staff plus 16 staff for the function room.

Managers and head chefs will be coordinating the day-to-day operation of the premises, additional staff will be employed as needed

Extra staff will generally be employed on a casual basis as required.

14. RESPONSIBLE SERVICE OF ALCOHOL

1. The Concord staff, contractors and Security personnel will have completed an approved course in the Responsible Service of Alcohol. An RSA register will be maintained recording, among other things, records of current staff RSA competency cards.
2. The Management and Staff Shall comply with the measures for responsible service of alcohol.
3. The following policies for the responsible service of alcohol shall apply:
 - a) The venue will not serve alcohol to any person who is showing signs of intoxication
 - b) Any person deemed as showing signs of intoxication will be asked to leave the premises.
 - c) If a patron fails to leave the premises upon reasonable request, Police will be called to attend.
 - d) The venue will decline entry to any person who is already intoxicated.
 - e) The venue will promote the service of non-alcoholic beverages and food. The types of food which will be available during liquor trading hours will include an a la carte of food service as well as finger food including sandwiches, chips and the like. Food vending machines will also be available in the venue.

- f) The venue will not permit intoxication or any incident, violent or quarrelsome conduct on the premises. Any patron causing such disturbances shall be refused service and asked to vacate the premises. Any patron whose behaviour is either extreme or repeatedly objectionable may be barred from entering the premises.
- g) No person under the age of 18 years shall be served alcohol within the venue. Production of photographic identification will be required for all patrons entering the premises. Acceptable forms of identification are:
 - A current Australian passport or other country's passport.
 - A current NSW, interstate or overseas driver or motorcycle driver licence (or interstate equivalent)
 - An interstate Proof of Age Card.
 - NSW Photo Card.
- h) No person under the age of 18 years shall be permitted in the gaming area of the venue.

15. REDUCING LEVELS OF INTOXICATION

Management, venue staff and security personnel will have implemented a variety of strategies to prevent intoxication, including monitoring of patrons, offering drink and food and implement a range of restrictions for the purchase of alcohol. Slowing down the process is another strategy we have adopted by staff and managers. Refusal of service has also been adopted as a procedure to reduce levels of intoxication.

16. RESPONSIBLE CONDUCT OF GAMBLING

Management, venue staff and security personnel shall comply with any measures specified by any legislation, regulation or industry recognised code of practice, in relation to responsible conduct of gambling within the venue. This is including but not limited to the self-exclusion program that all relevant staff and management are currently aware of.

17. HARM MINIMISATION

Management, venue staff and security personnel will take all reasonable steps to prohibit any alcohol promotion or activities that are likely to promote irresponsible service of alcohol. This is inclusive of such promotions or discounting of alcoholic drinks that could encourage the misuse or abuse (binge drinking or the excessive consumption) of alcohol. The venue will maintain a register, containing copies of certificates and/or competency cards demonstrating satisfactory completion of the Responsible Service of Alcohol course undertaken by venue personnel and security contractors. The register is to be made available for inspection on request from a NSW police or LG NSW compliance officer.

The house policy will be regularly updated that do not diminish from legislative requirements or LG NSW recommendations. Low alcohol and non-alcoholic beverages will be available at all times when full strength alcohol is available. Free water stations are available at all bars where alcoholic beverages are sold except where limited by NSW Health regulations. The pricing structure of low alcohol beverages will reflect the wholesale cost of those beverages.

Direct harm minimisation strategies introduced in the venue include:

- All poured tap beers will be poured into polycarbonate/plastic glassware at management's discretion during large events.
- No shots after midnight. Shots before midnight must be consumed at the bar.
- The venue will operate as per the house policy at all times.

18. REMOVAL OF LIQUOR FROM PREMISES

- a) Management, venue staff and security personnel will take reasonable steps to prevent patrons leaving the venue with alcohol in opened glass or plastic containers, at all times.
- b) Management, venue staff and security personnel shall not sell or supply packaged alcohol in unopened containers for consumption off the premises.

19. VENUE MAINTENANCE & WASTE REMOVAL

The venue shall be kept in a clean and tidy condition and regularly maintained both internally and externally. Club staff, cleaners, maintenance staff and Security personnel are to be proactive in identifying areas that need attention and will report such particulars to venue management. The removal of waste from the premises shall take place only between the hours of 7.00am and 7.00pm.

20. DELIVERY MANAGEMENT

To minimise the impact of deliveries to the site, where possible deliveries will be made between 7.00am and 6.00pm Monday to Sunday.

The delivery door will be closed at all times to prevent any noise escaping the building. Drivers will be asked to turn their engines off on arrival to reduce noise impact to neighbouring tenants.

21. INGRESS & EGRESS OF THE VENUE

Ingress to the venue is via Nullawarra Avenue.

To maintain effective control of the venue, security personnel will assist in manoeuvring patrons into the venue in an orderly and controlled manner.

On egress of the venue, patrons will be encouraged by security personnel to disperse quickly and quietly. Patrons queuing for taxis or Uber vehicles will be monitored and assisted by security to ensure the quiet and good order of the neighbourhood.

22. PARKING & TRANSPORTATION

Public services in the vicinity of the site are provided by buses, taxis, ferries and trains. Staff will be trained to explain to patrons the proximity of public transports options such as bus stops and train stations. Information will be displayed within the venue regarding safe transport options which are available to patrons.

The Club will also provide free courtesy bus to encourage people to use services rather than a personal vehicle.

The venue will also provide 271 car spaces in a shared carpark located on the premises as agreed with council.

On request, Club staff will coordinate a taxi to collect a patron. Security personnel will manage patrons in an orderly fashion to reduce the incidence of anti-social behaviour.

The Club has implemented a travel policy for all staff members to travel to and from work via public transport and utilisation of the courtesy bus only. There is no allowance for staff to be permitted to park on site.

A copy of the Carpark Management Plan has been annexed to this Plan of Management.

23. CITATION OF MEMBERS

Patrons who have been identified as having failed to comply with the venue's behavioural requirements or have been involved in anti-social incidents requiring eviction from the premises will be excluded from the venue for a period of time.

- a. If a member in the opinion of the Board or a duly constituted disciplinary committee
 - i. Has acted contrary to, or refused or neglected to comply with, any provisions of the Club's constitution, or
 - ii. Obtained membership by improper means, or
 - iii. No longer meeting all revelation qualifications for membership or is not otherwise desirable as a member, or
 - iv. Is of such character or reputation that they may bring disrepute to the Club, then the board has the power to reprimand, suspend them from any or all privileges of membership for such fixed or indefinite period as it considers fit, or to expel or accept the resignation of the member and to remove their name from the Register of Members and the following provision apply.
- b. The member must be notified of any charge against the member by notice in writing. The notice must set out the facts, matters and circumstances giving rise to the charge
- c. The member is entitled to attend the hearing for the purposes of answering the charge or may answer the charge in writing. The member may also put forward any matters that the member proposes should be consider in determining any penalty
- d. The member charged may call a witness or witnesses but there is no power to compel the attendance of any witness or to compel any witness to give testimony. The Board may proceed to a final decision despite any proposed witness either attending or not being prepared to give testimony.
- e. The member charged is not entitled to legal representation at the meeting. If the board agree to the member charged being accompanied by another person at the meeting (which is entirely at the discretion of the Board), then the Board may at any time withdraw consent for that person to be present including without limitation where that other person does not follow any reasonable requests as to how to conduct themselves during the meeting.
- f. The voting by members of the Board present at such meeting will be in the manner determined by the Board, and no resolution by the Board to reprimand, suspend or expel a member is deemed to be passed unless at least a majority of the members of the Board present vote in favour of such resolution.
- g. After the board has considered all the evidence put against the member it must come to a decision as to the members guilt or innocence in relation to the charge. The board is not required to inform the member before considering any penalty and the member is not entitled to any further opportunity to address the Board in relation to the penalty

appropriate.

- h. If the member fails to attend such meeting the charge may be heard and dealt with and the Board may decide on the evidence before it, the members absence notwithstanding, but having regard to any representation made in writing by the member charged
- i. If the Board is advised by the Secretary or a senior employee that there may be a security risk if the member or a witness attends the hearing, then the Board may exclude the member or witness from the hearing. The Board may still proceed to come to a decision as to the members guilt or innocence in relation to the charge and regarding any penalty, in the absence of the member or witness
- j. If at the meeting the member charged conducts themselves inappropriately or seeks to disrupt the meeting the Board may warn the member and require the member to act appropriately and caution the member that otherwise they may be excluded. If the member fails to heed the caution and acts or continues to act inappropriately or in a manner that prevents the normal continuation of the meeting, the Board may exclude the member and finish their deliberation and come to final decisions (including as to whether to reprimand, suspend or expel the member), in the absence of the member but taking account of what has occurred at the meeting
- k. Any decision of the Board is final, and the Board is not required to assign any reason for its decision. The Board may reopen any hearing at any time and may set aside or reduce any decision regarding a penalty
- l. The powers of the Board under this rule may be exercised by a disciplinary committee appointed by the Board and comprising not less than 3 members of the Board
- m. The Secretary or senior employee has the power to suspend any members membership and remove that ember from the premises of the Club:
 - i. Who in the opinion of the Secretary or senior employee has engaged or is apprehended to be likely to engage in conduct contrary to the provision of this constitution; or
 - ii. Whose presence on the premises of the Club in the opinion of the Secretary or the senior employee may rend the Club or the Secretary liable to a penalty under legislation; or
 - i. Who in the reasonable opinion of the Secretary or senior employee, ought in the members own best interests, be removed or excluded from the Club's premises; or
 - ii. Where on reasonable ground the Secretary or senior employee apprehends that the member has chosen to self-exclude themselves from any part of the Clubs premises or from any part of any other licensed premises or has been banned from entry into or expelled from any other licence premises

The Secretary or senior employee may decide to exercise that the power of suspension in the absence of the member and when the member is not on or is no longer any of the Clubs premises.

They are not required to give any reason.

Where the Secretary or senior employee exercise that power of suspension, the Club must use its reasonable endeavours to notify the member. The notification may be oral or by written notice.

- a. A member suspended under this provision must not remain at, be on or seek entry to any of the Clubs premises nor is the member entitled to exercise any of the benefits of membership, during the period of suspension.
- b. A member or former member may not commence or prosecute any action or legal

proceeding against:

- i. The club or any club director, other member, employee, consultant, or agent for anything said, done or omitted in good faith about either of the above rules, or
- ii. Any person who provides any complaint, statement, submission or evidence (orally or in writing) in connection with anything arising or that might arise under either of the rules above, for anything said, done or omitted in good faith in connection with or in the complaint, statement, submission or evidence and all proceeding and utterance at any meeting in connection with anything arising out of the above rules, or in the course of exercising the powers of suspension, are privileged and protected from any action or legal proceeding taken by a member or former member. For the avoidance of doubt, this provision does not protect any person against a claim or liability for maliciously or knowingly making a false or misleading statement
- c. The above provision applies to all members, in any category

Exclusion of all members will be recorded in the venues Circlescan sign in system as a barred member.

24. SUSPENSION OF GUESTS

Patrons who are non-members and have been identified as having failed to comply with the venues behavioural requirements or have been involved in anti-social incidents requiring eviction from the premises will be excluded from the venue for a period of time. Exclusion of all guests is at the discretion of the management and cannot be re-determined at the request of the patron.

25. PATRON EJECTION

The ejection of a patron from the venue has the potential to escalate dramatically if not adequately and strategically handled. Whenever an ejection is to take place, the security personnel will advise the Duty Manager of his/her intent to firstly ask the patron to leave the premises and if the patron refuses, seek authority to remove them from the venue. To the exclusion of matter pertaining to public safety, an ejection of a patron will be at the discretion of the Manager on Duty.

The method of ejection will be specific to the circumstances and behaviour of the patron. Police intervention may be necessary to enforce compliance with requests made by security personnel. Physical ejection resulting in the use of force will only take place if the immediate safety and welfare of staff and other patrons are at risk. Physically removing patrons from the venue will always be the last resort, after exhausting all other available options.

When a patron is either asked to leave or is removed from the premises, a 50m exclusion card will be given to the patron advising them that they are restricted to being no less than 50 metres away from the vicinity of the venue. If the patron refuses this request, police may be called to issue an on-the-spot infringement notice for fail to quit.

In accordance with the Liquor Act; a register will be maintained by the venue containing particulars of all patrons who have been removed from the premises. The security provider will also maintain a record of events as prescribed in the Security Industry Act 1997 and Regulations 2007.

26. DRESS REGULATIONS

Dress regulations for The Concord is smart casual. Dress that is unacceptable include (but not limited

to):

- Men's singlets
- Suggestive or overtly revealing clothing (including suggestive/offensive logos or prints)
- Bare feet, untidy footwear, or clothing
- Headwear – except servicemen/religious or for medical reasons
- Football shorts, stubbies, short shorts, bike shorts
- Untidiness faded or frayed clothing
- Training apparel and or swimwear and or leotards

27. USE OF CLOSED-CIRCUIT TELEVISION CAMERAS (CCTV)

The licensed premises will cover as practically as possible, all patron areas and travel paths with CCTV. It will use and maintain CCTV System that is located in a secure environment. All requests for CCTV footage from Police will be dealt with in a timely and proficient manner.

28. SECURITY PERSONNEL ACCREDITATION

The security contractor will provide appropriately qualified and competent security personnel. All security staff are to be accredited as a minimum in Responsible Service of Alcohol, First Aid and have a full security license which is to be shown on the individual at all times when on duty.

29. SECURITY ATTENDANCE REGISTER

Each security member must sign on and off for duty by signing their name, sign on date and time, current security license number, date of security license expiry and sign off time. This register will be made available for inspection upon request by the police or any authorised officer

30. SECURITY STAKING LEVELS

Security personnel staffing levels associated with The Concord operation will be subject to variation with no less than the prescribed license condition of one (1) security officer per one hundred (100) patrons (1:100). The security personnel are engaged or assigned by the venue for the purpose of supervising the conduct of patrons.

An additional security guard will be allocated between 8pm and Closing on Fridays and Saturdays to assist with the management of patrons leaving and minimising noise generation.

31. THE ROLE OF SECURITY

Primary Objective: Safety and security of people and assets. Security personnel are to protect people and assets from harm and to maintain a safe and secure environment for patrons to feel welcome and have an enjoyable experience at the venue.

Secondary Objective: To be proactive rather than reactive to situations and events. Planning and execution of events and trade are the foundation upon which a successful and proficient security operation can be affected.

The Concord deems as a mandatory requirement, all security personnel to perform all duties and activities in strict compliance to all rules, procedures and policies and must exercise strict confidentiality and duty of care at all times.

32. ILLEGAL DRUGS

If management becomes aware of any patron who, whilst at the venue uses, transports, or sells illegal drugs or substances, that patron will be asked to leave. Where practicable, details for the patron will be noted and made available to police on request.

The venue will not serve any person who appears to be under the influence of illegal drugs and will decline entry to any person who management, staff or security personnel deem as being under the influence of illegal drugs.

33. INCIDENT REGISTER & POLICE NOTIFICATION OF INCIDENT

An Incident Register shall be maintained by the Manager and shall be produced upon demand by any Council officer or NSW Police Officer. The Register must contain a direction that all incidents of a criminal nature are to be reported to the Police immediately.

Police intervention and attendance will be required for any incident that has exceeded the authority of security personnel or if a patron fails to respond appropriately to directions of management. Security personnel will notify the Club's duty manager of any request for police attendance and intervention.

34. MANDATORY NOTIFICATION & CRIME SCENE PREVENTION

Management of the venue must ensure that, immediately after staff, or security personnel becomes aware of an incident involving an act of violence causing an injury to a person the licenced premises or in the vicinity that mandatory crimes scene prevention guidelines are followed.

At all times, staff and security personnel will abide by the following crimes scene prevention guidelines:

- Immediately contact '000' or local Police Station
- Render any required first aid
- Determine the Crime Scene and remove all persons from the area. Cordon off the area with things such as bar stools, tables, tape or consider closing off the area completely for areas such as toilets or Hallways
- Do not allow any person to enter this area
- Do not clean up any crime scene
- Assign a member of staff to guard all crime scenes until the arrival of Police
- Do not move any items that may have been involved in an offence unless absolutely necessary (gloves to be used if necessary)
- Notify police if any items have been moved or removed from the Crime Scene.
- Make notes in relation to the incident. Time, date, location, description of offender(s), vehicle(s) involved, weapons used, last direction of offender(S), any movement of items involved in the incident.
- Obtain any CCTV Footage
- Obtain any details of witnesses and try to keep all witnesses separated to maintain integrity of their evident (try to persuade witnesses from leaving the premises before Police arrive)

- Hand this information to Police on arrival
- Be prepared to make a statement to Police regarding the incident

35. NOTIFICATION OF INCIDENTS NOT REQUIRING POLICE RESPONSE

An incident that does not require a police response will be recorded in the standard form. Incidents that do not require police intervention include those that are contained and require basic intervention such as, but not limited to, first aid, not physical eviction etc.

36. FIRE PREVENTION, FLOOD MANAGEMENT & EVACUATION

The prime concern of management will be the total safety of patrons, staff and neighbours. Management will ensure that all fire systems are regularly re-evaluated, checked and current. Management will ensure that all staff are aware of the fire safety requirements and safety procedures in the event of a fire at the premises.

An appropriate qualified fire equipment maintenance contractor is contracted to provide an ongoing service to maintain all fire prevention and control of equipment at the premises and ensure all relevant code are complied with and any recommendation outside the code which emphasise the safety of patrons is implemented.

A copy of the club's flood management plan has been annexed to this plan of management.

37. LOCAL LIQUOR ACCORD

The Club will become a member of the Burwood/Canada Bay Local Liquor Accord. A member of the management team will attend quarterly meetings and actively participate with the Local Liquor Accord's initiatives.

All conditions of the liquor license (annexed) will be strictly adhered to.

Annexure 1 – Car Park Management Plan



CARPARK OPERATIONAL MANAGEMENT PLAN

The Concord Community Club – The Croatian Club

23rd April 2024

Introduction

The content of the following report is the Operational Management Plan for the carpark at The Concord Community Club located at 1 Nullawarra Avenue, Concord.

This Operational Management Plan has been prepared with regard to the carpark of the Concord Community Club, specifically regarding the usage of the carpark and its accessibility during major club functions and events and during sporting games at the Majors Bay Reserve on Norman Street, adjacent to the club carpark. The primary use of the carpark at the club will be for the use of club staff and patrons of the club.

The completion of the carpark will enable the club to have allocated parking spaces for staff members located on the western side of the property, a drop-off area located at the front of the club building, allow for safe and free flowing pedestrian access between the club entrance and the carpark, and will have signage in place to ensure all stakeholders are able to access and use the carpark in a safe manner.

Major Club Functions & Events

In the event of major functions and events at The Concord Community Club whereby the attendees of the function or event will increase the expected number of vehicles occupying the carpark, the management team of The Concord Community Club will ensure that all occupants of the carpark maintain a responsible and safe etiquette when on the property.

During major events and functions, The Concord Community Club will appoint an additional one (1) security operative to conduct walkthroughs and surveying of the carpark and outdoor areas of the property, in conjunction with their regular duties, to ensure all occupants of the carpark are conducting themselves in a safe and responsible manner with consideration to other carpark occupants and visitors of the club. The security operative will be responsible for ensuring that pedestrians and vehicles in the carpark are moving in a smooth and safe manner, whereby all occupants of the carpark are able to navigate the property without having an impact on the surrounding area around the club. The security operative will conduct

thorough walkthroughs of the carpark area to ensure that no person(s) remain in a vehicle unattended.

Majors Bay Reserve Sporting Fields

The time in which sporting games are held at Majors Bay Reserve will be held prior to the opening of the club on a daily basis. This in turn will reduce the number of cars utilising the club carpark for purposes other than to visit the club.

Cleaning & Maintenance

The management team at The Concord Community Club will be responsible for the daily cleaning and upkeep of the carpark area at the club. The management team will conduct daily sweeps through the carpark to ensure that any and all debris and rubbish is removed and disposed of correctly. Daily sweeps will also ensure that any debris and rubbish is not carried over into the Majors Bay Reserve sporting area or in neighbouring houses.

Signage & Lighting

The carpark at the club will have signage posted in various positions designed to direct vehicles and pedestrians safely and efficiently throughout the carpark. Signage and lighting will be used to ensure that all occupants of the carpark are able to safely navigate throughout the carpark with a high level of visibility during later hours. The management team at The Concord Community Club will conduct regular testing and routine checks of lighting in the carpark to ensure that all lighting is in working order and is providing all occupants of the carpark with adequate visibility.

Porte-Cochere Drop-off Zone

The porte-cochere drop-off zone located at the front of the club will minimise the number of pedestrians walking through the carpark.

Annexure 2 – Flood Emergency Management Plan



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Flood Emergency Management Plan

The Concord Refurbishment

Prepared for: The Croatian Club Limited

Document no: NS220477

Revision no: R01

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Revisions

Revision	Description	Date	Prepared by	Approved by
01	Issue for Construction Certificate	15/05/2024	E.L	K.P

Review Panel

Division/ office	Name
Sydney	Kundan Pokharel

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1 Introduction

ACOR Consultants have been engaged to prepare a Flood Emergency Management Plan for the Concord RSL Refurbishment in accordance with The City of Canada Bay's Development Control Plan (CoCB's DCP) and the NSW Floodplain Development Manual.

In the preparation of this report, ACOR have relied upon certain data and information contained within the following documents:

- Site Survey prepared by Linker Surveying, Reference No. 171112, dated 12.03.2018.
- Architectural plans prepared by Altis Architecture, Project No. 3112.01, dated 21.03.2024.
- Concord RSL Redevelopment - Flood Assessment prepared by GRC Hydro, Project Number 170056, dated February 2018.
- Preliminary Flood Investigation Report prepared by ACOR, Reference No. NSW220477, dated 21.10.2022.
- Flood Management Design Report prepared by ACOR, dated 15.11.2023.
- The City of Canada Bay Council DCP – Part B8 Flooding Control.
- 'Floodplain Development Manual: the management of flood liable land' published by NSW Department of Infrastructure, Planning and Natural Resources (NSW DIPNR), dated April 2005.

ACOR have provided a Preliminary Flood Investigation Report and Flood Management Design Report during the design stage of the project. Currently, ACOR have been engaged to provide a Flood Emergency Management Plan to satisfy Condition 74 of the S4.55 Consent (MOD2022/0233) and to comply with the control D8 of the CoCB's DCP Part B8.

2 Site

The site comprises the existing RSL Lawn Bowls club, featuring a 3-level building, an off-street open carpark with circulation road, 2 grassed bowling greens, and landscaping throughout the external areas. The site is bounded by a council carpark to the north, Arthur Walker Reserve to the west, and grassed sport fields to the east and south. The site access is via an asphalt driveway from Nullawarra Avenue in the south-western corner.

The proposed development involves refurbishing the existing RSL building, enhancing landscaped areas and the carpark, and constructing covered outdoor seating areas, bars, undercroft floor tenancy space, and extensions to the existing building. The proposed development does not increase the building footprint beyond the existing flood level. Refer to the enclosed architectural drawings proposed development.



Figure 1: Proposed Ground Floor Plan

3 Flood Characteristics

The subject site is located within the Majors Bay Catchment within the Canada Bay LGA.

Although the site has been identified as a flood affected site, Council has considered it as part of the development consent.

“Concord RSL Redevelopment - Flood Assessment” prepared by GRC Hydro in February 2018 has identified the flood extent for the subject site. The area affected by 1% AEP flooding is primarily restricted to the proposed carpark and circulation road within the southern portion and south-eastern portion of the site, but the entire site will be inundated during the Probable Maximum Flood (PMF) storm events.

The 1% AEP floodwaters impact the site at elevation 3.03 m AHD, causing partial inundation of the site up to 0.85 m depths.

The PMF floodwaters impact the site at elevation 3.90 m AHD, causing inundation of the site to depths between 0.51 m to 1.72 m.



Figure 2: Existing Conditions PMF and 1% AEP Flood Event - Peak Flood Depths & Levels

4 Flood Emergency Response Preparation

4.1 Effectiveness of Flood Emergency Response Preparation

The effectiveness of this FERP is based on the reliance of evacuation for the Concord Community Club, and the plan is owned, understood and practised by the site management and administration staff. The uncertainties of flooding are also a factor in determining the effectiveness of the FERP.

