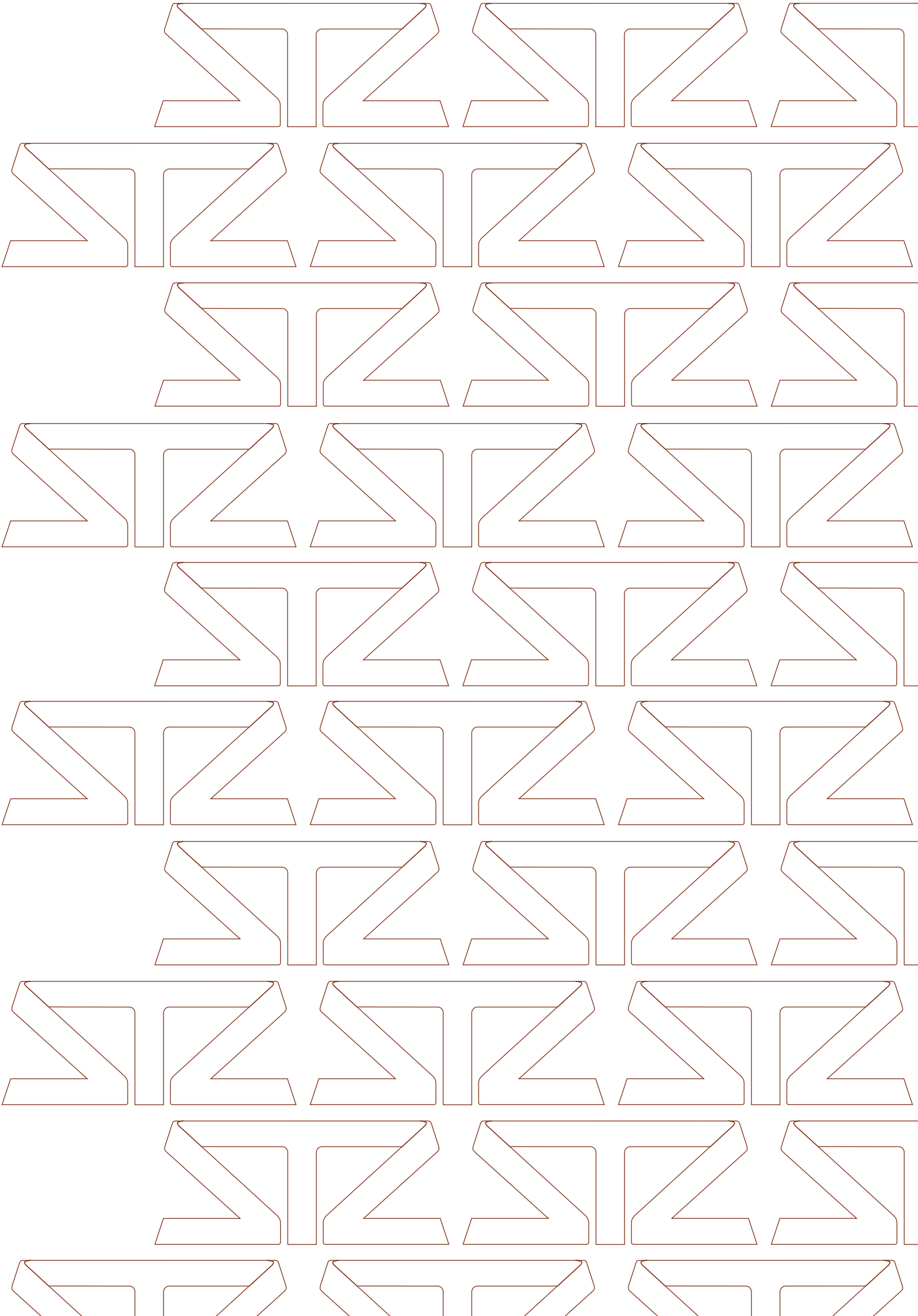


PLANNING PROPOSAL

3 KING STREET WEST CONCORD
YANG LAN
MAY 2017

SMITH & TZANNES



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TITLE	PLANNING PROPOSAL
PROJECT	REZONING KING STREET CONCORD
PROJECT NO	15_090
CLIENT	Yang Lan
PRINCIPAL AUTHOR	Peter Smith [Reg. No 7024] psmith@stz.com.au
REVISION & DATE	REV C 09-05-2017
STATUS	PLANNING PROPOSAL
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OBJECTIVES AND INTENDED OUTCOMES

This report forms part of a request for Canada Bay Council to consider a Planning Proposal to seek an amendment to the Canada Bay Local Environmental Plan 2013 (CBLEP 2013) to allow the rezoning of land at 3 King Street Concord West.

