

Enterprise Area Review



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Executive summary

This planning proposal follows review of the current planning framework that applies to the enterprise areas.

The City's enterprise areas comprise all land zoned for employment in the City of Sydney local government area (LGA), including zones IN1 General Industrial; B5 Business Development; B6 Enterprise Corridor; and B7 Business Park.

In late 2019 the City commissioned the Enterprise Area Review (Review) to understand the long-term demand and supply for industrial and business zoned land and ensure the planning framework is fit for that purpose.

The City's southern enterprise area is strategically located

The southern enterprise area, in the south of the LGA, includes some of the most sought after and valuable industrial and urban services land in Australia. Its unique position near the Sydney CBD, fringe business areas, high density residential neighbourhoods and NSW's primary trade gateways at Sydney Airport and Port Botany gives it a strong competitive advantage.

Changes to the City's planning framework in 2014 have facilitated a thriving and diverse industrial and business precinct

The Employment Lands Strategy, adopted by Council in 2014, provides the strategic directions for City's enterprise areas. It ensures that land is preserved for industrial and urban services while also allowing the growth and evolution of enterprise.

Changes in zoning and permitted uses resulting from the implementation of the Strategy created opportunities for new forms of business and enterprise in the area, such as high-tech industry, creative spaces, retail and distribution facilities. It also protected industrial lands so that industrial activities such as manufacturing, wholesale trade, transport and logistics related industries, postal activities and warehousing continue to locate in the area.

The Review found the current planning framework applying to enterprise areas is generally well placed to maintain thriving and diverse business activity with:

- industrial zoned land retained exclusively for industry and urban services;
- land allocated for big box retail ('specialised retail premises') in Moore Park and along O'Riordan Street; and
- flexible business zoned land allowing most types of industrial and commercial activity.

The Review recognises the importance of retaining land for industrial uses, citing a shortage on industrial floor space in the area. These areas remain important to support critical industrial facilities and services that are location sensitive and must be located close to important supply chain or business to business links to the CBD, Sydney Airport, Port Botany and other nearby employment areas.

However, the Review also found there was potential for further review of North Alexandria in response to unmet demand for commercial and flexible employment floor space.

New floor space at North Alexandria supports the role of the southern enterprise area as a modern employment precinct

Maintaining a strong economic position relies on a sustained supply of suitable floor space to accommodate new high value industries and the changing needs of businesses.

North Alexandria is well placed to provide this space, located on the northern edge of the southern enterprise area, closest to Sydney CBD and large population centres, being the western gateway to Green Square Station. Its transition from traditional industrial activity towards office and knowledge-based sectors is already underway, largely accommodated within the existing built

form. The Review recommended planning controls for the area be reviewed to support growth. It envisions the area as “a thriving, diverse, dynamic and creative modern employment precinct.”

North Alexandria, with its accessible location, walkability, liveable green network, public transport, open space, tree lined streets, canals, heritage warehouses, creative industries, innovation and 24-hour activation makes for a unique place to work and visit, as well as providing amenities and services to nearby communities. Knowledge intensive and creative businesses will be attracted by these unique qualities.

This planning proposal amends controls to facilitate new employment floor space at North Alexandria.

The City commissioned the North Alexandria Urban Design Study to analyse opportunities and recommend new planning controls that improve the public domain, while increasing suitable and available floorspace for business. The Study has informed this planning proposal, which makes changes to the maximum building heights and maximum floor space ratio controls (FSR) in North Alexandria.

Currently, maximum permissible building heights across North Alexandria range from 12 to 60 metres, with the height control generally 15 to 18 metres outside of the office based south-block with an existing streetscape that is predominantly two to six storeys. The current planning controls include floor space ratio controls generally between 1:1 - 3:1, with additional floor space between 0.5:1 and 2.2:1 available where community infrastructure is provided. Some of North Alexandria is in a heritage conservation area, with contributory buildings and four local listings.