Evacuation can be an effective strategy if there is sufficient time available and evacuation is properly planned and executed. Evacuation is dependent on flood warning time and effective warning time and time to enact the evacuation before evacuation routes are cut or emergency services are no longer able to rescue the occupants due to unsafe weather or flood conditions or because they are overwhelmed.

4.2 Declaration of emergency

The Premier can declare a state of emergency in NSW under the SERM Act if satisfied that particular circumstances exist. However, under the State Emergency Service Act 1989 (SES Act) the emergency powers may be exercised where a flood (or other hazards) occurs without the need for any declaration (¹Fuller M. and O’Kane M, 2022).

In the absence of a declaration, evacuation warnings or orders may be issued by the NSW SES or NSW Police Service.

4.3 Roles and responsibilities

Concord Community Club is likely to have the following administration staff. The table provides a suggested title for roles and responsibilities under the *Flood Emergency Response Plan (FERP)* provided in Section 5.

Additionally, the roles and responsibilities have been identified and created for the purposes of the implementation and updating of the Flood Emergency Response Plan. Additional responsibilities can be added by the FERP Flood Warden. Regular updating of the table is recommended as information changes.

Table 1 Concord Community Club administration staff professional title, FERP title and roles and responsibilities

Professional title	FERP title	Roles and Responsibilities
Concord Community Club Manager	Flood Warden	▪ Consultation and communication with the SES local unit and the Local Council Local Emergency Management Committee (or Local Disaster Management Group) during non-flood periods ▪ Delegates tasks to Backup Flood Warden and follows up on progress/completion ▪ Arrangement of flood evacuation drills ▪ Updating of the relevant contact information in this FERP ▪ Subscribe to alerts and warnings across various media platforms ▪ Monitor alerts and warnings regarding severe weather, catchment rainfall and flood levels ▪ Communication of flood warnings and notifications to occupants ▪ Arranging evacuation of Concord Community Club prior to flooding ▪ Refer to Section 5 for more responsibilities.
Senior Staff Member (1)	Backup Flood Warden	▪ Completes tasks assigned by Flood Warden and updates them on progress/completion

Professional title	FERP title	Roles and Responsibilities
		Refer to Section 5 for more responsibilities.
Senior Staff Member (2)	Assistant to Flood Warden	- Completes tasks assigned by Flood Warden and Backup Flood Warden and updates them on progress/completion - Updating trades companies and equipment suppliers register - Refer to Section 5 for more responsibilities.

4.3.1 Authorities and organisations

The following table presents the relevant Authorities and organisations, their role/responsibility and contact details, for the purposes of the implementation of the Flood Emergency Response Plan.

Additional Authorities and organisations can be added by the Flood Warden. Regular updating of the table is recommended as information changes.

Table 2 Role/ responsibility and contact details of relevant authorities

Organisation	Service provided and role/responsibility	Contact number	Website
Police/Fire/Ambulance	Life threatening emergencies.	000	-
State Emergency Service (SES)	<u>Lead agency for flood emergency management and flood combat.</u> - Establishment of flood warning systems. - Development of flood plans. - Flood warning and evacuation notifications. - Flood evacuation services. - Flood recovery services. - The SES can establish a Flood Rescue Area of Operations (FRAO), giving it the authority to coordinate and control flood rescues.	132 500	https://www.ses.nsw.gov.au/
Bureau of Meteorology	Responsibility to issue severe weather warnings, Flood Watches and Flood Warnings.	For automated Warnings 1300 659 210	http://www.bom.gov.au/nsw/warnings/

4.4 Flood warning notice signage and placement locations

Flood warning signage is recommended to be installed on the carparking premises noting that this area is flood affected and that parking here is at the vehicle owner's risk.

4.5 Forecast, warning and alert services

4.5.1 Bureau of Meteorology

The Bureau of Meteorology has the responsibility to issue severe weather warnings, Flood Watches and Flood Warnings. This information is processed by the SES and can be re-issued by the State Emergency Service and other Authorities.

The warnings issued by the Bureau of Meteorology may include below:

- Severe thunderstorm warnings - range in character from short-lived events to systems producing widespread damage across broader areas. Weather phenomena accompanying these storms include any combination of large hail, damaging or destructive winds, tornadoes and intense rainfall leading to local flash flooding.
- Severe weather warning - are provided for potentially hazardous or dangerous weather and are issued (in a flooding context) for very heavy rain that may lead to flash flooding.
- Flood Watch - Flood Watch provides early advice of potential riverine flooding to emergency services and communities at risk of flooding. Flood watches are issued (up to four days in advance of large-scale weather systems) when the combination of forecast rainfall and catchment or other hydrological conditions indicate that there is a significant risk of potential flooding.
- Flood Warning - Flood Warnings are issued by the Bureau to advise that flooding is occurring or expected to occur in a geographical area based on defined criteria. Flood Warnings may include either qualitative or quantitative predications or may include a statement about future flooding that is more generalised. The type of prediction depends on the quality of real-time rainfall and river level data, the capability of rainfall and hydrological forecast models and the level of service required.

4.5.2 State Emergency Service (SES) and Australian Warning System (AWS)

The NSW SES moved to the Australian Warning System (AWS) for flood notifications on 30 September 2022. The AWS is a nationally consistent, three-tiered approach designed to make warnings clearer and lead people to take action ahead of severe weather events. The warning system comprises warning levels, action statements, hazard icons, colours and shapes. Warnings are now based on impacted community with increased localised information. More information is available at <https://www.ses.nsw.gov.au/about-us/our-warnings/>.

In addition to existing channels, warnings will be published to the:

- HazardWatch platform at <http://hazardwatch.gov.au>,
- NSW SES website at <https://www.ses.nsw.gov.au/>,
- The 'Hazards Near Me NSW' App at <https://www.nsw.gov.au/emergency/hazards-near-me-app>.

The warning levels, action statements and icons are presented below.

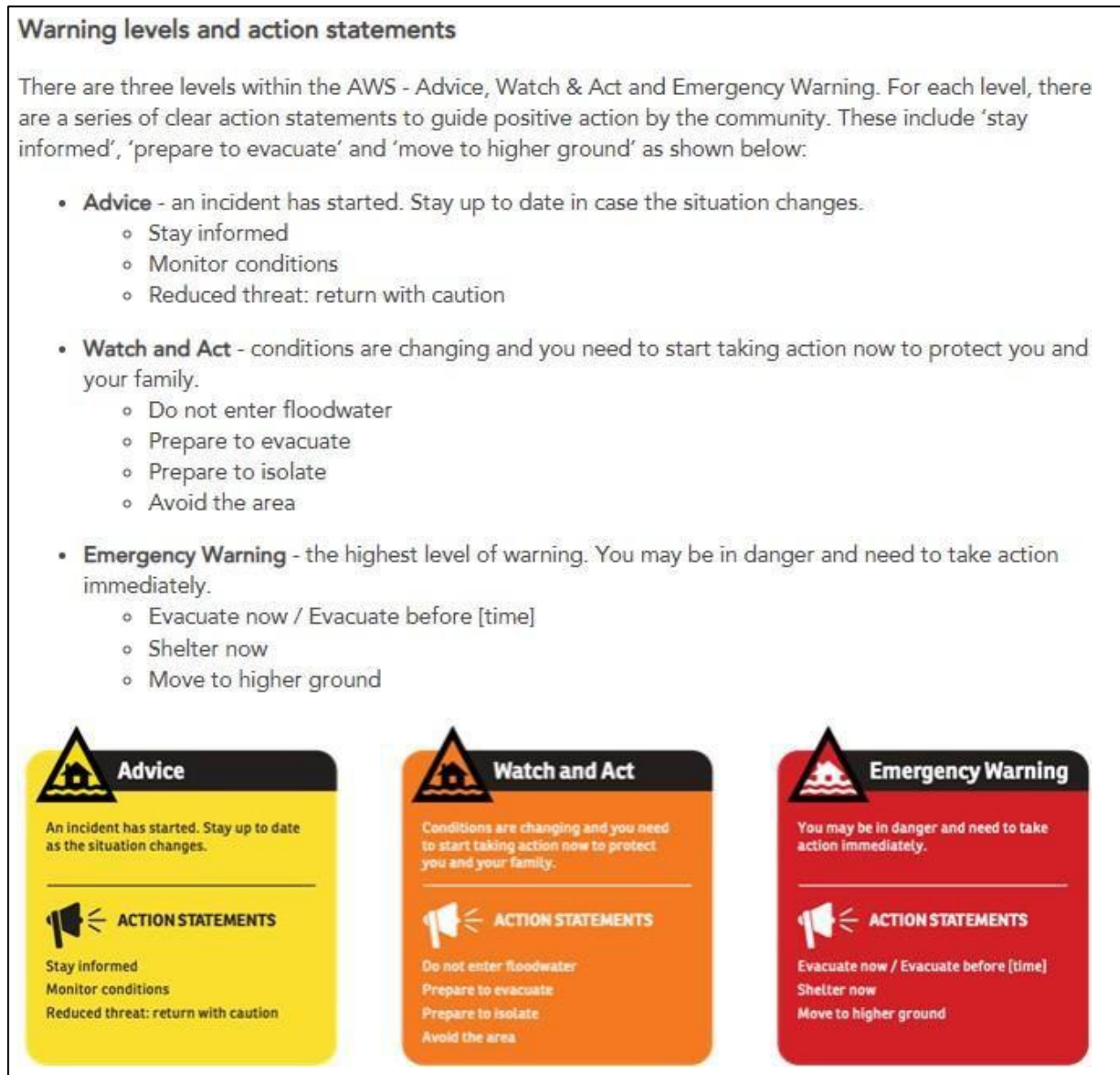


Figure 3 AWS - Advice, Watch and Act and Emergency Warning (1SES, 2022)

4.5.3 HazardWatch

The Hazardwatch Web App provides warnings and information about riverine flooding currently occurring within NSW. Refer to section 4.6.1 for internet link.

4.5.4 'Hazards Near Me' NSW App

The 'Hazards Near Me NSW' App is available as of 14 February 2023. The user can view emergency warnings and advice for fires and floods in NSW. Refer to section 4.6.1 for internet link.

4.6 Methods of dissemination of alerts and notification platforms

4.6.1 Emergency Authority platforms

Warnings may be disseminated in a variety of ways including through mass media (ABC Radio), on agency websites and social media platforms.

Formal warnings may not always be received, so it is important to be aware of the situation by listening to the radio and monitoring warnings and alerts on various internet sites and river height levels. If it feels unsafe, act early and move away from the threat to a safe location.

The SES provides advice using any combination of the below methods:

- Mobile and fixed public address systems
- Two-way radio
- Emergency Alert (via mobile phone SMS +61 444 444 444')
- Telecommunications (including Auto dial systems)
- Facsimile
- Standard Emergency Warning Signal
- Door knocking
- Mobile and fixed sirens
- Variable message signs
- Community notices in identified hubs
- Distribution through established community liaison networks/partnerships:
- Authorised social media sites.

Table 3 Notification platforms

App or Website or Media (Platform)	Description	Weblink
ABC Emergency Incident Map	Provides locations and general details of incidents Australia-wide. Provides general information.	https://www.abc.net.au/emergency/
BOM website	Flood Watches and Flood Warnings.	http://www.bom.gov.au/nsw/warnings/
BOM Twitter	The Bureau tweets about current and impending weather, especially significant weather events, including cyclones, tsunami and floods. Tweets generally link to information on the website which remains the most up-to-date and comprehensive official source of information.	https://twitter.com/BOM_au https://twitter.com/BOM_NSW

App or Website or Media (Platform)	Description	Weblink
SES	Flood warnings through official SES website using the Australian Warning System (AWS).	https://www.ses.nsw.gov.au/
HazardWatch Web App	HazardWatch Web App provides warnings and information about riverine flooding currently occurring within NSW.	https://www.hazardwatch.gov.au/
'Hazards Near Me NSW' App	The user can view emergency warnings and advice for fires and floods in NSW.	https://www.nsw.gov.au/emergency/hazards-near-me-app
Emergency Alert	DO NOT BLOCK +61 444 444 444. This number is related to Emergency Alert service. If the caller ID number or message header on your phone displays the number '+61 444 444 444' it is genuine. Emergency Alert is the national telephone warning system used by emergency services to send voice messages to landlines and text messages to mobile phones within a defined area about potential emergencies. i.e. "Floods, fires and other significant events can impact pose significant threat to members of the community in impacted area. Emergency Alert allows telephony notifications to be distributed to these areas, through both mobile and land line services, to provide warning of these events. Subscription to this service is not required.	For more information: https://www.emergencyalert.gov.au/home
Emergency + (Plus)	The Emergency+ app is a free app developed by Australia's emergency services and their Government and industry partners. The app uses GPS functionality built into smart phones to help a Triple Zero (000) caller provide critical location details required to mobilise emergency services.	https://www.emergencyplus.com.au/

App or Website or Media (Platform)	Description	Weblink
Road closures	Transport NSW	https://www.livetraffic.com/ or 132 701
Social Media sites	- NSW Flood Update - NSW Incident Alerts - NSW Incidents - NSW SES - NSW Police Force - NSW Rural Fire Service	https://auslanemergency.com.au/index.php/deaf-deafblind/nsw-resources/social-media/

4.7 Flood evacuation

4.7.1 Authority to evacuate

In an emergency, a direction to evacuate is made by the Incident Controller (NSW SES) in consultation, where possible, with the NSW Police Force (¹Fuller M. and O’Kane M, 2022).

Concord Community Club can decide to close or evacuate the premises upon issuance of forecast adverse weather conditions, ‘Severe Weather Warnings’, or ‘Flood Watch’ notifications (refer to section 4.7.2 below for more information).

4.7.2 Evacuation strategy

4.7.2.1 Evacuation strategy and methods

An ‘evacuation strategy’ could be adopted by Concord Community Club such that upon issue of a ‘Flood Watch’ notification by the Bureau of Meteorology (which is also relayed by the SES) the premises is closed or evacuated until the potential for flooding has passed. Closing or evacuating the premises upon a ‘Flood Watch’ notification provides longer effective warning times to allow evacuation to take place.

Note

- A ‘Flood Watch’ provides early advice of a developing situation that may lead to flooding, and is not a warning of imminent flooding.
- A ‘Flood Warning’ is advice that flooding is occurring or expected to occur in a geographical area.

Concord Community Club will be inundated during 1% AEP and PMF events, however evacuation is generally possible for smaller flood events.

The evacuation strategy for the Concord Community Club for the purposes of evacuation prior to flood inundation of local roads, the Concord Community Club and the wider area is as follows:

- Site management to be subscribed to Bureau of Meteorology ‘Severe Weather Warnings’, ‘Flood Watch’ and ‘Flood Warning’ notification alert systems (social media platforms).
- Timely relaying of Bureau of Meteorology ‘Severe Weather Warnings’, ‘Flood Watch’ and ‘Flood Warning’ notifications, or SES ‘Advice’ or ‘Watch and Act’ or ‘Emergency Warning’ warnings to occupants.

- Evacuation is to be undertaken as early as possible, which is aided by monitoring of warnings and weather conditions in the upper catchment and upstream flood conditions. Closure or evacuation of Concord Community Club should be undertaken by the site management when a:
 - **'Flood Watch'** notification is issued by the Bureau of Meteorology (also relayed by the SES), or a
 - **'Prepare to Evacuate - Watch and Act'** notification is issued by the SES.
- **It is not advised** that the decision to close or evacuate the Concord Community Club should wait until a:
 - **'Flood Warning'** notification is issued by the Bureau of Meteorology (or relayed by the SES), or
 - an **'Evacuate Now - Emergency Warning'** notification is issued by the SES.
- Distribution of the evacuation route map to higher ground and a pre-determined safe congregation area.
- Evacuation must not require people to drive or walk through flood water.

4.7.3 Evacuation routes

The vehicular evacuation route from Concord Community Club is via Nullawarra Avenue during small flooding events.

There's a council car park situated on higher ground, north of the club, accessible via an internal circulation road. This could serve as an alternative evacuation route, however this needs to be reviewed by Concord Community Club management.

4.7.4 Safe Congregation Area

During the 1% AEP flood event, the southern and east-southern portions of the site will be inundated up to 0.85 m depths. In this regard, effective pedestrian and vehicular access will not be available via Nullawarra Avenue. The foyer on the first floor and the two existing lawn areas are flood-free, which will offer reliable safe flood access to/from the development for occupants from the ground floor.

During the PMF flood event, the entire site will be flooded which creates difficulties when evacuating occupants from the site. For this reason, shelter-in-place requirements for flood events up to and including the PMF event are incorporated as part of the development. The first-floor level of 3.97 m AHD is designed to be above the PMF (3.90 m AHD) with access available from the ground floor, hence permitting occupants of the site to shelter within the proposed warehouse development during any flood event up to and including the PMF.

5 Flood Emergency Response Plan

5.1 Concord Community Club operational phase

5.1.1 Procedures during non-flood periods

The following tasks are recommended for the Concord Community Club Flood Warden, Backup Flood Warden, Assistant to Flood Warden, and all administration staff.

Table 4 Procedure during non-flood periods

Task	Description	Responsibility
Familiarisation with FERP	Reading the FERP and being familiar with its contents (flood mechanisms, and upstream rainfall) and procedures. Discussing the FERP with all administration staff at least annually and confirming roles and responsibilities.	■ Flood Warden ■ Backup Flood Warden ■ Assistant to Flood Warden
Subscribing to notifications, flood	Subscribe to relevant notification and alert systems as listed in this FERP.	■ Flood Warden ■ Backup Flood Warden ■ Assistant to Flood Warden

Task	Description	Responsibility
warning and alert systems	Add the weblinks listed in this FERP to computer and mobile phone 'Favourites'.	All administration staff
Register of trades companies and equipment suppliers	Maintain a database of the contact details of trades companies and equipment suppliers for flood recovery phase i.e. - Lighting - Electricians - Plumbers/Drain cleaners - Landscapers - Specialised trades (fencing contractors) - Generator supply companies	- Flood Warden - Backup Flood Warden - Assistant to Flood Warden
Recovery equipment	Plan a location for generators in the event club is operational after a flood event but power has not been restored. Generators to be adequate for: - Lighting - Air conditioning - Refrigeration.	- Flood Warden - Backup Flood Warden - Assistant to Flood Warden

5.1.2 Procedures before floods (Flood preparation)

The following tasks are recommended for the Flood Warden, Backup Flood Warden, Assistant to Flood Warden, and all administration staff.

The following phases of activation for response to a flood event have been adopted according to the levels used by the SES (Australian Warning System).

Table 5 Procedure before pending floods (Flood preparation)

Task	Description	Responsibility
ADVICE LEVEL (HIGH RAINFALL EVENT OCCURRING IN CATCHMENT AND FLOODING IS LIKELY/POSSIBLE) An incident has started. Stay up to date as the situation changes.		
Monitoring flood alerts and warnings.	Monitor for issue of a: 'Severe Weather Warning' or 'Flood Watch' notification from the Bureau of Meteorology. 'Advice' notification by the SES that an incident has started. Monitor the weather warnings and forecasts regarding the potential for, or occurrence of high catchment rainfall, that may lead to flooding. Monitor BOM website for river height gauge information. Monitor SES website for flood warnings. Monitor HazardWatch Web App. Monitor other social media platforms for warnings and information.	- Flood Warden - Backup Flood Warden - Assistant to Flood Warden
Close or evacuate the club	Close or evacuate the club prior to flood water rising and cutting road evacuation routes, upon issue of a: 'Severe Weather Warning' or 'Flood Watch' notification from the Bureau of Meteorology. 'Advice' notification by the SES that an incident has started. Follow instructions from Emergency Services.	- Flood Warden - Backup Flood Warden - Assistant to Flood Warden
Communication with SES	Set up line of communication with SES	Flood Warden

Task	Description	Responsibility
	Follow instructions from Emergency Services.	▪ Backup Flood Warden
WATCH AND ACT LEVEL (FLOODING IS OCCURRING UPSTREAM AND FLOODING IN CLUB LOCAL AREA IS LIKELY) Conditions are changing and you need to start taking action now.		
Monitoring flood alerts and warnings	Upon issue of a 'Prepare to Evacuate - Watch and Act' by SES, the club should <u>commence evacuation immediately</u> (i.e. do not wait for a 'Evacuate Now - Emergency Warning' notice). Monitor notification systems in 'ADVICE LEVEL' table above.	▪ Flood Warden ▪ Backup Flood Warden ▪ All administration staff
Evacuate the club	Communicate to occupants that the club is being evacuated. The Flood Warden will issue an evacuation order by sounding the airhorn every five minutes until everyone has left the premises. If it is not safe to evacuate due to flash flooding, elevate occupants with their personal items to the safe congregation area.	▪ Flood Warden ▪ Backup Flood Warden ▪ All administration staff
Communication with SES	Set up line of communication with SES. Follow instructions from Emergency Services.	▪ Flood Warden ▪ Backup Flood Warden
Electricity supply	Electricity utility provider will power down the local power grid if river levels are predicted to inundate low-lying portion of the club.	▪ Electricity utility provider

5.1.3 Procedures during floods (Flood response)

The following tasks are recommended for the Flood Warden, Backup Flood Warden, Assistant to Flood Warden, and all administration staff.

The following phases of activation for response to a flood event have been adopted according to the levels used by the SES (Australian Warning System).

Table 6 Procedures during floods (Flood response)

Task	Description	Responsibility
EMERGENCY WARNING LEVEL (FLOODING IN THE CLUB LOCAL AREA IS IMMINENT) You may be in danger and need to take action immediately.		
Monitoring flood alerts and warnings	Closure or evacuation of the club should have already been completed prior to issue of a 'Evacuate Now - Emergency Warning' by SES. It may be too late to evacuate if the flood level has cut local roads and emergency evacuation by SES may be required. Monitor notification systems in 'ADVICE LEVEL' table above.	▪ Flood Warden ▪ Backup Flood Warden ▪ All administration staff
Communication with SES	Set up line of communication with SES and alert them to the situation. Follow instructions from Emergency Services.	▪ Flood Warden ▪ Backup Flood Warden

Task	Description	Responsibility
Communication with occupants during 'evacuation strategy' flood emergency response	The Flood Warden will issue an evacuation order by sounding the airhorn every five minutes until everyone has left the premises. If it is not safe to evacuate due to flash flooding, elevate occupants with their personal items to the safe congregation area. The Flood Warden will obtain the register of all occupants on site and record anyone has left in the register. Keep occupants up to date as to changing rainfall and flood conditions. Have all personnel maintain a calm outlook.	- Flood Warden - Backup Flood Warden

5.1.4 Procedures after floods (Flood recovery)

The following tasks are recommended for the Flood Warden, Backup Flood Warden, Assistant to Flood Warden, and all administration staff.

Table 7 Procedures after floods (Flood recovery)

Task	Description	Responsibility
'ADVICE LEVEL' notification by SES (REDUCED THREAT: RETURN WITH CAUTION – ADVICE) When it is safe for occupants and businesses to return to a flood affected area.		
Monitoring flood alerts and warnings	Upon issue of a 'Advice' notification by the SES. Monitor notification systems in 'ADVICE LEVEL' table above. Monitor receding of flood water from premises grounds.	- Flood Warden - Backup Flood Warden - All administration staff
Re-opening of club after 'evacuation strategy' flood emergency response	The Flood Warden will inspect the premises to check if the access road is clear and the site is not flood-affected.	- Flood Warden - Backup Flood Warden
Communication with SES	Follow instructions from Emergency Services regarding access to the area after flood water has subsided and roads have been reopened.	- Flood Warden - Backup Flood Warden
Contact tradespersons.	Contact qualified electrician to check power points, electrical equipment, appliances, or electrical hot water systems for damage. They must be repaired and tested before use. Contact plumber to inspect onsite sewerage system.	- Flood Warden - Backup Flood Warden
Contact trades companies and equipment suppliers	Contact trades companies and equipment suppliers to ascertain their availability in the few weeks, for potential flood recovery services at the premises.	- Flood Warden - Backup Flood Warden
Contact structural engineer	Contact structural engineer to arrange inspection of all flood-affected parts of the premises	- Flood Warden - Backup Flood Warden
Clean up premises grounds	Arrange cleaning contractor to undertake a clean-up. Arrange desilting of drainage and pits, remove silt. Wear suitable protective clothing, including boots and gloves, when cleaning up.	- Flood Warden - Backup Flood Warden - All administration staff
Review and update FERP	Review and update the FERP.	Flood Warden

5.2 Construction phase

5.2.1 Roles and responsibilities

The following tasks are recommended for the Head Contractor during the construction phase.