It is prepared on behalf of Yang Lan the owner of the site.

It is intended that the planning proposal will amend CBLEP 2013

- amend the land use zoning map to rezone the site from R2 - Low Density Residential to B1 - Neighbourhood Centre.
- amend the Floor Space Ration map to set a maximum FSR of 2.3:1
- amend the Height of Buildings Map set a maximum of 16m

The proposal is consistent with the masterplan prepared by Council and the draft DCP for the Concord West Precinct.

The site is noted as ‘Site 3’within the masterplan.

BACKGROUND

The site is part of Concord West Precinct Masterplan that was developed by Council during 2014-2015.

It was resolved by Council that in lieu of preparing a planning proposal for all sites, individual planning proposals will be prepared consistent with the draft Master Plan and the background studies that accompany the master plan.

LOCAL CONTEXT

Concord West is an industrial and residential area that is proposed to undergo redevelopment in the future due to its location adjacent major transport corridors.

The area is bounded by the main Northern Railway to the east, Powells Creek Reserve and Homebush Bay Drive to the west.

The area is characterised by a variety of built form and uses, including a mix of dwellign houses, townhouses, apartment buildings and industrial uses.

A new primary school has been constructed on Victoria Ave adjacent Powels Creek Reserve.

The precinct is effectively self contained with George Street forming the only vehicular access to the site. The vehicle access provisions were identified as the primary barrier to redevelopment of precinct in the masterplan.

The area is also included in the Homebush Structure Plan as part of the Draft Parramatta Road Urban Transformation Strategy. This structure plan identifies the area for considerably higher density development than proposed by the master plan - it proposes to resolve the vehicle access barrier by providing additional road connections to the precinct.

SITE CONTEXT

The site is directly adjacent Concord West Station and the Northern Railway.

It is surrounded by residential dwellings that are typically one and two storeys in height.

The entry to Concord West station is immediately opposite the Victoria Avenue frontage. The end of Victoria Street contains short term parking that services the station.

HERITAGE

There are no heritage items in the vicinity and the area is not a heritage conservation area.

ACCESSIBILITY AND TRANSPORT

The site has vehicular access from King Street and Victoria Avenue, and connects to George Street that provide the principle vehicle access to this part of Concord West.

The site is also well serviced by public transport. The subject site is immediately adjacent Concord West Railway Station and therefore holds significant potential for transit oriented development.



LOCATION PLAN:
UNIVERSITY DRIVE WARATAH
WEST

SITE ANALYSIS

SITE DESCRIPTION

LOT / DP	Lot 89 & 90 - DP 88392 Lot 88 & 90 in DP 60683
SITE AREA	817
LOCAL GOVERNMENT AREA	Canada Bay
EXISTING DEVELOPMENT	Light Industrial

FLORA AND FAUNA

The site does not contain any significant vegetation. Two large paperbark trees are located in the footpath adjacent the site on King Street

DRAINAGE & FLOODING

The site has a gentle fall to the west and north. It is not subject to flooding.

MICROCLIMATE

Three principle wind directions affect the development. Moderate East-north-easterly breezes prevail in the summer, opposing the strong north-westerlies during spring. During the colder months wind blows from the east and northwest.

NOISE

The site is subject to significant noise impacts from the railway line.

VIEWS

The low density character of the area and slightly elevation position means development on the site would have views across the rail line and the residential towers in Homebush and Rhodes will be visible from the site.

SOLAR ACCESS

Good solar access is provided to the site. It is unlikely that any development on the site will have shading impacts on any adjoining property. However it would shade Victoria Street for parts of the day.