This planning proposal increases FSRs on key sites by adjusting the applicable additional community infrastructure floor space ratio. The proposed increases in FSR, shown below combines the baseline FSR and community infrastructure FSR to give a more accurate illustration of the built form outcome likely to be achieved through this proposal:

- an increase from 1.5:1 to 2.1:1 on one key site along Bowden Street (through an increase from Area 6 – 0.5:1 to Area 8 – 1.1:1);
- an increase from 1.5:1 to 2.5:1 (through an increase from Area 6 – 0.5:1 to Area 9 - 1.5:1) in the area between Mandible and Hiles Streets; and
- an increase from 2.5:1 to 3.5:1 (through an increase from Area 6 – 0.5:1 to Area 9 – 1.5:1) for two triangular lots fronting the northern side of the future connector road between O’Riordan Street and Bourke Road.

In addition to the above, under Clause 6.21 of Sydney LEP 2012, a design excellence process is required for any development proposed to be greater than 25 metres. A building demonstrating design excellence is eligible for an amount of additional floor space of up to 10 per cent on top of the mapped floor space ratio and community infrastructure floor space. A proposed site-specific clause will limit application of Clause 6.21 to FSR uplift and not apply to building heights.

This planning proposal will also amend the maximum height of building controls including:

- broad increases from 18m to between 25m and 35m, 35m to 45m and 15m to 22m ;
- on the north-west corner of Wyndham Street and Bourke Road, a decrease from 55m to 45m in some parts and increase from 55m to 60m in other parts;
- a decrease for sites in the north of North Alexandria, reducing from 18m to 15m; and
- an increase for sites adjoining the Ashmore connector road, to align with the heights of neighbouring sites.

A draft DCP accompanies and supports this planning proposal

The City has prepared the draft Sydney Development Control Plan 2012: Southern Enterprise Area Amendment (draft DCP) that provides additional guidance for development in the southern enterprise area.

The draft DCP include new provisions of streets and lanes, setback at ground level and upper levels, proposed open space dedications and height in storeys in North Alexandria. It also includes

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other changes to refresh planning controls in the southern enterprise area to reflect development and policy changes that have occurred over time.

The draft DCP does not form part of this planning proposal. The City intends to publicly exhibit this planning proposal concurrently with the draft DCP.

1. Background

1.1. Background

The City's enterprise lands include all land in the City of Sydney local government area (LGA) currently zoned primarily for employment purposes under the Sydney Local Environmental Plan 2012 (Sydney LEP 2012). The extent of the City's enterprise areas are shown at Figure 1 and includes land zoned: IN1 General Industrial; B5 Business Development; B6 Enterprise Corridor; and B7 Business Park. They are mostly in the southern enterprise area, previously referred to as the southern employment lands, in the suburbs of Alexandria and Rosebery.



Figure 1 Enterprise Areas

This planning proposal, called 'Planning Proposal: Enterprise Area Review', is to amend the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012). It applies to the whole of the City's enterprise lands, but mostly provides new planning controls for the North Alexandria precinct, shown at Figure 1.

The intent of this planning proposal is to accommodate unmet demand for commercial and flexible employment floor space in the City's southern enterprise area that is well located to public transport.

In addition, this planning proposal makes other amendments that impact the wider enterprise area, including amending Clause 7.13A to refer to the most recent affordable housing program, adopted by Council on 24 August 2020. The amendment is to correct a reference to a document that has now been repealed.

This planning proposal is supported by Draft Sydney Development Control Plan 2012: Southern Enterprise Area (draft DCP). The draft DCP is to make a range of amendments to current provisions of Section 5.8 of Sydney DCP 2012, that apply to the City's southern enterprise area. It also introduces more detailed planning controls for North Alexandria to support and guide its redevelopment.

The proposed planning controls are informed by the Enterprise Area Review, prepared by SGS Economics and Planning and provided at Attachment A, and North Alexandria Urban Design Study, prepared by CHROFI and provided at Attachment B.

1.1.1. Strategic context

Industrial and urban services land is an integral component of Sydney's broader economy. Relinquishing it in the face of shorter-term imperatives is likely to be costly in the long term because once the land has moved to a higher value use, it is highly unlikely ever to be converted back.

