

ATTACHMENT C

Site and surrounds analysis,
background and planning
principles



Planning Proposal For Glebe Affordable Housing Project

Bay, Wentworth and Cowper Streets,
Glebe

Prepared for:
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1.0 INTRODUCTION

This Planning Proposal has been prepared for Housing NSW by Gary Shiels & Associates Pty Ltd – (hereafter referred to as GSA Planning). GSA Planning has expertise in Urban Design, Environmental & Traffic Planning.

The Planning Proposal explains the intended effect of the Sydney Local Environmental Plan (LEP) 2010 – Glebe Affordable Housing Project and sets out the justification for making this plan. The Sydney Local Environmental Plan (LEP) 2010 – Glebe Affordable Housing Project is site specific 'principle' LEP for land incorporating the existing Housing NSW site bounded by Bay, Wentworth and Cowper Streets in Glebe.

The Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act* (EP&A Act) 1979 and relevant Department of Planning Guidelines including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*.

The site to which the planning proposal applies is currently occupied by fifteen (15) two to four storey residential flat buildings and contains 134 social housing dwellings. These buildings were constructed in the 1950's and 1960's to provide social housing within the area.

The site forms part of the Glebe Affordable Housing Project, an initiative of City of Sydney Sustainable Sydney 2030. The project is supported by a Memorandum of Understanding (MOU), signed by Housing NSW and the City of Sydney, in April of 2008 to conduct a feasibility analysis. The resulting Feasibility and Design Report was completed by Hill Thalys Architecture and Urban Projects Pty Ltd. This report forms the basis for the current planning proposal.

It is currently proposed to demolish the existing dwellings and construct a maximum of 495 dwellings. These dwellings will include approximately 162 social dwellings, approximately 83 affordable rental housing dwellings and approximately 250 market dwellings.

The social housing dwellings will be provided for seniors and disabled persons. The proposed affordable rental housing dwellings will be managed by a housing provider.

The site is located within the City of Sydney Local Government Area (LGA), however, it is currently zoned 'Residential' under the Leichhardt LEP 2000. The City of Sydney Council is currently consolidating their various planning instruments into a single 'City Plan'. As a consolidated LEP has not been submitted to the Department of Planning for exhibition, it is proposed to remove the site from the Leichhardt LEP and introduce a new LEP for the site.

Submitted with the Planning Proposal is the Draft Standard Instrument LEP. This LEP has been designed so that it can be integrated into the future City of Sydney 'City Plan'. Under the LEP the site is broken into four (4) development Blocks (A, B, C and D). Each block will have a maximum height of between 24 metres and 34 metres and a maximum Floor Space Ratio (FSR) of between 2.95:1 and 3.85:1. The LEP will also rezone the entire site to R1 General Residential.

A Development Application will be submitted separately for subdivision of the site into the four (4) blocks. The subdivision will also create the required new streets within the site.

The planning proposal is also accompanied by a site specific DCP. The DCP provides

detailed controls for future development within the site including detailed building envelope, development mix, open space, public domain, streetscape and parking controls. As with the proposed LEP, the DCP has been designed so that it can be integrated into the future 'City Plan'.

The proposal will slightly increase the amount of public housing in the locality which will be offset by new affordable housing and market housing to create a mixed tenure community.

The site is of local and regional significance as it is strategically located in close proximity to retail and commercial centres, educational establishments and metropolitan public transport systems.

Accompanying this Planning Proposal are supporting documentation including: a Feasibility and Design Report and Solar Analysis Diagrams both prepared by Hill Thalys Architecture and Urban Projects Pty Ltd; Heritage Assessment prepared by John Oultram Heritage and Design; Public Domain Plan prepared by Jane Irwin Landscape Architect; Traffic and Transport and Parking Study prepared by ARUP; Flood and Stormwater Study prepared by Hughes Trueman Pty Ltd; and Preliminary Geotechnical and Contamination Assessment prepared by Douglas Partners.

This document is divided into nine (9) sections. The first three (3) sections introduce the site and the background to the project. Section 4 contains the planning principles for the proposal. Sections 5 through to Section 8 contain a justification for the planning proposal in accordance with the requirements of the Department of Planning's *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. The final section, 9, is the conclusion.

