

PLANNING
PROPOSAL

PROPOSED AMENDMENT TO THE CANADA BAY LOCAL ENVIRONMENTAL PLAN 2013

AMENDMENT NO.3 – STATION PRECINCT (PRECINCT D), RHODES PENINSULA
DECEMBER 2013

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Introduction

This Planning Proposal explains the intended effect of, and justification for, a proposed amendment to the Canada Bay Local Environmental Plan 2013 - Rhodes Peninsula. It has been prepared in accordance with section 55 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and the relevant Department of Planning Guidelines including A Guide to Preparing Planning Proposals.

On 10 December 2013, the City of Canada Bay Council endorsed the Master Plan developed by Conybeare Morrison as the basis for Council's submission to the NSW Planning Gateway, for a rezoning in relation to the Station Precinct, Rhodes (Precinct D). The Master Plan proposes uplift in the amount of floor space and an increase in building height permitted for a series of sites within the Station Precinct of Rhodes Peninsula that form part of a Voluntary Planning Agreement and subject to Canada Bay Local Environmental Plan 2013.

The uplift will result in changes to the urban form and the height of a number of buildings on sites yet to be developed, additional public domain space (including Marketplace Laneways), and the consequent amendment to the controls that apply to the peninsula. The adopted Station Precinct Master Plan is illustrated in Figure 7. Supplementary Planning Reports that provide additional background on the Precinct are provided as Attachments A and B, and include a Preliminary Traffic Report (GTA Consultants) and Retail and Commercial Viability Report (Hill PDA).

It is proposed to implement the Master Plan by incorporating the relevant provisions into the Canada Bay Local Environmental Plan 2013 to capture the proposed changes. This Planning Proposal addresses matters that are intended to be included in the Local Environmental Plan. More detailed planning matters will be guided by revised Site Specific Controls within the Rhodes West Development Control Plan 2010 which applies to the precinct.

Site identification

The subject sites within the Rhodes Peninsula - Station Precinct are:

1. 6-16 Walker Street
2. 34 Walker Street
3. 11-21 Marquet Street
4. 23 Marquet Street

The subject sites are illustrated in Figures 1 and 2 following.



Figure 1: Aerial photograph of the location of the subject sites (outlined in red).



Figure 2: Block plan of land affected by the Planning Proposal (Station Precinct outlined in black, subject sites outlined in red)

Existing Planning Controls

The table below summarises the key planning controls in Canada Bay Local Environmental Plan 2013 that affect development on the site.

Control	Comment
Part 4 Principal development standards 4.3 Height of buildings	This Planning Proposal seeks an increase in permissible height on the subject sites from 23m and 29m, up to a maximum of 104m (30 storeys) in height.
Part 4 Principal development standards 4.4 Floor space ratio	This Planning Proposal seeks an increase in permissible floor space ratio on the subject sites from FSR 1.76:1, to between 4.6:1 and 7.7:1.

Part 1 – Objectives and Intended Outcomes

Objectives

This section outlines the objectives of the Planning Proposal.

The objectives are:

1. To enable Council's Station Precinct vision for a well-designed mixed use development with: "...*quality residential buildings of varying heights and a market-town style of village centre based on intimate laneways flanked by retail uses, great landscaped public spaces, attractive entrances to buildings, public art, and seamless public domain connecting with Rhodes Railway Station.*"
2. To enable highest and best use of the last significant land parcel to be developed on the Rhodes West Peninsula, by permitting uplift in developable floor space (site density) in the existing B4 Mixed Use zoning, located immediately adjoining an important public transport node - Rhodes Railway Station.
3. To allow an increase in building height, subject to urban design considerations, to suitably complete the Rhodes West skyline and urban form.
4. To utilise the value of the uplift in floor space, negotiated through Voluntary Planning Agreement, for public benefit, to fund a Leisure Centre, Child Care Centre and underground car park for 200 vehicles to service the two Centres and to fund public domain improvements: the Market Town Laneways (that involve the provision and embellishment of the laneways in the southern half of the precinct) and the bus-rail interchange and upgrade of Walker Street.

Intended Outcomes

This section outlines the intended outcomes of the Planning Proposal.

The intended outcomes are to deliver:

1. An additional 84,700m² of residential floor space (GFA). This represents an addition of approximately 995 apartments to the Station Precinct.
2. An additional of a hotel of 9,800m² floor space (GFA) and of approximately 125 rooms to the Station Precinct.
3. An additional 11,600m² of retail and commercial floor space within the precinct, representing a potential increase in working population (employment) of 385 jobs within Rhodes West.
4. A Leisure Centre, Child Care Centre and underground car park for 200 vehicles.
5. Additional and upgraded public domain in the form of a network of new mid-block pedestrian links, embodied in the proposed Market Town Laneways concept, upgrade of the Bus Interchange and of Walker Street.

Part 2 – Explanation of Provisions

Proposed amendments to Canada Bay Local Environmental Plan 2013

This section outlines the proposed amendments to CBLEP 2013.