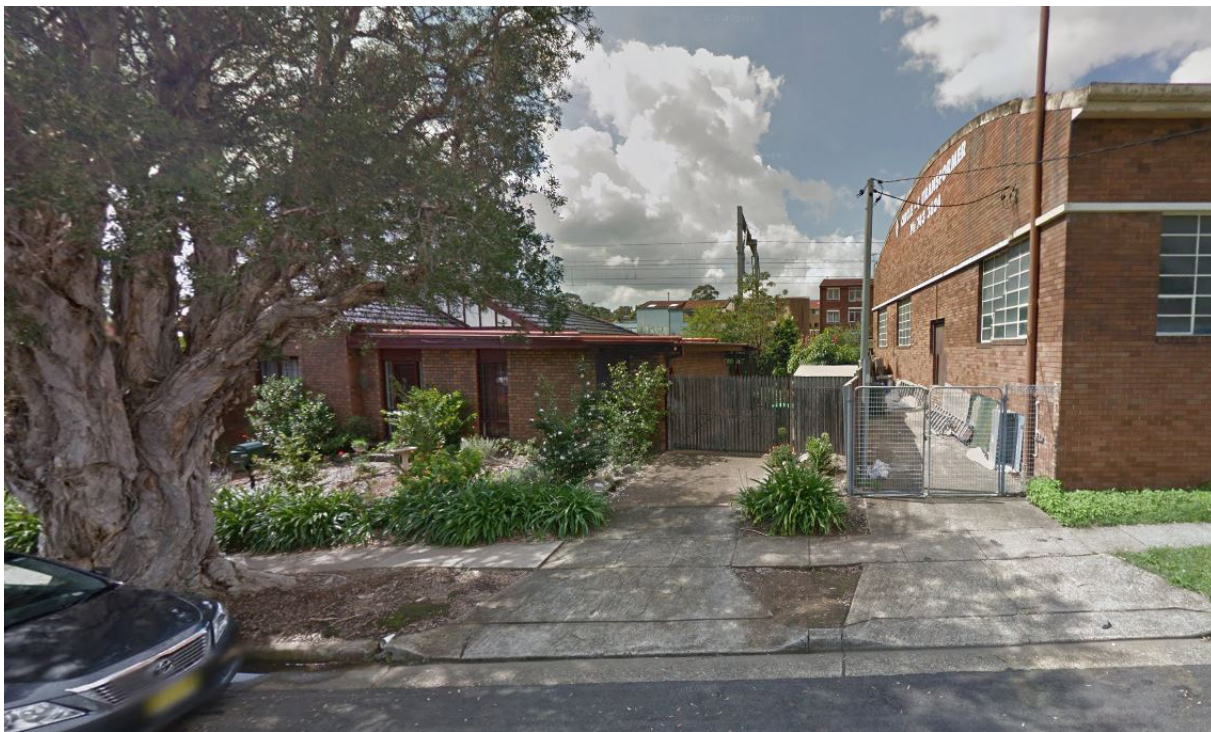
SERVICES

The site is provided with adequate service that can accommodate additional intensity of use.

CONTAMINATION

A stage 1 contamination investigation has been undertaken that concludes that there is a low likelihood of soil and ground water contamination as a result of past uses on the site.





CONTEXT

CLOCKWISE FROM TOP RIGHT.

1. SITE FROM CORNER KING AND VICTORIA STREET

2. RESIDENTIAL DEVELOPMENT OPPOSITE.

3. RESIDENTIAL SITE TO NORTH - INTERFACE

4. STATION ENTRY OPPOSITE

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DESIGN PRINCIPLES

The design concept that underpins the planning proposal builds on the work done by the master plan prepared by Council. The proposed development standards are the result of a more detailed investigation of the site, its constraints and opportunities.

The site located immediately adjacent the railway station provides for a traditional mixed use development with commercial ground floor uses and residential upper floor uses. This form of development can often be found adjacent railway stations - capitalising on the unique commercial opportunities of the proximity.

The additional building height reinforces through built form the station precinct.