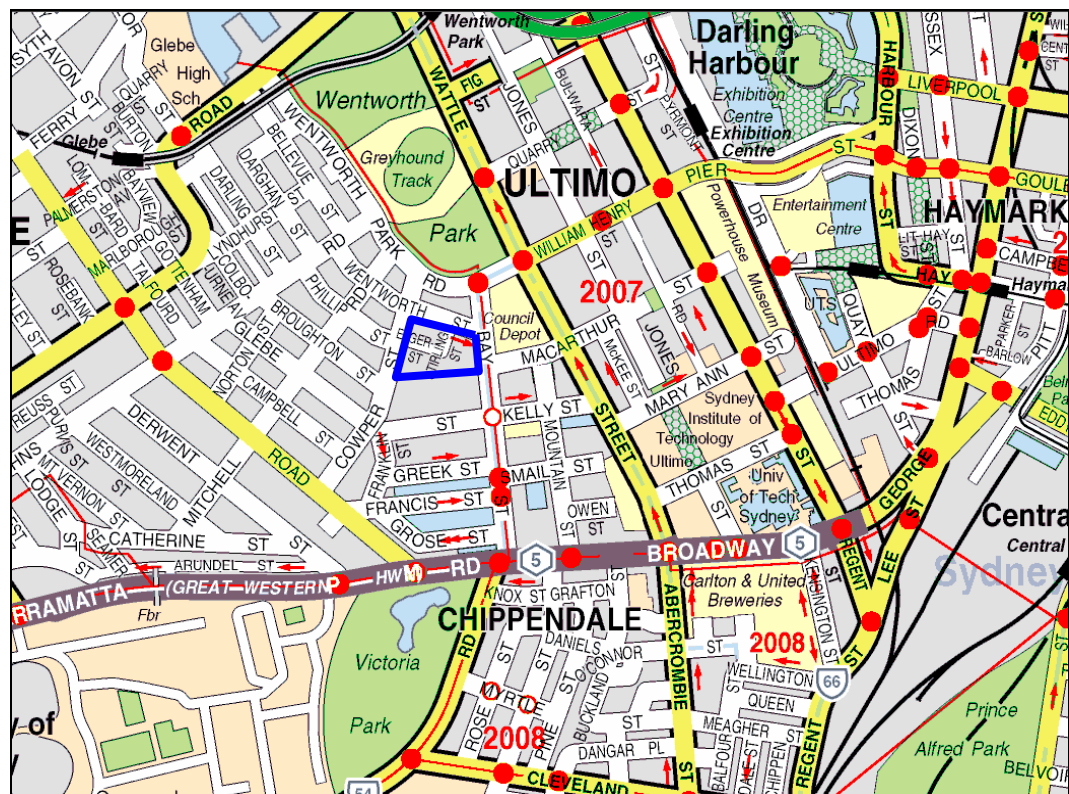
2.0 ANALYSIS OF SITE AND SURROUNDS

2.1 General

This section provides an analysis of the subject site and the surrounding area. It will detail the site location, legal description, topography, existing built-form, infrastructure, and other relevant environmental attributes. This section will also discuss the surrounding character and context.

2.2 Site Location

The subject site is located approximately 2.5 km south west of the Sydney GPO, 400m from the Broadway Shopping Centre, 600m from the University of Technology Sydney, 600m from Sydney University and is located within the City of Sydney LGA (see Figure 1).



(Source: © UBD 2002)

 Subject Site

hill thalis + gsa planning	LOCATION PLAN Date January 2010 Scale – NTS	Figure 1
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2.3 Site Description

The subject site is an irregular parcel of land bordered to the north by Wentworth Street, to the east by Bay Street, to the south by the buildings which have a frontage to Queen Street and to the west by Cowper Street (see Figure 2). The site has a northern boundary of approximately 132.38m, an eastern boundary of 73.52m, a southern boundary of 177.34 and a western boundary of 134.65m, providing a total site area of approximately 1.6ha.

The site comprises three allotments: Lots 1 and Lot 2 in DP 233310 and Lot 2 of DP 89872A (see Figure 2). Elger and Stirling Streets divide the site in to two (2) portions. To the north western portion is Lot 1 in DP 233310 with an approximate area of 4,529m². The 'L' shaped eastern and southern portion of the site contains Lot 2 in DP 233310 and a smaller allotment, Lot 2 in DP 89872A which is owned by Energy Australia. The combined area of these two allotments is approximately 10,950m.



