

Planning Services

Gateway Determination Report

LGA	Canada Bay
RPA	Canada Bay Council
NAME	Proposal to amend zoning, floor space ratio (FSR) and height controls under Canada Bay LEP 2013 to increase development standards at 3 King Street, Concord West. (20 dwellings, 5 jobs)
NUMBER	PP 2017 CANAD 003 00
LEP TO BE AMENDED	Canada Bay Local Environmental Plan 2013
ADDRESS	3 King Street, Concord West
DESCRIPTION	Lot 89 and 90 – DP 88392 Lot 88 and 90 – DP 60683
RECEIVED	6 July 2017
FILE NO.	17/09876
QA NUMBER	qA415555
POLITICAL DONATIONS	There are no donations or gifts to disclose and a political donation disclosure is not required.
LOBBYIST CODE OF CONDUCT	There have been no meetings or communications with registered lobbyists with respect to this proposal.

INTRODUCTION

Description of Planning Proposal

The proposal seeks to amend the Canada Bay Local Environmental Plan 2013 for 3 King Street, Concord West in the following manner:

- Amend the land use zoning from R2 – Low Density Residential to B1 – Neighbourhood Centre;
- amend the maximum Floor Space Ratio (FSR) from 0.5:1 to 2.3:1; and
- amend the maximum Height in Metres from 8.5 metres to 16 metres.

The design seeks to provide a ground floor commercial tenancy with 3 storeys of residential apartments above (20 x 2 bedroom units).

Site Description

The site is generally rectangular in shape with an area of approximately 817m². A brick warehouse with an adjoining two storey office is contained within the site which covers the majority of the property. It is located on the corner of King Street and Victoria Avenue, with the railway line adjoining the site to the east. The primary access to the existing building is from the southern side of the site fronting Victoria Avenue which ends in front of the site.



Figure 1: Subject site and surrounding development (source: Six Maps)



Figure 2: View of subject site from intersection of King Street and Victoria Avenue facing north-east

Surrounding Area

The site is located directly adjacent to the Concord West Train Station to the east with the Northern railway running parallel to the site.

The surrounding area is characterised by a range of built form and uses. A number of low scale single dwelling allotments are located in the vicinity. Some industrial uses, small scale commercial uses and medium density residential uses are also in the area. A new primary school has recently been constructed on Victoria Avenue to the west of the site adjacent to Powells Creek Reserve.

Supporting Studies

Draft Concord West Precinct Master Plan

In 2014, the Draft Concord West Precinct Master Plan was developed with associated consultant studies. This master plan relates to land on the western side of the Northern Rail Line at Concord West. The study focused on land currently zoned IN1 (General Industrial) which were identified for redevelopment to residential uses by Canada Bay Council.



Figure 3: Draft Concord West Master Plan Study Area

The Study Area is bound by Liberty Grove to the north, Pomeroy Street to the south, the main Northern Railway Line to the east and Powell's Creek Reserve to the west. The area is characterised by a variety of built form and uses, including a mix of dwelling houses, town houses, apartment buildings and industrial uses.

The study provides a basis for creating new planning controls to guide the future development of industrial sites within the study area. The objective is to integrate new medium density apartment forms within a neighbourhood that is predominantly 1-2 storey residential in scale. The master plan identifies sites where taller buildings should be located to minimise impacts to existing low scale residential dwellings.

The plan also identified areas where public domain improvements are envisaged to improve the neighbourhood identity. Of relevance to the subject planning proposal is “Station Square” located at the eastern end of Victoria Avenue directly abutting the southern frontage of the subject site. This is envisaged to be a small urban plaza that provides a meeting place and focal point for the neighbourhood near the station entry. The master plan states “the square will be activated through the redevelopment of **3 King Street** into a mixed use building with a ground floor café or restaurant that can utilise the square for outdoor seating and dining”.



Figure 4: Sketch of vision for “Station Square” and 3 King Street developed for draft Concord West Precinct Master Plan

Seven (7) sites were identified in the study which were all currently 2-3 storeys in height. The subject site (3 King Street) is identified in this study identified as “Site 3” and the master plan study provided an indicate design of what was envisaged at the subject site. Of note, it states that the building massing would step down to the northern boundary to two (2) storeys to assist with building separation to properties to the north as shown below.