Canada Bay Local Environmental Plan 2013	Amendments
Part 4 Principal development standards 4.3 Height of buildings (2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. The current Height of Building Map is illustrated in Figure 3.	It is proposed that the Height of Buildings Map is modified for the subject sites as follows: 6-16 Walker Street - An increase in maximum building height from the current 23m (west portion) and 29m (majority east portion) to 101m for the site. Equivalent to a 29 storey residential building, including a 14m high, three storey podium, and allocating up to 4m for rooftop lift over-run/plant room. 34 Walker Street - An increase in maximum building height from the current 23m (west portion) and 29m (east portion) to 104m for the whole site. Equivalent to a 30 storey residential building, including a 14m high, three storey podium, and allocating up to 4m for rooftop lift over-run/plant room. 11-21 Marquet Street - An increase in maximum building height from the current 23m to 69m for the site. Equivalent to a 19 storey residential/hotel building, including a 14m high, three storey podium, and allocating up to 4m for rooftop lift over-run/plant room. 23 Marquet Street - An increase in maximum building height from the current 23m to 40m for the site. Equivalent to a 10 storey residential building, including a 14m high, three storey podium, and allocating up to 4m for rooftop lift over-run/plant room. The proposed Height of Building Map is illustrated in Figure 4.
Part 4 Principal development standards 4.4 Floor space ratio (2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map. The current Floor Space Ratio Map is illustrated in Figure 5. (Note: The Floor Space Ratios have been increased by 18% to account for the difference between the SREP29 definition of floor space and the new Standard Template definition of floor space.)	It is proposed that the Height of Buildings Map is modified for the subject sites as follows: 6-16 Walker Street - An increase in floor space ratio from the current FSR 1.76:1, to FSR 6.2:1 for the site. 34 Walker Street - An increase in floor space ratio from the current FSR 1.76:1, to FSR 7.7:1 for the site. 11-21 Marquet Street - An increase in floor space ratio from the current FSR 1.76:1 to FSR 6.0:1 for the site. 23 Marquet Street - An increase in floor space ratio from the current FSR 1.76:1 to FSR 4.6:1 for the site. The proposed Floor Space Ratio Map is illustrated in Figure 6.

Canada Bay Local Environmental Plan 2013

Current Height of Buildings Map

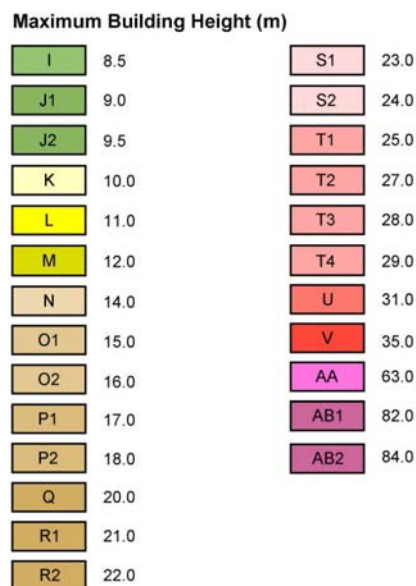


Figure 3: Canada Bay LEP 2013 Current Height of Buildings Map

Canada Bay Local Environmental Plan 2013

Proposed Height of Buildings Map

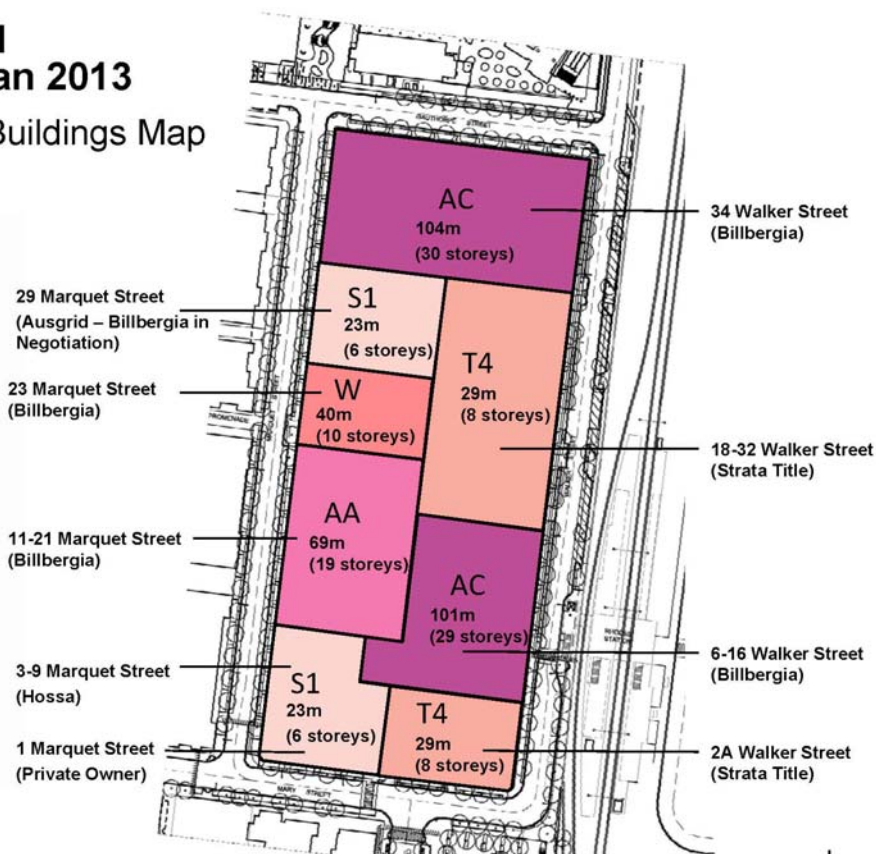
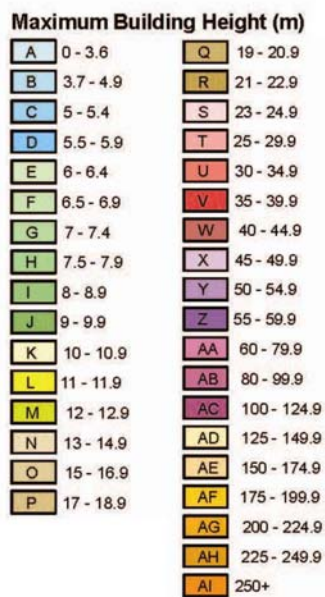