CONCEPT PLANS

A concept plan has been prepared in order to test the proposed development standards. The testing demonstrates that it is possible for a development that complies with these standards to:

- not generate adverse impacts on the adjoining properties with respect to solar access and privacy
- have an appropriate scale with respect to the existing density and considering the close proximity to the railway station
- is capable of satisfying the SEPP 65 Design Quality Principles and the objectives and design criteria of the Apartment Design Guide.

The concept plans support a land use zone that allows for a mix of commercial and residential development.

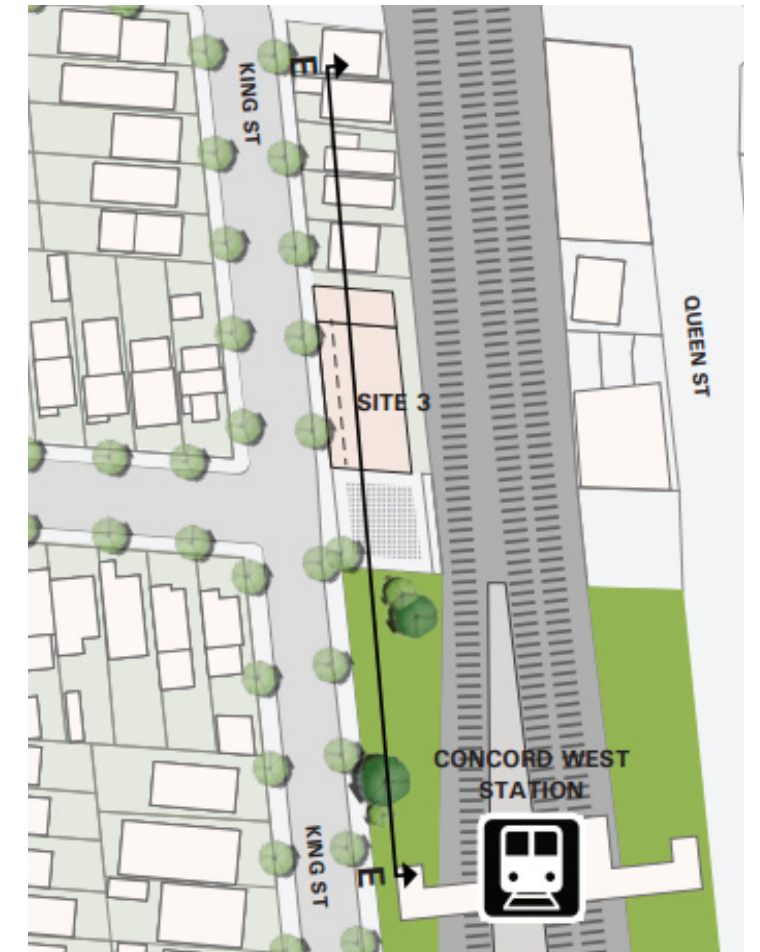
An alternative concept was considered where the whole building contained a commercial use - however this is currently not being pursued

The proposed development contains 4 storeys as proposed by Council's Masterplan. The development steps from the north to transition to the lower development adjacent the site. Communal open space required by the Apartment Design Guide is proposed as a roof terrace.