Greater Sydney is not alone in responding to such pressures. Cities with similar demands – London, San Francisco, Vancouver and New York – are also taking a more strategic approach to ensure the economic and employment-generating conditions provided by their industrial and urban services lands are supported and protected.

In 2014 Council adopted the *City of Sydney Employment Lands Strategy 2014-2019* which established a planning framework for managing the transition of the City's enterprise areas from mostly industrial and manufacturing uses, towards a more diverse range of businesses and jobs.

Since adoption of the City's strategy, the Greater Sydney Commission's *Greater Sydney Region Plan* has recognised the importance of industrial lands to the functioning of the city beyond the number of jobs that they accommodate, and their ability to support a range of land uses. The subsequent *Eastern City District Plan* requires inner City councils to retain and manage their industrial and urban services land, effectively safeguarding it from competing pressures, in particular residential incursion.

The City's *Local Strategic Planning Statement - City Plan 2036* maintains the strategic direction of the state government and prioritises protection of industrial and urban services land in the enterprise areas and evolving businesses in the Green Square-Mascot Strategic Centre.

1.1.2. Enterprise area review

In late 2019 the City commissioned SGS Economics and Planning to undertake the Enterprise Area Review (the review), provided at Attachment A. The review included a comprehensive analysis of the trends and drivers influencing supply and demand of employment floor space in the City and broader context with the aim of understanding the long-term demand and supply for industrial and business zoned land in the LGA and the subregion.

The review found the City's strategic directions have been working as intended and generally recommends a continuation of the existing approach in the enterprise areas, with no changes to zoning required. It recognises the importance of retaining land for industrial uses, citing a shortage

on industrial floor space in the area. These areas remain important to support a range of critical industrial facilities and services that are location sensitive and must be located close to important supply chain or business to business links to the CBD, Sydney Airport, Port Botany and other nearby employment areas.

However, the review found there was potential for further review of North Alexandria in response to unmet demand for commercial and flexible employment floor space that is well located to public transport. It identified the potential of North Alexandria to provide space for:

- critical urban services that underpin broader productivity and liveability;
- smaller evolving businesses that require diverse and affordable spaces;
- businesses that service the local population in high density residential areas; and
- emerging high-value industries like boutique advanced manufacturing.

Detailed recommendations from the review for North Alexandria include:

- create a business core with higher-rise office buildings in a limited extent concentrated around Green Square station, which will be informed by further urban design work;
- allocate space north of the business core for small offices and diverse spaces;
- retain the existing use profile and facilitate a more gradual transition in uses in the remainder of North Alexandria, including boutique industrial uses and smaller scale offices;
- protect the fine grain industrial heritage along Wyndham Street, Hiles Street, McCauley Street and Stokes Avenue, using design controls;
- improve road/pedestrian permeability to train stations from across North Alexandria, subject to further urban design study; and
- retain the current B7 – Business Park zone in North Alexandria as well as the currently permissible uses.

The review informed the City in commissioning an urban design analysis to inform changes to the planning controls for North Alexandria.

1.2. About the North Alexandria precinct

1.2.1. Location and context

North Alexandria, shown at Figure 2, is in the suburb of Alexandria in City's southern enterprise areas. It also forms the western edge of the Green Square urban renewal area.

North Alexandria is generally bound by McEvoy Street in the north, Wyndham Street to the east and Bowden Street to the west, with properties fronting O'Riordan Street to the south down to Johnston Street forming its southern extent. Including internal roads, North Alexandria is approximately 36 hectares in area, comprising 103 lots.



Figure 2: North Alexandria precinct

North Alexandria is located within the City of Sydney local government area, approximately 3.5 kilometres south of Sydney Town Hall and to the immediate west of Green Square Town Centre. Figure 3 shows the immediate context of North Alexandria, which is located between Waterloo in the north and Green Square Town Centre to the east, with Alexandria to the west and south