	LAND TO WHICH THIS PLAN APPLIES Date January 2010 Scale – NTS	Figure 2
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2.4 Existing Topography and Landform

The site forms part of a natural amphitheatre that surrounds Wentworth Park and generally slopes from south to the north. The highest portion of the site is near the south western boundary. From that point the landform falls in two directions: to the corner of Bay and Wentworth Street in the east and to the corner of Cowper and Wentworth Street in the west. In both directions this fall is approximately 9m. A spur runs through the centre of the site from the highest point to Wentworth Street approximately halfway between Cowper and Bay Streets.

2.5 Existing Built Form

The site is owned by Housing NSW and is occupied by a public housing development comprising of circa 1950s and 1960s Housing Commission walk-up apartment buildings (see Photographs 1 to 4).

There are 15 separate apartment buildings containing 134 dwellings within the site. Of these, eleven are three (3) storey, two are part 3 and part 4 storey, one is two (2) storey and one is one (1) storey in height (see Table 1 and Figure 3). The site also contains a single storey flat roof substation building to Lot 2 in DP 89872A on Bay Street.

All of the apartment buildings are similar in style, although the layout differs according to the accommodation provided. Entrances to each building front onto the street. One block, 'Mirrabooka', has been fitted with an external lift tower, however the majority of buildings rely on stairs and are in need of refurbishment.



Photograph 1: Indicative three (3) storey building, as viewed from Elger Street.



Photograph 2: Indicative three (3) storey building, as viewed from Cowper Street.



Photograph 3: Single storey building, as viewed from Elger Street.



Photograph 4: Two (2) storey building, as viewed from the corner of Elger and Cowper Streets.

TABLE 1: BUILDING LAYOUT		
Building	Building Address	Layout
B1	24 Cowper Street- <i>Sloss Court</i>	3 storey walk up
B2	19 Wentworth Street	3 storey walk up
B3	1 Stirling Street	3 storey walk up
B4	1 Wentworth Street - <i>Mirrabooka</i>	3/4 storey walk up
B5	26 Cowper Street	3 storey walk up
B6	3 Elger Street	3 storey walk up
B7	1 Elger Street	Single storey flats
B8	3 Stirling Street	3 storey walk up
B9	2 Stirling Street - <i>Mirragang</i>	3 storey walk up
B10	85 Bay Street	3 storey walk up
B11	48 Cowper Street	3 storey walk up
B12	46 Cowper Street - <i>Milperra</i>	2 storey walk up
B13	6 Elger Street	3 storey walk up
B14	4 Elger Street	3 storey walk up
B15	2 Elger Street	3/4 storey walk up



Source: Hill Thalys Architecture and Urban Projects Pty Ltd - Feasibility and Design Report

 Subject Site

	EXISTING BUILDING LAYOUT Date January 2010 Scale – NTS	Figure 3
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2.6 Existing Roads, Access and Car Parking

Vehicular access to the site is through Wentworth Street to the north and Cowper Street to the west to two internal access roads, Elger and Stirling Streets (see Photographs 5 and 6).

Elger and Stirling Street each comprise 13m road reserve carrying two-way traffic. Elger Street comprises two (2) traffic lanes with a kerbside parallel parking lane on the northern side of the street and 90 degree angle parking on the southern side of the street. Stirling Street comprises two (2) traffic lanes with two (2) kerbside parking lanes.

Parking within Elger and Stirling Streets is unmetered with a 2 hour time limit. Some individual apartment buildings also have off street car parking to the side or rear of each building.

Pedestrian access to the site can be gained through Bay Street, Wentworth Street and Cowper Street. The individual buildings are divided by timber and metal fences.



Photograph 5: Streetscape view looking west along Elger Street (within the site).



Photograph 6: Streetscape view looking south along Stirling Street.

2.7 Existing Infrastructure

There are existing gas, electrical, water, sewer and telecommunication services currently available. These services are located within the neighbouring road reserves, including those of Elger and Stirling Streets. A sewer, which services the southernmost buildings, intersects the western portion of the site.

Stormwater is drained from the site via Elger, Stirling and Wentworth Streets into a branch stormwater line within Bay Street. This line runs from the Broadway Shopping Centre along Bay Street and then under the western side of Wentworth Park before draining into Blackwattle Bay.

2.8 Existing Landscaping

The site is landscaped with an unplanned layout of trees and plantings. The ad hoc collection of species throughout the site includes: Eucalyptus; Casuarinas; Cypresses; Plain trees; Palm trees; Paperbarks; Brushbox; and Callistemons. Street trees are also planted along Council's footpaths.