Table 8 Roles and responsibilities for Head Contractor

Name	Role and responsibilities	Contact details	
TBC	▪ Head Contractor ▪ Subscribe to alerts and warnings across various media platforms ▪ Monitor for issue of a: - 'Severe Weather Warning' or 'Flood Watch' notification from the Bureau of Meteorology. - 'Advice' notification by the SES that an incident has started. ▪ Communication of flood risk to sub-contractors at induction ▪ Communication of flood warnings and notifications to sub-contractors ▪ Subscribe to alerts and warnings across various media platforms previously stated in this report. ▪ Arranging evacuation of contractors prior to flooding ▪ Removal of plant, equipment, tools, fuel, building materials from the premises grounds to flood-free areas offsite ▪ Preparing the premises grounds and construction for expected flood inundation 'make safe' i.e. secure floatable debris or building materials prior to flooding	Mob:	TBC
		Landline:	TBC
		Email:	TBC

5.2.2 Contact list of relevant authorities

The following contact list of relevant Authorities have been identified for the purposes of the implementation of the Flood Emergency Response Plan. Additional Authorities can be added by the Flood Warden. Regular updating of the table is recommended as information changes.

Refer to Table 2 Role/ responsibility and contact details of relevant authorities.

5.2.3 Flood risk to temporary site (construction) operations

The following risks to temporary site operations during construction are provided:

- Isolation of construction personnel due to flood water cutting local roads preventing egress of people from site and access to site by emergency services by vehicle
- Total loss of mobile plant, equipment, tools, fuel, building materials and products due to flood inundation.
- Environmental damage due to spilling of stored fuel and building materials.

6 Conclusion

The 1% AEP floodwaters impact the site at elevation 3.03 m AHD, causing partial inundation of the site up to 0.85 m depths.

The PMF floodwaters impact the site at elevation 3.90 m AHD, causing inundation of the site to depths between 0.51 m to 1.72 m.

Effective pedestrian and vehicular access are not available from the site during the 1% AEP flood and PMF events. The proposed first-floor level of 3.97 m AHD is above PMF level which provides adequate shelter-in-place refuge for occupants.

This Flood Emergency Management Plan acknowledges that protection of life is of utmost importance, and has been prepared in consistent manner with The City of Canada Bay's Development Control Plan and the NSW Floodplain Development Manual.

We trust the above satisfies the City of Canada Bay Council S4.55 (Ref: MOD2023/0157) Condition 71 (DAFO305 – Flood Protection, Flood Evacuation, Vehicle Barrier and Signage Plan) upon Concord RSL redevelopment. If there are any queries or wish to discuss anything further, please do not hesitate to contact the undersigned.

Yours faithfully,
ACOR Consultants Pty Ltd

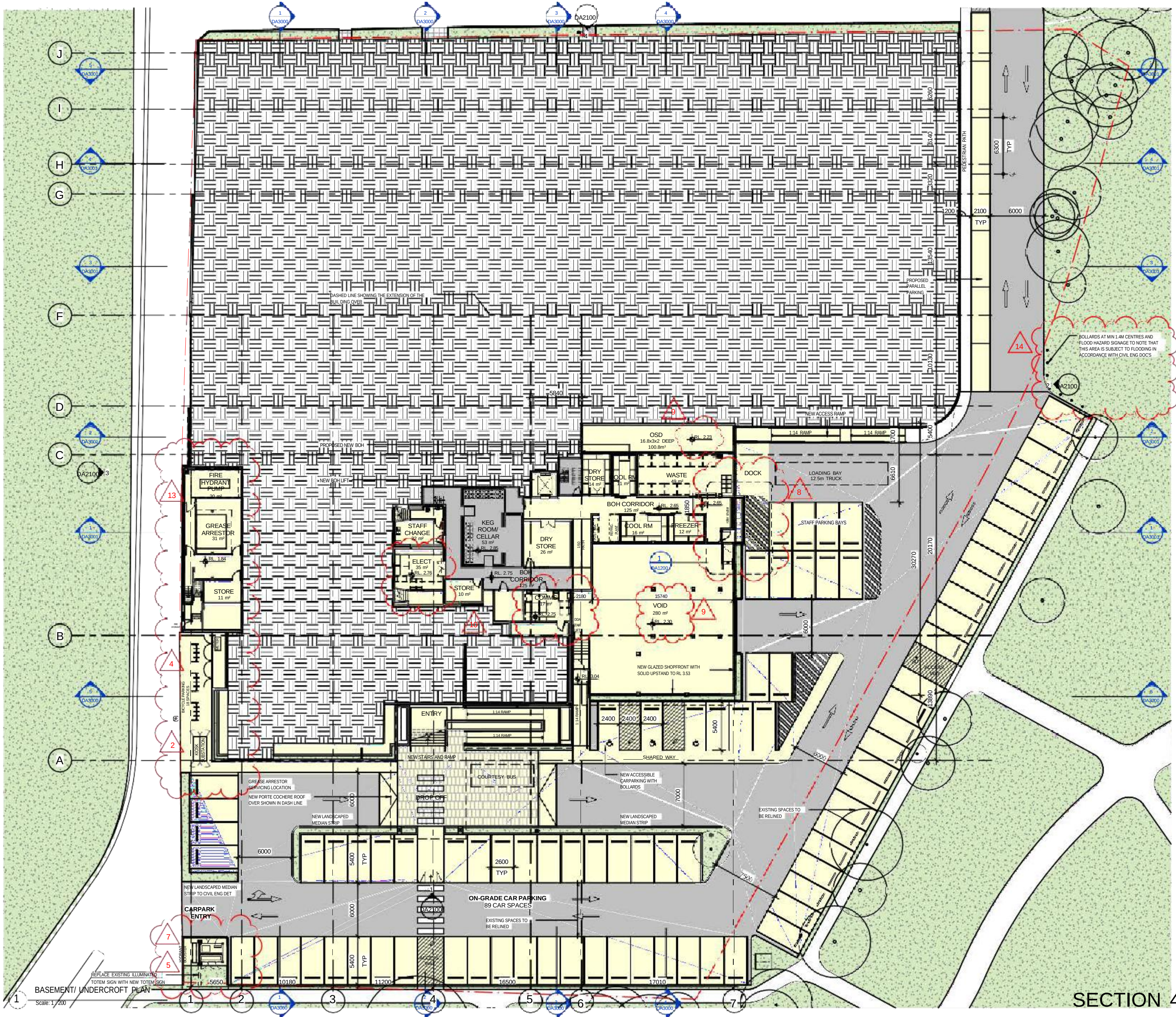


Gregory Lyell
Principal Engineer | Civil Team Lead
CPEng, NER, APEC Engineer, IntPE(AUS)

Reference

¹Fuller M. and O'Kane M (2022). 2022 Flood Inquiry Volume Two: Full report 29 July 2022

Appendix A Extracts from Architectural Plan Set prepared by Altis Architecture



DATE	DESCRIPTION
06/05/2022	ISSUED FOR INFORMATION
30/05/2022	ISSUED FOR CO-ORDINATION
06/06/2022	ISSUED FOR CO-ORDINATION
07/07/2022	ISSUED FOR DEVELOPMENT APPLICATION
26/09/2022	REVISED DEVELOPMENT APPLICATION
01/10/2022	REVISED DEVELOPMENT APPLICATION
12/10/2022	REVISED DEVELOPMENT APPLICATION
28/09/2023	SECTION 4.55 SUBMISSION
27/11/2023	AMENDED SECTION 4.55 SUBMISSION
20/11/2023	AMENDED SECTION 4.55 SUBMISSION TO FLOOD GATE
21/03/2024	SECTION 4.55 COMBINED

SECTION 4.55 REVISION SCHEDULE

Amendments proposed in relation to Lot 5 DP217073 DA2022/0223 approved Development Application and the associated Conditions of consent determined on 06th December 2022

- DISCREPANCY OF BOUNDARY LINE WAS DETECTED AND CORRECTED
- EXISTING ELECTRICAL SUBSTATION UPGRADED TO KIOSK CONFIGURATION IN ACCORDANCE WITH AUSGRID APPROVAL
- MECHANICAL PLANT DECKS REVISED TO SUIT MECHANICAL ENGINEERING AND PROPOSED MECHANICAL SYSTEMS
- RELOCATED BIKE PARKING TO PROVIDE A CONSOLIDATED, SAFER ZONE
- REPLACE EXISTING ILLUMINATED VENUE SIGNAGE WITH NEW LED TV DISPLAY AND BACKLIT SIGNAGE
- REPLACE EXISTING VENUE FLAGPOLE WITH NEW FLAGPOLES
- INCREASED WATER PUMP ASSEMBLY FOR BUILDING HYDRAULIC/FIRE SERVICES AND ASSOCIATED ENCLOSURE
- PROPOSED BOUANCY FLOOD GATE AS APPROVED UNDER S4.55 IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION REQUIREMENTS TO INCREASE PARKING, IMPROVE FIRE SAFETY AND CIRCULATION AT DELIVERY ZONE
- BASEMENT LEVELS REDEFINED IN ACCORDANCE WITH EXISTING SITE CONDITIONS AND STRUCTURAL/CIVIL DETAILS
- RECONFIGURE BASEMENT ELECTRICAL AND COMMS ROOMS TO SUIT SITE CONDITIONS AND RETICULATION PATHS
- RECONSTRUCT ADMIN ROOF TO SHED WATER AWAY FROM BUILDING, REMOVE EXISTING BOX GUTTER
- REMOVE PROPOSED LIMESTONE CLADDING, REPLACED WITH CEMENT RENDER AND TEXTURED PAINT FINISH
- FIRE HYDRANT PUMP AND GREASE ARRESTOR RECONFIGURED/RELOCATED TO SUIT ENGINEERING & SPEC
- BOLLARD FLOOD PROTECTION AT MAX 1.4m CENTRES WITH FLOOD HAZARD SIGNAGE IN ACCORDANCE WITH CIVIL ENGINEER DOCS

LEGEND	
	SITE BOUNDARY
	NO WORKS TO EXISTING CLUB
	EXISTING WALLS / STRUCTURE TO REMAIN
	PROPOSED BUILDING WORKS
	PROPOSED WALLS
	EXISTING LANDSCAPE / TREES
	PROPOSED LANDSCAPE

CLIENT:
THE CROATIAN CLUB SYDNEY

PROJECT:
THE CONCORD
COMMUNITY CLUB

ARCHITECT:
ALTIS
ARCHITECTURE

DRAWING TITLE:
**PROPOSED BASEMENT
UNDERCROFT FLOOR PLAN**

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C	06/06/2022	ISSUED FOR CO-ORDINATION
D	4/07/2022	ISSUED FOR DEVELOPMENT APPLICATION
E	28/09/2022	REVISED DEVELOPMENT APPLICATION
F	04/09/2023	REVISED DEVELOPMENT APPLICATION
G	12/10/2022	REVISED DEVELOPMENT APPLICATION
H	20/10/2022	REVISED DEVELOPMENT APPLICATION
I	28/09/2023	SECTION 4.55 SUBMISSION
J	7/11/2023	AMENDED SECTION 4.55 SUBMISSION
K	21/03/2024	SECTION 4.55 COMBINED

SECTION 4.55
REVISION SCHEDULE

Amendments proposed in relation to Lot 5 DP217073 DA2022/0223 approved Development Application and the associated Conditions of consent determined on 06th December 2022

1. DISCREPANCY OF BOUNDARY LINE WAS DETECTED AND CORRECTED
2. EXISTING ELECTRICAL SUBSTATION UPGRADED TO KIOSK CONFIGURATION IN ACCORDANCE WITH AUSGRID APPROVAL
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6. REPLACE EXISTING VENUE FLAGPOLE WITH NEW FLAGPOLES
7. INCREASED WATER PUMP ASSEMBLY FOR BUILDING HYDRAULIC/FIRE SERVICES AND ASSOCIATED ENCLOSURE PROPOSED BOUOYANCY FLOOD GATE AS APPROVED UNDER S455 IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION REQUIREMENTS TO INCREASE PARKING, IMPROVE FIRE SAFETY AND CIRCULATION AT DELIVERY ZONE
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LEGEND

- SITE BOUNDARY
- NO WORKS TO EXISTING CLUB
- EXISTING WALLS / STRUCTURE TO REMAIN
- PROPOSED BUILDING WORKS
- PROPOSED WALLS
- EXISTING LANDSCAPE / TREES
- PROPOSED LANDSCAPE

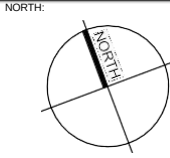
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PROJECT:
THE CONCORD
COMMUNITY CLUB

ARCHITECT:
ALTIS
ARCHITECTURE

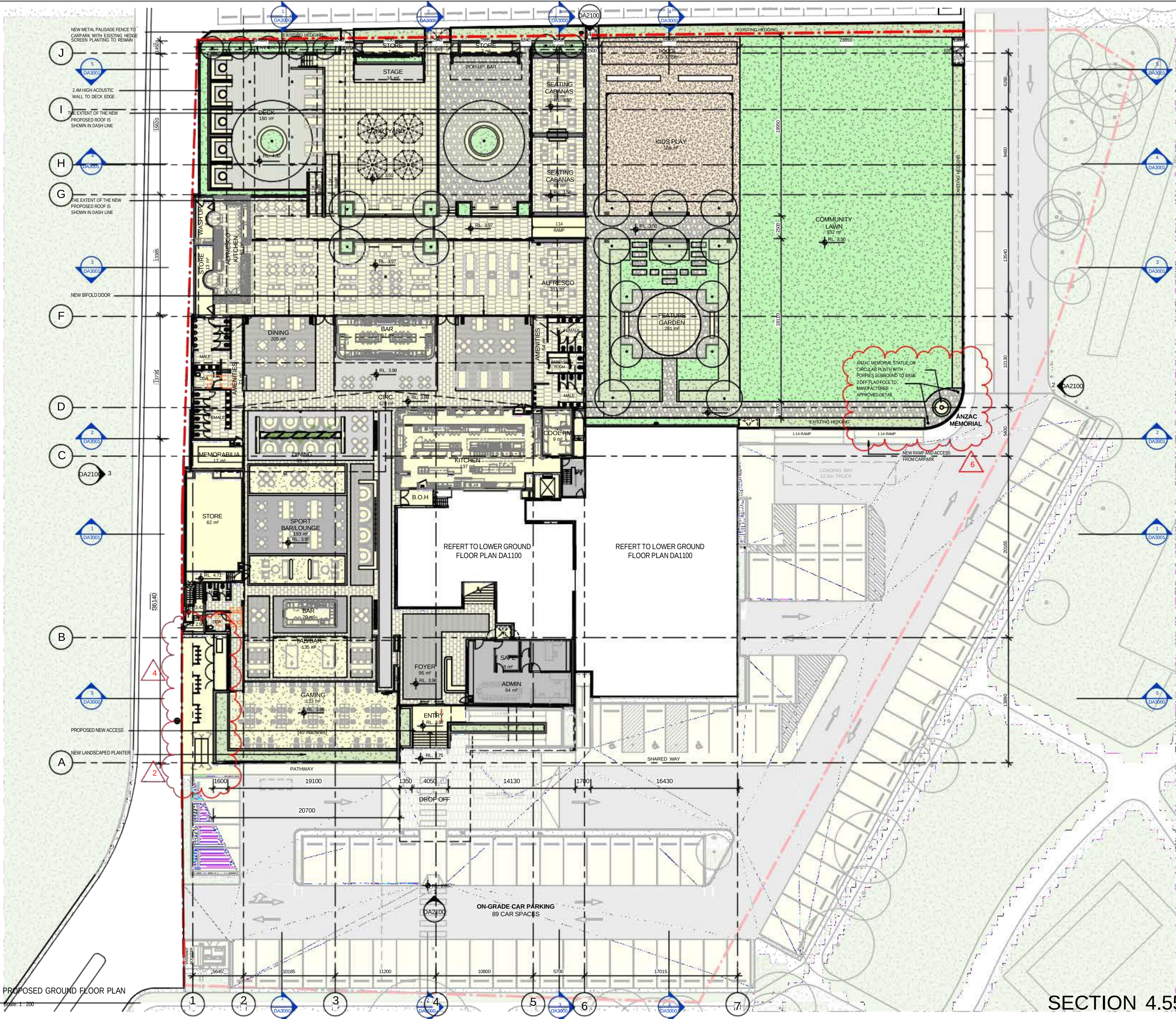
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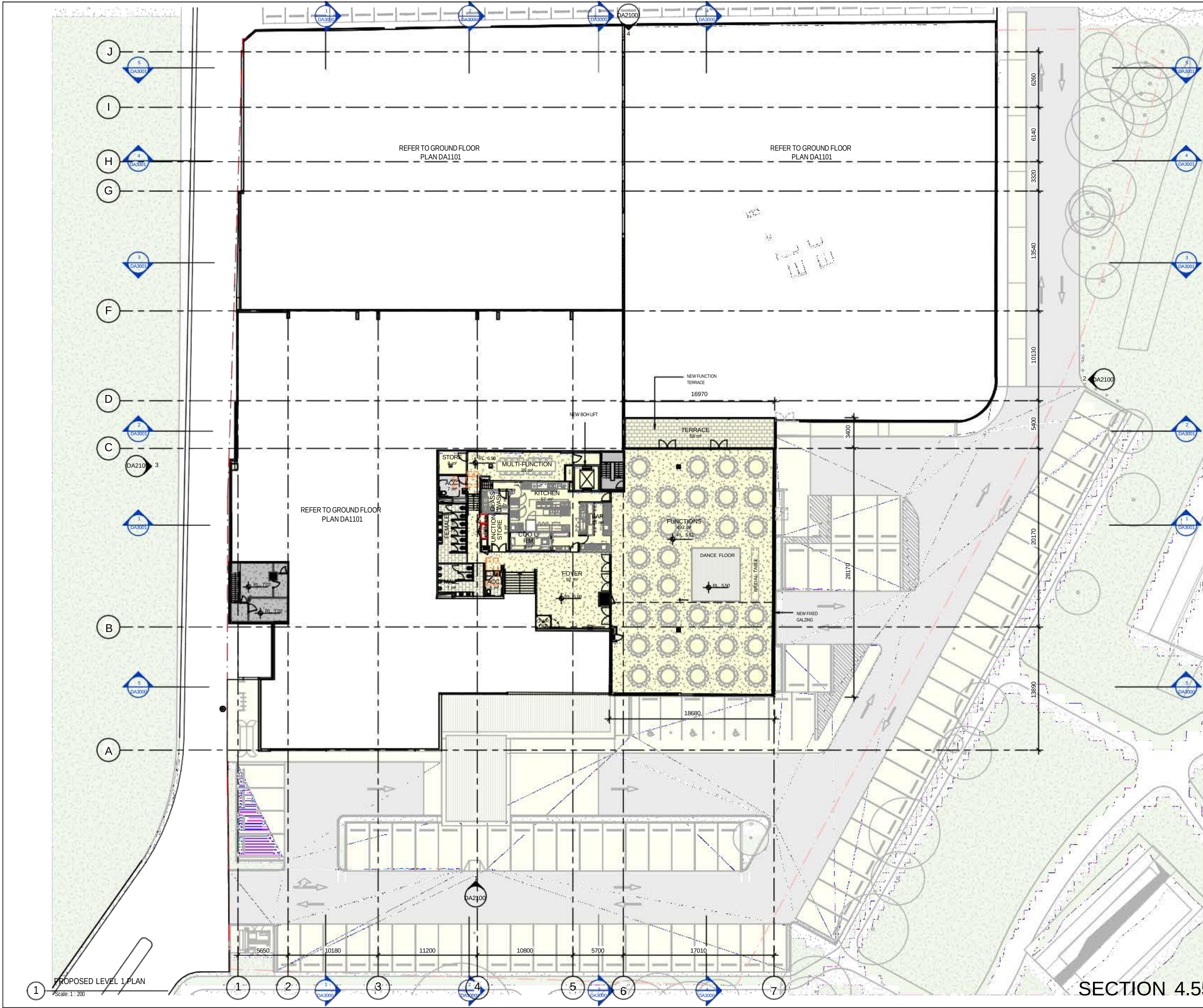


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DATE:
MAY 2022
DRAWING NO: DA1101
ISSUE: 3



SECTION 4.55



ISSUE	DATE	DESCRIPTION
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C	06/06/2022	ISSUED FOR CO-ORDINATION
D	07/07/2022	ISSUED FOR DEVELOPMENT APPLICATION
E	26/09/2022	REVISED DEVELOPMENT APPLICATION
F	01/10/2022	REVISED DEVELOPMENT APPLICATION
G	13/10/2022	REVISED DEVELOPMENT APPLICATION
1	28/09/2023	SECTION 4.55 SUBMISSION
2	21/03/2024	SECTION 4.55 COMBINED

SECTION 4.55 REVISION SCHEDULE

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- PROPOSED BUILDING WORKS
- PROPOSED WALLS
- EXISTING LANDSCAPE / TREES
- PROPOSED LANDSCAPE

CLIENT:
THE CROATIAN CLUB SYDNEY

PROJECT:
THE CONCORD
COMMUNITY CLUB

ARCHITECT:
ALTIS
ARCHITECTURE

DRAWING TITLE:
PROPOSED LEVEL 1 PLAN

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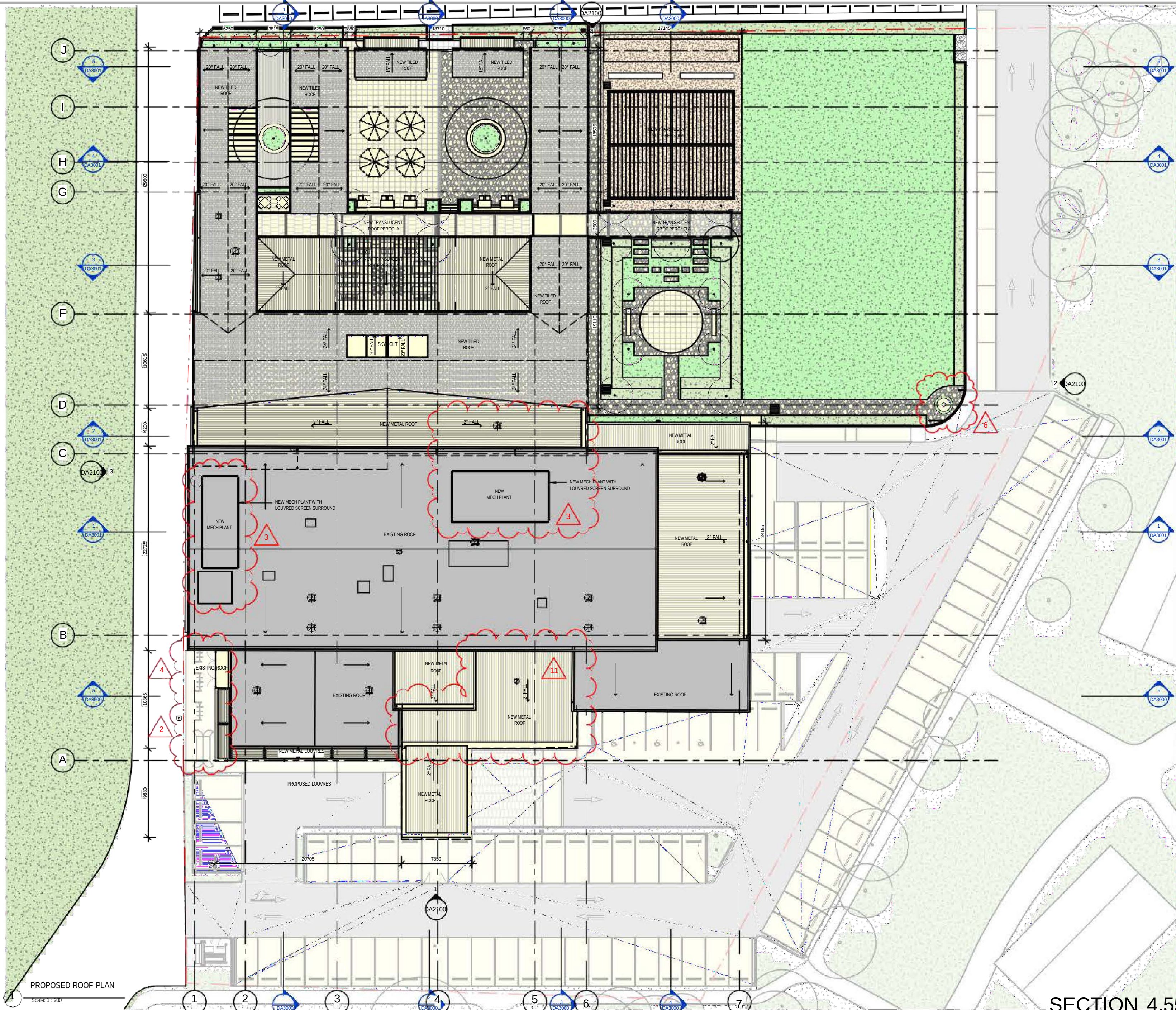
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ISSUE:
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06/06/2022	ISSUED FOR CO-ORDINATION
4/07/2022	ISSUED FOR DEVELOPMENT APPLICATION
28/09/2022	REVISED DEVELOPMENT APPLICATION
21/03/2024	SECTION 4.55 SUBMISSION
21/03/2024	AMENDED SECTION 4.55 SUBMISSION
21/03/2024	SECTION 4.55 COMBINED