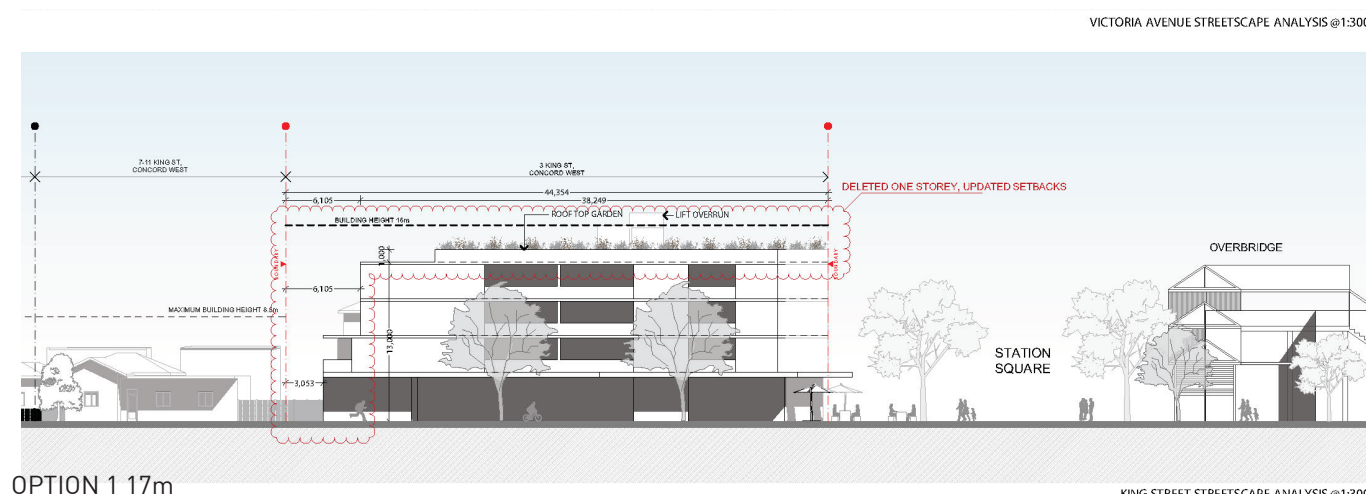
RELATIONSHIP TO MASTERPLAN

The master plan proposes a height of 4 storeys. The guiding design principle is for the built form to step down in height adjacent the lower density development to the north. This principle is carried through in the proposed concept for the site.

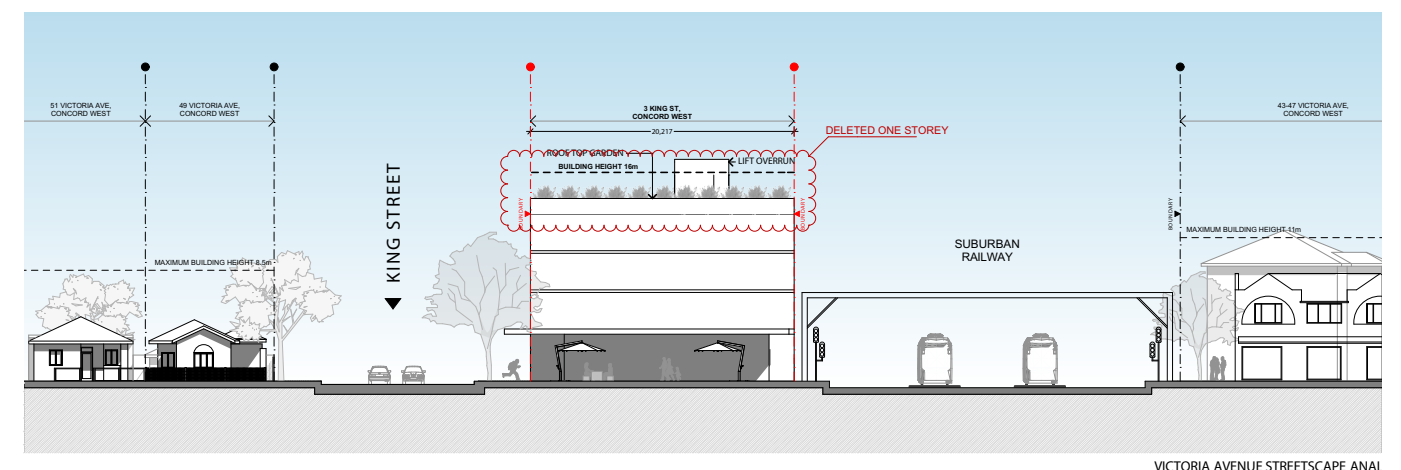
The master plan provides an indicative yield of 20 dwellings for the site. This can be achieved in the proposed envelope



SITE PLAN AND STREET
ELEVATION FROM MASTERPLAN



OPTION 1 17m



OPTION 2 20m

EXISTING PLANNING CONTROLS

The following maps illustrate the existing development standards that apply to the site.



LAND USE ZONING

The study site is zoned R2 (Low Density Residential).



CANADA BAY LOCAL ENVIRONMENTAL PLAN

The main environmental planning instrument which affects the proposed development is the Canada Bay Local Environmental Plan 2013 (CBLEP 2013).

CLAUSE 2.2 - LAND USE ZONE

The subject site is zoned R2- Low Density Residential that prohibits residential flat buildings and mixed use developments.