Figure 4: Canada Bay LEP 2013 Proposed Height of Buildings Map

Canada Bay Local Environmental Plan 2013

Current Floor Space Ratio Map

Maximum Floor Space Ratio (n:1)

D	0.50	T1	2.00
F	0.6	T2	2.10
H	0.70	T3	2.26
I	0.75	T4	2.30
L	0.90	U1	2.50
N	1.00	U2	2.80
O	1.10	U3	2.90
Q1	1.30	V	3.30
Q2	1.35	Y	4.50
R	1.40		
S1	1.50		
S2	1.60		
S3	1.76		
S4	1.80		
S5	1.83		
S6	1.90		

 Refer to Clauses 4.4 (2A) - (2D)

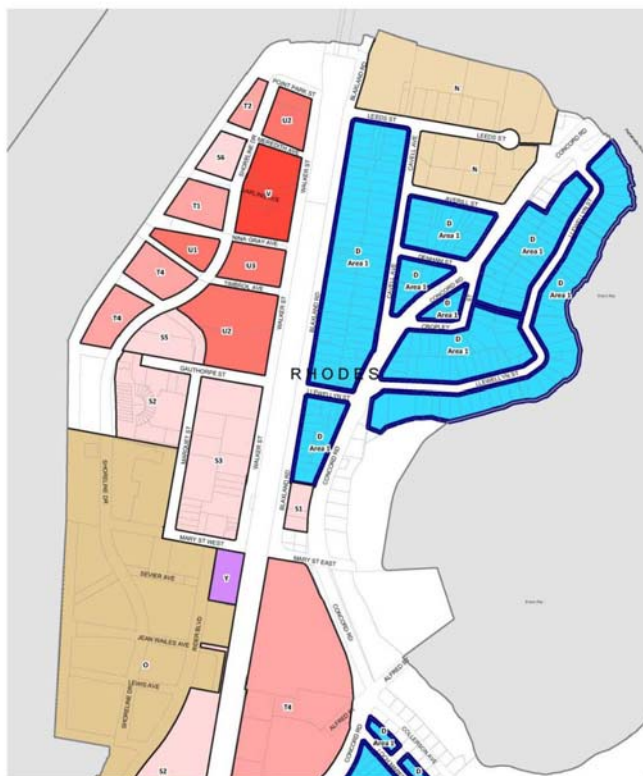


Figure 5: Canada Bay LEP 2013 Current Floor Space Ratio Map

Canada Bay Local Environmental Plan 2013

Proposed Floor Space Ratio Map

Maximum Floor Space Ratio (n:1)

A	0 - 0.39	Q	1.3 - 1.39
B	0.4 - 0.44	R	1.4 - 1.49
C	0.45 - 0.49	S	1.5 - 1.99
D	0.5 - 0.54	T	2 - 2.49
E	0.55 - 0.59	U	2.5 - 2.99
F	0.6 - 0.64	V	3 - 3.49
G	0.65 - 0.69	W	3.5 - 3.99
H	0.7 - 0.74	X	4 - 4.49
I	0.75 - 0.79	Y	4.5 - 4.99
J	0.8 - 0.84	Z	5 - 5.99
K	0.85 - 0.89	AA	6 - 6.99
L	0.9 - 0.94	AB	7 - 7.99
M	0.95 - 0.99	AC	8 - 8.99
N	1 - 1.09	AD	9 - 9.99
O	1.1 - 1.19	AE	10 - 10.99
P	1.2 - 1.29	AF	11 - 11.99
		AG	12 - 12.99
		AH	13 - 13.99
		AI	14+

29 Marquet Street
(Ausgrid – Billbergia in
Negotiation)

23 Marquet Street
(Billbergia)

11-21 Marquet Street
(Billbergia)

3-9 Marquet Street
(Hossa)

1 Marquet Street
(Private Owner)

34 Walker Street
(Billbergia)

18-32 Walker Street
(Strata Title)

6-16 Walker Street
(Billbergia)

2A Walker Street
(Strata Title)