SECTION 4.55 REVISION SCHEDULE

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LEGEND

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- EXISTING WALLS / STRUCTURE TO REMAIN
- PROPOSED BUILDING WORKS
- PROPOSED WALLS
- EXISTING LANDSCAPE / TREES
- PROPOSED LANDSCAPE

CLIENT:
THE CROATIAN CLUB SYDNEY

PROJECT:
THE CONCORD
COMMUNITY CLUB

ARCHITECT:
ALTIS
ARCHITECTURE

DRAWING TITLE:
PROPOSED ROOF PLAN

NOTES:
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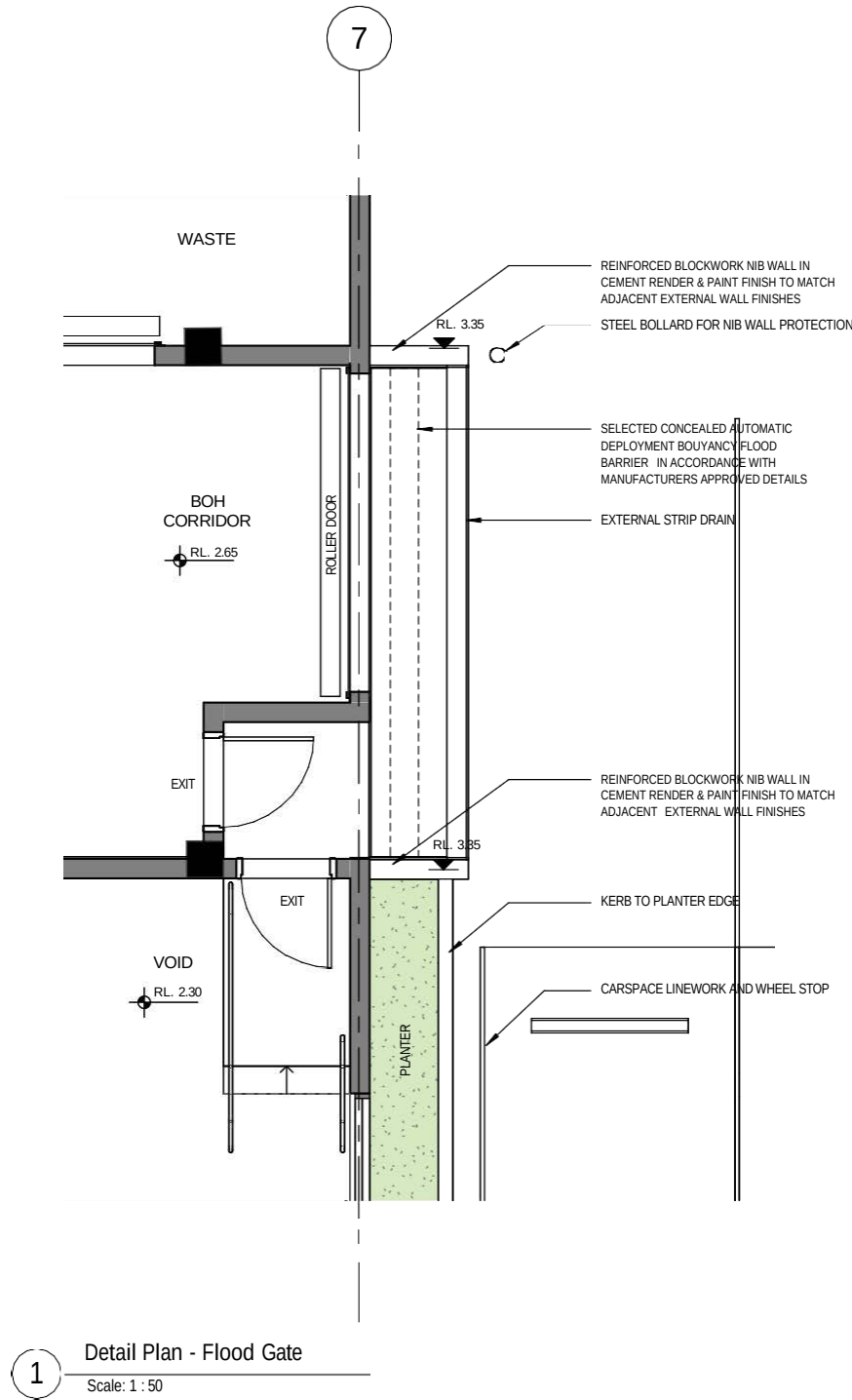
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PROJECT NO:
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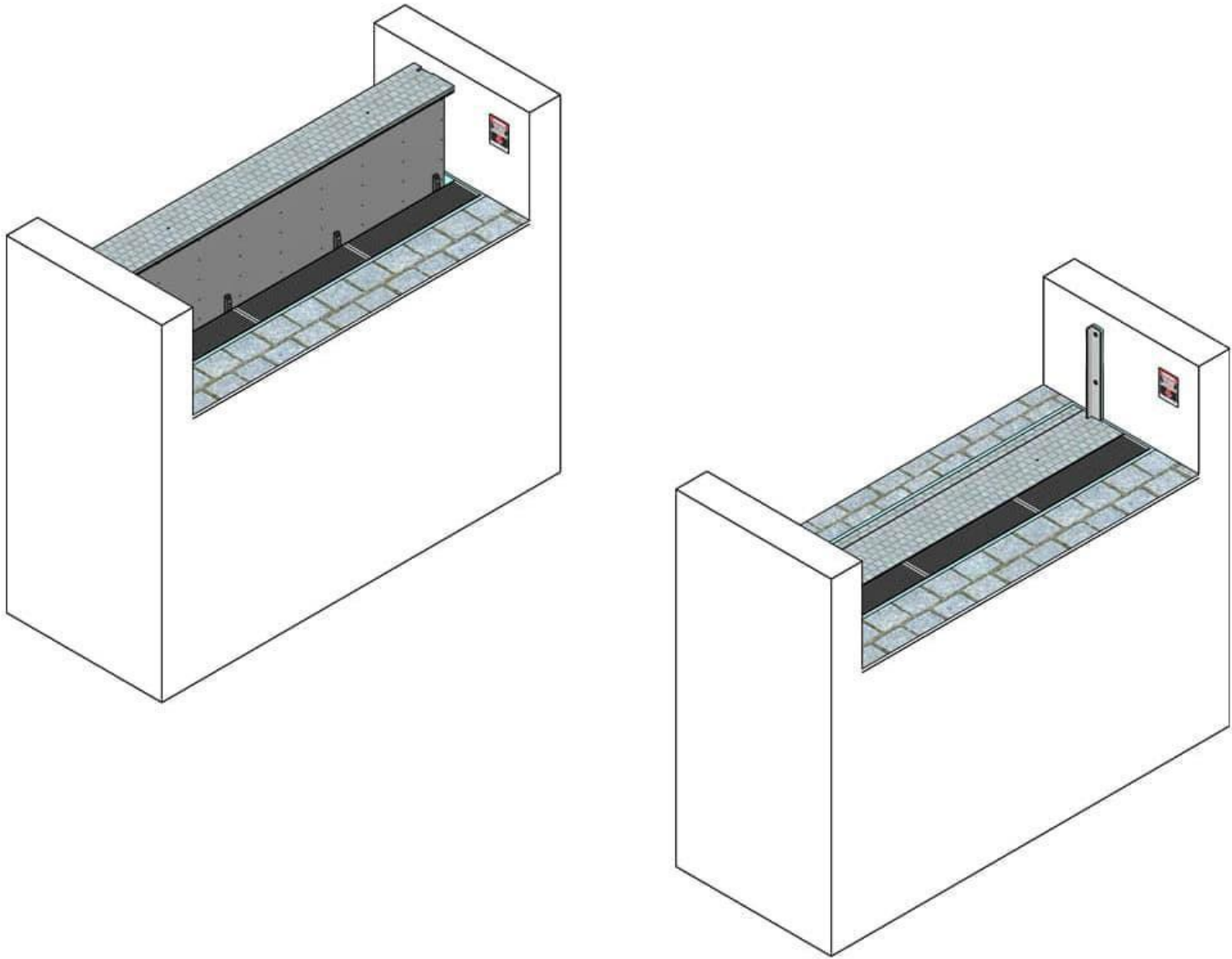
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SECTION 4.55



Example Flood barrier in open and closed position - Axonometric
N.T.S



ISSUE	DATE	DESCRIPTION
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B	30/06/2022	ISSUED FOR CO-ORDINATION
C	06/06/2022	ISSUED FOR CO-ORDINATION
D	4/07/2022	ISSUED FOR DEVELOPMENT APPLICATION
E	28/09/2022	REVISED DEVELOPMENT APPLICATION
F	6/10/2022	REVISED DEVELOPMENT APPLICATION
G	12/10/2022	REVISED DEVELOPMENT APPLICATION
1	28/09/2023	SECTION 4.55 SUBMISSION
2	7/11/2023	AMENDED SECTION 4.55 SUBMISSION
3	20/11/2023	AMENDED SECTION 4.55 SUBMISSION TO FLOOD GATE

SECTION 4.55
REVISION SCHEDULE

- Amendments proposed in relation to Lot 5 DP217073 DA20220223 approved Development Application and the associated Conditions of consent determined on 06th December 2022
- DISCREPANCY OF BOUNDARY LINE WAS DETECTED AND CORRECTED
 - EXISTING ELECTRICAL SUBSTATION UPGRADED TO KIOSK CONFIGURATION IN ACCORDANCE WITH AUSGRID APPROVAL
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LEGEND

- SITE BOUNDARY
- NO WORKS TO EXISTING CLUB
- EXISTING WALLS / STRUCTURE TO REMAIN
- PROPOSED BUILDING WORKS
- PROPOSED WALLS
- EXISTING LANDSCAPE / TREES
- PROPOSED LANDSCAPE

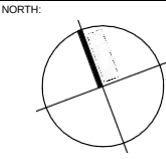
CLIENT:
THE CROATIAN CLUB SYDNEY

PROJECT:
THE CONCORD
COMMUNITY CLUB

ARCHITECT:
ALTIS
ARCHITECTURE

DRAWING TITLE:
PROPOSED BASEMENT UNDERCROFT FLOOR PLAN - DETAIL FLOOD GATE

NOTES:
Nominated architect Rolfe Latimer - 5535
Copyright remains the property of Altis Architecture Pty Ltd.
Use only figured dimensions.
All discrepancies to be referred to Altis Architecture Pty Ltd prior to construction.
Ensure compliance with the Building Code of Australia and all relevant Australian Standards and Authority requirements.



SCALE:
As indicated @ A1

DATE:
MAY 2022

DRAWN BY:
CR

CHECKED BY:
DF

PROJECT NO:
3112.01

DRAWING NO:
DA1200

ISSUE:
3

CAD FILE:

SECTION 4.55

Appendix B Concord RSL Redevelopment - Flood Assessment prepared by GRC Hydro

Concord RSL Redevelopment, Flood Assessment

On behalf of Mounties Group



Source: Google Street View

FEBRUARY 2018





GRC Hydro Pty Ltd
ABN: 71 617 368 331
Web: www.grchydro.com.au
Email: grc@grchydro.com.au
Tel: 0432 477 036

CONCORD RSL REDEVELOPMENT FLOOD MODELLING AND ASSESSMENT

FINAL REPORT
FEBRUARY 2018

Project Concord RSL Redevelopment, Flood Modelling and Assessment		Project Number 170056	
Client Mounties Group		Client Representative Tom Zarimis (Philon)	
Authors Beth Marson		Prepared by Beth Marson	
Date 14 February 2018		Verified by  Stephen Gray	
Revision	Description	Distribution	Date
1	Final Report		February 2018

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Terminology used in this Report

The revision of the Australian Rainfall and Runoff Guidelines (2016) (Reference 4) has resulted in a change in the terminology used to refer to the probability of floods. Most notably, Average Recurrence Interval (ARI) has been replaced with Annual Exceedance Probability (AEP). AEP is expressed using the percentage probability that an event of a certain size or larger will occur in any one year. For example, the 100 year ARI (or 1 in 100 year ARI) flood event is now referred to as the 1% AEP flood event.

The Probable Maximum Flood (PMF) is the largest possible flood that can occur at a given location. The probability of the event is in the order of 1 in 1 million years, which is 10,000 times more rare than the 1% AEP flood event. The 1% AEP rainfall is in the order of 80 mm (occurring over an hour). The PMF for the site is in the order of 450 mm occurring over 30 minutes.

Executive Summary

Redevelopment of Concord RSL (the subject site) is proposed to include an integrated seniors' independent living village. The subject site is located on Nirranda Street in Concord, east of the intersection with Nullawarra Avenue, as indicated in Figure 1 (see rear of report for figures). As per requirements for a Site Compatibility Certificate, the following flood assessment has been prepared.

The objective of this analysis is to define the existing flood situation for the subject site in the 1% AEP and PMF flood events.

The Floodplain Development Manual 2005 (FDM) (Reference 3) is a State Government Guideline that aims to guide development on the floodplain. The manual outlines the following development provisions pertinent to this assessment and these are listed below:

- *“Higher FPL’s (than the 1% AEP plus 0.5 m freeboard) may be necessary for aged care facilities and other types of developments with particular evacuation or emergency response issues.”* (Section K 3.1 FPLs for Development Control)
- *“Access routes do not have to be above the PMF level but be at a level of protection that, in combination with effective warning time, development type and flood duration, provides adequate time of evacuation and reduces risk to acceptable levels.”* (Section L 6.8 Effective Flood Access)

The modelling herein has established the existing flood conditions at the subject site for the 1% AEP and PMF events. Flood liability is shown in Figures 4 and 6 for the 1% AEP and PMF events, respectively.

Further, as per the FDM, we have assessed the flood risk at the site by examining various aspects of the flooding as recommended by the FDM. In summary we are of the view that the proposed developments flood risk can be managed to an acceptable level. We base our conclusion on the following:

- **Flood Mechanism** – the subject site is impacted by runoff from a low density urban catchment area of 150 hectares only. Flooding is overland and not mainstream. Flood waters at the subject site are ponded and not free flowing and hence velocities are low. Flood waters initially store in the lowest mangrove remnants on the southern side of Norman Drive. Water which is excess of drainage existing system capacity will pond, with drainage occurring via seven 1.2 diameter trunk pipes. Flooding at the subject site in the 1% AEP event is relatively minor in extent. A review of all available information, including interviews with long-time residents of the area, has failed to identify any historical flood events that have impacted the subject site;
- **Development type** – the Site Compatibility Certificate is for an integrated seniors' independent living village. We are of the view this specific usage reduces the necessity for PMF egress as per the NSW Floodplain Development Manual (NSW, 2005);
- **Evacuation** – clearly the subject site, being located in a relatively small urban catchment, has no effective warning time. The development as proposed will have its lowest habitable floor levels above the PMF level (note this is also a Council requirement). As such, evacuation in place, the only realistic response to the flooding hazard, is implicitly achieved; and finally
- **Flood Duration** - The opportunity for the duration of flooding to hamper site egress is limited as shown in Plot 1. Egress at all times will be available, even for small cars, in the 1% AEP event. It is only for events rarer than the 1% AEP event that site egress may be hampered. If we examine the worst case PMF event, we note that floodwaters impact on site egress for

between one and two hours. We confirm that this is indicative of short duration flooding and that this also contributes to reducing risk to acceptable levels at the subject site.

Based on the above analysis then and the FDM criteria articulated herein, it is clear that the proposed development can be achieved with flood risks kept at acceptable levels.

1. Background

Redevelopment of Concord RSL (the subject site) is proposed including an integrated seniors' independent living village. The subject site is located on Nirranda Street in Concord, east of the intersection with Nullawarra Avenue, as indicated in Figure 1 (see rear of report for figures).

The site is subject to limited flooding in the 1% AEP event (see Figures 4 and 5 at rear of report). 1% AEP flood levels and extents are sensitive to both the tide level and the degree to which drainage assets are blocked.

The following work scope has been executed:

- Site Visit;
- Collection of previous studies and review;
- Contacted Canada Bay Council to obtain trunk drainage details;
- Coarse Rainfall on Grid modelling (as preliminary);
- Development of detailed hydrologic and hydraulic flood models for the site;
- Provision of relevant flood information for the site inclusive of mapping, levels etc.; and
- Reporting inclusive of relevant flood policy requirements for the proposed development.

The goal of the work was to define the existing flood situation for the subject site in the 1% AEP and PMF flood events for a Site Compatibility Certificate (SCC) application, used as a part of the Seniors Housing SEPP. This work also involved summarising applicable flood provisions from the Floodplain Development Manual and providing recommendations regarding the development and compliance with consent requirements.

2. Relevant Policy

2.1 Floodplain Development Manual

The Floodplain Development Manual 2005 (Reference 3) supports the Flood Prone Land Policy to reduce the impact of flooding, flood liability on owners/occupiers of flood-prone property and reduce public and private losses. The manual outlines various development provisions, most pertinent of which to this assessment are:

- *“Higher FPL’s (than the 1% AEP plus 0.5 m freeboard) may be necessary for aged care facilities and other types of developments with particular evacuation or emergency response issues.”* (Section K 3.1 FPLs for Development Control)
- *“Access routes do not have to be above the PMF level but be at a level of protection that, in combination with effective warning time, development type and flood duration, provides adequate time of evacuation and reduces risk to acceptable levels.”* (Section L 6.8 Effective Flood Access)

3. Methodology

Existing design flood behaviour for the subject site is defined by hydrologic and hydraulic modelling developed as a part of the current study. This modelling is based on the use of a hydrologic model (WBNM) to convert rainfall into runoff and then a hydraulic model (TUFLOW) to convert applied runoff into flood depths and levels. Both WBNM and TUFLOW are commonly used in Australia for flood modelling and can be considered best practice.

The study was conducted in accordance with methodology recommended in Australian Rainfall and Runoff (AR&R, Reference 1).

3.1 Hydrologic Model

A hydrologic model was developed using WBNM to convert rainfall into runoff for input in the TUFLOW hydraulic model. This process involves an analysis on the 150 hectare catchment upstream of site (shown in Figure 2). The following information was used in this model:

- Percentage impervious for each catchment;
- Bureau of Meteorology 1987 rainfall intensities;
- A lag parameter of 1.6 (default and recommended in the absence of gauged data justifying adoption of other values);
- For the 1% AEP Event:
 - Initial Loss: 10 mm
 - Continuing Loss: 2.5 mm/hr
- For the PMF Event:
 - Initial Loss: 1 mm
 - Continuing Loss: 0 mm/hr

A critical duration analysis was undertaken in the hydrologic model which found that the 2 hour duration was critical in the 1% AEP event and the 45 minute duration in the PMF event.

3.2 TUFLOW Model Build

GRCHydro have built a modelling system to undertake the following assessment. TUFLOW is a hydraulic modelling tool that can utilise one and two-dimensional model elements.

The hydraulic modelling system is comprised of the following elements:

- LiDAR data has been used to inform a 2 m finite difference grid. This data has a typical accuracy of ± 0.15 m (1st confidence interval);
- Pipe elements (shown in Figure 3) are included based on pipe diameter and configuration provided by Council. This data did not include pipe inverts and as such inverts were informed by an offset from Lidar ground elevations;
- Manning's roughness values were applied as follows (shown in Figure 3):
 - General: 0.04
 - Roads: 0.02
 - Golf Course: 0.04
 - Dense Vegetation: 0.07
- A fixed tailwater was adopted at the catchment's downstream boundary (more information is provided below in Table 1).

4. Existing Flood Behaviour

The tailwater and storm water blockage scenarios assessed for the 1% AEP and PMF events are presented in

Table 1. These tailwater levels are based on the Sydney Harbour levels adopted in the City of Sydney Catchment Flood Study (BMT WBM, 2014).

Table 1: Tailwater and Blockage Scenarios Assessed

Scenario	Figure	Design Event	Tailwater	Structure Blockage
A	Figure 4	1% AEP Event	5% AEP Tailwater (1.38 m AHD)	50% blocked
B	Figure 5	1% AEP Event	Mean sea level (0 m AHD)	<i>No blockage</i>
C	Figure 6	PMF Event	1% AEP Tailwater (1.44 m AHD)	<i>No blockage</i>
D	Figure 7	PMF Event	Mean sea level (0 m AHD)	<i>No blockage</i>

Figure 4 (Scenario A) shows the existing flood behaviour in the vicinity of the subject site in the 1% AEP event assuming an elevated tide condition and 50% pipe blockage (a conservative 1% AEP scenario). Flow arrives at the site primarily from the south-west where floodwaters flow around the development and into two flow paths (one to the north of the site and another to the south). Both of these flow paths terminate at large inlet pits which outlet into Yaralla Bay. In the 1% AEP event, the capacity of the existing drainage system is exceeded and additional flow is conveyed overland

Figure 6 (Scenario C) presents the existing flood behaviour for the PMF event.

Figure 9 presents the flood levels and depths for the 1% AEP (Scenario A) and PMF (Scenario C) events.

5. Sensitivity Analysis

The Study Area's sensitivity to tailwater level and structure blockage in the trunk drainage system were examined using the hydraulic model.

Scenario B applied a mean sea level (0 m AHD) and an unblocked stormwater network in the 1% AEP event. Figure 5 shows the peak flood depths and levels for this scenario. A comparison of both 1% AEP figures (4 and 5) indicate that the study area is sensitive to the tailwater level in Yaralla Bay and structure blockage with a flood level difference of up to approximately 0.65 m adjacent to the subject site.

Figure 7 presents the peak flood depths and levels when a mean sea level (0 m AHD) is applied in the PMF event (Scenario D). A comparison of Figures 6 and 7 indicate that the study area is insensitive to the applied tailwater in the PMF event.

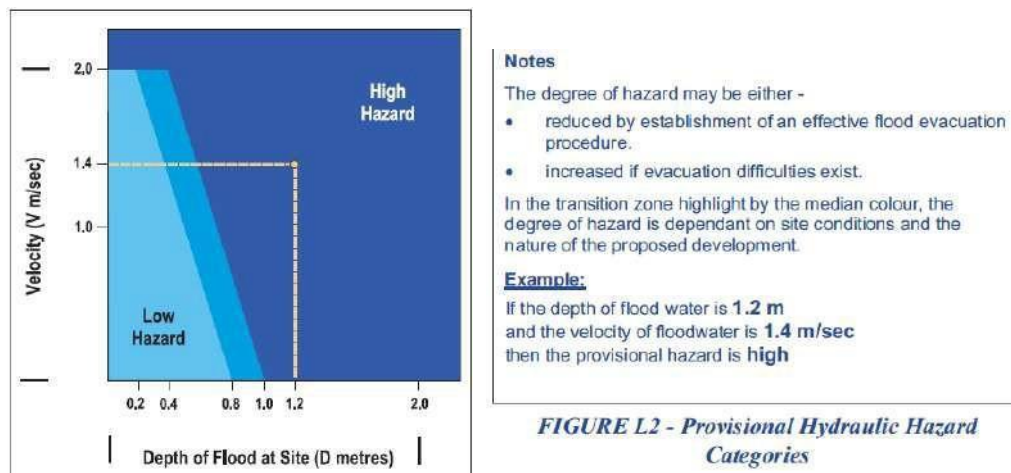
6. Flood Egress

Flood egress at the subject site is affected by flood liability. More details are provided in the following sections.