2.9 The Surrounding Character and Context

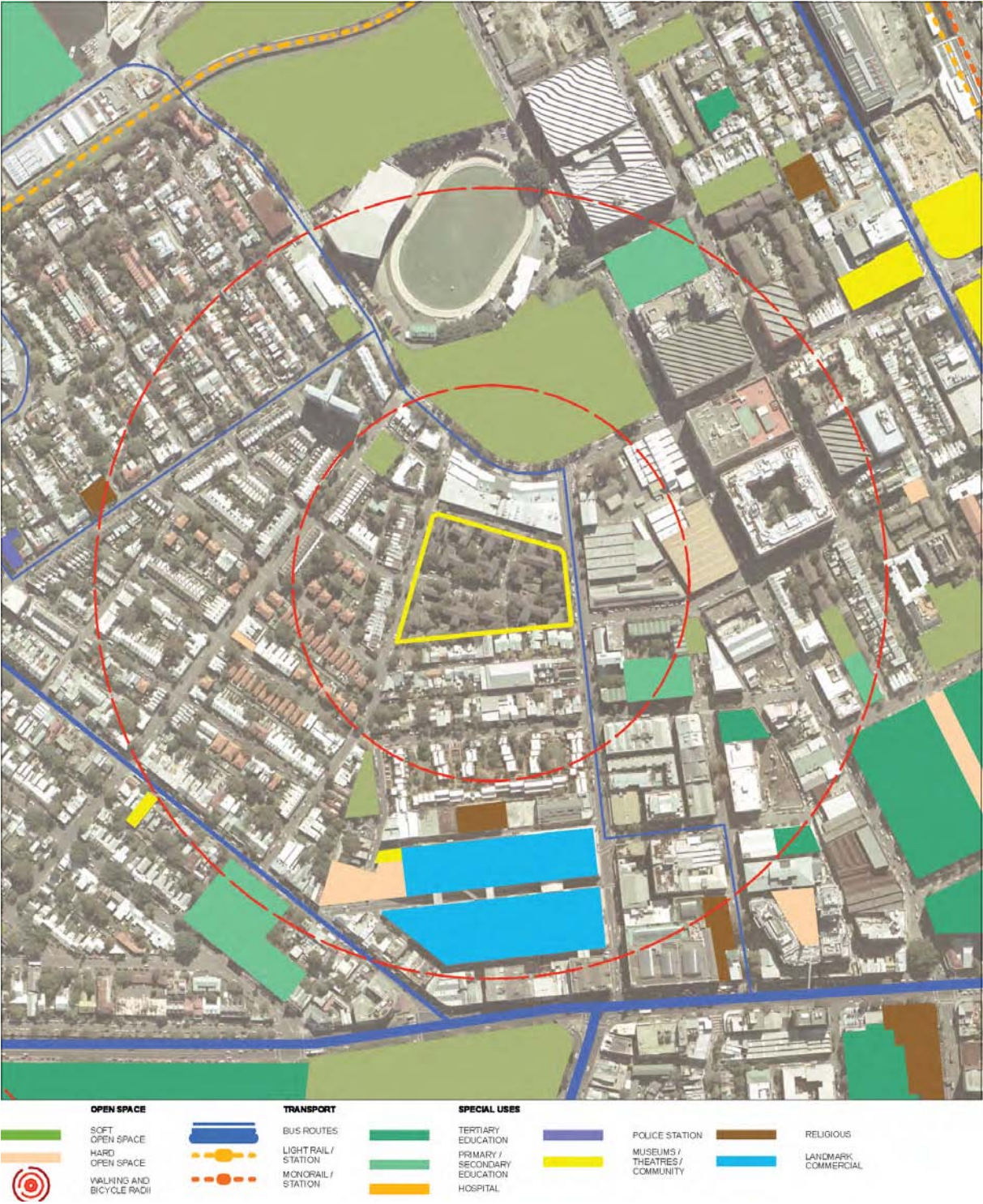
The surrounding locality forms part of a natural amphitheatre that surrounds Wentworth Park. The landform slopes to the park from Harris Street to the east, Broadway to the south and Glebe Point Road to the west.

Development in the surrounding area comprises a mixture of dwelling houses, residential flat buildings, mixed use commercial and residential buildings, commercial, industrial warehousing and retail developments. These buildings vary in scale, height and architectural styles (see Figures 4 and 5 and Photographs on the following pages).