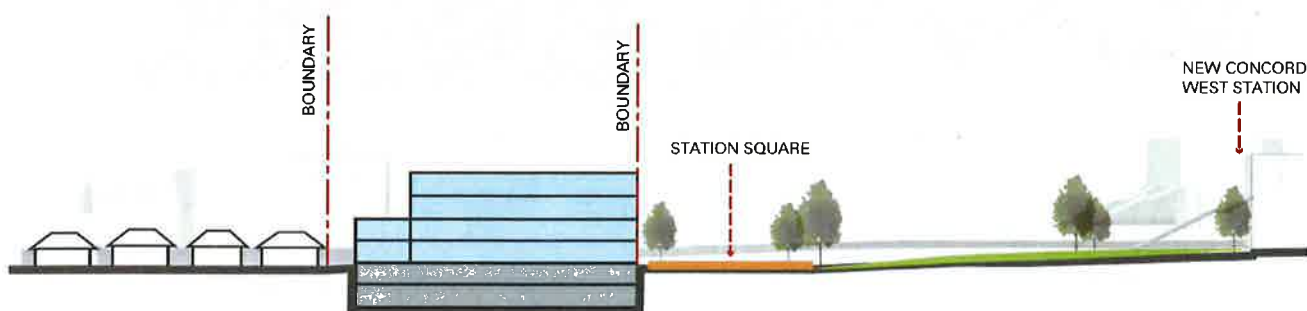


Figure 5: Section drawing of “Site 3” within draft Concord West Precinct Master Plan

A draft DCP has been provided with this planning proposal outlining controls and objectives for the Concord West Precinct which builds on this plan. The draft DCP outlines objectives

and controls to guide future development including public domain, setbacks, height and desired future character.

Concord West Socio-Economic Study

In 2013, Canada Bay Council commissioned a socio-economic study be prepared for Concord West. The study relates to three clusters of employment land located within Concord West known as the Concord West Industrial Precinct. The purpose of this study was to gather an evidence base and thereby investigate land uses for the Precinct and their possible social and economic impacts.

The study states that the employment land contained within the Precinct is some of the last remaining industrially zoned land on the far western side of the Canada Bay LGA. The study states that over time, portions of land on the western side of the LGA have been rezoned from industrial to residential and commercial uses. As the amount of industrial land has decreased, it has left the Precinct with three (3) remaining industrial clusters as shown in the map below:

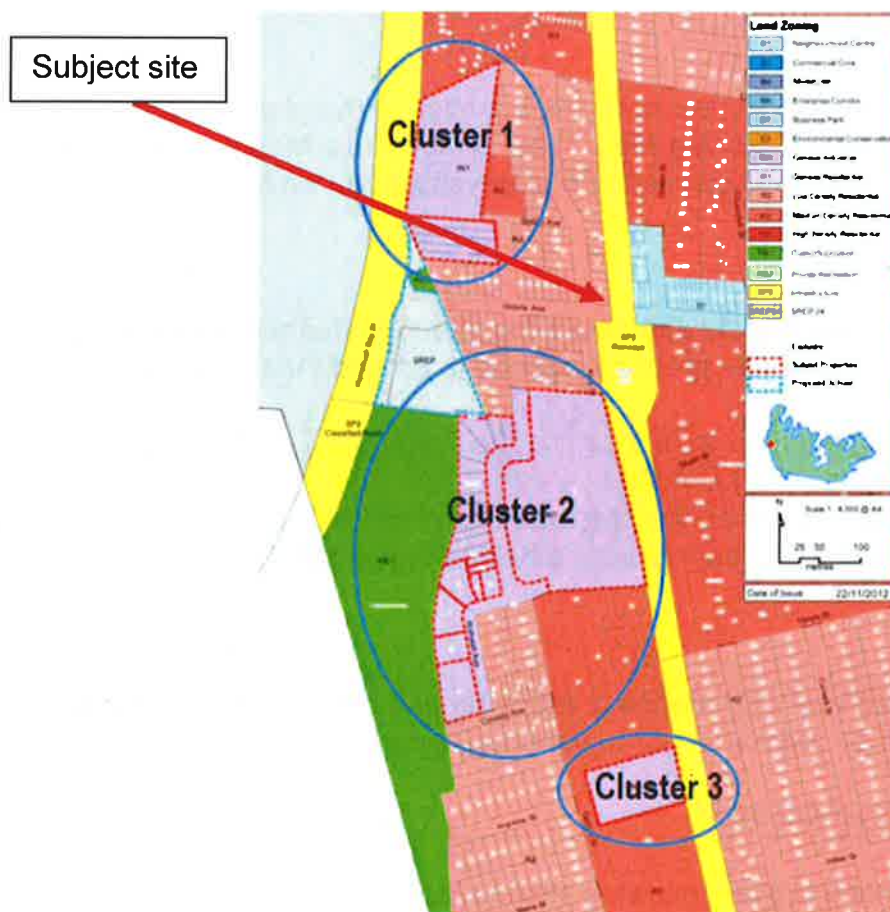


Figure 6: Concord West Socio-Economic study area (source: Hill PDA)

The subject site (3 King Street) is located outside these clusters and is currently zoned R2 – Low Density Residential. However, as discussed it contains a building that has been used for industrial purposes and generally presents as a purpose built industrial/office type building. The findings of the socio-economic study recommended that Clusters 1 and 2 generally be rezoned from General Industrial (IN1) to R3 Medium Density Residential.