6.1 Flood Hazard

Flood hazard is a measure of the potential harm posed by flooding and considers a number of factors including depth of flooding, velocity of flood waters, access to escape routes and duration of inundation. The preliminary flood hazard for Scenario A for the 1% AEP event is shown in Figure 8. These flood hazard categories were defined in accordance with the Floodplain Development Manual (Figure L2) (Reference 3) as indicated in Image 1 (below).

Image 1: Hydraulic Hazard Categories (Reference 3)



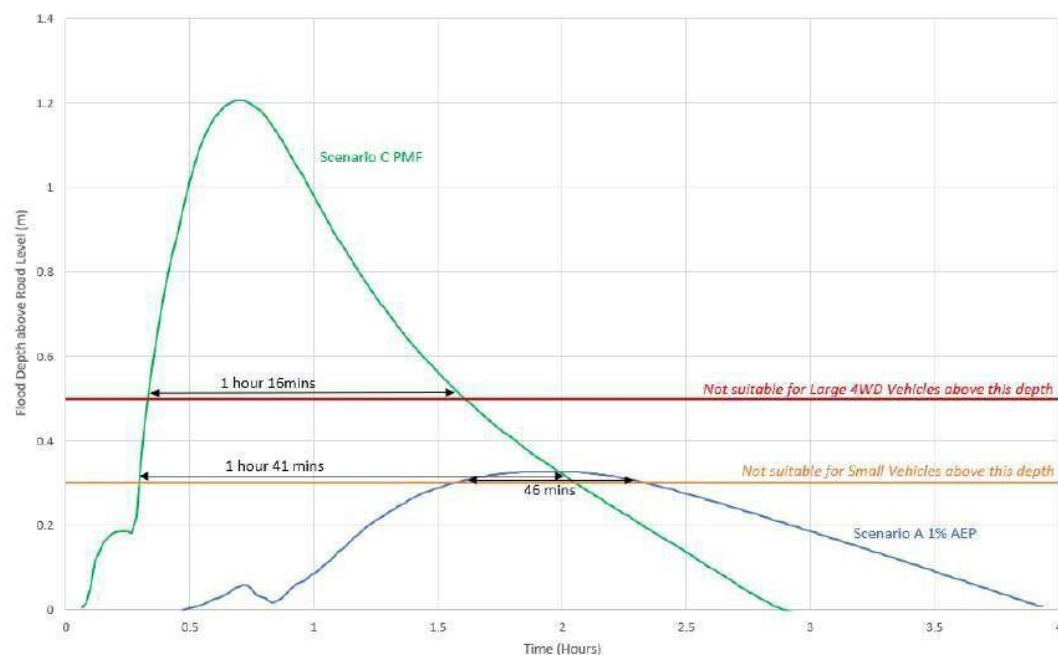
In the 1% AEP, the site is primarily affected by low hazard flooding and limited high hazard flooding to the south-east of the site. The proposed route for flood access (along the western site of Nirrandra Street, then north along Nullawarra Avenue) is affected by low hazard flooding only.

6.2 Depth and Duration of Inundation

The existing flood behaviour presented in Figure 4 for the 1% AEP event and Figure 6 for the PMF event indicate that flood access is possible for the 1% AEP event. Based on Book 6, Section 7.2.4 of ARR2016 (Reference 4), small vehicles can withstand flood depths of up to 0.3 m before beginning to float. Large four-wheeled drive vehicles can withstand flood depths of up to 0.5 m before they float.

Plot 1 (below) provides the duration of inundation at the lowest point on the proposed egress route (along the western side of Nirrandra Street, then north along Nullawarra Avenue). This point is identified in Figure 1. As can be seen, small cars have egress from the site even in the 1% AEP event.

Plot 1: Duration of Inundation for Small and Large Vehicles



In the PMF, large flood depths result in access for small vehicles being cut for approximately 1 hour 41 minutes and for 1 hour 16 minutes for large 4WD vehicles. It is estimated that Ambulance access would lie somewhere between these two figures (1 hour 30 minutes).

7. Conclusions

Redevelopment of Concord RSL (the subject site) is proposed to include an integrated seniors' independent living village. The subject site is located on Nirranda Street in Concord, east of the intersection with Nullawarra Avenue, as indicated in Figure 1 (see rear of report for figures). As per requirements for a Site Compatibility Certificate, the following flood assessment has been prepared.

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- **Flood Duration** - The opportunity for the duration of flooding to hamper site egress is limited as shown in Plot 1. Egress at all times will be available, even for small cars, in the 1% AEP event. It is only for events rarer than the 1% AEP event that site egress may be hampered. If we examine the worst case PMF event, we note that floodwaters impact on site egress for between one and two hours. We confirm that this is indicative of short duration flooding and that this also contributes to reducing risk to acceptable levels at the subject site.

Based on the above analysis then and the FDM criteria articulated herein, it is clear that the proposed development can be achieved with flood risks kept at acceptable levels.

8. References

1. Pilgrim DH (Editor in Chief), **Australian Rainfall and Runoff – A Guide to Flood Estimation**, Institution of Engineers, Australia, 1987.
2. City of Canada Bay, **City of Canada Bay Development Control Plan 2017**, March 2017.
3. NSW Government, **Floodplain Development Manual**, 2005.
4. Ball J, Babister M, Nathan R, Weeks W, Weinmann E, Retallick M, Testoni I, (Editors) **Australian Rainfall and Runoff: A Guide to Flood Estimation**, © Commonwealth of Australia (Geoscience Australia), 2016.