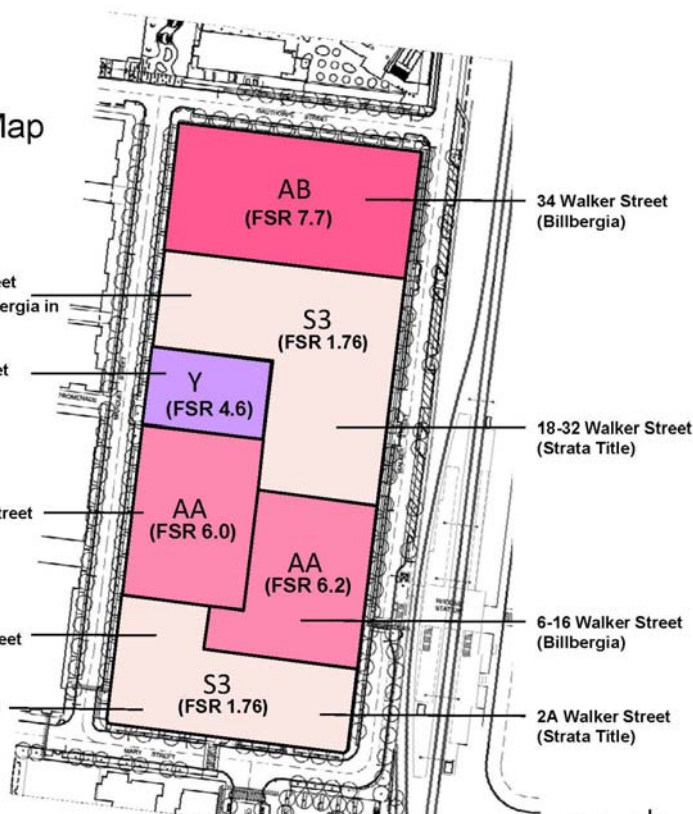


Figure 6: Canada Bay LEP 2013 Proposed Floor Space Ratio Map

Development Control Plan Provisions

More detailed planning matters will be guided by the preparation of Site Specific development controls for the Station Precinct. Conybeare Morrison is commissioned to prepare this update that will be integrated within the Rhodes West Development Control Plan 2010 (RWDCP 2010). The proposed amendment to the RWDCP will go on exhibition with the Planning Proposal.

Part 3 – Justification

Section A - Need for a planning proposal

Is the planning proposal a result of any strategic study or report?

Masterplanning of the Station Precinct (Precinct D) commenced in 2010 some months after City of Canada Bay Council's approval of the Rhodes West Stage One Master Plan in December 2009. Associated with this was Council's consideration of submissions from various stakeholders and landowners including those with an interest in the redevelopment of the Station Precinct and requesting that they be included in planning of the whole Precinct in which a higher density could be considered, given its ideal location next to the Rhodes train station. Council then proceeded to set up a Consortium of landowners and interested developers. This Consortium met throughout the years 2010 to 2013.

With the assistance and guidance of Urban Design Consultant Professor John Toon, a Concept Plan was developed involving changes in urban form and potentially higher densities, as well as a proposal for a market town-style village centre involving an interconnected series of laneways and public spaces in the southern half of the Precinct, flanked by retail and commercial uses, on land opposite the railway station.

The Concept Plan was placed on preliminary public exhibition in April/May 2012, and generally received public support. The community was keen to know what public benefits could be provided through the proposed development uplift.

With the Stage One Rhodes West Master Plan substantially under construction, and higher tower forms being built (ie Meriton and Mirvac towers), there seems to be a growing acceptance within the community that the tower forms are acceptable because they are being delivered in tandem with adjacent public space being upgraded ie Shoreline Park North, area under John Whitton/Meadowbank Bridge, Town Square and sections of the new Central Park.

The approval of the Homebush Bay Bridge in 2012 and State Government approvals for increased densities at Wentworth Point, resulting in a future population of 25,000 on the western side of the Bay, has also meant that planning for Rhodes needs to take into account higher numbers of commuters and shoppers patronising the Rhodes station and retail and other facilities in Rhodes. Planning for a bus-rail interchange and a higher quality of public domain is an important priority.

In December 2012, Council considered the results of the April/May 2012 community consultation and endorsed the preparation of a Planning Proposal based generally on the Concept Plan.

Much of 2013 was allocated to working out the details of the leisure and child care centre, commissioning preliminary designs for the public domain, and working through various developer proposals associated with the Precinct. A number of properties have changed hands and Billbergia now controls the majority of landholdings in the Precinct.

In view of this situation, Council, in August 2012, resolved to fund the cost of the Station Precinct Master Plan, to ensure full ownership and control of the document, and to seek maximum delivery of public benefits relating to the development of the Precinct.

The figures below illustrate the main components of the Conybeare Morrison Master Plan work and form the main basis of the Planning Proposal documentation. This includes a ground level laneway design, building footprints, estimated tower heights (subject to compliance with a solar plane), and 3D perspectives from various viewpoints.



Figure 7: Ground Level Precinct Layout Plan (including laneway locations, building footprints and proposed building heights).



Figure 8: Perspective Based on 3D Modelling (showing built form, including laneways, podium shapes, tower locations and heights).