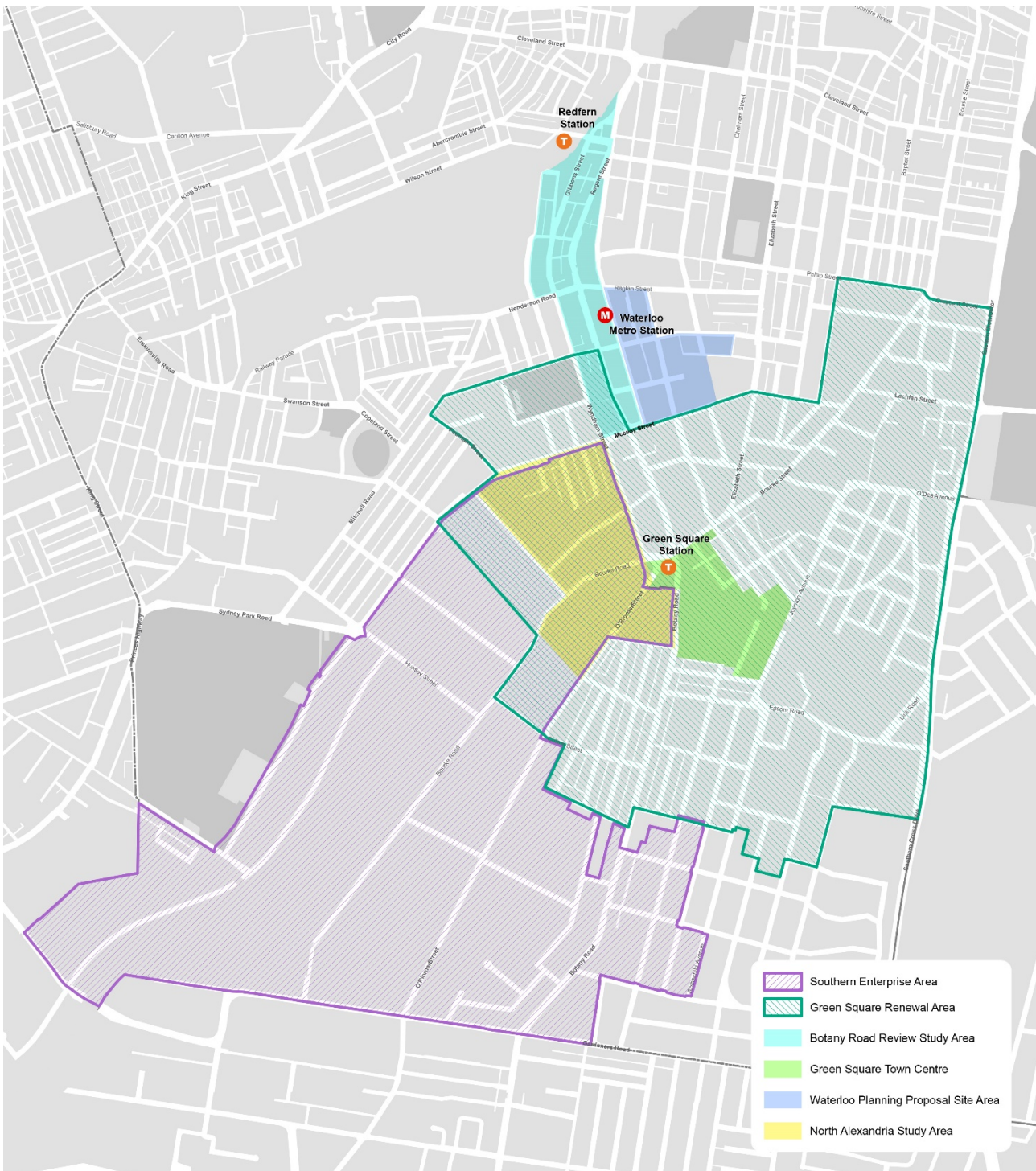


Figure 3 Local strategic context

As shown in Figure 3, North Alexandria is at the northern end of the southern enterprise area (purple), one of the most sought after and high-priced industrial areas in Australia. It is uniquely positioned near the Sydney CBD, fringe business areas, high density neighbourhoods and trade gateways. Sustained supply of floor space is needed to support high value industries that benefit from locating here.