FIGURES

FIGURE 1
CONCORD RSL REDEVELOPMENT
SUBJECT SITE LOCATION



FIGURE 2
CONCORD RSL REDEVELOPMENT
UPSTREAM CATCHMENT & GROUND LEVEL

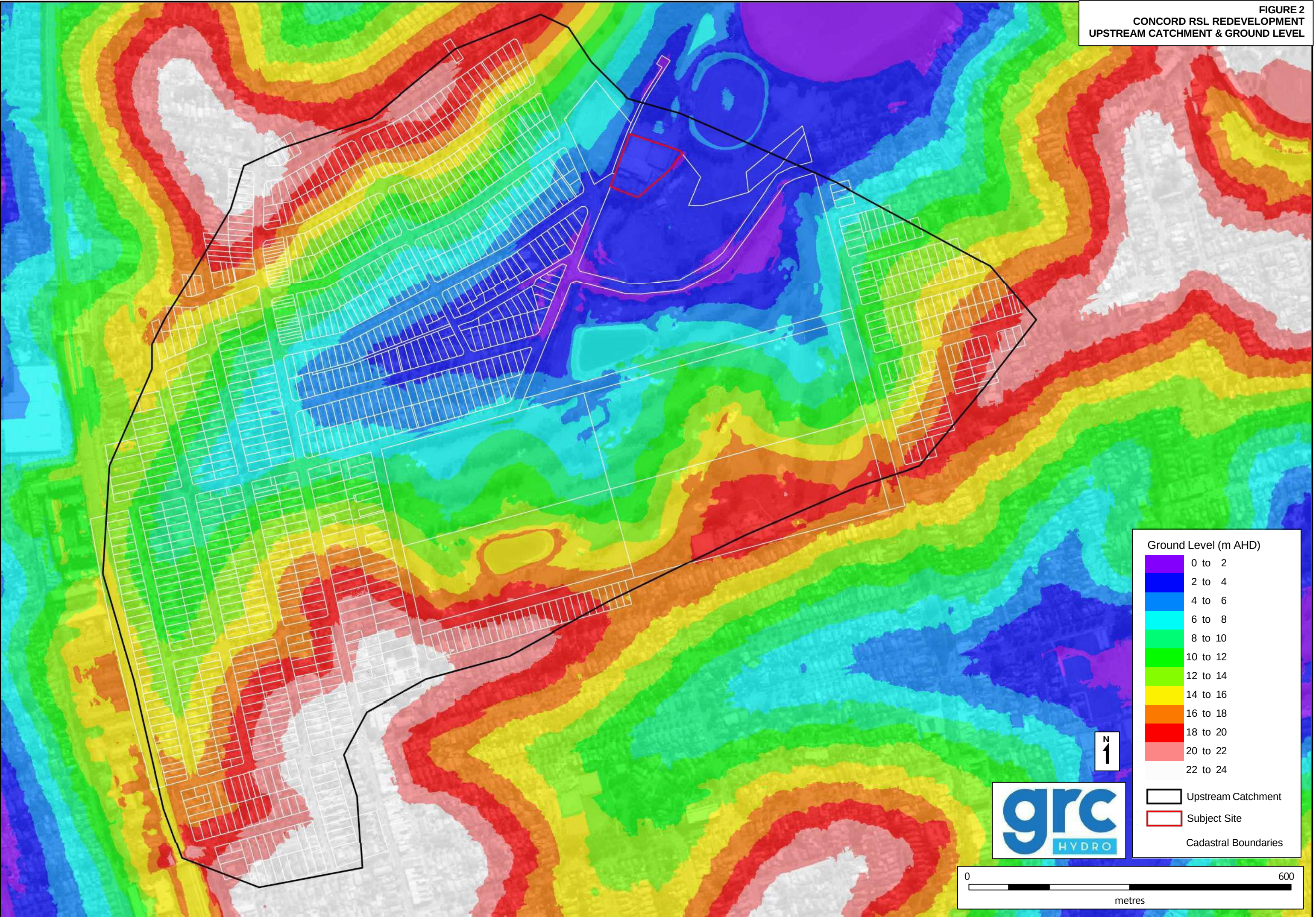


FIGURE 3
CONCORD RSL REDEVELOPMENT
HYDRAULIC MODEL ROUGHNESS VALUES

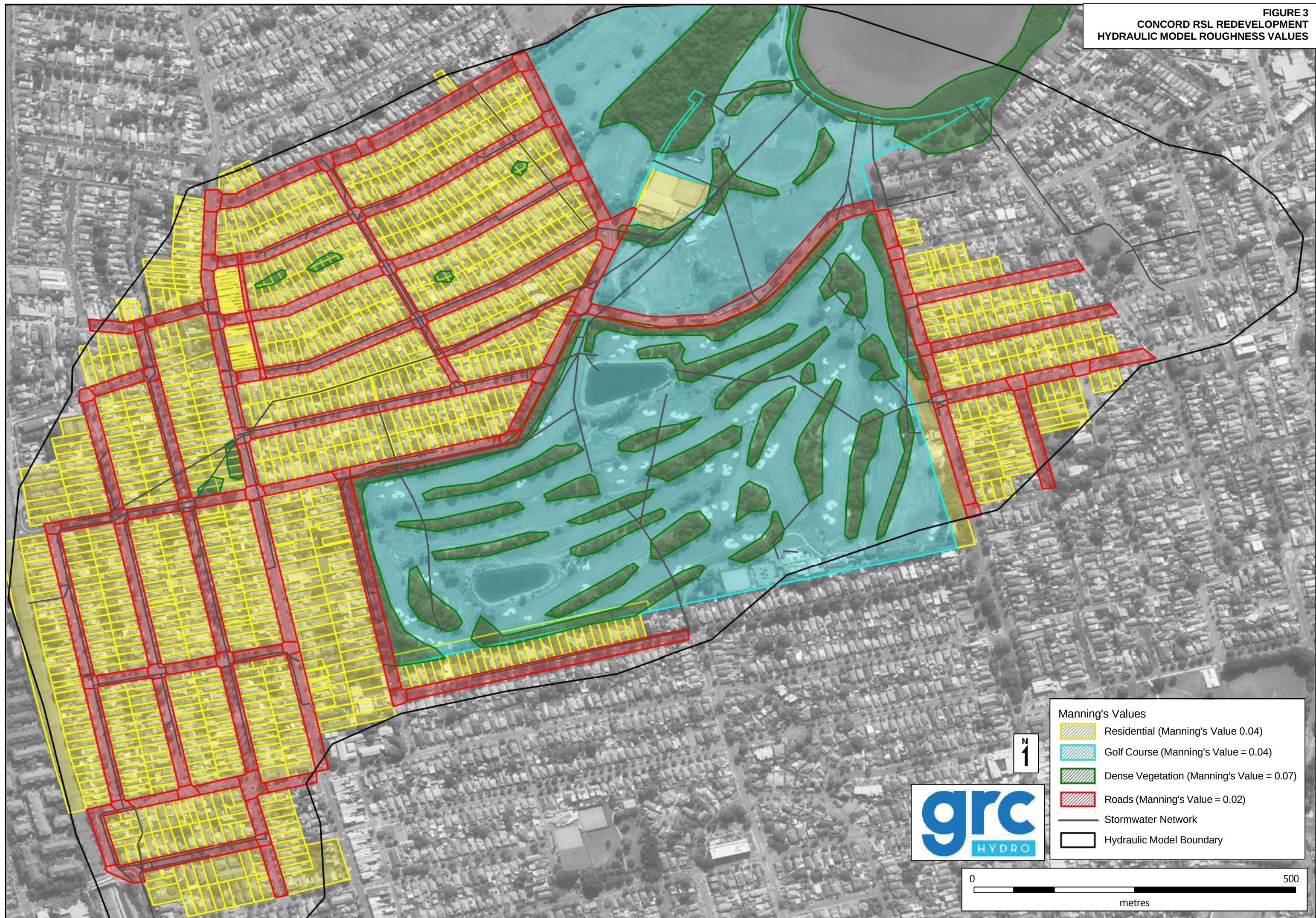


FIGURE 4
EXISTING CONDITIONS 1% AEP DESIGN EVENT
SCENARIO A - PEAK FLOOD DEPTHS & LEVELS

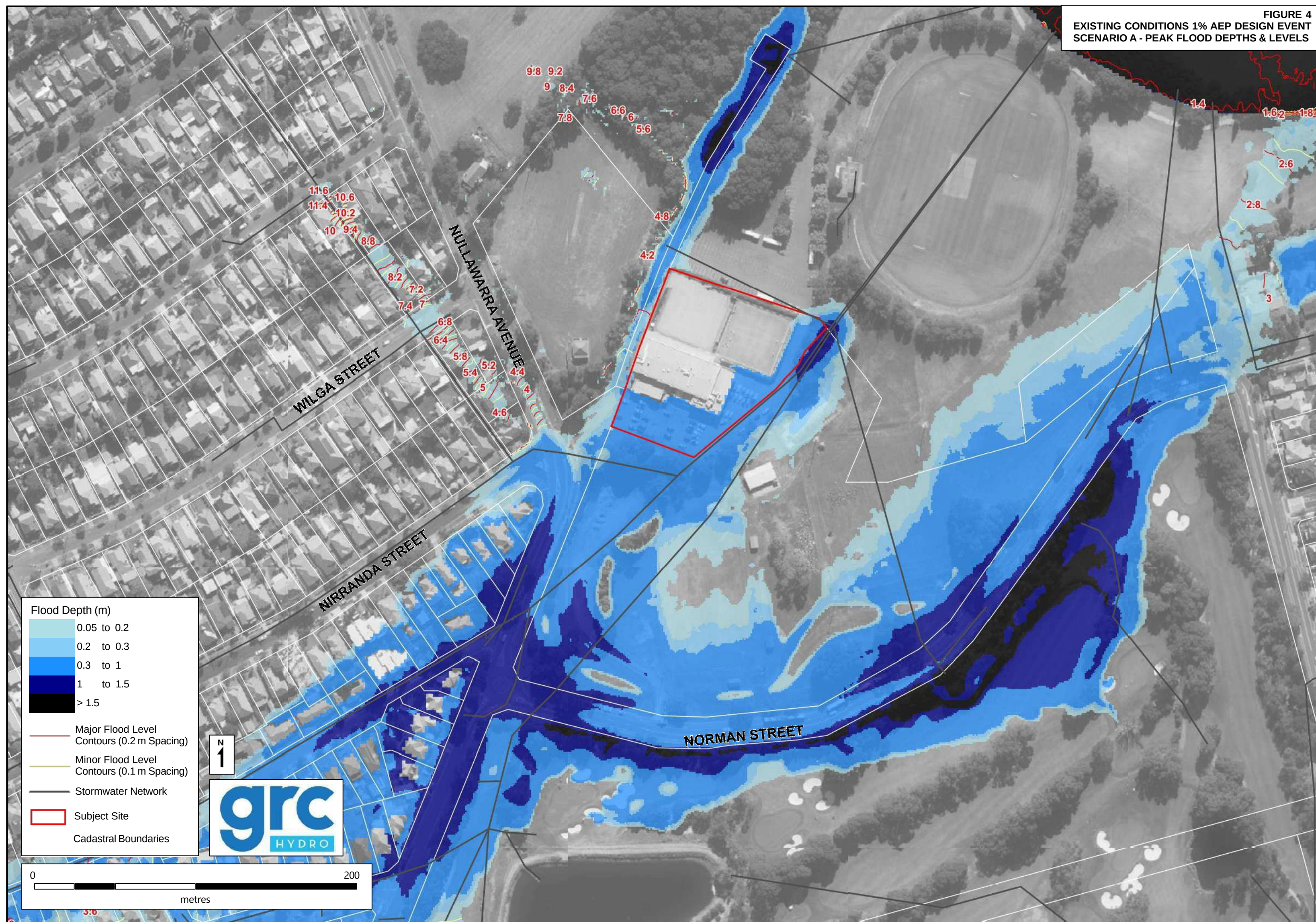


FIGURE 5
EXISTING CONDITIONS 1% AEP DESIGN EVENT
SCENARIO B - PEAK FLOOD DEPTHS & LEVELS

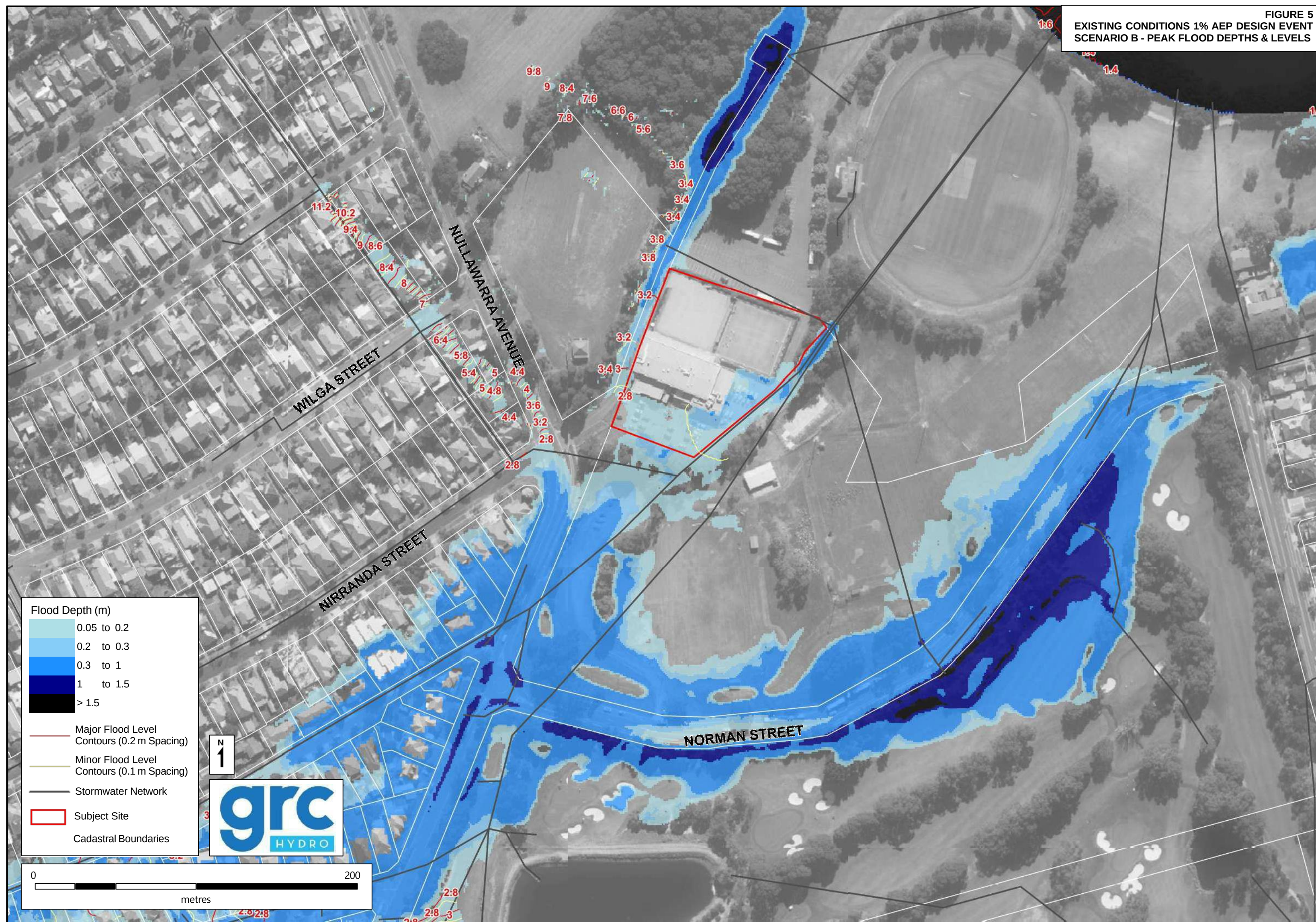


FIGURE 6
EXISTING CONDITIONS PMF DESIGN EVENT
SCENARIO C - PEAK FLOOD DEPTHS & LEVELS

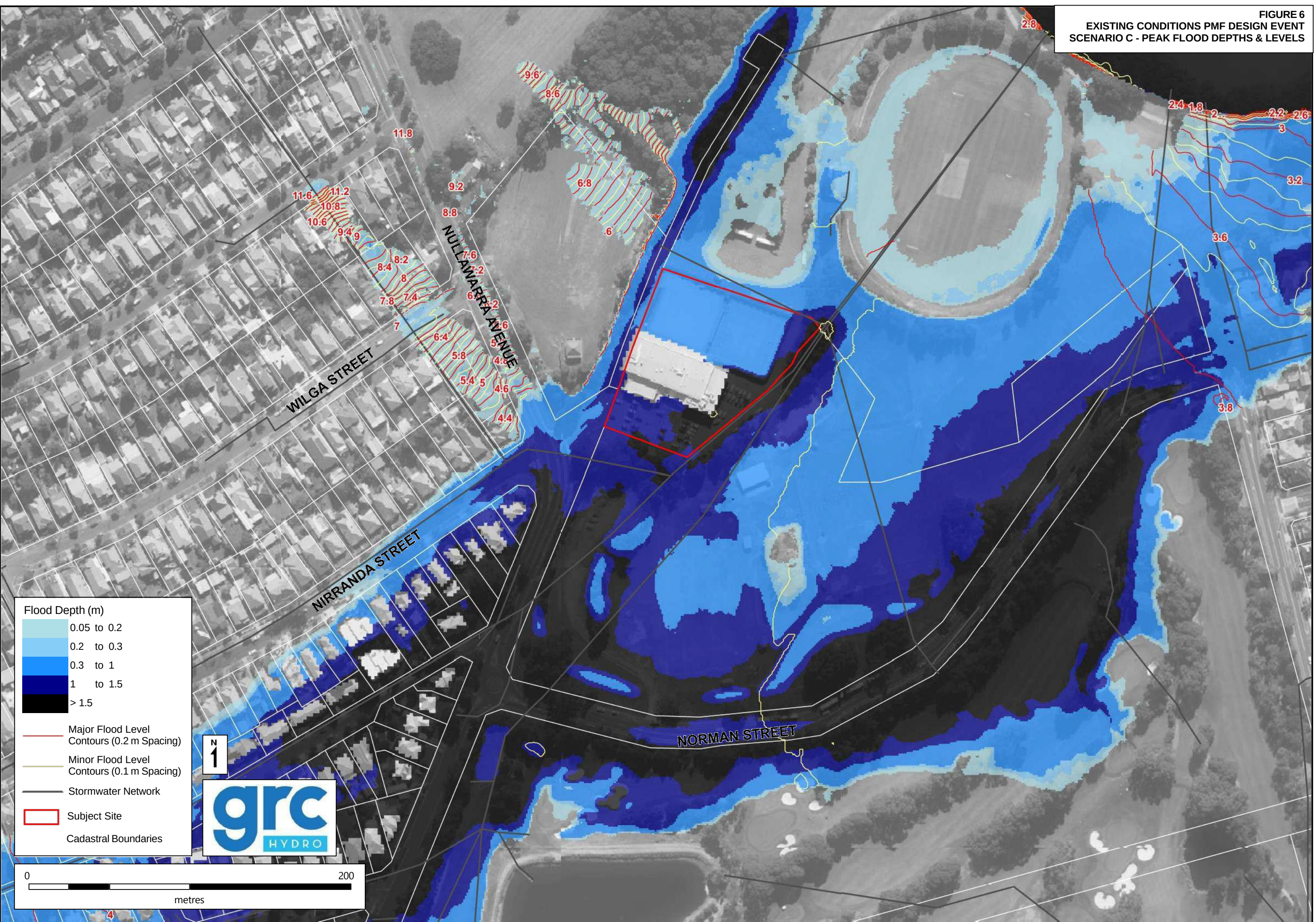


FIGURE 7
EXISTING CONDITIONS PMF DESIGN EVENT
SCENARIO D - PEAK FLOOD DEPTHS & LEVELS

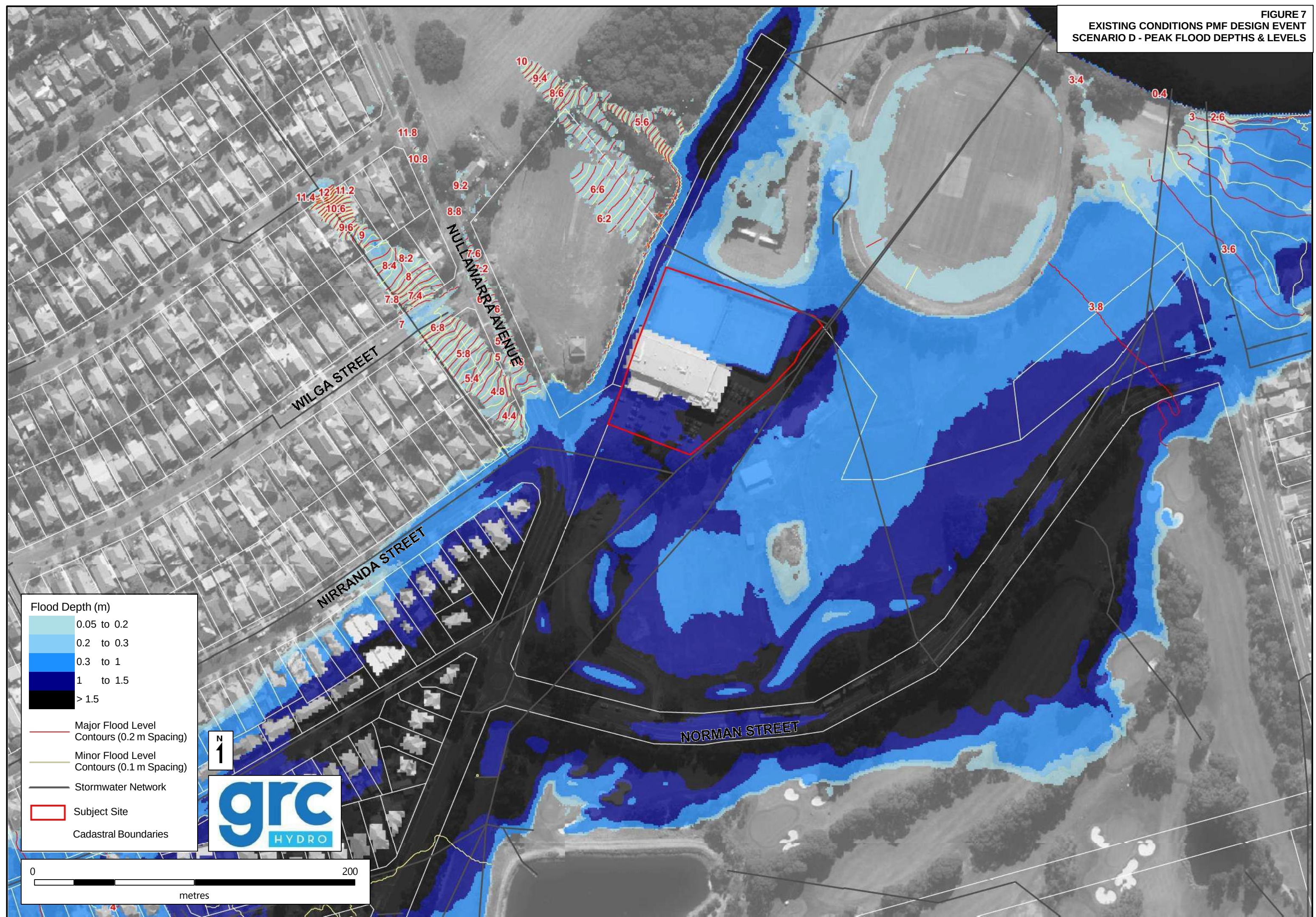


FIGURE 8
EXISTING CONDITIONS 1% AEP DESIGN EVENT
SCENARIO A - PRELIMINARY FLOOD HAZARD

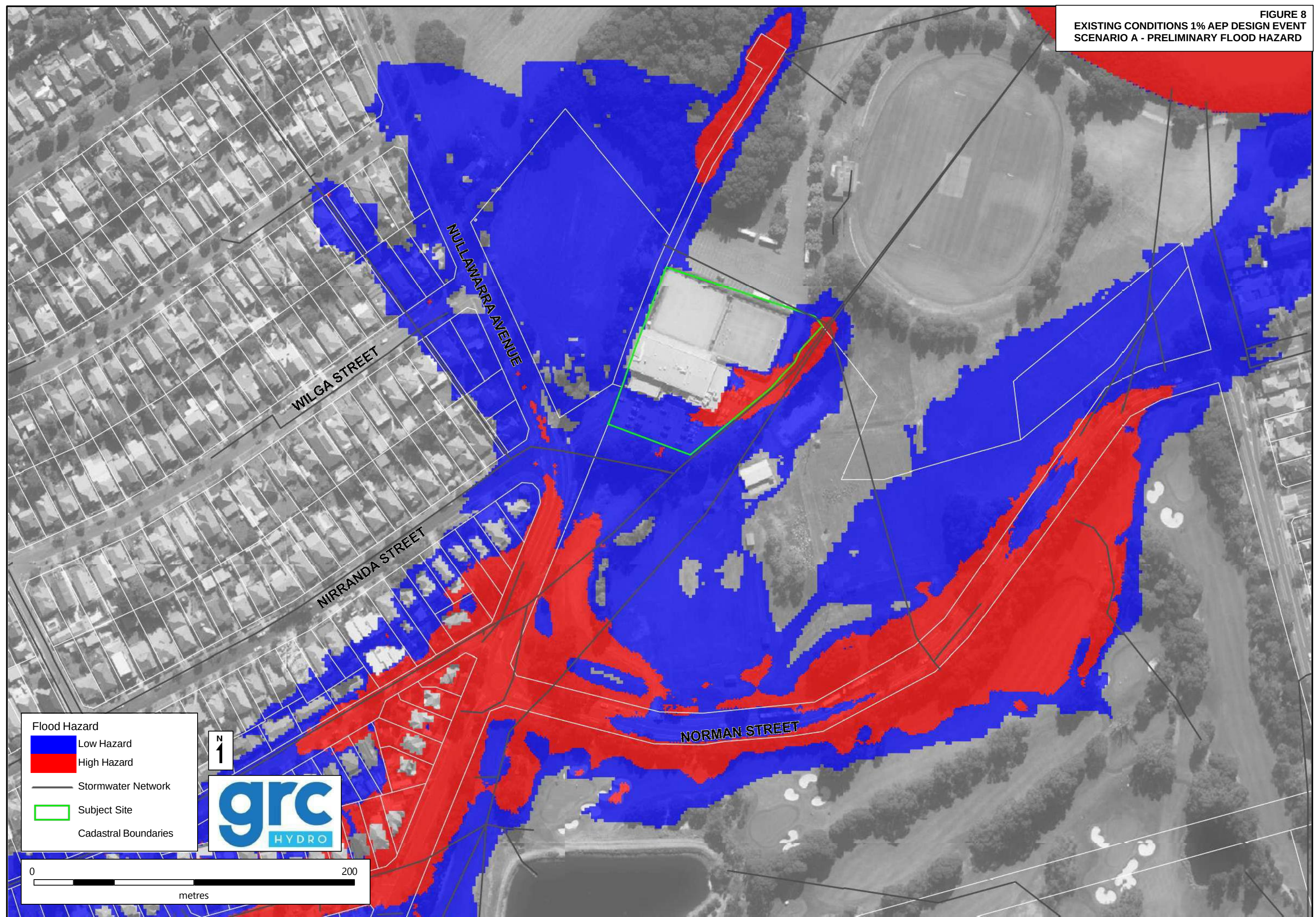


FIGURE 9
EXISTING CONDITIONS
PMF AND 1% AEP DESIGN LEVELS



Annexure 3 – Liquor License



Independent Liquor & Gaming Authority

A statutory board established under the Gaming and Liquor Administration Act 2007

contact.us@liquorandgaming.nsw.gov.au
www.liquorandgaming.nsw.gov.au

Key liquor licence details recorded as at 5 April 2024

Licence number: LIQC330019641
Licence name: The Concord Community Club
Licence type: Liquor - club licence
Licence sub-type: N/A
Licence status: Current
Duration: Unlimited duration
Licence start date: 23/05/2023
Licence expiry date:

Licensee

Organisation name: THE CROATIAN CLUB LTD 89
ABN: 000 412 331
Phone - daytime: (02) 9708 4699
Email address: reception@theconcord.com.au
Website:
Business address:
Postal address:
Start date: 21/05/2026

ACN:
Fax number:

Secretary

Title: Miss
Surname: Luburic
Given name: Zeljka
Middle name:
Start date: 21/05/2026

Manager

Title: Miss
Surname: Luburic
Given name: Zeljka
Middle name:
Start date: 21/05/2026

Contact Person

Title: Miss
Surname: Luburic
Given name: Zeljka
Middle name:
Phone - daytime:
Mobile: 02 8552 1010 **Fax number:**
Email address: generalmanager@theconcord.com.au
Start date: 21/05/2026

Premises

Address: 1 NULLAWARRA AV CONCORD NSW 2137
Phone number: (02) 9708 4699 **Fax number:**
Email address: reception@croatianclub.net.au
Website:
LGA: Canada Bay
SA2: Concord - Mortlake - Cabarita
Start date: 23/05/2023

Authorisations

Name: Club functions authorisation **Start date:** 23/05/2023
Name: Non-restricted area authorisation **Start date:** 23/05/2023

Trading Hours**Consumption on premises**

Day	Start Time	End Time	Start Date	End Date
Monday	11:00 AM	- 10:00 PM		
Tuesday	11:00 AM	- 11:00 PM		
Wednesday	11:00 AM	- 11:00 PM		
Thursday	11:00 AM	- 11:00 PM		
Friday	11:00 AM	- 12:00 midnight		
Saturday	11:00 AM	- 12:00 midnight		
Sunday	11:00 AM	- 10:00 PM		

Take away

Day	Start Time	End Time	Start Date	End Date
Monday	11:00 AM	- 10:00 PM		
Tuesday	11:00 AM	- 11:00 PM		
Wednesday	11:00 AM	- 11:00 AM		
Thursday	11:00 AM	- 11:00 PM		
Friday	11:00 AM	- 12:00 midnight		
Saturday	11:00 AM	- 12:00 midnight		
Sunday	11:00 AM	- 10:00 PM		

Conditions

Licence conditions imposed by the Liquor Act and Regulation apply. To view a copy of these conditions, go to www.liquorandgaming.nsw.gov.au.

Additional licence conditions.

Condition type:	Condition	Condition source:	Authority
Reference:	50		
Condition:	Section 11A of the Liquor Act 2007 applies to this licence. Liquor must not be sold by retail on the licensed premises for a continuous period of 6 hours between 04:00 AM and 10:00 AM during each consecutive period of 24 hours. The licensee must comply with this 6-hour closure period along with any other limits specified in the trading hours for this licence.		
Start date:	23/05/2023		

Condition type:	Condition	Condition source:	Liquor Act 2007
Reference:	100		
Condition:	Consumption on premises		
	Good Friday	Normal trading	
	Christmas Day	Normal trading	
	December 31st	Normal opening time until normal closing time or 2:00 AM on New Year's Day, whichever is the later	
Start date:	23/05/2023		

Condition type:	Condition	Condition source:	Liquor Act 2007
Reference:	120		
Condition:	Take away sales		
	Good Friday	Not permitted	
	December 24th	Normal trading Monday to Saturday, 10:00 AM to 12:00 midnight on a Sunday	
	Christmas Day	Not permitted	
	December 31st	Normal trading Monday to Saturday, 10:00 AM to 12:00 midnight on a Sunday	
Start date:	23/05/2023		

Condition type:	Condition	Condition source:	Authority
Reference:	3010		
Condition:	Social Impact		
	The business authorised by this licence must not operate with a greater overall level of social impact on the well-being of the local and broader community than what could be reasonably expected from the information contained in the Community Impact Statement, application and other information submitted in the process of obtaining this licence.		
Start date:	23/05/2023		

Condition type:	Condition	Condition source:	Authority
Reference:	3020		
Condition:	Plan of Management		
	The premises is to be operated at all times in accordance with the Plan of Management dated 23 December 2022 as may be varied from time to time after consultation with NSW Police. A copy of the Plan of Management is to be kept on the premises, and made available for inspection on the request of a police officer, council officer, Liquor and Gaming NSW inspector, or any other person authorised by the Independent Liquor and Gaming Authority.		
Start date:	23/05/2023		

Condition type: Condition **Condition source:** Authority
Reference: 3030
Condition: Liquor Accord
 The licensee or its representative must join and be an active participant in the local liquor accord.
Start date: 23/05/2023

Condition type: Condition **Condition source:** Authority
Reference: 3040
Condition: CCTV
 1) The licensee must maintain a closed-circuit television (CCTV) system on the premises in accordance with the following requirements:
 (a) the system must record continuously from opening time until one hour after the premises is required to close (or, in the case of a premises that is not required to cease trading, continuously at all times),
 (b) recordings must be in digital format and at a minimum of ten (10) frames per second,
 (c) any recorded image must specify the time and date of the recorded image,
 (d) the system's cameras must cover the following areas:
 (i) all entry and exit points on the premises,
 (ii) the footpath immediately adjacent to the premises, and
 (iii) all publicly accessible areas (other than toilets) within the premises.
 2) The licensee must also:
 (a) keep all recordings made by the CCTV system for at least 30 days,
 (b) ensure that the CCTV system is accessible at all times the system is required to operate pursuant to sub-clause 1(a), by at least one person able to access and fully operate the system, including downloading and producing recordings of CCTV footage, and
 (c) provide any recordings made by the system to a police officer or Liquor and Gaming NSW inspector within 24 hours of any request by the police officer or Liquor and Gaming NSW inspector to provide such recordings.
Start date: 23/05/2023

Condition type: Condition **Condition source:** Authority
Reference: 3050
Condition: Club Functions
 Club Functions Authorisation: whole of the licensed premises excluding gaming room
Start date: 23/05/2023

Condition type: Condition **Condition source:** Authority
Reference: 3060
Condition: Non-Restricted Area
 Non-Restricted Area Authorisation: whole of the licensed premises excluding gaming room
Start date: 23/05/2023

Condition type: Condition **Condition source:** Authority
Reference: 6010
Condition: Positive Contribution – New venue
 The venue is to make a financial contribution of \$ 1,337,946.57 to the Responsible Gambling Fund (RGF) by way of five payments, the first due within 28 days of the licence commencing trade then annually thereafter.
 The first payment is to be 10% of the total financial contribution amount, the second 15%, the third 20%, the fourth 25% and the fifth the remaining 30%.
 After two years of operating gaming machines, the applicant's total contribution may be recalculated as 15% of the average annual profit per gaming machine operated by the venue, multiplied by the GMT increase granted, multiplied by five, less any payments made in years 1 and 2, with any remaining balance then to be paid annually, in equal instalments over the remaining 3 years.

Start date: 05/04/2024

Condition type: Condition **Condition source:** Authority
Reference: 6020
Condition: Gaming Plan of Management
The premises is to be operated at all times in accordance with the Gaming Plan of Management dated May 2023 as may be varied from time to time after consultation with the Authority. A copy of the Plan of Management is to be kept on the premises and made available for inspection on the request of a police officer, council officer, Liquor and Gaming NSW inspector, or any other person authorised by the Independent Liquor and Gaming Authority.
Start date: 05/04/2024

Condition type: **Condition source:**
Reference: 6040
Condition: Gambling Incident Register
1. The licensee must keep and maintain a gambling incident register.
2. The gambling incident register must record:
(a) any incident in which a patron of the venue displays or engages in problematic gambling behaviour of the kind specified in the 'Signs of risky and problem gambling behaviour: Know the signs and how to act' factsheet published on the L&GNSW website as amended from time to time.
(b) the time, location and machine number(s) and brief description (or identity, if known) of any gaming machine player identified displaying or engaging in that behaviour
(c) any proposed or implemented self or third-party exclusions of gaming machine players (specifying the player's name (where provided or known), membership number (if applicable) and duration of any exclusion) and the patron's response to the same.
(d) Any breach or attempted breach of a self or third party exclusion
3. The gambling incident register must also record details of the action taken in response to the incidents, applications and other matters recorded in the register.
4. The licensee must review the gambling incident register at least on a monthly basis and must consider whether an exclusion order is appropriate for any person who has been asked to self-exclude but has declined to do so.
5. The information recorded in a gambling incident register must be retained for at least 3 years from when the record was made.
6. The licensee must, at the request of a police officer or L&GNSW inspector, make any gambling incident register available for inspection.
Start date: 05/04/2024

Premises owner

Organisation name: THE CROATIAN CLUB LTD
ABN: 89 000 412 331 **ACN:**
Phone - daytime: (02) 9708 4699 **Fax number:**
Email address: reception@croatianclub.net.au
Website:
Business address:
Postal address:
Start date: 23/05/2023

Gaming machine details

Area cap applies to
LGA classification:
SA2 band:

Gaming machine entitlements (GME):
Gaming machine entitlements leased out:
Gaming machine entitlements leased in:

Poker machine permits (PMP):

Unfulfilled quotas: 36

Gaming machine threshold:

Maximum gaming machine authorisations allowed:

Net GME (Gaming machine entitlements held on premises):

(Note: Net GME = GME – GME Leased Out)

Unfulfilled quota in fulfilment order

Reference	Description	Unfulfilled Quota	Expiry Date
1-8877339804	LIA1 quota 2yrs	36	4-Apr-2026

Gaming machine shutdown hours

Day	Start Time	End Time
Monday	04:00 AM	- 10:00 AM
Tuesday	04:00 AM	- 10:00 AM
Wednesday	04:00 AM	- 10:00 AM
Thursday	04:00 AM	- 10:00 AM
Friday	04:00 AM	- 10:00 AM
Saturday	04:00 AM	- 10:00 AM
Sunday	04:00 AM	- 10:00 AM
Public holiday	04:00 AM	- 10:00 AM

This licence is subject to a risk-based fee, payable annually. If the fee is not paid on time, the licence will be suspended or cancelled. Visit <https://www.onegov.nsw.gov.au/licencecheck> to find out the status of the licence.

GREEN TRAVEL PLAN

1 Nullawarra Avenue, Concord

PREPARED FOR:
The Croation Club Ltd

REFERENCE:
0550r06v01

DATE:
28/05/2024



GREEN TRAVEL PLAN

1 Nullawarra Avenue, Concord

Prepared for: The Croation Club Ltd

ABN: 89 000 412 332

Reference: 0550r06v01

Date: 28/05/2024

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Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	28/05/2024	Rohan Jain	Ben Midgley	Paul Corbett	

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Appendices

Appendix A	Transport Access Guide
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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by The Croation Club Ltd (the Club) to prepare a Green Travel Plan (GTP) for an Occupation Certificate of a Development Application (DA) relating to the refurbishment and extension of an existing registered club at 1 Nullawarra Avenue, Concord.

Specifically, the DA proposes maximising use of the existing building with alterations and additions to achieve the following development characteristics:

- Maximum capacity of 34 staff and 800 patrons during peak operation.
- Public restaurants, bars, cafes, gaming areas, function rooms, and outdoor recreational areas.
- Ancillary non-public areas such as admin and management rooms, amenities, storage, and kitchen.
- Proposed hours of operation of 11am to 10pm Sunday and Monday, 11am to 11pm Tuesday to Thursday, and 11am – midnight Friday and Saturday.
- Operation of courtesy bus for patron journeys to and from the proposed development.
- Shared use of at-grade parking within the property boundary and at the adjoining Council Sports Car Park, comprising a total provision of around 270 car spaces.
- Retention of the existing driveway onto Nullawarra Avenue.

The following sets out the mode share targets and measures by which the Club will seek to reduce reliance upon private vehicles and support sustainable travel to and from the site.

1.2. Benefits of a Travel Plan

This GTP has been prepared in accordance with the the City of Canada Bay Development Control Plan (CBDPC) and several further local policies and strategies which promote sustainable travel as an important aspiration for future planning across the city.

A GTP is a set of measures to reduce dependency on private cars by maximising the use of sustainable modes of travel such as walking, cycling, public transport, carsharing and carpooling. A GTP should contain a series of complementary measures which will act in unison to discourage private car dependency.

The measures set out in this GTP align with the commitment City of Canada Bay Council (Council) has to reduce private car usage by promoting sustainable forms of transport and seeks to bring about a mode shift away from single occupancy car use towards more sustainable modes for the benefit of residents, businesses, visitors and the greater community. Benefits of GTPs include:

- Reducing demand for car parking, traffic congestion and noise pollution in the local area.
- Reducing greenhouse gas emissions and air pollution.
- Reducing costs associated with car parking, fleet maintenance and travel.
- Increasing physical activity, leading to greater productivity and improved health and wellbeing.
- Improving active and public transport routes and services through encouraging provision of on-site facilities.
- Increased accessibility to a site through safety and convenience.
- Improving corporate image.

The Club is committed to ensuring that the proposed development promotes the principles of sustainable development by limiting private vehicle use, whilst ensuring adequate car parking is provided for Club staff and patrons depending on the building's accessibility by public and active transport.

1.3. Policy Context

Travel planning is underpinned by a framework of state-wide policy and strategy documents which define priorities and aspirations for development over the coming years, including:

- Future Transport Strategy 2056.
- NSW Long Term Transport Masterplan.
- Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People.
- Sydney's Cycling Future: Cycling for Everyday Transport.

More locally, the CBDP facilitates development that gives effect to its respective aims and objectives, including those set out in the Canada Bay Local Environmental Plan 2013 (CBLEP). Planning and design outcomes pursued by Council include improvement of city access, minimisation of vehicle kilometres travelled, maximisation of public and active transport use, enhancing liveability, protection of the natural environment, and creating sustainable environments.

These objectives are supported by the following local policies, which set the framework and underlying ambitions upon which this GTP has been based:

- 2030 Community Strategic Plan – City of Canada Bay.
- City of Canada Bay YOUR Future 2030 Community Strategic Plan.
- City of Canada Bay Futures Plan 20.
- City of Canada Bay Environmental Strategy.

- City of Canada Bay Local Movement Strategy.
- City of Canada Bay Local Strategic Planning Statement.

1.4. Objectives

This GTP considers the planning and design outcomes pursued by Council, as discussed in Section 1.3, and sets objectives to match. The overarching objectives of this GTP are as follows:

- To reduce dependence on privately owned cars.
- To reduce traffic congestion in the local area.
- To ensure better environmental outcomes.
- To encourage members and patrons of the development into utilising more sustainable forms of transport.
- To promote healthier lifestyle choices.

More specific targets of this GTP are discussed in Section 4. Planning of the proposed development should accommodate themes and recommendations outlined in this GTP to drive a sustainable shift in mode share of those travelling to and from the site.