Tower Height Strategy

Solar Height Plane Diagrams

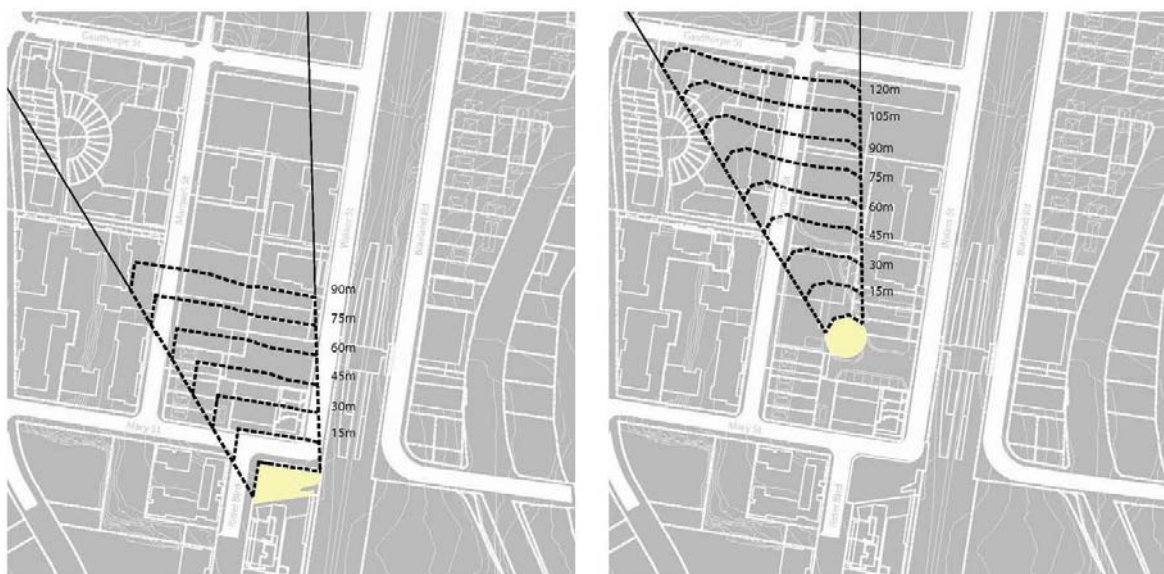


Figure 9: Solar Access Planes (defining potential heights of buildings in relation to areas where solar access must be either fully protected, i.e. town square, or maximised i.e. child care centre, laneway access).

Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

It is considered that the Planning Proposal is the best means of achieving the objectives for the precinct. The current CBLEP 2013 limits opportunity for development of appropriate density and scale that would contribute to local and state strategic planning objectives and provide public benefits to the local community. This Precinct is the last area of land to be developed in the Rhodes area, west of the railway line, and is a key site in promoting the area as Transit Oriented Development.

Section B - Relationship to strategic planning framework

Is the planning proposal consistent with the objectives and actions of the applicable regional or sub regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The Planning Proposal is consistent with the aims, objectives and provision of the Metropolitan Strategy (as supported by the Inner West Subregional Strategy).

Is the planning proposal consistent with Council's local strategy or other local strategic plan?

FuturesPlan20

FuturesPlan20 (FP20) outlines the City's vision for the next 20 years. The City of Canada Bay has set targets, objectives and actions to achieve the themes outlined in FP20. This Planning Proposal supports FuturesPlan20 outcomes, as it satisfies Theme 2 – Sustainable Spaces and Places, by meeting the goal of our City having attractive streets, village centres and public spaces, and Theme 4 – Thriving and Connected, in meeting the goal of providing a range of housing options.

Canada Bay Local Planning Strategy

The City of Canada Bay prepared a Local Planning Strategy in 2009. The purpose of the Local Planning Strategy (LPS) was to provide a framework for future land use planning of the City of Canada Bay to guide the preparation of the new Local Environmental Plan (LEP) and Development Control Plan (DCP).

In relation to Rhodes Peninsula, the LPS identified that future development will focus on providing a lively mixed-use retail, residential and commercial district, playing a complementary role to Sydney Olympic Park and the creation of a well serviced community that supports the Metropolitan Planning objectives of the Department of Planning.

Council's LPS identified a need to build on the planning framework devised and implemented by the Department of Planning via SREP 29, but also a need to address a number of shortcomings which have emerged in the development of the area, via a review of the existing planning controls, and taking into account current market trends and housing scenarios. Some of the recommended changes were implemented through the Stage 1 Rhodes West Masterplan, and the Planning Proposal for the Station Precinct, is the further and final stage of implementing the changes which fund new public spaces and community infrastructure in return for additional density and changes to built form.

Is the planning proposal consistent with applicable State Environmental Planning Policies?

Table 4 below summarises the Planning Proposal's consistency with State Environmental Planning Policies (SEPPs) plus relevant deemed SEPPs.

No.	SEPP Title	Consistency of Planning Proposal
1	Development Standards	Consistent The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
4	Development Without Consent and Miscellaneous Exempt and Complying Development	Not applicable.
6	Number of Storeys in a Building	Consistent The Planning Proposal does not propose controls for numbers of storeys.
14	Coastal Wetlands	Not applicable.
15	Rural Landsharing Communities	Not applicable.
19	Bushland in Urban Areas	Not applicable.
21	Caravan Parks	Not applicable.
22	Shops and Commercial Premises	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
26	Littoral Rainforests	Not applicable.
29	Western Sydney Recreational Area	Not applicable.
30	Intensive Agriculture	Not applicable.
32	Urban Consolidation (Redevelopment of Urban Land)	Consistent.

No.	SEPP Title	Consistency of Planning Proposal
		The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
33	Hazardous and Offensive Development	Not applicable.
36	Manufactured Home Estates	Not applicable.
39	Spit Island Bird Habitat	Not applicable.
44	Koala Habitat Protection	Not applicable.
47	Moore Park Showground	Not applicable.
50	Canal Estate Development	Not applicable.
52	Farm Dams and other works in Land and Water Management Plan Areas	Not applicable.
55	Remediation of Land	Not applicable.
59	Central Western Sydney Economic and Employment Area	Not applicable.
60	Exempt and Complying Development	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
62	Sustainable Aquaculture	Not applicable.
64	Advertising and Signage	Not applicable.
65	Design Quality of Residential Flat Development	Consistent. The Planning Proposal does not contain provisions that contradict or would hinder application of this SEPP.
70	Affordable Housing (revised Schemes)	Not applicable.
71	Coastal Protection	Not applicable.
	SEPP (Building Sustainability index: BASIX) 2004	Not applicable.
	SEPP (Housing for Seniors or People with a Disability) 2004	Not applicable.
	SEPP (Major Development) 2005	Consistent. The draft LEP does not contain provisions that contradict or would hinder application of this SEPP.
	SEPP (Sydney Region Growth Centres) 2006	Consistent. The draft LEP does not contain provisions that contradict or would hinder application of this SEPP.
	SEPP (Infrastructure) 2007	Not applicable.
	SEPP (Kosciuszko National Park-Alpine Resorts) 2007	Not applicable.