Dwelling houses comprising predominantly one (1) and two (2) storey attached and semi detached cottages and terrace houses. Residential flat buildings include two (2) and three (3) storey walk up flats and townhouse developments with parking to ground or basement levels.

Mixed use commercial and residential buildings are predominantly between four (4) and five (5) storeys with some seven (7) storeys or more. Industrial buildings predominantly comprise of one (1) and two (2) storey warehouse buildings.

To the south, within walking distance, is the Broadway Town Centre, which contains predominantly two (2) and three (3) storey commercial buildings as well as the Broadway Shopping Centre, a multi storey shopping complex.



	URBAN CONTEXT Date January 2010 Scale – NTS	Figure 4
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hill thalis + gsa planning	FINISHES OF SURROUNDING BUILDINGS Date January 2010 Scale – NTS	Figure 5
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Development to the North

To the north is a single block containing a low rise industrial warehouse (see Photographs 7 to 10). Further to the north is Wentworth Park.



Photograph 7: Streetscape view looking east along Wentworth Street from the corner of Cowper Street.



Photograph 8: Streetscape view looking west along Wentworth Street.



Photograph 9: Development to the north as viewed from the corner of Wentworth and Bay Streets.



Photograph 10: Development to the north as viewed from the corner of Wentworth Park Road and Bay Streets looking west.

Development to the East

To the east, on the opposite side of Bay Street, is the City of Sydney Bay Street Depot, which is a large industrial warehouse and storage development. To the south east are large multi storey mixed use commercial and residential developments (see Photographs 12 to 14). Further to the east, in Ultimo, are residential flat buildings, mixed use commercial buildings and terrace style dwellings.



Photograph 11: Streetscape view looking south along Bay Street.



Photograph 12: City of Sydney Depot building to the east of the site.



Photograph 13: Streetscape view of Macarthur Street as viewed from the corner of Bay Street facing east.



Photograph 14: Residential development to the south east of the site, as viewed from Macarthur Street.

Development to the South

To the south is a variety of terrace style dwellings, two (2) storey town houses, three (3) storey walk ups and residential and commercial warehouse conversions (see Photographs 15 to 17). Further to the south is Broadway Shopping Centre and associated car parking structures (see Photograph 18).



Photograph 15: Example of development to the south, as viewed from Queen Street facing east.



Photograph 16: Development to the south, as viewed from the corner of Queen and Bay Streets.



Photograph 17: Development to the south, as viewed from the corner of Queen and Cowper Street.



Photograph 18: Development to the south, as viewed from the corner of Queen and Bay Street.

Development to the West

To the west are predominantly single and two (2) storey attached dwelling houses with some residential flat buildings (see Photographs 19 to 22). Further to the west is the thirteen (13) storey John Byrne Court residential building.



Photograph 19: Streetscape view looking north along Cowper Street.



Photograph 20: Example of development to the west of the site, as viewed from Cowper Street.



Photograph 21: Example of development to the west of the site, as viewed from Cowper Street.



Photograph 22: Example of development to the west of the site on Phillip Street, as viewed from the corner of Cowper Street.

2.10 Surrounding Services

The surrounding site is ideally located near a wide variety of services and facilities. To the north are Wentworth Park, the Sydney Fish Markets and Pyrmont. Also to the north is the Ultimo Public School. To the east are Ultimo, Darling Harbour, and the Sydney CBD. Also to the east are the University of Technology (UTS) and Sydney Institute of Technology (SIT).

To the south is the Broadway Town Centre, which contains the Broadway Shopping Centre: a multi storey shopping complex. The town centre contains restaurants, shops and social services. Further to the south on the opposite side of Broadway is Sydney University.

To the west is the Glebe Point Road shopping strip. Also to the west are the Glebe Public School and Royal Prince Alfred Hospital.

2.11 Surrounding Road Network

The site fronts on to Bay Street, Wentworth Street and Cowper Street, which are all local roads according to the NSW RTA Road Classification system. The subject site is in the vicinity of Glebe Point Road, which is a regional road and Broadway and Wattle Street, which are both state roads.

Wentworth Street, on the northern boundary of the site, has a 13m road reserve containing a four (4) lane carriageway. The carriageway comprises two (2) traffic lanes and two (2) kerbside parking lanes. Wentworth Street is one-way traffic east of Stirling Street with traffic flowing from the west to the east. West of Stirling Street, Wentworth Street is two way.

Bay Street, on the eastern boundary of the site, has a 20m road reserve containing a four (4) lane carriageway carrying two-way traffic. The carriageway comprises two (2) traffic lanes and two (2) kerbside parking lanes.