North Alexandria also sits in the Green Square Urban Renewal Area (dark green), which will contribute over one third of the City's local housing growth to 2036. The urban renewal area is forecast to grow to around 32,000 dwellings, housing around 60,000 to 70,000 people (depending on occupancy trends) at build out. This growth is being supported with substantial investment in local infrastructure including new roads, parks, community facilities such as Gunyama Park and Aquatic Centre and Green Square library and utilities upgrades.

The Green Square Town Centre (light green), at the heart of the renewal area, is to the immediate east of North Alexandria and offers a train station connecting to Central Sydney and Sydney Airport, as well as a growing employment, entertainment, retail, and services offering.

The City's review of the Botany Road corridor (light blue) is in progress and will likely inform a planning proposal to facilitate additional employment floor space in the corridor.

The future Waterloo Metro station and Waterloo Metro Quarter development is located to the north of North Alexandria. The approved State Significant Development concept proposal for the Metro Quarter is for three mid-rise buildings between 4 and 10 storeys along Cope Street, and three towers of 23, 25 and 29 storeys above a 3 to 4 storey podium along Botany Road, above an underground station on the Sydney Metro line.

Waterloo Estate South (dark blue) is currently subject to a planning proposal. The proposal consists of about 230,894 square metres of residential floor space, with 3,067 dwellings, a large park adjoining Waterloo Metro station of two hectares, 13,000 square metres for retail and commercial uses and 5,000 square metres for community and ancillary facilities.

1.2.2. Relationship with surrounding enterprise lands

Of all the southern enterprise area, the North Alexandria precinct has a finest subdivision pattern, highest density-built form controls (especially around Green Square station) and closest proximity to public transport and high-density residential communities.

North Alexandria has attracted many fitness/indoor recreation studios, bars, cafés and restaurants while also retaining essential urban services including bus depots, concrete batching and smash repairers.

The B6 – Enterprise Corridor zone to the south-west of Bowden Street differs from North Alexandria with much larger lots which play an essential role for the retail sector, with large-format retail, warehousing, and distribution. The IN1 – General Industrial zone further to the south has a larger representation of more intense industrial activity as well as warehousing and distribution.

The most similar precinct is the Rosebery precinct of the same zoning as North Alexandria, which has a large representation of fashion retail, small scale creative services and other business premises. Large warehouse buildings at this location have been subdivided to accommodate numerous small-scale businesses.

1.2.3. Land ownership

There are 103 lots within North Alexandria. The City is a major landowner, with nine properties, five owned by state government agencies, including the NSW Rail Operations centre, NSW Fire and Rescue, and NSW Police.

The City owns key properties along Mandible Street which will contribute to new public recreation space in the future. The properties include:

- number 41, a warehouse building not in use;
- number 25, currently used as a concrete batching plant; and
- number 30 and 33-39, currently operating as a bus depot.

Some of these properties have leases that expire in the medium term. In the meantime, the City will begin a concept planning process to consider the opportunities for the site. The community will be consulted on the design throughout the process.

Other properties owned by the City include 34-54 Bourke Road, operating as a Creative City Depot, 330 and 338 Botany Road as well as 20 O'Riordan Street, which will be used to create a new Green Square to Ashmore connector road. Lands that are surplus to the road reservation for the Green Square to Ashmore connector will be used to provide approximately 320 rental affordable housing dwellings.

Major private landholdings include a large Ausgrid depot site, Harvey Norman warehouse and 13Cabs site and are discussed in more detail later in this planning proposal.

1.2.4. Industry and jobs

Land uses and employment in the southern enterprise area

The City's 2017 Floor space and Employment Survey (FES) indicates that the southern enterprise area (which includes North Alexandria) contains 1,942,104 sqm of employment floor space and 17,728 jobs.

Transport and logistics occupy the highest amount of floor space (292,526 sqm) out of any of the industries within the southern enterprise area, with 15 per cent of the total employment floor space and 3,102 jobs. There is 290,228 sqm of retail and personal services floor space in North Alexandria, largely owing to the representation of specialised retail premises, building supplies and home renovation related retail as well as warehousing and head offices. ICT occupies 137,484 sqm of total employment floor space and 1,716 jobs, Manufacturing occupies 130,444 sqm of total employment floor space and 1,810 jobs and the motor vehicle sector contains 121,650 sqm of floor space and 854 jobs.