No.	SEPP Title	Consistency of Planning Proposal
	SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Consistent. The draft LEP does not contain provisions that contradict or would hinder application of this SEPP.
	SEPP (Temporary Structures) 2007	Not applicable.
	SEPP (Exempt and Complying Development Codes) 2008	Not applicable.
	SEPP (Rural Lands) 2008	Not applicable.
	SEPP (Western Sydney Parklands) 2009	Not applicable.
	SEPP (Affordable Rental Housing) 2009	Not applicable.
	SEPP (Western Sydney Employment Area) 2009	Not applicable.
	SEPP (Kurnell Peninsula) 1989	Not applicable.
	SEPP (Penrith Lakes Scheme) 1989	Not applicable.
	SEPP (Urban Renewal) 2010	Consistent.
	SEPP 53 (Transitional Provisions) 2011	Not applicable.
	SEPP (State and Regional Development) 2011	Consistent.
	SEPP (Sydney Drinking Water Catchment) 2011	Not applicable.

Table 5 - Regional Environmental Plans (REPs) - Deemed SEPPs:

No.	REP Title	Consistency of LEP
	Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	Consistent

Detailed discussion of key applicable SEPPs

State Environmental Planning Policy 65 – Design Quality of Residential Flat Development

The proposed urban development envelopes are consistent with the design quality objectives of SEPP 65, maximising access to natural light and ventilation, protecting resident amenity through providing adequate floor to floor height and provision for outdoor balcony space.

Sydney Regional Environmental Plan – Sydney Harbour Catchment

The Planning Proposal is consistent with the urban planning and environmental objectives of this SEPP.

Is the planning proposal consistent with applicable Ministerial Directions (s 117 directions)?

An assessment of the Planning Proposal has been undertaken in respect to the relevant s117 directions as follows:

Table 6 – Summary of relevant section 117 Directions:

Direction		Comments	Consistency
1. Employment & Resources	1.1 Business & Industrial Zones	Additional employment will be generated through the provision of additional retail and commercial	Y

		floor space.	
2. Environment & Heritage	2.3 Heritage Conservation	No listed heritage items are impacted by this proposal.	Y
3. Housing, Infrastructure & Urban Development	3.1 Residential Zones	The proposed increased density of the precinct will maximise the efficient use of existing public transport and services infrastructure, realising a more sustainable outcome.	Y
	3.3 Home Occupations	The proposed mix of resident and employment (retail, commercial and community) land uses will support work at home employment opportunities.	Y
	3.4 Integrating Land Use & Transport	The Station Precinct is optimally located in terms of access to existing public transport, with major rail and bus services within close walking distance.	Y
4. Hazard and Risk	4.1 Acid Sulfate Soils	Consistent.	Y
5. Regional Planning	5.1 Implementation of Regional Strategies	The proposed increase in density for the Station Precinct within walking distance of an important transport node supports regional policies in this regard.	Y
6. Local Plan Making	6.1 Approval and Referral Requirements	Consistent.	Y
	6.2 Reserving Land for Public Purposes	The proposal increases the available public land within Rhodes West, in the form of quality additions to the existing public domain network. The proposed Leisure Centre and Child Care Centre will be public facilities contributing to the community infrastructure of Rhodes.	Y
	6.3 Site Specific Provisions	Consistent.	Y
7. Metropolitan Planning	7.1 Implementation of Metropolitan Strategy	The proposed increase in density for the Station Precinct within walking distance of an important transport node supports regional policies in this regard.	Y

Section C: Environmental, social and economic impact.

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The proposal does not apply to land that has been identified as containing critical habitat or threatened species, populations or ecological communities, or their habitats.

Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The urban design review process has considered, and will continue to assess, the following potential impacts during the preparation of development controls for the precinct;

- Solar access and overshadowing impacts;

- Wind impacts;
- Views and view corridors; and
- Integration of ESD/WSUD initiatives.

Extensive shadow diagram studies have been prepared that have informed the built form massing studies, including building tower footprint and height.

Preliminary Traffic Report

GTA Consultants were engaged by the main developer to prepare a report assessing the impacts of the developer proposals for the precinct. Preliminary results indicate the following:

Traffic modelling results indicate the assessed intersections in Scenario 1 are currently operating satisfactorily during both peak periods with the exception of the Homebush Bay Drive intersection with Concord Road. These intersections currently operate with good level of service at Level of Service B or better with minimal delays, while the Homebush Bay Drive and Concord Road intersection currently operates with Level of Service F with extensive northbound queues on Concord Road (south of Homebush Bay Drive). The extensive queues on Concord Road are a result of downstream congestion located outside of the study area on Church Street near Top Ryde. It is further noted that the intersection analysis results for the intersections along Homebush Bay Drive/Concord Road are generally consistent with the results from the 2008/2009 traffic study.