2. Existing Conditions

2.1. Location and Site

The subject site is located at 1 Nullawarra Avenue, Concord, being situated approximately 1.1 kilometres east of Concord West Railway Station and 10.5 kilometres north-west of the Sydney CBD. More specifically, it is located on the north-western corner of the Nullawarra Avenue / Nirranda Street intersection.

The site is comprised of a single lot, formally identified as Lot 5 DP 217073. It is irregular in configuration with a total area of approximately 9,050m² and has one street frontage, being Nirranda Street to the west over a length of around 105 metres. All other boundaries border public recreation land zoned RE1, including a public car park to the immediate north of the site of around 176 car spaces.

Vehicle access to the at-grade car park is provided via a combined entry and exit driveway onto Nirranda Street at the southwest corner of the site. A secondary combined entry and exit vehicle access is provided on the northeast corner of the site which connects directly to the public car park to the north of the site.

Figure 1 and Figure 2 provide an appreciation of the site's location in both a local and broad context, respectively.

2.2. Road Network

The road hierarchy in the vicinity of the site is shown by Figure 2, with the following roads considered noteworthy:

- Concord Road: forms part of a classified state road (MR 668). It generally runs in a north-south direction between Homebush Bay Drive and the M4 Motorway. Near the site it is subject to 60km/h speed zoning restrictions and accommodates two lanes of traffic in each direction. Clearway parking restrictions apply in both directions between 6-10am and 3-7pm Monday to Friday.
- Nullawarra Avenue: an unclassified regional road that runs in a north-south direction between Hospital Road and Yaralla Street. It is subject to 60km/h speed zoning restrictions and accommodates a single lane of traffic in each direction. Parallel parking is prohibited on both sides of the road near the site given the provision of marked on-road cycle path facilities.
- Norman Street: forms a continuation of the Nullawarra Avenue unclassified regional road, running in a west-east alignment from its intersection with Nullawarra Road and Majors Bay Road. It carries a single lane of traffic in each direction, with parallel parking prohibited on its southern side given the presence of on-road cycle path facilities, though indented on-street parking is provided along its northern side.
- Nirranda Street: a local road running in a north-east to south-west alignment between Nullawarra and Concord Road. It is subject to 50 km/h speed zoning restrictions and carries a single lane of traffic in each direction. Unrestricted parallel parking is available along both sides.



Figure 1: Site Plan

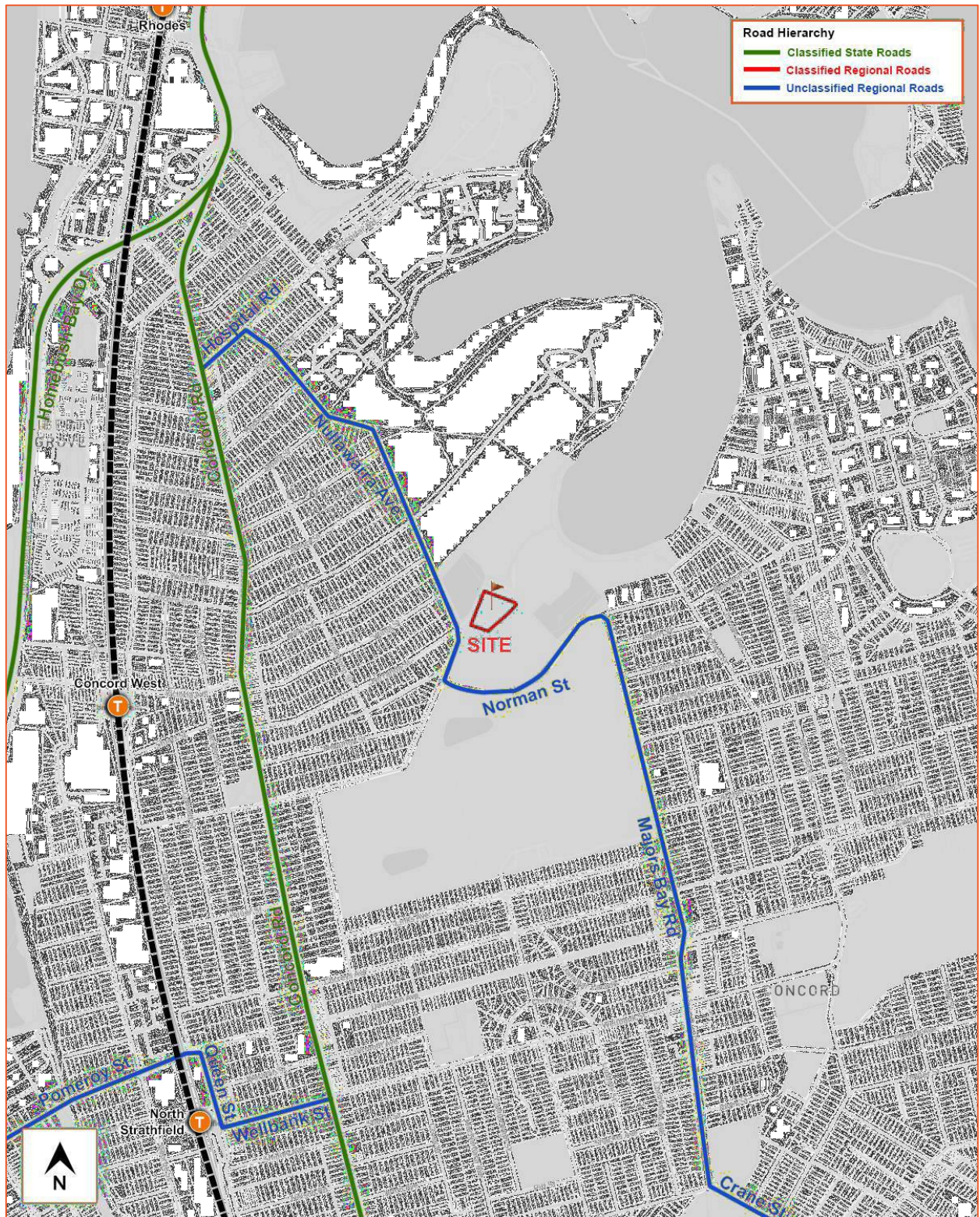


Figure 2: Location & Road Hierarchy Plan

2.3. Public & Active Transport

2.3.1. Rail Services

The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, states that the walking catchment for metropolitan railway stations includes all areas within an 800-metre radius of a station. It can be seen from Figure 3 that Concord West Railway Station is located approximately 1.1 kilometres from the site and hence, falls just outside the typical walking catchment area. Nevertheless, staff and patrons would still be expected to utilise rail services for access to and from the site via a multi-modal trip.

Concord West Railway Station is serviced by a single railway line, being the T9 Northern Line. Table 1 shows the notable town centres that are accessible along this line and the average service headways during peak and off-peak periods.

Table 1: Rail Services

RAILWAY LINE	NOTABLE TOWN CENTRES ALONG LINE	AVERAGE HEADWAY
T9 Northern Line	Hornsby, Pennant Hills, Epping, Rhodes, Concord West, North Strathfield, Strathfield, Redfern, Sydney CBD, North Sydney, Chatswood, Lindfield, Gordon	Weekdays: 5 - 15 minutes Weekends: 5 - 15 minutes

2.3.2. Bus Services

The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. As can be seen from Figure 3, the site falls outside of the 400-metre radius of stops for public services. However, a bus stop serving on-demand services is located on Nullawarra Avenue immediately south of the site, and bus stops are accessible within an 800-metre radius of the site along Concord Road.

Accordingly, the site has accessibility to bus services, with staff and patrons expected to utilise these for journeys to and from the proposed development. Table 2 shows the notable town centres that are accessible via these bus services, and the average service headways during peak and off-peak periods.

Table 2: Bus Services

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DESCRIPTION	AVERAGE HEADWAY
410	Macquarie Park to Hurstville	Via Ryde, Putney, Liberty Grove, Concord, Canada Bay, Burwood, Croydon Park, Campsie, Bexley North	Weekdays: 5 - 10 minutes Weekends: 20 - 30 minutes
458	Ryde to Burwood	Via Rhodes, Concord West	Weekdays: 30 minutes Weekends: 30 minutes Saturday / 1 hour Sunday
464	Mortlake to Ashfield	Via Breakfast Point, Concord, Burwood, Enfield, Croydon Park	Weekdays: 10 - 20 minutes Weekends: 15 - 30 minutes

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DESCRIPTION	AVERAGE HEADWAY
502	Cabarita Wharf to Drummoyne and City Town Hall	Via Cabarita, Concord, Canada Bay, Five Dock, Russell Lea, Drummoyne, Rozelle, Pyrmont	Weekdays: 30 minutes Weekends: 30 minutes
N80	Hornsby to City Town Hall (Night Service)	Via Thornleigh, West Ryde, Meadowbank, Rhodes, Concord West, Strathfield, Canada Bay, Five Dock, Haberfield	Weekdays: 5 Services only Weekends: 5 Services only
N81	Parramatta to City Town Hall (Night Service)	Via Rydalmere, Newington, Sydney Olympic Park, Wentworth Point, Rhodes, Concord West, Strathfield, Canada Bay, Five Dock, Haberfield, Leichhardt, Annandale, Forest Lodge, Ultimo	Weekdays: 5 Services only Weekends: 5 Services only Saturday / No Services Sunday

2.3.3. Ferry Services

The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, states that the walking catchment for metropolitan ferry wharves includes all areas within an 800-metre radius of a wharf. Cabarita Ferry Wharf is located within 2.0 kilometres of the site and hence fall outside the typical walking catchment area. Notwithstanding, it is considered that staff and patrons of the development would still have convenient access to ferry services noting they can be accessed via a multi-modal trip.

Cabarita Ferry Wharf is serviced by one ferry service, being the F3 Parramatta River route. Table 3 shows the services available via this route and the average service headways.

Table 3: Ferry Services

OPERATOR	FERRY SERVICE	ROUTE DESCRIPTION	AVERAGE HEADWAY
Sydney Ferries	F3 Parramatta River	Parramatta, Rydalmere, Sydney Olympic Park, Meadowbank, Kissing Point, Cabarita, Abbotsford, Chiswick, Huntleys Point, Drummoyne, Cockatoo Island, Barangaroo & Circular Quay	Weekdays: 30 minutes Weekends: 30 minutes

2.3.4. Cycle Network

Figure 3 shows that the site has excellent access to the local bicycle network. An off-road cycle path is provided alongside the T9 Northern railway line whilst an on-road cycle path is provided along Nullawarra Avenue, Norman Street, and Majors Bay Road. These facilities are provided immediately to the south-west of the site and provide connections to the wider bicycle and active transport network.

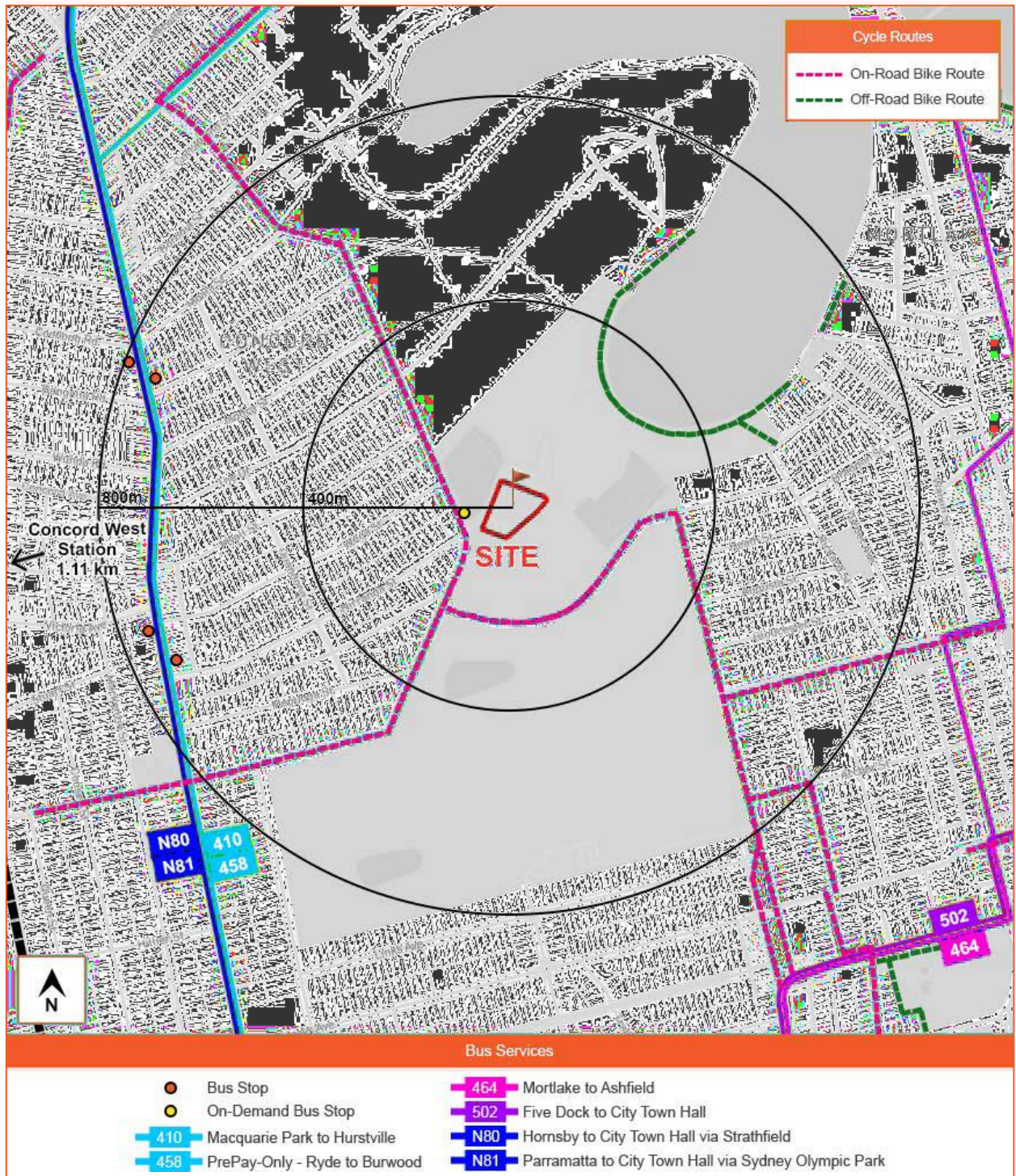


Figure 3: Active and Public Transport

2.4. Pedestrian Infrastructure

Near the site, pedestrian infrastructure is provided in the form of sealed pedestrian footpaths, though there are gaps in provision.

No footpaths are provided along the Nirranda Street site frontage, with pedestrians therefore required to walk in the roadway or on the adjacent grass verge. Alternatively, pedestrian access could be achieved via use of adjacent public recreational land uses, such as the Arthur Walker Reserve to the west or Majors Bay Reserve to the north and east.

Along Nullawarra Avenue, there is a short footpath and pedestrian landing area at the on-demand bus stop on the eastern side of Nullawarra Avenue to the immediate north of the intersection with Nirranda Street; however, this footpath does not continue northwards beyond the bus stop. A 2.0-metre-wide footpath is provided on this side of Nullawarra Avenue south of Nirranda Street for around 85 metres, where it terminates at an uncontrolled pedestrian crossing.

A 1.0-metre-wide footpath is provided along the western side of Nullawarra Avenue for much of its length near the site, which can be accessed from the site via a central median pedestrian crossing on Nullawarra Avenue immediately south of Nirranda Street.

Footpaths around 1.0-metre-wide are generally provided on both sides of local residential streets near the site, including Wilga Street, Nirranda Street (west of Nullawarra Avenue), and Quandong Place, each of which provide access towards Concord Road and Concord West.

No footpath is provided on either side of Norman Street between its intersections with Nullawarra Avenue and Majors Bay Road.

Within the site, footpaths are provided to separate pedestrians from vehicular movements within the car park. These connect to Nirranda Road at the site's southwest corner, the public car park to the north at the site's northeast corner, and Majors Bay Reserve to the site's east.

Overhead street lamps are generally provided on all local streets in the area, which helps provide a safer environment for pedestrians to travel in hours of darkness.

2.5. On-Demand Transport Service – BRIDJ

BRIDJ is an on-demand public transport service which services the Sydney Inner West area, within which the site falls. Commuters are required to utilise a booking system (via phone app) and specify the pick-up and drop-off location and time. Figure 4 shows the BRIDJ service area.

BRIDJ provides an alternative public transport service for persons within the service area, including those seeking to travel to and from the subject development, particularly for persons who live and work in suburbs that are not otherwise well serviced other public transport services.

Services operate 6am—11:30pm on weekdays and 8am—8:30pm on weekends.



Figure 4: BRIDJ Service Catchment

2.6. Carshare

Carsharing is a concept by which vehicles are rented to members of a scheme at a timed rate. The fee includes fuel, insurance, and ongoing maintenance of the vehicle, allowing users a flexible and cost-effective alternative to car ownership. Carshare vehicles are each given a designated car space and can be used by staff and patrons of the development as well as other members of the community.

GoGet is one such provider across Sydney and NSW, though there are also others available. The existing GoGet carshares located in the Canada bay area illustrated by Figure 5, showing there is a relatively limited supply near the site. This represents a significant opportunity for the proposed development, as the increased provision of carshare spaces may contribute towards encouraging a mode shift away from private car ownership and use.

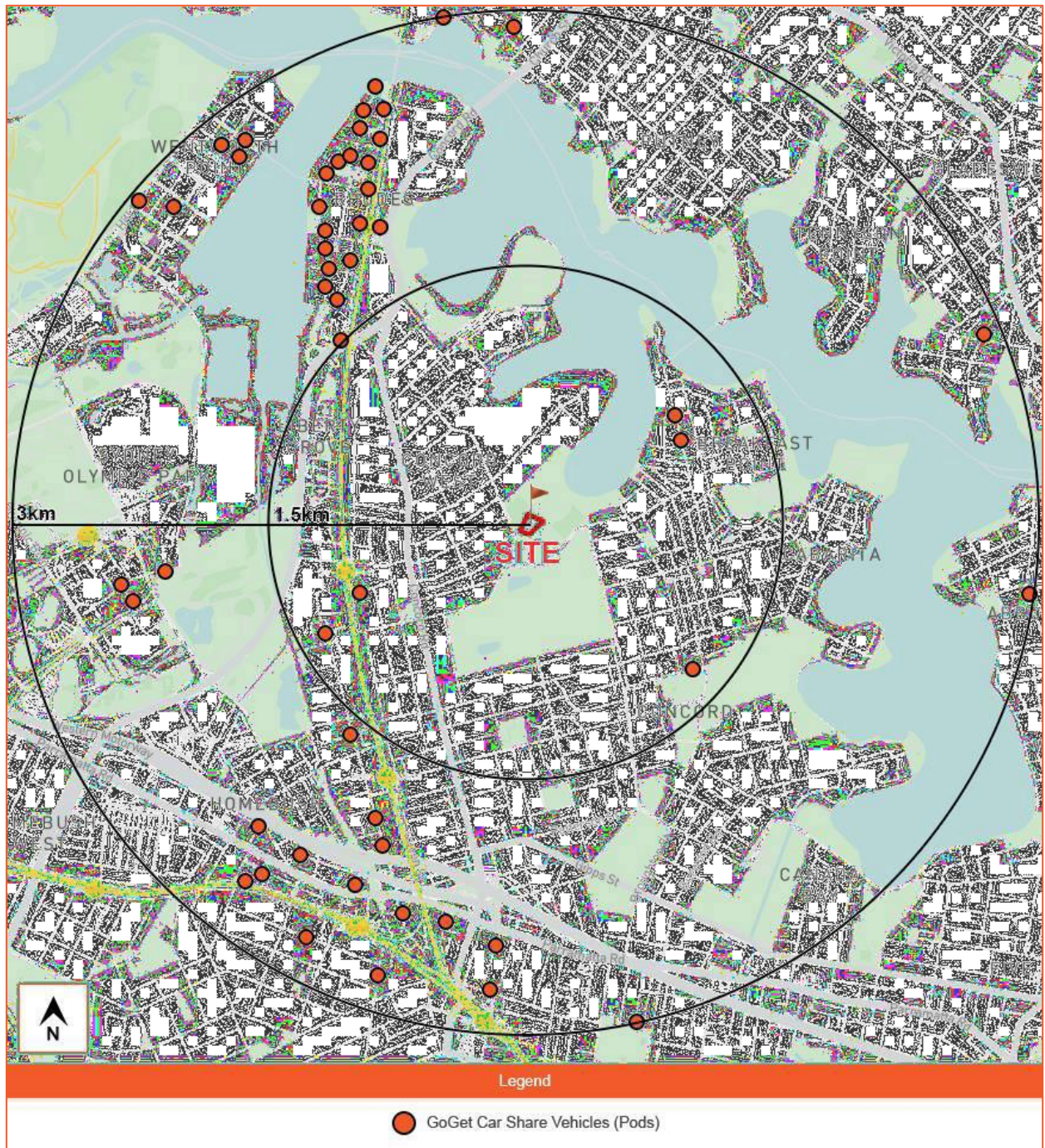


Figure 5: GoGet Carshare Locations

3. Existing Travel Data

Understanding and defining the baseline data of the site for which the GTP is being prepared is key to giving the GTP the best chance of success. The RTA Guide to Traffic Generating Developments 2002 notes that it is difficult to generalise on the traffic characteristics of registered clubs because of the diversified nature of their operations. As such, it recommends that a traffic assessment of new clubs should be based on surveys of similar existing clubs.

A travel mode questionnaire survey was undertaken of patrons of the Canada Bay Club at 8 William Street, Five Dock, in October 2017 to understand the existing travel modes for journeys to and from a club of similar characteristics in support of a DA being lodged with Council at the time. Being a club of a similar size in the same LGA, the characteristics of patrons of that club are considered appropriate for adoption in identifying the likely existing travel modes of the Club. No licenced premises operation has been occurring at the subject site for several years, which is why surveys of an 'existing' club on the subject site could be undertaken.

The questionnaire was undertaken on Friday 13 October 2017 and Saturday 21 October 2017 between the hours of 6—11pm, with a summary of the results of 797 patrons surveyed illustrated by the baseline travel mode splits adopted for this GTP are outlined in Table 4.

Table 4: Existing Travel Mode Characteristics

TRAVEL MODE	MODE SPLIT
PRIVATE TRANSPORT	
Car, as Driver	34%
Car, as Passenger	50%
Car, as Passenger (Dropped Off)	4%
Taxi	3%
Motorbike / Scooter	1%
TOTAL PRIVATE:	92%
PUBLIC & ACTIVE TRANSPORT	
Public Transport (including Club Courtesy Bus)	0%
Walk	6%
TOTAL PUBLIC & ACTIVE	6%
OTHER TRANSPORT	
Other	2%

The adopted baseline travel mode splits indicate that the majority of patrons (92%) travelling to and from the site would be expected to use private transport. However, a large proportion of these patrons were passengers.



A very low proportion of patrons used public or active transport for travel to the site. However, at the time of the surveys of the Canada Bay Club, the on-demand bus service Bridj was not operating (services began in Sydney in December 2017). Accordingly, no users of this service would have been identified in Table 4 and the public transport mode share might increase accordingly if the site were resurveyed.

Since 2017, the prevalence of ridesharing has increased and thus it might be expected that the mode share labelled 'taxi' in Table 4 would be higher if rideshares were included and the site resurveyed for contemporary behaviour.

4. Mode Share Targets

The anticipated mode share of the subject site once occupied has been determined through a review of Council's travel mode objectives (Section 1.3), identification of the existing surrounding infrastructure (Section 2), the observed travel mode trends at a similar site within the LGA (Section 3) and site-specific design features recommended to encourage sustainable forms of transport (Section 5).

Through further enhancement and implementation of measures to increase sustainable transport uptake, mode share of the site has the potential to move further away from the use of private vehicles and towards public and active transport modes, to the betterment of congestion, pollution, carbon emissions, costs, health and wellbeing.

Table 5 details the existing mode share estimated upon opening of the Club and the mode share targets of the proposed development should further operational opportunities discussed herein be adopted.