The planning proposal seeks an amendment to the CBLEP to change the zoning to B1 - Neighbourhood Centre

The CBLEP 2013 Land Use table provides the following development as permissible under the B4 zone.

Zone B1 Neighbourhood Centre

1 Objectives of zone

To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Boarding houses; Business premises; Child care centres; Community facilities; Hotel or motel accommodation; Light industries; Medical centres; Neighbourhood shops; Respite day care centres; Roads; Shop top housing; Any other development not specified in item 2 or 4

4 Prohibited

Advertising structures; Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Bulky goods premises; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Hardware and building supplies; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Hospitals; Industrial training facilities; Industries; Jetties; Landscaping material supplies; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Rural supplies; Sewage treatment plants; Sex services premises; Storage premises; Timber yards; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle sales or hire premises; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems; Wholesale supplies

The proposed zone will permit commercial premises and also residential shop top housing. This provides for flexibility in the way land use is managed on the site.

CLAUSE 4.3 - HEIGHT OF BUILDINGS

The current development standard permits a maximum height of building of 8.5m

It is proposed to amend the Height of Building Map to permit a maximum height of building of 16m.

This is consistent with the masterplan adopted by Council

CLAUSE 4.4 - FLOOR SPACE RATIO

The Floor Space Ratio map and clause 4.4 provide for a maximum floor space ratio of 0.5:1.

In order to achieve an appropriate density for the location and type of density envisaged a FSR of 2.3:1 is proposed.

This is consistent with the masterplan adopted by Council

CANADA BAY DEVELOPMENT CONTROL PLAN

It is expected that site specific building envelope controls would be included in an amendment to the Canada Bay DCP subsequent to any gazettal of the proposed amendments.

Council have already prepared a draft DCP for the Concord West Precinct.

The planning proposal will result in an outcome that is consistent with the draft DCP.

The justification addresses the questions that the Department of Planning applies to the Planning Proposal Gateway Determinations for the amendments to a Local Environment Plan. Each of the questions is addressed individually below:

NEED FOR THE PLANNING PROPOSAL

IS THE PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT?

Yes

A master plan was prepared by JBA on behalf of Council, which encompasses land on the western side of the Northern Rail Line at Concord West. The master plan focuses on land currently zoned IN1, General Industrial, and other sites which has been identified by the City of Canada Bay Council for residential redevelopment.

The master plan identifies the subject site within Site 3 and envisages built form of up to three storeys for the site accommodating 20 dwellings. An extract from the detailed master plan is provided as Figure 3.

The master plan acknowledges that the site is being considered for an B4 - Mixed use zoning.

The master plan provides recommendations for a maximum FSR of 2.3:1 and a maximum building height of 16 metres for the subject site. The master plan also indicates an acceptable yield of 20 dwellings for the site.

This Planning Proposal responds directly to the recommended height and density identified within the master plan for the subject site.

The site is also included in the Parramatta Road Urban Transformation Strategy in the Homebush precinct. The strategy recommends the same controls as Council's masterplan

IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES INTENDED OUTCOMES OR IS THERE A BETTER WAY?

Yes.

It is expected that dealing with the Planning Proposal as a site specific rezone to amend CBLP 2013 is the best means of achieving the objectives and intended outcomes given that this process is to seek a mixed use form of development on the subject site that is currently not permitted.

IS THERE A NET COMMUNITY BENEFIT

The public benefit as a result of a potential amendment to includes:

- A rezone for the site will allow for the future residential development of the site, which has been subject to a sharp decrease in market demand in use for industrial purposes.
- The mixed use zone proposed will allow for commercial uses on the ground floor that can compliment the adjoining train station and service the local area - this could result in a cafe or local general store.

- The uses are immediately adjacent the railway station
- The increased height has minimal impact on the nearby residential properties resulting from the orientation of the site.
- The site will co-locate a variety of mixed uses. This provides flexibility for workers and users of the services on site and is an efficient and orderly use of the land.
- The residential 'shop top housing' provide for a greater mix of housing choice in an area.
- The built form proposed provide definition to the urban structure.