Traffic operating conditions in Scenario 2 are similar to that found in Scenario 1. That is, all assessed intersections continue to operate satisfactorily with the exception of the Homebush Bay Drive intersection with Concord Road. Similarly, traffic conditions in Scenario 3 (i.e. with the traffic arising from the proposed uplift added) would continue to be satisfactory (with the exception of Homebush Bay Drive intersection with Concord Road). The Shoreline Drive-Rider Boulevard would experience a slight increase in delay, but would continue to operate with acceptable level of service (i.e. Level of Service C) in both peak periods.

From the above, analysis indicates that the traffic arising from the proposed uplift would not result in any noticeable adverse traffic impacts when compared with traffic conditions under the approved development.

Notes:

Scenario 1 – existing bases case conditions (using 2013 traffic surveys)

Scenario 2 – S1 above plus current approved development (including all developments built, but not yet occupied), and

Scenario 3 – S2 above plus proposed uplift development at Precinct D including the extra developments from the Toon Concept Plan.

* RMS uses level of service to determine how well an intersection is performing. It ranges from Level of Service (LoS) A to LoS F, and is based on intersection delays. LoS A indicates an intersection is operating efficiently, while LoS F indicates the intersection is experiencing congestion. LoS D is the long term desirable intersection performance. It is noted that some major intersections around Sydney in particular those closer to Sydney CBD are operating with LoS F.

The full report of the Consultants will go on public exhibition with the Planning Proposal.

ESD, WSUD and Sustainability

The WSP Engineering and Sustainability Group are commissioned as part of the Conybeare Morrison Consultant Team to prepare an assessment of services infrastructure and sustainability/ESD opportunities and legislative standards to be met by potential developers of the Precinct sites.

Has the planning proposal adequately addressed any social and economic effects?

Social Effects

The planning proposal will deliver housing close to public transport and amenities, and improved public domain at the bus-rail interchange. It will also deliver increased active public domain space, a new community leisure facility, sustainable well designed buildings and well-connected active local laneways.

Economic Effects

Rhodes has been identified as a Specialist Centre along with Sydney Olympic Park under the NSW Inner West Subregional Strategy. The latter identifies that Rhodes will make a significant contribution to economic growth in Sydney to 2031. The planning proposal will contribute to the economic growth of Rhodes through the increase in jobs and housing.

Retail and Commercial Viability Report

Hill PDA was commissioned by Billbergia to undertake a supplementary Retail and Commercial Viability Study. Hill PDA undertook an initial study in early 2012, but because of Billbergia's proposal to double the amount of retail and commercial space, including the provision of a hotel and conference centre facility, additional work was required. The recent Study found the following:

- Demand for the proposed level of retail floor space in Precinct D is fully justified;
- There will be no unacceptable level of trading impact on other centres in trade area;
- Retail floor space provided in the centre should respond to the demographics of the residential and worker catchment which it would serve. This includes a high component of young, well educational, affluent residents of Asian ethnicity and in the future shift towards families with young children. This will equate to demand for a high quality retail offer focused on convenience and eating out. Workers in the area will also desire comparable retail provision and the advantage of this is that the successful retail pitch of Precinct D will ensure activation during the day (serving workers and non-working local residents) and in evenings/ weekends (local residents);
- A relatively sizeable quantum of commercial office floor space is proposed as part of the development. Given the size of the residential catchment which the centre will serve there will be demand for shopfront commercial uses which are expected to occupy some of this floor space. However the majority of commercial office floor space would require non-shopfront commercial tenants the demand for which is unclear, particularly in the context of the split level nature of the proposal. In this context it may be a better outcome for the centre if much of this floor space were planned to incorporate community uses which could provide further anchors for the precinct and more closely align the mix with the other successful retail centres examined. Our preference in this regard is for a primary care focused medical centre, a private gym or health and fitness tenant or an educational node alluding to the high educational level of local residents;
- The provision of a hotel in this location would be a strong asset to Precinct D. Amongst the benefits it would provide are included:
 - o Diversifying the trade area for local businesses;
 - o Activating upper levels of the centre;
 - o Encouraging more pedestrian movement through the precinct;
 - o Supporting employment uses in the locality and providing a further support service for local residents who may have a disproportionately greater need for temporary accommodation due to a high proportion of overseas born residents;
 - o Broadening the potential employment offer in this location;
 - o Further differentiating the role and function of the Precinct from existing and planned centres in the surrounding area;
 - o Capitalising on the rail transport node adjacent to Precinct D.
- The centre should include a number of anchors. This will include a supermarket, a strong dining out offer, a hotel and a leisure centre and could also include a community use such as a medical centre, educational node

or private gym. An Asian-themed precinct in itself could become an anchor for the centre. The provision of a range of anchors broadens the appeal of the centre, supports vitality and urban activation throughout the day and evening and ensures that it can better serve the needs of local residents.

A full and final copy of the Retail and Commercial Viability Report by Hill PDA will be made available during the public exhibition of the Planning Proposal.