Cowper Street, on the western boundary of the site, has a 15m road reserve containing a four (4) lane carriageway carrying two-way traffic. The carriageway comprises two (2) traffic lanes and two (2) kerbside parking lanes.

Both Wentworth and Cowper Street contain time restricted kerbside parking. Parking meters are located on Bay Street and the streets to the east of the site.

2.12 Surrounding Public Transport

The site is well located in close proximity to public transport. Bay Street is serviced on weekdays by the 449 bus that runs from Glebe to Pyrmont via Broadway. Broadway is a major bus corridor with services and links to and from the Northern, Eastern and Western Suburbs and the CBD. Bus services are also located on Glebe Point Road to the west and south west.

The site is also located within 600m of the Wentworth Park Light Rail Station and 700m of the Glebe Light Rail Station. Central Railway Station and Railway Square are located approximately 1.2km to the south east.

2.13 Summary

The subject site is located 2.5 km south west of the Sydney GPO on Bay, Wentworth and Cowper Street in Glebe. The site comprises three allotments: Lots 1 and Lot 2 in DP 233310 and Lot 2 of DP 89872A and has a total area of 1.6ha. Two internal streets, Elger and Stirling Streets divide the site in to two (2) portions.

The site is occupied by 15 apartment buildings containing 134 dwellings and an Energy Australia Substation. The apartment blocks are predominantly three (3) storeys, dating from the 1950s and 1960s with many in need of refurbishment. Gas, electrical, water, sewer and telecommunication services are available from within the site.

The surrounding area comprises a mixture of industrial and commercial buildings, warehouses, dwelling houses, residential flat buildings and mixed use commercial and residential buildings.

To the north of the site is low rise industrial warehouse development. Further to the north are

Wentworth Park, Blackwattle Bay, Ultimo Public School, the Sydney Fish Markets and Pyrmont. To the east of the site is the City of Sydney Depot site and multi storey mixed use residential and commercial buildings. Further to the east are Ultimo, UTS, SIT, Darling Harbour and the Sydney CBD.

To the south are a variety of terrace housing, townhouses and walk up flat buildings and commercial warehouse conversions. Further to the south is the Broadway Shopping Centre and Sydney University.

To the west of the site are predominantly single and double storey terrace houses. Further to the west are Glebe Point Road, Glebe Public School and the Prince Alfred Hospital.

Public transport is available in the form of buses, light rail and train. Broadway is a major bus corridor located 400m to the south. Two light rail stations, Wentworth Park and Glebe are located to the north of the site. Sydney Central Station and Railway Square are located to the south west of the site.

3.0 BACKGROUND AND HISTORY

3.1 General

This section will provide a brief background and history of the historic land uses on the site; and the Glebe Affordable Housing Scheme.

3.2 Historical Land Uses

The Heritage Assessment prepared by John Oultram Heritage and Design describes the history of the site. The site formed part of lands set aside for the Church of England in 1798. Over the next century the site was transformed and subject to residential, commercial and industrial development.

The historical subdivision layout was based around two north-south running streets, Christie and Stirling Streets, and one east-west street, Elger Street. These streets contained a mixture of single and double storey terraces, semi detached and detached dwelling houses. Some commercial developments also existed within the site including a David Jones Ltd warehouse on Christie Street.

In 1949 the site was resumed by the State Government of NSW and was transferred to the Housing Commission of NSW for redevelopment. The first phase of the current estate dates from 1953 and consists of the three buildings on the corners of Stirling, Wentworth and Bay Streets.

The second phase of construction was completed in 1960 and included buildings bounded by Cowper, Wentworth Stirling and Elger Streets. The final phase of construction was completed in 1967 and included the buildings to the southern side of Elger Street. None of the original buildings of the pre 1953 estate remain today.

A more detailed analysis of the historical land use of the site can be found in the Heritage Assessment report by John Oultram Heritage and Design.

3.3 The Glebe Affordable Housing Project

The Glebe Affordable Housing Project is a joint initiative with the City of Sydney Sustainable Sydney 2030. The project is supported by a MOU, signed by Housing NSW and City of Sydney in April of 2008 to conduct a feasibility analysis. The feasibility analysis had the key shared objective of delivering affordable rental housing through a development project, which incorporated design, funding and delivery mechanisms.