The Draft Concord West Master Precinct Plan expanded on the findings of this socio-economic study and included the subject site (3 King Street) in its consideration for rezoning to R3 Medium Density Residential.

Summary of Recommendation

It is recommended that the proposal proceed subject to conditions. The supporting reasons are:

1. the proposal has strategic and site specific merit and will assist in delivering increased housing in a well serviced area adjacent to Concord West Station;
2. the proposal will enable an appropriate built form development on the site that is sympathetic to surrounding built form; and
3. the proposal will assist in providing a coordinated planning approach to the redevelopment of the area as envisaged by the Concord West Master Precinct Plan.

PROPOSAL

Objectives or Intended Outcomes

The statement of objectives accurately describes the intention of the planning proposal. The proposal intends to amend the Land Zoning Map, Floor Space Ratio Map and Height in Metres Map to allow a mixed use development of 4 storeys to occur on the site.

Explanation of Provisions

The explanation of provisions adequately addresses the intended method of achieving the objectives of the planning proposal. The proposal intends to amend the CBLEP 2013 by:

- Amending the land use zoning map to rezone the site from R2 – Low Density Residential to B1 – Neighbourhood Centre;
- amending the Floor Space Ratio map to set a maximum FSR of 2.3:1;
- amending the Height of Buildings map to set a maximum height of 16 metres.

Mapping

The proposal has not provided any LEP mapping. Mapping prepared in accordance with DPE technical guidelines will be required prior to community consultation.

NEED FOR THE PLANNING PROPOSAL

The Planning Proposal has been lodged following studies including a Socio-Economic Study. This study highlighted problems with attracting suitable tenants to use industrial sites in the precinct due to ageing building stock, proximity to residential uses and appropriate street access for trucks. The Concord West Precinct Master Plan responded to this study by focusing on individual sites (including 3 King Street) that were considered capable of higher density residential based on their context.

The subject site has appropriately responded to these studies and will also provide the opportunity for future activation of the entrance to Concord West Station by way of a ground level commercial use.

A planning proposal is the best way to amend the land use zoning, height of buildings and floor space ratio development standards under the CBLEP 2013. The proposed height and FSR controls corresponds with the work of the urban design study undertaken as part of the Draft Concord West Precinct Master Plan. The proposed B1 – Neighbourhood Centre zoning is an appropriate zoning to allow both commercial and residential uses to occur at the site in keeping with the findings of the Concord West Master Precinct Study.

STRATEGIC ASSESSMENT

State

A Plan for Growing Sydney

The proposal is broadly consistent with A Plan for Growing Sydney, in particular:

- Direction 2.1 – the proposal will assist in accelerate housing supply across Sydney by increasing housing provision adjacent to Concord West Station;
- Directions 2.2 and 3.1 – the proposal will assist in revitalising existing suburbs by providing housing near centres in established urban areas; and
- Direction 2.3 – the proposal responds to requirements for housing diversity and choice.

District

Draft Central District Plan

The draft Central District Plan (the Plan) was released by the Greater Sydney Commission on 21 November 2016 and is relevant to the site. The planning proposal in its current form does not address this plan. A Gateway condition is recommended stating that the proposal be updated to demonstrate consistency with this plan.

Notwithstanding this requirement, the planning proposal is considered to be in keeping with the plan's provisions and does not contain directions or actions that preclude consideration of the land for redevelopment.

Local

City of Canada Bay Local Planning Strategy 2010-2031

The City of Canada Bay Local Planning Strategy 2010 – 2031 was adopted by Canada Bay Council on 1 June 2010. It is the principle local planning document to provide long term direction for the planning of Canada Bay, to assist future decision making in response to population growth and change.

The proposal is consistent with the Strategy by encouraging housing choices in close proximity to transport and promoting mobility for social and economic growth. Part 3 of the document outlines the housing strategy and identifies that Canada Bay will need to cater for approximately 9,700 additional dwellings between 2006 and 2031. The proposal will assist in responding to the increasing demand for housing choice and availability in the area.

The close proximity of the site to Concord West station and future development plans for Station Square demonstrate consistency with the strategic framework of the plan.

Draft Concord West Precinct Master Plan

The Planning Proposal responds to the recommendations of the Draft Master Plan for Concord West. Whilst, the plan recommends a zoning of R3 – Medium Density Residential, the proposed B1 – Neighbourhood Centre zoning is considered an appropriate zoning that will allow higher density residential development with a suitable ground floor commercial use.