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)

A Plan for Growing Sydney 2014

The relevant metropolitan strategy relating to the proposed development is A Plan for Growing Sydney released by the NSW Department of Planning and Environment in December 2014. The plan identifies growth projections from a whole of Sydney perspective and specifically identifies Western Sydney as a key to Sydney's success.

The plan aims to better connect people to strategic centres and in doing so, connecting them to jobs, education facilities, health centres and hospitals and sporting, cultural and entertainment facilities.

The subject site is identified as being located within the Global Economic Corridor, which is comprised of a major band of employment nodes that extends from Port Botany through Sydney CBD to Macquarie Park, Parramatta CBD, Norwest and Sydney Olympic Park.

Rezoning the subject site to B1 - Neighbourhood Centre along with increasing height and FSR, will directly assist in delivering the intended outcomes of the Plan as it will facilitate urban renewal and provide for additional housing opportunities that will take advantage of the subject site's location adjacent Concord West Railway Station.

Parramatta Road Corridor Urban Transormation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (the Strategy) is the long-term vision for developing population and employment growth in the Parramatta Road Corridor (the Corridor). Combining big picture considerations, a sub-regional response, and the depth of local knowledge required to plan for existing and future communities, it will lead to the enlivening of this important Sydney artery. The Strategy is supported by the Implementation Tool Kit- four documents that will guide and inform how the Strategy is to be implemented.

The Implementation Plan 2016 – 2023 requires that the Corridor be developed in line with the Principles and Strategic Actions identified in the Strategy, as well as the growth priorities identified in this Plan. Notwithstanding this, it is understood that in certain circumstances,

a sound case may be made for parts of the Corridor to progress to detailed planning and development to occur 'out of sequence'. As such, the Implementation Plan 2016 – 2023 incorporates an 'Out of Sequence Checklist' against which such proposals would be assessed,

This proposal is consistent with the design guidelines contained in section 7 of the Parramatta Road Corridor – Planning and Design Guidelines.

The area is within the 2016 - 2023 release, however it departs from the sequencing. An assessment against the out of sequence process is described late in this section.

IS THE PLANNING PROPOSAL CONSISTENT WITH A COUNCIL'S LOCAL STRATEGY OR OTHER LOCAL STRATEGIC PLAN?

The planning proposal is consistent with Council's local strategy that is articulated in the City of Canada Bay Local Planning Strategy 2010-2031. This is the principal document communicating future land use planning in Canada Bay.

Part 3 outlines the housing strategy and identifies a 29% growth in population between 2006 and 2031 requiring an 37% increase in dwelling supply. It identifies that future housing supply should be provided within walking distance of transit nodes. This site satisfies this requirement.

Action H12 of the Strategy specifically lists a number of actions that relate to housing supply including:

- Objective H5 - Increase Residential Densities in Centres - that requires that maximum allowable densities in appropriate villand and neighborhood centres should be increased to stimulate growth.
- Action H12: That residential densities in the immediate vicinity of Concord West centre should be increased.

The proposal is consistent with both of these items in that the site is located adjacent the Concord West centre which is centred around Concord West Station.

IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

SEPP (Infrastructure) 2007

The proposed development is located immediately adjacent a rail corridor. Sydney Trains will need to be notified of any application. Further acoustic treatment will be required to the internal spaces to meet the noise criteria contained in clause 87 of the SEPP.

SEPP 65 - Design Quality of Residential Apartment Developemnt

A preliminary concept plan has been prepared to determine that it is possible for a development that results from the amendment to the LEP as proposed is capable of satisfying the Design Quality Principles and the objectives and design criteria listed in the Apartment Design Guide.

SEPP 55 (Remediation of Land)

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

A preliminary site investigation has indicated that the likelihood of contamination is low. Further investigations have been recommended to confirm any presence of contamination. Given the history of the site, it is appropriate that this can be addressed as part of a development application.

IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS (S.117 DIRECTIONS)?

The following are the relevant s.117 directions

3.1 Residential Zones

The proposal is consistent with the directions as it encourages a variety of housing choices for the Concord West area providing for existing and future housing needs.

By providing additional density in established areas it reduces costs and pressure on the urban fringe.