The project was to encompass two adjoining sites within Bay Street, Glebe. The first site comprised Housing NSW land, which is the subject of this submission. The second site which is not subject to this Planning Proposal comprised City of Sydney land and included the City of Sydney Depot bounded by Bay, MacArthur, Wattle and William Henry Streets.

Hill Thalys Architecture and Urban Projects Pty Ltd have prepared a Feasibility and Design Report for both sites which form the basis of this Planning Proposal.

The Housing NSW site is currently zoned 'Residential' under the Leichhardt LEP 2000 and has a maximum floor space ratio of 0.7:1. Under the current controls redevelopment of the HNSW site requires an amendment to the Leichhardt LEP and applicable DCP(s).

City of Sydney Council is currently consolidating the various planning instruments within the

Council area into the 'City Plan'. However, a consolidated LEP has not been submitted to the Department of Planning for exhibition. It is unlikely that the 'consolidated' LEP will be completed within the time frame set for the Glebe Affordable Housing Project.

Three planning options for the redevelopment of the site were considered: Option 1 - Spot Rezoning and application(s) to amend DCP(s) specific to the HNSW site; Option 2 - Part 3a Approval under the Planning and Assessment Act and Option 3- a Stage 1 DA/Master Plan Approval.

After consultation with the City of Sydney and the Department of Planning, it was decided to proceed with the current rezoning application and site specific DCP. The LEP and DCP have been designed so that they can be integrated into the final 'City Plan'.

3.4 Summary

In 1949 the site was resumed by the State Government of NSW and was transferred to the Housing Commission of NSW for redevelopment. The current residential flat buildings within the site date from between 1953 to 1967. Prior to this the site was occupied by terrace style housing and some commercial development.

The Glebe Affordable Housing Project is an initiative of City of Sydney Sustainable Sydney 2030. The project is supported by a MOU, signed by Housing NSW and City of Sydney in April of 2008 to conduct a feasibility analysis. The resulting Feasibility and Design Report was completed by Hill Thalys Architecture and Urban Projects Pty Ltd. This report forms the basis for the current planning proposal.

The site is currently zoned 'Residential' under the Leichhardt LEP 2000 and has a maximum floor space ratio of 0.7:1. Under the current controls redevelopment of the HNSW site requires an amendment to the Leichhardt LEP and applicable DCP(s).

The City of Sydney is currently reviewing the Planning Instrument with the aim of creating a consolidated 'City Plan'. After consultation with the City of Sydney and the Department of Planning, it was decided to proceed with standalone LEP and DCP which removes the site from the Leichhardt LEP 2000. The LEP and DCP have been designed so that they can be integrated into Council's 'City Plan'.

4.0 PLANNING PRINCIPLES

4.1 General

This section will describe the planning principles guiding the redevelopment of the site. This will form the basis of the objectives for the proposed LEP.

4.2 Proposed Planning Principles for the Renewal of The Site

The planning principles for the redevelopment of the site have been developed from the Feasibility and Design Report by Hill Thalys Architecture and Urban Projects Pty Ltd. The planning principles for the renewal of the site are:

1. Site Attributes:

- Make use of the site's location and close proximity to public transport, infrastructure, services, schools, hospitals, universities, community facilities, the Central Business District, Darling Harbour, and Broadway Town Centre; and
- Provide greater connectivity and linkages to Wentworth Park, Blackwattle Bay and the Broadway Town Centre.

2. Housing:

- Promote the redevelopment of a site which is ideally located near high levels of services and infrastructure;
- Provide a range of housing types including social, affordable and market dwellings to meet the needs of the community;
- Provide a range of social housing for seniors and people with a disability;
- Deliver a range of affordable housing for key workers within walking distance of the city; and
- Contribute to the achievement of the housing targets of Metropolitan, Subregional and Local Planning Strategies.

3. Public Domain and Open Space:

- Provide an expanded public domain including new streets, walkways, cycleways and parks to improve linkages with the surrounding area;
- Integrate the public domain with the surrounding public transport network;
- Provide open space for the public and residents that are safe and promote community interaction; and
- Provide landscaping to public areas and promote water sensitive urban design.

4. Building Form and Design

- Provide high quality street edge buildings which address the street and the public domain;
- Provide active street frontages and small scale retail and commercial uses to Bay and Wentworth Streets; and

5. Heritage

- Respect and interpret the surrounding heritage conservation values and existing street layouts; and
- Integrate development with adjoining heritage conservation areas through sympathetic design approaches.