Section 117(2) Ministerial Directions

1.1 Business and Industrial Zones

Council has not identified that this Direction applies to the Planning Proposal, however, it is considered to apply as the site proposes a new business zone. Notwithstanding this, the Proposal is considered to be consistent with this Direction as it will provide a zoning of the land that will allow future employment uses to occur in conjunction with residential units. The draft Concord West Precinct Master Plan has been provided with the proposal to support this approach and demonstrates consistency with the objective of this Direction.

3.1 Residential Zones

This Direction applies to the planning proposal as it will affect land within an existing residential zone. The proposal is consistent with this direction as it will assist in broadening the choice of housing types and locations available in the housing market.

3.4 Integrating Land Use and Transport

This Direction applies to the planning proposal as it will alter the zoning of the land to allow higher density residential development to occur on the site. The proposal is considered to be consistent with this direction as it is located adjacent to Concord West Station which supports the efficient and viable operation of public transport services.

4.1 Acid Sulphate Soils

Council has not identified that this Direction applies to the Planning Proposal, however the subject site is identified as Class 5 land on the Acid Sulphate Soils Map in the Canada Bay LEP 2013. Council has not provided any information regarding the management of acid sulphate soils.

A Gateway condition is recommended requiring the proposal to address and justify the inconsistency with this Direction.

6.3 Site Specific Provisions

This Direction applies to the Planning Proposal as it intends to change the zoning of the land to allow higher density residential development to occur with commercial use. The proposal seeks to rezone the site to an existing zone already applying in the Canada Bay LEP 2013 and won't require the imposition of any additional development standards or requirements in addition to those already contained in that zone. The Planning Proposal is consistent with the requirements of this Direction.

7.1 Implementation of A Plan for Growing Sydney

The Planning Proposal is broadly consistent with A Plan for Growing Sydney. It will provide increased housing supply in close proximity to public transport and assist in revitalising existing suburbs by providing housing near centres in established areas. The proposal is consistent with the requirements of this Direction.

7.3 Parramatta Road Corridor Urban Transformation Strategy

This Direction applies to the planning proposal as it will affect land within the Parramatta Road Corridor as identified in the Parramatta Road Corridor Urban Transformation Strategy. As discussed, the proposal is located within the 2016-2023 release area and is therefore in sequence with the Strategy. However, the proposal is inconsistent with the recommended zoning for the land contained within the Planning and Design Guidelines which identifies the site for a R3 Medium Density Residential zoning. Directive 7.3(5)(b) states that a planning proposal may be inconsistent with the terms of this Direction if the relevant planning authority can satisfactorily justify the inconsistency is of minor significance.

Both a socio-economic study and master plan have highlighted the potential for higher density development and a residential/ground floor commercial use at the subject site. The proposed B1 – Neighbourhood Centre zoning will allow a ground floor commercial use with residential units above (shop top housing) which will be in keeping with the future desired use of the site. R3 – Medium Density Residential zoning will restrict the potential for an appropriate ground level commercial use to be introduced in the future. The inconsistency with the zoning is considered minor as it will still allow residential use to occur. It will also allow ground level commercial development to occur responding to its proximity next to Concord West Station.

In addition, the Strategy outlines a minimum of five per cent of new housing is to be Affordable Housing (or in line with Government policy of the day), catering for single households, older people or different household structures. The Planning Proposal does not currently make any reference to affordable housing requirements.

The Planning Proposal in its current form does not satisfactorily respond to these inconsistencies with Direction 7.3. The proposal also incorrectly provides an out-of-sequence checklist which is not required in this instance. A Gateway condition is recommended requiring amendments to the proposal to correctly and adequately respond to the inconsistency with the Parramatta Road Urban Transformation Strategy.

State Environmental Planning Policies

SEPP 55 – Remediation of Land

Clause 6 of the SEPP requires that the planning authority consider whether the land is contaminated and the suitability of the land for the proposed use under the planning proposal.

The subject site under the Planning Proposal is currently occupied by an industrial warehouse constructed circa 1953. Since then, the site has been used for the manufacturing of electrical products, followed by fabrication of glass and aluminium products.

The proposal has included a Stage 2 Contamination Assessment prepared by Ground Technologies Pty Ltd dated 31 March 2016. This report concludes that the site does not present a risk to human health or the environment. The report outlines specific measures to support these findings and conclusions.

Sufficient information has been provided as part of this planning proposal to demonstrate the suitability of the proposed rezoning.

SEPP – (Infrastructure) 2007

This SEPP is relevant to as the proposal outlines development for residential purposes that is on land in or adjacent to a rail corridor. It is recommended that consultation is undertaken with Transport for NSW - Sydney Trains to address any specific requirements of the SEPP that may be deemed applicable at the rezoning stage.