Creative industries occupy 98,217 sqm of floor space in the southern enterprise area, providing 1,512 jobs.

Land uses and employment in North Alexandria

North Alexandria contains 239,101 sqm of employment floor space and 2,281 jobs. This represents 12% of total floor space and 13% of jobs in the southern enterprise area.

The FES indicates that retail and personal services occupies the highest amount of floor space (40,563 sqm) out of any of the industries within the area, with 17 per cent of the total employment floor space and 263 jobs. Half of this floor space is storage while a quarter of it is office space. There is 34,511 sqm of manufacturing industry floor space in North Alexandria, with 14 per cent of the total employment floor space and 655 jobs. Transport and logistics consist of 32,137 sqm of floor space, representing 13 per cent of total floor space and 354 jobs. This sector is well represented with head office of a taxi firm and bus depot. Motor vehicle industry occupies 21,451 sqm of floor space, representing 9 per cent of total floor space and 154 jobs.

Within North Alexandria, creative industries occupy 4,192 sqm of floor space providing 75 jobs.

1.2.5. Built form

Buildings in North Alexandria can be generally categorised into five typologies, including: heritage listed buildings (discussed in detail Section 2 of this planning proposal); clustered single-storey warehouses; large warehouse buildings; depot buildings; and campus style buildings. Recent development applications look to inject retail and office spaces into the mix. There is a small row of terrace housing on Wyndham Street, and two hotel buildings on Botany Road which also fall outside of these categories.

Clustered single storey, fine-grain warehouses exist in the heritage conservation area to the north of North Alexandria, and along Bourke Road. An example is provided at Figure 4. These development types contain a wide variety of uses including vehicle repair, hardware stores, creative offices and indoor recreation premises.



Figure 4: Fine grain industrial buildings within the heritage conservation area

Larger warehouse buildings, shown at Figure 5, are concentrated towards the north-west of North Alexandria. These large warehouses include strata buildings which have several tenants, and single occupants such as the Mercedes Benz body shop on O’Riordan Street, and Harvey Norman warehouse on Bowden Street.



Figure 5: Larger warehouse buildings on corner of McEvoy and Bowden Streets

Depot buildings are clustered toward the centre of North Alexandria. Depots include a concrete batching plant (to be replaced by recreation space), Murrays Coaches (to be replaced by recreation space), 13cabs, Ausgrid, Coates Hire, Combined Towing, City of Sydney and Emergency Services NSW. Some of these services may be strategically located in North Alexandria, and not inclined to relocate.

Recent development within North Alexandria has delivered a few campus style buildings, shown at Figure 6. Examples include the Rail Operations Centre, Dangrove (art storage) and Red Cross Lifeblood campus.



Figure 6: Campus style buildings on corner of Wyndham and Mandible Streets (Google Street View, taken September 2020)

1.2.6. Public domain

There are limitations impacting on the usability of public domain in North Alexandria. Large blocks, dead-end streets and general lack of through site connections limit way finding, amenity and legibility. Streets have been planned to prioritise vehicle access, making it unattractive for pedestrians. Developments prioritise internal site functions with privately owned driveways that contribute to inactive street edges and large vehicle crossing points, further diminishing the quality of the public domain in North Alexandria.

The City of Sydney DCP 2012 has setback and land dedication controls which seek to deliver new laneways, streets and public plazas but this requires the development of sites by landowners to facilitate these spaces.

1.2.7. Late night trading area

In 2019 the Sydney DCP 2012 was amended to identify a new late-night trading area in the North Alexandria industrial heritage conservation area in the north of North Alexandria. The area has been identified as a future art, cultural and entertainment area with the potential for extended trading hours up to 24 hours.

The late-night area, shown at Figure 7, is bound by McEvoy Street to the north, Stokes Avenue to the east, Alexandria Canal to the south and McCauley Street to the west. It includes a network of streets and lanes characterised by the twentieth century industrial warehouses.



Figure 7 Late night management area (Sydney DCP 2012)

The area is accessible by public transport, located within 600 metres of Green Square Station and 550 metres of the future Sydney Metro station at Waterloo, which will operate 21 hours a day.