Section D: State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

This Planning Proposal involves uplift in precinct density, making the assessment of public infrastructure a relevant matter. At this stage the following infrastructure will require consideration:

Infrastructure	Availability	Comment
Public Transport	Available	Rail - The Station Precinct is in close walking distance to Rhodes Railway Station. Buses - Sydney Buses currently operates services along Homebush Bay Drive adjacent to Rhodes Peninsula. The approval of the Homebush Bay Bridge in 2012 and State Government approvals for increased densities at Wentworth Point, resulting in a future population of 25,000 on the opposite side of the Bay, has also meant that planning for Rhodes needs to take into account higher numbers of commuters and shoppers patronising the Rhodes station and retail and other facilities in Rhodes. Planning for a bus-rail interchange and a higher quality of public domain is an important priority. The proposed Homebush Bay Bridge will enable new bus service routes from/to Wentworth Point an additional population catchment for Rhodes Station of 25,000 people, providing additional demand for bus travel within the western and inner western sub-regions. The need for new services will be investigated as demand arises, which is normal practice for route planning and network expansion in Sydney. Ferry - A ferry wharf is located at Meadowbank, approximately 1km from Rhodes Railway Station.
Utilities	Available.	All utility providers will be notified of the proposed Station Precinct Master Plan and be advised of the additional population to be catered for in terms of services i.e. Water, Sewer, Electricity. WSP Group has undertaken an initial Services Infrastructure Assessment and their report will be available at exhibition.
Roads	Available.	A preliminary Traffic Report by GTA Consultants indicates that the current road system is adequate to cater for the proposed increase in Precinct density.
Waste Management and Recycling services	Available.	Waste management and recycling will be available through the City of Canada Bay Council.
Essential Services	Available.	The precinct is approximately 1km from Concord Hospital. The area is generally well served by Police, Ambulance, Fire and other emergency services.
Schools		The Department of Education and Training advised that there is a problem with the capacity of Concord West Public School and other schools in the area. However, current capacity planning was undertaken by the Department in 2004, prior to Metro Plan. The Department needs to update its capacity planning to accommodate the additional children who will need places as part of CCBC's current housing growth scenario (10,000 new dwellings by 2030). The Rhodes West Master Plan

		provides an opportunity for the Department to consider a new site in Rhodes East to potentially resolve the capacity problem for all children in the catchment, both under Metro Plan and the Master Plan. Ideally, a school could be located within walking distance of the Rhodes area without the need for the children to cross busy Concord Road.
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What are the views of State and Commonwealth public authorities consulted in the gateway determination?

Consultation with the following State public authorities has already occurred.

- a. NSW Department of Planning & Infrastructure – Pre-gateway consultation was held with the Department of Planning and Infrastructure on Monday 9 December, to confirm essential submission requirements and to brief the Department on the nature of the Proposal.

Part 4 – Mapping

The following LEP Maps have been prepared and are included in previous sections of this report:

- Canada Bay LEP 2013 - Current Height of Buildings Map (Figure 3)
- Canada Bay LEP 2013 - Proposed Height of Buildings Map (Figure 4)
- Canada Bay LEP 2013 - Current Floor Space Ratio Map (Figure 5)
- Canada Bay LEP 2013 - Proposed Floor Space Ratio Map (Figure 6)

Part 5 – Community Consultation

Public consultation will take place in accordance with the Gateway Determination made by the Minister for planning in accordance with Section 56 & 57 of the Environmental Planning and Assessment Act 1979. This will involve notification of the public exhibition of the Planning Proposal for a period of 28 days:

- a. on the City of Canada Bay website;
- b. in newspapers that circulate widely in the City of Canada Bay local government area;
- c. in writing to the owners; the adjoining landowners; relevant community groups; and the surrounding community in the immediate vicinity of the Rhodes Peninsula.

Stakeholder Consultation

Between 2010 and 2013 Council established a Consortium of landowners and interested developers and extensive stakeholder consultation has taken place over this period. Conybeare Morrison were commissioned in October to prepare the Station Precinct Master Plan, and over the last two months there has been extensive consultation with the two developers (Billbergia and Hossa) that have interests within the Station Precinct.

Part 6 – Property Excluded from the Planning Proposal

Whilst the Hossa site (3-9 Marquet Street and 1 Mary Street) has been excluded from the Planning Proposal due to the failure of the developer to submit an acceptable built form, meeting Council's solar access plane, which protects the new Town Square from additional overshadowing, Council has advised that it will consider, at a maximum FSR of 5.5:1, a future proposal for the undeveloped properties in the southwest corner of the Precinct, providing it is lodged by 17 January 2014. An acceptable offer of monetary contributions via a Voluntary Planning Agreement would also be necessary. In this regard, Council may seek to either amend the Planning Proposal, or prepare a further Planning Proposal for the properties involved.

The Ausgrid site (29 Marquet Street) is also excluded, as this is the proposed site of an electricity substation. Billbergia is currently negotiating with Ausgrid to relocate this infrastructure to a more appropriate location, and if successful, 29 Marquet Street will be combined with the 23 Marquet Street site and also form a further Planning Proposal.

Part 7 – Project Timeline

Milestone	Timeframe and/or date
Anticipated Commencement Date	17 February 2014
Anticipated timeframe for the completion of required technical information	10 February 2014
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	Pre-exhibition - 20 January to 10 February 2014 2 weeks after exhibition
Commencement and completion dates for public exhibition period	17 February 2014 to 16 March 2014
Dates for public hearing (if required)	N/A
Timeframe for consideration of submissions	6 weeks following completion of public exhibition including 2-3 weeks to further consult with Government and Servicing Authorities
Timeframe for consideration of a proposal post exhibition	Council meeting of 6 May 2014
Date of submission to the Department to finalise the LEP	Mid May 2014
Anticipated date the Council make the plan if delegated	End of May 2014
Anticipated date Council will forward to the department for notification	Early June 2014