SEPP 65 – Design Quality of Residential Apartment Development

This SEPP is relevant as the proposal includes a concept design for a mixed use building of over 3 storeys and more than 4 dwellings. Whilst specific design details will be assessed as part of any future development application, it is relevant to consider the design principles of this SEPP and its relationship to the Apartment Design Guide.

The proposal states that the concept design will be capable of satisfying the SEPP 65 Design Quality Principles and the objectives and design criteria of the Apartment Design Guide.

SITE SPECIFIC ASSESSMENT

Environmental

Critical Habitats and Threatened Species

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

Contamination

The proposal has included a Stage 2 Contamination Assessment prepared by Ground Technologies Pty Ltd dated 31 March 2016. This report concludes that the site does not present a risk to human health or the environment. The report outlines specific measures to support these findings and conclusions. Sufficient information has been provided as part of this Planning Proposal to demonstrate the suitability of the proposed rezoning.

Acid Sulphate Soils

The subject site is identified as Class 5 on the Acid Sulphate Soils Map in the Canada Bay LEP 2012. As discussed, a Gateway condition is recommended requiring further information be provided in relation to Acid Sulphate Soils.

Flooding

The Planning Proposal has provided a draft Flood Study that was undertaken in 2015 to support the Concord West Master Precinct Plan. The subject site is not identified as being

within the Flood Planning Area. No further information in relation to flooding is necessary to submit as part of this planning proposal.

Building Separation and Setbacks

The draft DCP provided with the planning proposal provides a “Primary Setbacks Plan” which specifies building setbacks for the subject site. This map reflects a 4 metre setback to the eastern boundary (adjacent to the railway) and 3m setback to the northern boundary as shown below:

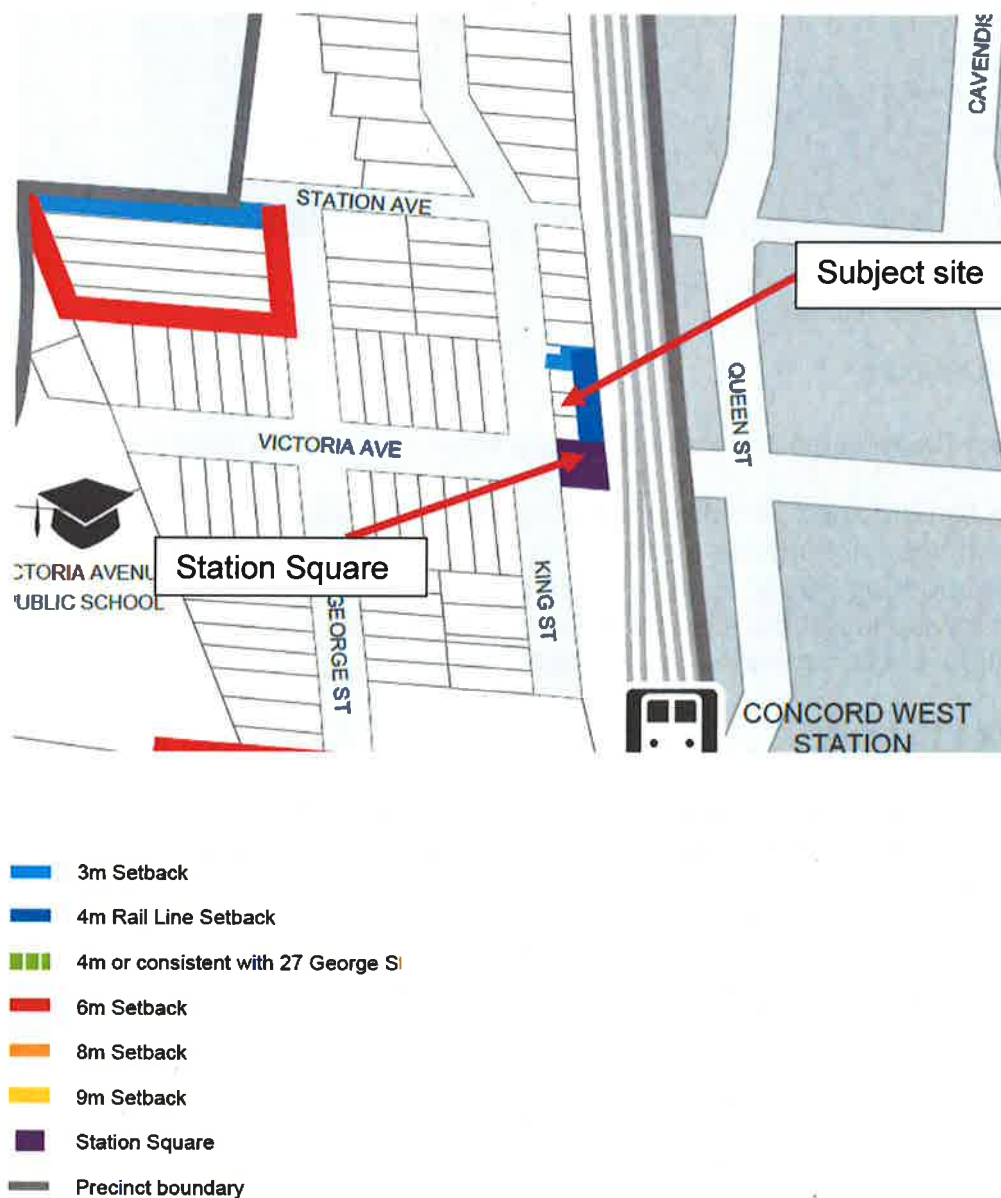


Figure 7: Primary setback requirements shown on Page 72 of draft Special Precincts DCP

The draft DCP also recommends a 2 metre upper level setback on the corner of Victoria Avenue and King Street as shown below:

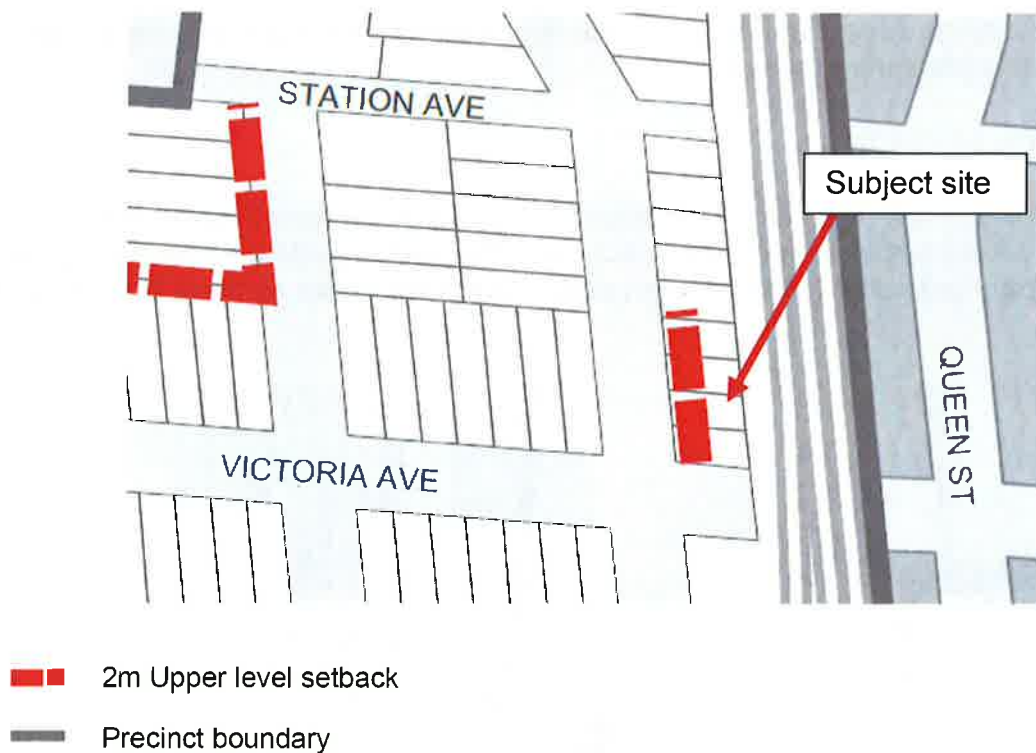


Figure 8: Secondary (Upper Level) Setbacks requirements shown on Page 73 of draft Special Precincts DCP

The concept design provided with the proposal does not correspond with these setback requirements and does not provide a setback to the eastern (railway side) or the corner of Victoria Avenue and King Street. Further information is required to clarify what type of development is envisaged at the site in the future that corresponds with the draft DCP. A Gateway condition is recommended regarding this issue.

Building Envelope Capacity

The required setbacks could also potentially have an impact on the development potential for the property and the building envelope capacity. The concept design provided with the proposal includes indicative floor plans to reflect a potential future envelope on the site. The gross floor area calculation drawings has excluded balconies, internal stairs, lifts, car parking (and access to it) and servicing. The indicative design adequately demonstrates that the proposed FSR and height are coordinated to achieve the desired density for the site.

However, as discussed clarification is required regarding setback requirements. This will have a considerable impact on the potential of the site to reach the FSR capacity proposed.