6. Transport and Access

- Maximise site linkages to public transport by providing safe new streets, walkways and cycleways;
- Provide limited onsite and street parking and promote public transport usage;
- Encourage design, layout and management of buildings that promote walking, cycling and public transport use;

7. Environmental Sustainability

- Provide new buildings and landscape elements that achieve leading and innovative benchmarks for:
 - o energy efficiency;
 - o water re-use and on-precinct and local area stormwater management;
 - o appropriate selection of materials;
 - o recycling of materials;
 - o waste management;
 - o minimisation of pollution and emissions;
 - o minimisation of flood risk to life and property through appropriate design;
 - o on-going management measures to prioritise walking, cycling and public transport usage; and
 - o remediation and acid sulphate soils management.

4.3 Summary

The proposed planning principles for the redevelopment of the site have been developed from the feasibility analysis. They include principles relating to site attributes; housing; public domain and open space; building form and design; heritage, transport and access and environmental sustainability.

The planning principles include making use of the site's location and close proximity to public transport, infrastructure, services, schools, hospitals, community facilities and the CBD, and providing greater connectivity and linkages to the surrounding area. The principles also include providing social, affordable and private housing, including housing for seniors and people with a disability.

Other planning principles include providing an expanded public domain including new streets, walkways, cycleways and parks to improve linkages with the surrounding area and integrate with the surrounding public transport network.

The planning principles also include providing high quality street edge buildings which address the street and the public domain, including active street frontages and small scale retail and commercial uses to Bay and Wentworth Streets.

Further, the planning principles include respect and interpret the surrounding heritage conservation values and existing street layouts, and integrating development with adjoining heritage conservation areas through sympathetic design approaches. The planning principles also include providing limited onsite and street parking, promoting public transport usage and encourage design, layout and management of buildings that promote walking, cycling and public transport use. Finally the planning principles include incorporating Environmentally Sustainable design within the project.

5.0 OBJECTIVES OF THE PLANNING PROPOSAL

5.1 General

This section sets out the objectives and intended outcomes of the Planning Proposal. These will now be described in accordance with the requirements of the Department of Planning's *A Guide to Planning Proposals*.

5.2 Objectives of the Planning Proposal

The objectives of the Planning Proposal are:

1. To recommend a Standard LEP that will facilitate the redevelopment of the subject site for medium/ high density housing;
2. To provide a mixture of private and public housing in close proximity to the Sydney CBD;
3. Provide a range of affordable and social housing including housing for seniors and people with a disability;
4. To improve existing site linkages and to expand the public domain with new connecting streets, parks walkways and cycle ways;
5. To utilise existing public transport;
6. Provide small scale commercial and retail uses;
7. To improve the quality of life and the social wellbeing and amenity of residents, business operators, and visitors;
8. Integrate development with nearby heritage elements through a sympathetic design approach; and
9. To integrate principles of ecologically sustainable development into land use controls.

5.3 Intended Outcomes of the Planning Proposal

The intended outcome of the planning proposal is to facilitate the renewal of the existing Housing NSW Estate to provide up to a maximum of 495 dwellings, including approximately 162 social dwellings, approximately 83 new affordable rental housing dwellings and approximately 250 new market dwellings.

The site will be developed in four (4) blocks. Each block will have an individual maximum FSR and Building Height development standards. The proposal includes two new streets and public domain improvements. Commercial uses and active street frontages are proposed along Bay and Wentworth Streets.

Details of the proposed concept design are provided in the Urban Design Study and Public Domain Plan which have been submitted with this Planning Proposal.

5.4 Summary

The objectives of the planning proposal are to provide a standard LEP that will facilitate the redevelopment of the site for medium/ high density housing, provide both private and public housing in close proximity of the CBD and provide a range of affordable and social housing including housing for seniors and people with a disability. Other objectives include improved site linkages with the surrounding area, utilisation of existing public transport and providing small scale commercial uses. Also, the planning proposal aims improve the quality of life of residents, business operators, and visitors; integrate development with nearby heritage elements through a sympathetic design approach; and integrate principles of ecologically sustainable development into land use controls.

The intended outcome of the Planning Proposal is to provide a maximum of 495 dwellings, including approximately 162 social dwellings, 83 affordable housing dwellings and 250 market dwellings. To achieve this outcome the site will be developed in four (4) separate blocks each with individual maximum FSR and building height controls. New streets and public domain improvements are also proposed with commercial uses permitted into Bay and Wentworth Streets to create active street frontages.