Table 5: Travel Mode Share Targets

MODE OF TRANSPORT	EXISTING MODE SHARE	TARGET MODE SHARE
PRIVATE TRANSPORT		
Car, as Driver	34%	30%
Car, as Passenger	50%	44%
Car, as Dropped Off	4%	4%
Taxi / Rideshare	3%	6%
Motorbike / Scooter	1%	1%
TOTAL PRIVATE:	92%	85%
PUBLIC & ACTIVE TRANSPORT		
Public Transport (including Club Courtesy Bus)	0%	3%
Walk	6%	9%
Bicycle	0%	1%
TOTAL PUBLIC & ACTIVE	6%	13%
OTHER TRANSPORT		
Other	2%	2%

Council's Environmental Strategy outlines targets a mode share for bicycles of 5% of all trips and for walking of 20% of all trips by 2036. This would be achieved through reviewing the Canada Bay Bike Plan and developing a Walking Strategy, amongst other measures. The current mode shares of the Club are well below these Council targets and so this GTP targets an increase, with an increase in walking to 9% (being a 50% increase on the current 6% who walk) and in cycling to 1% (being an increase on the very limited number who currently cycle).

The increase in walking would largely be via advocacy and communication by the Club to its staff and patrons and by lobbying Council to provide improved pedestrian footpaths and facilities on the local road network. Bicycle travel would be supported by the provision of safe and secure bicycle parking facilities at a rate required by CBDP.

The anticipated taxi and rideshare mode share have been increased from 3% to 6% to represent the increased use of ridesharing since surveys were undertaken at the Canada Bay Club in 2017. Whilst not necessarily a targeted mode share as it still relies upon private vehicle use, this value is considered more representative of target trends.

In its LSPS, Council states an action as being advocacy for improvements to public transport, including increased train capacity, new ferry services, extending the on-demand transport service, prioritising the movement of public transport over private vehicles, and improving active transport connections between local centres and rail stations.

This advocacy by Council is supported by the Club, which would benefit from any improvement to public transport facilities in the local area. Further, the Club proposes taking several steps to further encourage the use of public transport (including the Club courtesy bus) over private vehicles. Furthermore, it is noted that the Canada Bay Club currently operates a 'community car' which can be hired by members and guests only and only between the Canada Bay Club and places of residence (it is not known whether it was this, a courtesy bus, or neither, which was in operation at the time of the 2017 surveys). This service is not considered as comprehensive and beneficial to patrons of the Club which would benefit from a larger vehicle servicing a minimum radius of 5.0 kilometres, including key transport nodes, operating during Club hours.

Accordingly, an increase in public mode share against the reference club is thought wholly achievable and set at a modest 3%, an increase from the 0% recorded as travelling by public transport at the Canada Bay Club.

Combined, the targeted improvements in sustainable transport mode shares total 7%. It would be expected that this shift be via reductions in car drivers and car passengers proportional to their existing mode shares, which are reduced accordingly.

The GTP is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and carsharing. These targets are defined as realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes. The plan shall be reviewed regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

The timeframe for these mode share targets to be achieved is five years, which is considered an appropriate duration of time over which permanent changes in travel patterns in response to mitigation measures can be achieved. As discussed in Sections 6 and 7, the Club is committed to achieving these targets and will monitor and review mode share targets accordingly over time.

Details on the strategies identified which could be implemented by the proposed development which would assist in the achievement of these target mode shares are discussed in Section 5.

5. Action Plan

To achieve the target mode share identified in Table 5, measures discussed in this section are recommended to encourage increased uptake of sustainable travel modes. The measures discussed below vary across a range of features from location and the built environment to services provided by the Club and coordination and promotion of such measures.

5.1. Bicycle Facilities

The site will provide 24 secure bicycle parking spaces, appropriately located within the front hardstand parking area for convenient access to the site. The site benefits from excellent accessibility to the local bicycle network, with on-road dedicated cycle lanes provided along Nullawarra Avenue, Norman Street, and Majors Bay Road amongst others. These cycle lanes are supplemented by a nexus of low-speed local streets which provide a range of options for travel through local residential streets away from vehicular movement corridors.

The accessibility of the site by bicycle and provision of dedicated on-site bicycle parking facilities will encourage an uptake in the use of bicycles for travel to and from the site. The cycle network would be advertised to staff patrons with materials such as the Transport Access Guide (TAG) discussed later, and any publicly available Council materials such as leaflets and flyers.

Furthermore, over recent years there has been significant growth in the use of public and private e-bikes and scooters, which has made this mode of transport more accessible and equitable for people of a broader age range, demographic, and physical ability.

Taking the above into account, a 1% cycling mode share is considered an achievable target.

5.2. Walking

The site benefits from being surrounded on three sides by public recreation land which offers a more appealing environment within which to walk than more urban areas. It is also located on the edge of a large area of residential land zoning, meaning that a large catchment of the Club's staff and patrons would likely live within a distance for which walking as a mode of transport to and from the Club would be an option.

The site is located on the Parramatta River which provides a pleasant environment for walking via riverside walking paths, which may be used by many local residents and future staff and patrons of the club for leisure when not at the Club. This in turn is expected to lead to a shift in lifestyle choices and an uptake in walking as a healthy and sustainable travel mode overall.

Despite having some limitations, the pedestrian infrastructure around the site generally facilitates and encourages walking to most nearby residential precincts and transport hubs, including Concord Road for buses and Concord West for rail. Given the above, a 9% mode share for walking only is considered an achievable target.

Walking (and cycling) will be promoted throughout the Club via promotional materials such as posters, flyers, and the TAG (discussed later) as a healthier, more sustainable and conscientious mode of travel than private vehicles.

5.3. Courtesy Bus

DA Consent Condition 75A requires that *“A courtesy bus on demand that services a minimum of 5km radius including key transport nodes is to be provided. Patrons are to be encouraged to use the service. The service is to operate during Club hours.”*

The courtesy bus is considered a major means by which the use of private vehicles for travel to and from the site would be reduced.

The courtesy bus would be advertised throughout the site and via the TAG. Its pick-up and drop-off zone is immediately outside the main building entry, which not only makes its use convenient but serves as effective advertisement of its presence to other patrons who may not be aware of its existence prior to seeing it.

The coverage and frequency of the courtesy bus service would be refined over time in response to demand, with the Club therefore having flexibility with regards to its implementation and expansion to ensure its use is maximised and encouraged.

The courtesy bus is a key tenet proposed by the site which has led to the determination of a 3% target mode share for public transport, which is considered achievable.

5.4. Carpooling

Venues like the Club generally have high vehicle occupancies as friends and families travel together to socialise and enjoy the facilities the Club has to offer. This is evidenced by the existing mode share targets of Section 3, in which 50% of all club patrons surveyed were the passenger of a vehicle driven by another patron.

The Club has the opportunity to drive this car occupancy higher still via communication and advertising internally, via means such as posters which advocate for carpooling and having designated drivers.

5.5. Transport Access Guide

To assist in promoting the use of alternative transport modes, a TAG has been prepared for the site and is provided as Appendix A. The TAG is a brochure that illustrates the modes of transport available in the vicinity of the site including, but not limited to, the following:

- Bus routes, stops and a table of services.
- Rail stations and a table of services.
- Bicycle network and the location of on-site bicycle parking and end of trip facilities.

- Relevant transport related mobile phone applications and websites such as TripView, Transit, Opal Travel and TfNSW resources.

The TAG shall be displayed in common areas of the proposed development and advertised on the Club's website. Effective communication of how to access the site via all modes is key to contributing towards the sustainability targets of the site. The TAG would be distributed via several means:

- A copy of the TAG would be provided in several communal areas of the development such as the main entrance foyer, corridors, toilets, or bar areas.
- The TAG is to be updated by Travel Plan Coordinator (discussed in Section 6.1) with relevant changes to transport options, with updates distributed to staff and patrons for awareness via leaflets.

Monitoring and control of the TAG falls under the responsibility of the Travel Plan Coordinator and will be reviewed annually to ensure it remains up to date with changing transport infrastructure in the vicinity of the site.

5.6. Opportunities and Strategies for Alternative Transport

This section identifies a plan of measures that encourage travel options with low environmental impact, as presented in Table 6.

Table 6: Opportunities and Strategies for Alternative Transport

STRATEGY	DESCRIPTION	IMPLEMENTATION	RESPONSIBILITY	TIMEFRAME
Managing Car Usage				
Carpooling	Staff and patrons are to be made aware of the benefits of carpooling as a means of limiting the number of private vehicles used to drive to and from the Club.	Posters to be displayed at several prominent locations throughout the Club promoting carpooling and designated drivers.	Travel Plan Coordinator	Posters to be displayed upon opening of the Club. Ongoing promotion of carpooling.
Promoting Active & Public Transport				
Transport Access Guide	Staff and patrons are to be made aware and be encouraged to use the public and active transport.	Provide a TAG. Display TAG in building common areas.	Travel Plan Coordinator	TAG has been prepared and should be made available to staff and patrons at all times.
Bicycle Parking	Encourage uptake of bicycle travel via provision of parking facilities.	Provide additional bicycle parking should demand arise. Promote the availability of the provided bicycle parking facilities located in the development's car park.	Travel Plan Coordinator	Bicycle parking spaces available upon opening of Club. Ongoing promotion of bicycle use.
Courtesy Bus	Promote and encourage the use of the courtesy bus instead of private cars.	Courtesy bus to be operated in accordance with DA Consent. Courtesy bus use and terms to be advertised within the Club.	Travel Plan Coordinator	Courtesy bus arrangements to be put in place for its operation upon opening of the Club. Ongoing promotion of the use of the courtesy bus.

6. Commitment to Sustainable Travel

6.1. Responsibility

The strategies presented in this GTP detail how targets set out in Table 5 are going to be achieved. It is however recognised that for implementation of such strategies to occur, responsibility needs to be attached to a specific person or committee known as the Travel Plan Coordinator.

In the case of the proposed development, Club management will be well placed to undertake the tasks required for the implementation of the GTP which would include:

- Coordinate the implementation of the GTP.
- Conduct surveys and collect data to measure progress.
- Communicate and promote the GTP to Club staff and patrons.
- Monitor and review the GTP.
- Dealing with departures from the targets and identifying means to address these.

6.2. Communicating Information

The Travel Plan Coordinator will be responsible for ensuring the principles behind planning for sustainable travel choices are communicated regularly and effectively to staff and patrons of the development. Promotion of the information contained in this GTP will assist in increasing awareness of alternative travel modes and encourage a shift away from private vehicle use to get to and from the site. Further resources communicated within the TAG include:

- Transport for NSW info:
www.transportnsw.info/
- Transport for NSW cycleway finder:
<https://maps.transport.nsw.gov.au/egeomaps/cycleway-finder/>
- Opal website:
www.opal.com.au/

Further, phone apps such as TripView display up to date timetable information and timetable viewer, which can be stored and viewed offline. The above links should be promoted in common areas of the building.

7. Monitoring

To ensure the effective implementation of the GTP and that the travel mode targets are met, close monitoring is necessary. The provision of this GTP to staff and patrons will ensure that they are aware of the transport infrastructure and services available and can assist in reducing the use of private vehicles for journeys to and from the site.

Monitoring of the GTP would be the responsibility of the Travel Plan Coordinator, with reviews conducted in consultation with Council officers if required. The review should include:

- Number of staff and patrons using the Club.
- Details of mode share and progress towards the targets identified in Table 5.
- Details of the initiatives implemented since the last review.
- Assessment of whether initiatives have been successful.
- Details of future initiatives and rectification measures proposed.

It is vital that the Travel Plan Coordinator remain aware of the expectations regarding travel planning that have been agreed for the site and communicate these regularly to staff and patrons. It is recommended that a summary be produced at regular intervals and communicated with staff and patrons and Council to demonstrate performance against the targets set out in the DCP and future planned initiatives to further increase uptake of sustainable travel.

8. Conclusion

The implementation of this GTP will ensure that staff and patrons of the Club are aware of sustainable transport options available for journeys to and from the site. Successful implementation of this GTP will result in a reduction in vehicle trips, car parking demands and traffic congestion, all of which will lead to a healthier lifestyle of staff and patrons, reduce carbon emissions of the site and result in a more sustainable development.

The site has good connections to the local and broader public and active transport network, with high frequency bus services, bus stops, rail stations and dedicated cycle facilities all falling within or close to the walking catchment of the site.

Operational opportunities have been identified to further enhance the sustainability credentials of the site and reduce carbon emissions, for consideration of the building manager and future staff and patron. Should these measures be implemented, the targets set out should be achieved and subsequently revised to drive ever more sustainable travel to and from the site.



Appendix A

TRAVEL ACCESS GUIDE

Croatia Club Sydney
1 Nullawarra Avenue, Concord, NSW 2137

May 2024



ABOUT THE DEVELOPMENT

The club is located at 1 Nullawarra Avenue, Concord. This Travel Access Guide outlines the many travel choices available to staff and patrons for travel to and from the club. Conveniently situated approximately 1.1 kilometres from Concord West Railway Station, the club is easily accessible by bus and bicycle networks. Additionally, staff and patrons of the club have access to:

- 91 car spaces (on-site)
 - 10 staff parking spaces
 - 3 accessible parking spaces
- 176 car spaces (adjacent council car park)
- 24 bicycle spaces
- Courtesy bus

WHY SUSTAINABLE TRAVEL?

This development espouses the principles of sustainable development through consideration of alternative travel modes to private vehicles and maximising the use of sustainable modes of travel. We are committed to reducing private car use by promoting sustainable travel modes such as walking, cycling, scooters, and public transport for the benefit of visitors, local businesses, and the greater community.

Save the planet and your wallet by using this guide to take advantage of Sydney's well planned public transport system. Alternatively, take matters into your own hands by walking or cycling and reach your fitness goals on the way.

PLAN YOUR TRIP

Plan your trip ahead with NSW Transport's Trip Planner.

Visit here:
<https://transportnsw.info/>
Or Scan the QR code





WALKING

The site is within walking distance to nearby residential catchments, local businesses, and facilities that include a variety of employment, recreation centres and retail stores. See the active transport figure overleaf for further information.



CYCLING

The site is situated with excellent access to the cycle network connected by on and off road paths provided along the surrounding road network. See the active transport figure overleaf for further information.



BUSES

The nearest public bus stops are within an 800-meter radius of the site. Additionally, an on-demand bus stop is conveniently located on Nullawarra Avenue, just south of the site.

Please visit transportnsw.info for the latest information.

410	Macquarie Park to Huntersville	Weekdays : every 5 - 10 minutes Weekends : every 20 - 30 minutes
458	Ryde to Burwood	Weekdays : every 30 minutes Weekends : every 30 minutes
464	Mortlake to Ashfield	Weekdays : every 10 - 20 minutes Weekends : every 15 - 30 minutes
502	Cabarita Wharf to Drummoyne and Town Hall	Weekdays : every 30 minutes Weekends : every 30 minutes
N80	Hornsby to Town Hall (Night Service)	Weekdays & Weekends : 5 services only
N81	Parramatta to Town Hall (Night Service)	Weekdays & Weekends : 5 services only No Services available on Sunday



TRAINS

Concord West Railway Station is located around 1.1 kilometres from the site. The station is serviced by T9 Northern Line.

Please visit transportnsw.info for the latest information.

T9	Northern Line
Weekdays & Weekend : every 5 - 15 minutes	



FERRIES

Cabarita Ferry Wharf is located 2 kilometre away from the club. The wharf is serviced by the F3 Parramatta River route. Once at the Wharf there is a bus stop on Cabarita Road serviced by the 502 service which runs every 30 minutes both on weekdays and weekends. The 502 will stop at Crane Street and Brewer Street where 410 service is available to the site.

F3	Circular Quay to Parramatta River
Weekdays & Weekend : every 30 minutes	

For other ferry services see transportnsw.info.

TAP N' TRAVEL

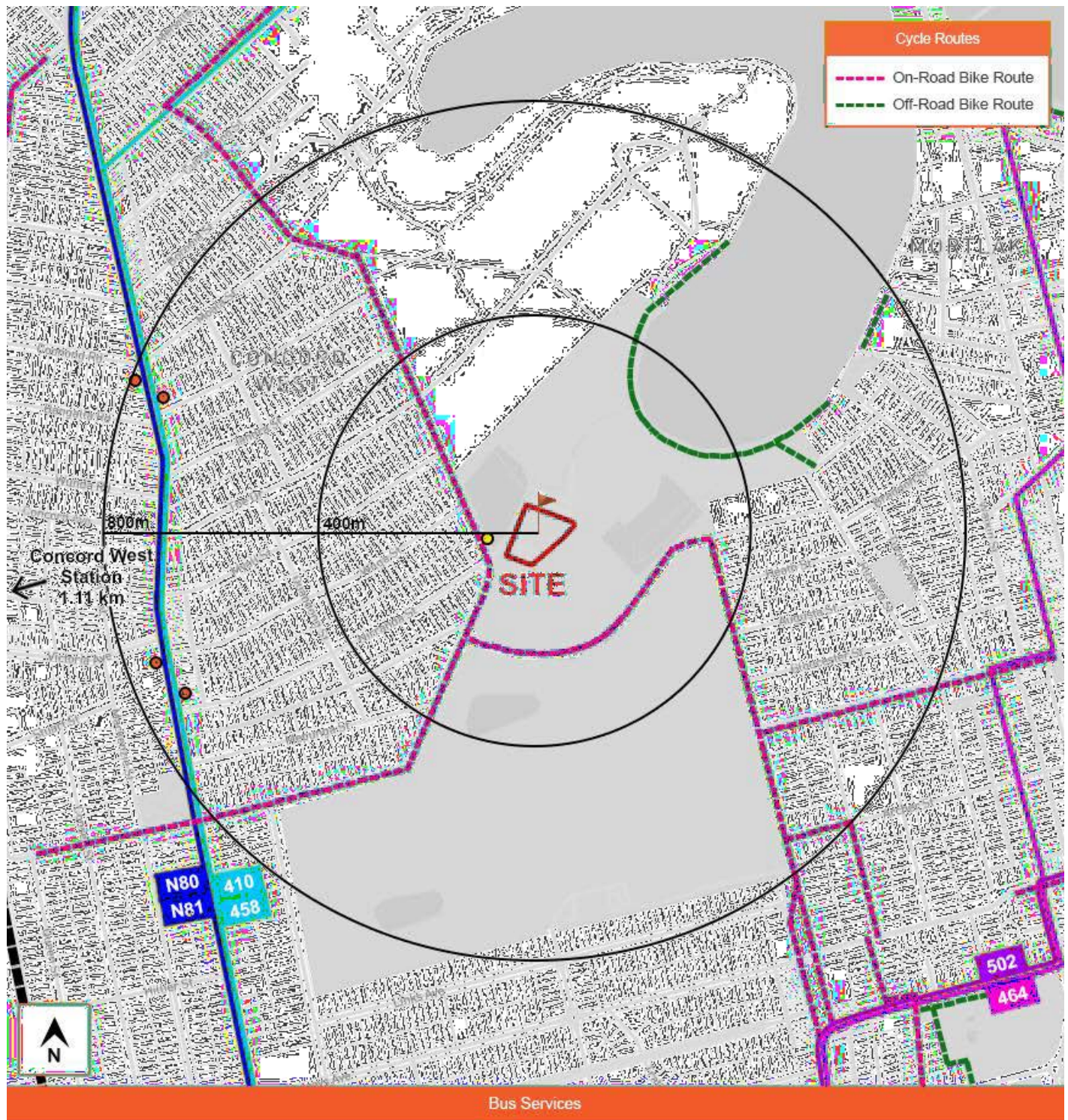
Pay the correct fare by tapping your opal card or any accepted credit/debit card.

Get your opal card here:
<https://www.opal.com.au/>

Or scan the QR code



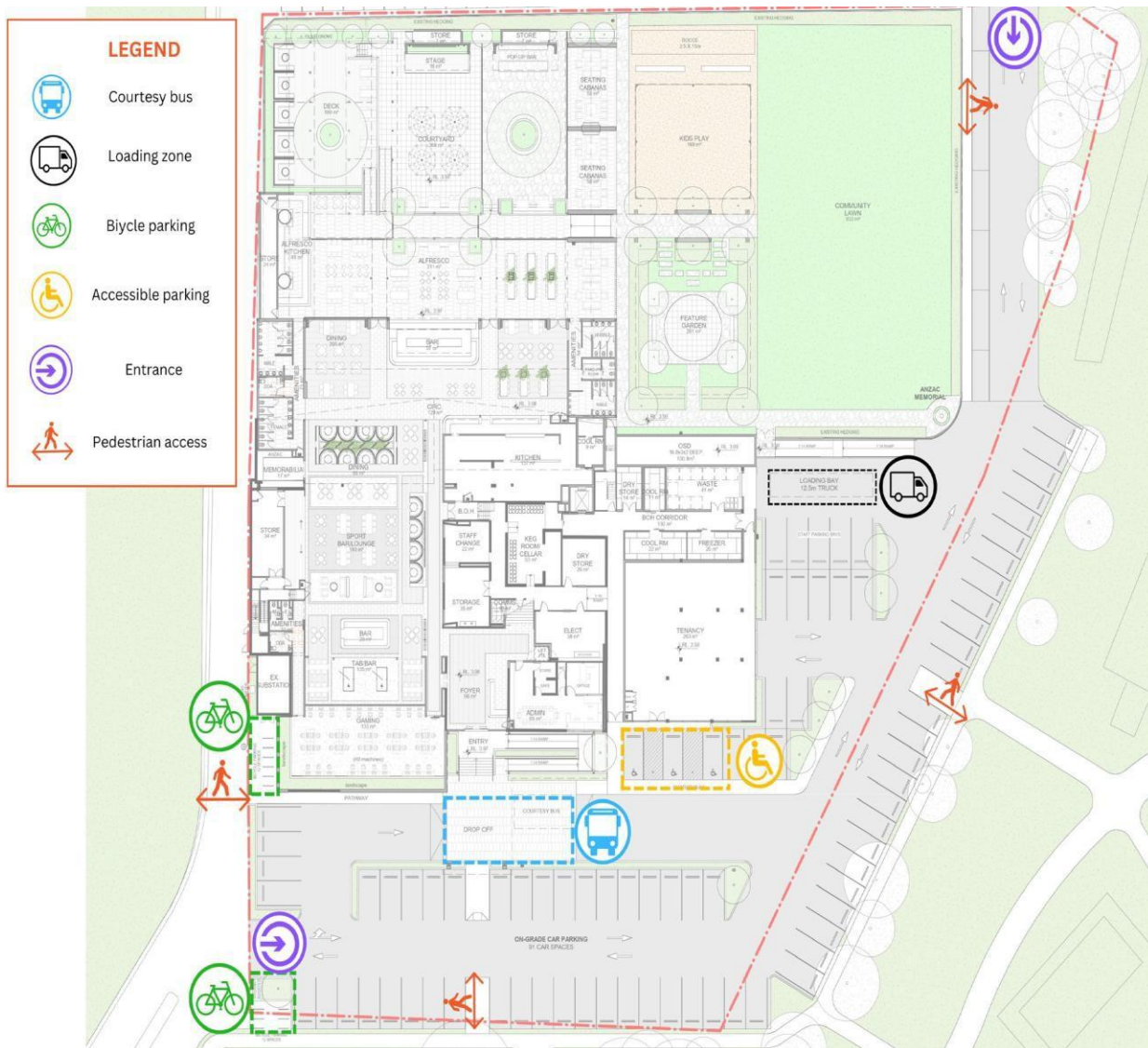
ACTIVE TRAVEL MAP



Bus Services

- | | |
|-----------------------------------|--|
| ● Bus Stop | 464 Mortlake to Ashfield |
| ● On-Demand Bus Stop | 502 Five Dock to City Town Hall |
| 410 Macquarie Park to Hurstville | N80 Hornsby to City Town Hall via Strathfield |
| 458 PrePay-Only - Ryde to Burwood | N81 Parramatta to City Town Hall via Sydney Olympic Park |





VENUE ACCESS

Pedestrian access to the club is available through four entry points from private access roads and the surrounding park. The private access roads connect to Nullawarra Avenue, ensuring convenient access to the broader active and public transport network.

Vehicular access, including for Uber and taxis, is provided via combined entry and exit driveways at both the northern and western entrances of the site. The site provides 91 car parking spaces, with an additional 176 shared adjacent council car parking spaces.

FACILITIES

To encourage sustainable travel, the club provides facilities for several modes of travel to and from the site, including:

- 91 on-site car spaces
- 24 bicycle spaces
- Convenient pedestrian accesses to nearby walking routes
- Courtesy bus pick-up and drop-off



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