3.4 Integrating Land Use and Transport

It makes efficient use of existing infrastrucutre including the close proximity to the rail station and existing shops. The additional commercial space will provide amenity to the local residents servicing in particular those that utilise the rail station. The proposal supports the efficient and viable operation of public transport services.

6.3 Site specific provisions

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. Additional controls that would be proposed in the development control plan – only seek to refine the building envelope as appropriate to the location adjacent low density residential.

7.1 Implementation of A Plan for Growing Sydney

The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney. The Direction applies to a number of listed Local Government Areas (LGA), which includes the LGA of Canada Bay. It is considered that this PP is consistent with this Direction in that it will assist in delivering on the outcomes envisaged by the strategy as outline previously in this report.

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?

There are no critical habitats, threatened species or ecological communities identified in the subject site or that would be affected by the proposed development.

ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

Other environmental effects that are likely as a result of the planning proposal can be effectively managed through the detailed design of the proposed and during the assessment of the development application.

Privacy

Privacy to adjoining residents can be managed through appropriate building separation and location of windows and private open spaces.

Shadow impacts

Shadow impacts resulting from the increased height will not affect any adjoining residential site as the subject site is to the south of the adjoining residential properties. Land to the south, east and west consists of the railway corridor and road carriageways.

Car parking and traffic impacts

The proposed density will accommodate the 20 dwellings allocated for this site under the Concord West Masterplan. The Draft Traffic Transport Accessibility and Parking Report was carried on the densities indicated in the JBA Planning Draft masterplan. This allocated 20 of the 785 dwellings in the precinct to the provided on this site. It is anticipated that the ground floor commercial uses would consist of a cafe or local store and would not generate significant additional car parking requirements of traffic as they would service the existing and future local residents.

OUT OF SEQUENCE CHECKLIST

CRITERIA 1 - STRATEGIC OBJECTIVE, LAND USE AND DEVELOPMENT.

The planning proposal is consistent with the strategic objectives and land use transport planning principles it is consistent with the land uses, heights, densities and built form provided in the Parramatta Road Corridor - Planning and Design Guidelines

CRITERIA 2 - INTEGRATED INFRASTRUCTURE DELIVERY PLAN

This proposed development does not in itself trigger any addition infrastructure such as public transport or new roads. Contributions towards improvements in public open space and transport upgrades will be made in accordance with published plans.

CRITERIA 3 - STAKEHOLDER ENGAGEMENT

The masterplan and draft DCP prepared by council has already undergone significant consultation with relevant stakeholders including the community. The proposal is consistent with the adopted plan.

However the planning proposal will also be exhibited for public consultation.

CRITERIA 4 - SUSTAINABILITY

The proposal achieves the sustainability targets in the strategy. It will be able to satisfy BASIX energy and water targets and incorporate renewable energy and water reuse requirements. The location of the development will assist with reduce car ownership and car dependence to improve local air quality and reduce carbon emissions.

CRITERIA 5 - FEASIBILITY

The planning proposal presents a land use and development scenario that is economic feasibility. It includes the conversion of an existing warehouse building to a mixed use development that contains significant increase in density. It remains feasible including contributions required for infrastructure in the precinct.

MARKET VIABILITY

The proposal provides for a mixed use development that contains commercial and residential uses in a location adjacent major transport links. The development as proposed taking into account land values and future values is considered viable.

CONCLUSION



The subject site at 3 King Street is currently zoned R2 - Low Density Residential. This zone is not suitable for the location that is immediately adjacent the Concord West Railway Station.

The Concord West Master plan has identified that this site is suitable to accommodate 20 dwellings - with the most significant constraint being the overall capacity of the precinct with respect to vehicular access. The mixed use also anticipated by the master plan provides for ground floor uses that will activate the station precinct.

Additional density on the site is also reinforced in the Parramatta Road Urban Transformation Strategy in the Homebush Structure Plan.

The permissible uses and development standards anticipate low density residential development. Given the strategic location adjacent the station it is considered that higher densities are a more appropriate use of land.

The development standards proposed in this planning proposal allow for the realization of the 20 dwellings nominated for the site taking into account the site constraints and urban design principles. The additional height and density compared to the masterplan will ensure that the amenity of the dwellings and commercial spaces will not be compromised.