Bulk and Scale

The proposed increased density responds to the work undertaken as part of the Concord West Precinct Master Plan and its urban design study. This study considered the site was suitable for a 4-storey building form sloping down in height adjacent to the lower scale development to the north of the site.

The site's location adjacent to the Concord West Station will assist in providing a sympathetic transition down to the lower scale residential character of the area. The existing building on the site already covers the majority of the site and comprises additional

bulk compared to other residential houses in the vicinity. The additional density proposed with this proposal is considered to respond to this existing context and relationship.

Overshadowing

Due to the orientation of the site and its context it is unlikely that the proposed increased density on the site will result in detrimental impacts to neighbouring residential properties. Notwithstanding this, the Planning Proposal does not provide any overshadowing diagrams to directly reflect the concept design.

It is noted that Page 22 of the Concord West Precinct Master Plan provides overshadowing diagrams stemming from a similar building form to the concept design submitted with the proposal. This demonstrates that overshadowing will likely be mainly restricted to streets and the adjacent railway station.

Further analysis of overshadowing impacts will be assessed as part of any future development application.

Heritage

The site is located within close proximity to Concord West Station which is identified as a local heritage item in the Canada Bay Local Environmental Plan 2013. The Statement of Significance of this property with the Office of Environment & Heritage states that the Item is a notable suburban railway station from the Inter-War period. It is associated with the rapid development of the new suburb in the 1920's and 30's. It is considered to have aesthetic, social and historical significance.

There are no significant heritage impacts that are considered to arise from the subject planning proposal that would raise any adverse heritage implications. Sufficient separation is provided between the site and the heritage item to allow a sympathetic development to occur in the future without detrimentally affecting the significance and understanding of the Item. Specific design details and heritage assessment can be undertaken as part of any future development application.

Noise and vibration

The site is located adjacent to the railway line to the east of the site which will create significant noise impacts to the property. The NSW Government's *Development near Rail Corridors and Busy Roads - Interim Guideline* as called upon by the State Environmental Planning Policy (Infrastructure) 2007 assists in the planning, design and assessment of development in, or adjacent to, rail corridors and busy roads. Development subject to SEPP 65 and the Apartment Design Guide must also have regard to this Guideline.

The concept design of the proposal includes apartments with sole outlook over the adjacent railway line. Whilst the existing R2 zoning permits residential development, this is a lower density and allows for low scale residential dwellings which already exist adjacent to the site to the north backing onto the railway line. These dwellings are not restricted with a sole outlook to the railway line and in some cases are provided with a "buffer" to the railway due to the size of the allotments. The draft DCP recommends a 4m setback adjacent to the railway line which could assist in reducing potential amenity impacts.

Any future noise impacts will need to be assessed as part of any future development application.

Traffic and transport

The concept design includes basement car parking with vehicular access provided from King Street. The proposal is restricted to 20 apartments and 190.04m² of commercial floor space which will not create an unreasonable demand on the local street network. The site's proximity to Concord West Station will also likely reduce the potential car usage in the future. No further information regarding traffic and transport is considered necessary to be submitted as part of this Planning Proposal.

Economic

Employment

The draft Concord West Socio-Economic Study discussed previously in this report concludes that there could be some adverse social impacts owing to lost job opportunities. However, further analysis by this study shows that the majority of Concord West's or Canada Bay's residents were not employed in industrial uses but rather knowledge sector industries that are not presently permissible within the Precinct but rather focussed in centres such as Sydney Olympic Park that are located in close proximity to the Precinct.

In addition to this, the proposed B1 – Neighbourhood Centre zoning will create other retail/commercial use employment. The change of zoning will not result in any considerable job or employment loss in the area.

Housing

The draft Concord West Socio-Economic Study concludes that "from a social perspective, the provision of an array of higher density housing options would create greater housing opportunities and choice". The draft Central District Plan outlines a housing target of 2,150 for Canada Bay from 2016-2021, and this proposal will contribute to this goal.

Affordable Housing

As discussed, the Parramatta Road Corridor Urban Transformation Strategy, outlines a minimum of five per cent of new housing is to be Affordable Housing (or in line with Government policy of the day), catering for single households, older people or different household structures. A Gateway condition is recommended that the proposal be updated prior to community consultation, to address affordable housing requirements.

Social

Social Infrastructure:

The increased density has the potential to place increased demand on existing social infrastructure such as schools, medical centres, childcare and community facilities. The Socio-Economic Study discussed in this report, states that increased residential density in the area is already provided with an excellent level of social infrastructure including open space and schools.

It is noted that a new primary school has recently been constructed in close proximity to the site. The increased level of residential density is appropriately located to not place unreasonable demand on existing social infrastructure. A condition of Gateway is also

recommended requiring consultation with NSW Department of Education and Communities and NSW Department of Health.

Community Amenity

As discussed, the proposal has been developed to assist in the successful new works to "Station Square" for the benefit of the community. The proposed rezoning will allow an appropriate commercial use such as a restaurant or cafe to be introduced which will improve community interaction and cohesiveness.

This is supported by the development of a draft DCP for the Concord West Precinct which specifically refers to the subject site and its desired future character. The draft DCP states that "development adjoining the public square will provide a focal point for the neighbourhood by providing active uses such as shops, cafes and restaurants".

Infrastructure

The Parramatta Road Strategy requires the provision of State infrastructure to support the proposed population growth. The strategy suggests that the planning proposals will pay a contribution toward the provision of this infrastructure. This requirement has been included as a condition of Gateway.

CONSULTATION

Community

The proposal outlines public consultation will be undertaken in accordance with the Gateway determination. The proposal suggests an exhibition period of 28 days, which is considered adequate.

Agencies

The Planning Proposal does not specifically raise which agencies will be consulted. It is recommended the following agencies be consulted as per Section 56(2)(d) of the *Environmental Planning and Assessment Act 1979*.

Transport for NSW
Department of Education and Communities
Transport for NSW – Sydney Trains

TIMEFRAME

The Planning Proposal includes a project timeline which outlines the steps in the process for the future LEP amendment. However, no specific dates or timeframes have been provided with this timeline. A condition of Gateway is recommended requiring the Project Timeline be updated to clearly provide these details prior to community consultation.

DELEGATION

Council has requested a Written Authorisation to Exercise Delegation of the Minister's powers under S59 of the Environmental Planning and Assessment Act 1979 for this matter. It is considered appropriate that an authorisation be granted to Council as the proposal is essentially a local planning issue.

CONCLUSION

The planning proposal is supported to proceed with conditions for the following reasons:

1. the proposal has strategic and site specific merit and will assist in delivering increased housing in a well serviced area adjacent to Concord West Station;
2. the proposal will enable an appropriate built form development on the site that is considerate of surrounding built form; and
3. the proposal will assist in providing a coordinated planning approach to the redevelopment of the area.

RECOMMENDATION

It is recommended that the delegate of the Secretary:

1. Agree the proposal is consistent with section 117 Directions
 - 1.1 Business and Industrial Zones;
 - 3.1 Residential Zones;
 - 3.4 Integrating Land Use and Transport;
 - 6.3 Site Specific Provisions; and
 - 7.1 Implementation of A Plan for Growing Sydney.
2. Note that the inconsistency with Direction 4.1 Acid Sulphate Soils and Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy will require justification.

It is recommended that the delegate of the Greater Sydney Commission, determine that the planning proposal should proceed subject to the following conditions:

1. Prior to community consultation, the planning proposal is to be updated to:
 - (a) address and justify the minor inconsistency with Section 117 Direction 4.1 Acid Sulphate Soils as the subject site is identified as being on Class 5 land in the Canada Bay LEP 2012;
 - (b) address and justify the minor inconsistencies with Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy regarding land use zoning outlined under the Strategy's Planning and Design Guidelines (Section 7.9 – Page 139) and the provision of Affordable Housing within the Strategy's Implementation Plan (Section 5, Action Plan for Homebush – Page 26);
 - (c) remove reference to the Out-Of-Sequence Checklist of the Parramatta Road Corridor Urban Transformation Strategy which is not applicable to the proposal;
 - (d) address consistency between the proposed concept design (prepared by Smith & Tzannes) and the proposed draft DCP for the Concord West Precinct. In particular, clarification is required regarding setback requirements of the DCP in conjunction with the concept design. Adequate drawings should be provided to demonstrate that any amended concept design will be reasonably capable of achieving the density controls for the site;
 - (e) reference and address the relevant policies and actions outlined in the draft Central District Plan;
 - (f) include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of the Parramatta Road Urban Corridor Transformation Strategy;
 - (g) address Part 4 – Mapping to provide maps in accordance with the requirements of the Department's Standard Technical Requirements for Spatial Datasets and Maps and Part 6 – Project Timeline to clearly state the anticipated dates and

timeframes of the planning proposal as outlined in *A Guide to Preparing Planning Proposals*, (Department of Planning and Environment 2016).

2. The planning proposal should be made available for community consultation for a minimum of 28 days.
3. Consultation is required with the following public authorities:
 - Transport for NSW;
 - Department of Education and Communities;
 - Transport for NSW – Sydney Trains.
4. The timeframe for completing the LEP is to be 12 months from the date of the Gateway determination.
5. Given the nature of the planning proposal, Council should be authorised to exercise delegation to make this plan.


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