The warehouse buildings provide ideal heritage character and space for live performance, creative or cultural uses. One licensed premise currently operates in McCauley Street. The area offers a valuable and unique opportunity to establish late night trading in an industrial area with the absence of potential conflicts in land use, character or impact on residential amenity.

1.2.8. Traffic and transport connections

North Alexandria is served by arterial roads, a heavy rail station, a future Sydney Metro station, bus routes and regional cycle routes. These connections facilitate fast and efficient access to Central Sydney and to Sydney Airport, with a full suite of transport options with low travel times available to visitors and workers.

Access to most of Greater Sydney is relatively high via well connected and high-capacity rail stations, as well as good access to several arterial roads. In addition to Green Square station, Redfern station is 10 min walk from the norther boundary of North Alexandria. North Alexandria can also be accessed by Parramatta Road via Cleveland Street, the M8 motorway and Princes Highway via McEvoy Street, and Sydney Airport and North Sydney via the Eastern Distributor.

A transport and traffic analysis is attached as an addendum to this Planning Proposal. It addresses potential impacts from additional activity/trips generated by the increased density from this proposal.

1.2.9. Local street network

The north of North Alexandria is dominated by smaller blocks with a finer grain street grid, with rear lane access. It is bound by Wyndham Street, Sheas Creek, Stokes Avenue and McEvoy Street. While a fine grain street pattern exists, it remains disconnected from the broader street network, with all streets and laneways branching off McEvoy Street with almost no east-west connection.

The remainder of North Alexandria is dominated by large block sizes, creating an island effect - the scale of which does not allow for legibility. It is dominated by north-south roads with limited east-

west connections. Busy roads with limited crossing points dissects North Alexandria and limits movement.

1.2.10. Public transport

North Alexandria is about 10 minutes walk from Green Square Station, which forms part of the Airport line. From Green Square Station, Town Hall is a 15 minute train ride and the Domestic Airport Station is a 5 minute train ride. Green Square Station services existing workers within North Alexandria.

The northern part of North Alexandria is 10 minutes' walk from the future Waterloo Station on the Sydney Metro line. When opened in 2024, the Metro will connect to Central Sydney, North Sydney, Macquarie Park and the Hills District in the north, and the inner west through to Bankstown in the south-west. The addition of a Metro station at Waterloo, and public realm improvements along Botany Road, will further improve access to North Alexandria.

Due to large block sizes, impermeable surrounding blocks, and poor north-south connections, access to bus services are somewhat limited within North Alexandria. North Alexandria is served by the 305 bus, connecting Mascot and Redfern, 355 bus connecting Marrickville Metro and Bondi Junction and 370 connecting Leichhardt Marketplace and Coogee. The 305 bus is a limited service, while the 355 and 370 buses are not high frequency, with 20-30 minute frequency of service through the week. The 309 bus service runs along the Botany Road corridor at a 10-15 minute frequency and is close to the eastern part of North Alexandria. Bus services will be changed to better connect with Waterloo Metro Station once it opens in 2024, which will improve access to North Alexandria. Changes to eastern suburbs bus services in late 2021 will also increase access to North Alexandria via Green Square Town Centre.

1.2.11. Cycling

North Alexandria is served by cycleways shown at Figure 8 including:

- Bowden and Mandible Streets – forming part of an east west cycle route connecting the eastern suburbs to Bourke Road and west towards Erskineville via Belmont and Ashmore streets. This section of the route is a separated off-road cycleway;
- Bourke Road - a separated off-road cycleway connecting Mascot town centre along Bourke Road. This cycleway extends beyond Mascot along the boundary of Sydney Airport, connecting to Tempe; and
- George Street Cycleway, a separated cycleway connecting to Redfern, Central Station and the CBD cycleways via Castlereagh Street in the north.

The intersection of Botany Road, Wyndham Street and Bourke Street is a significant issue for cyclists traveling east towards Surry Hills. The lack of east-west street connectivity as well as the level of traffic along O'Riordan Street and Botany Road, south of Green Square Station is also a constraint.

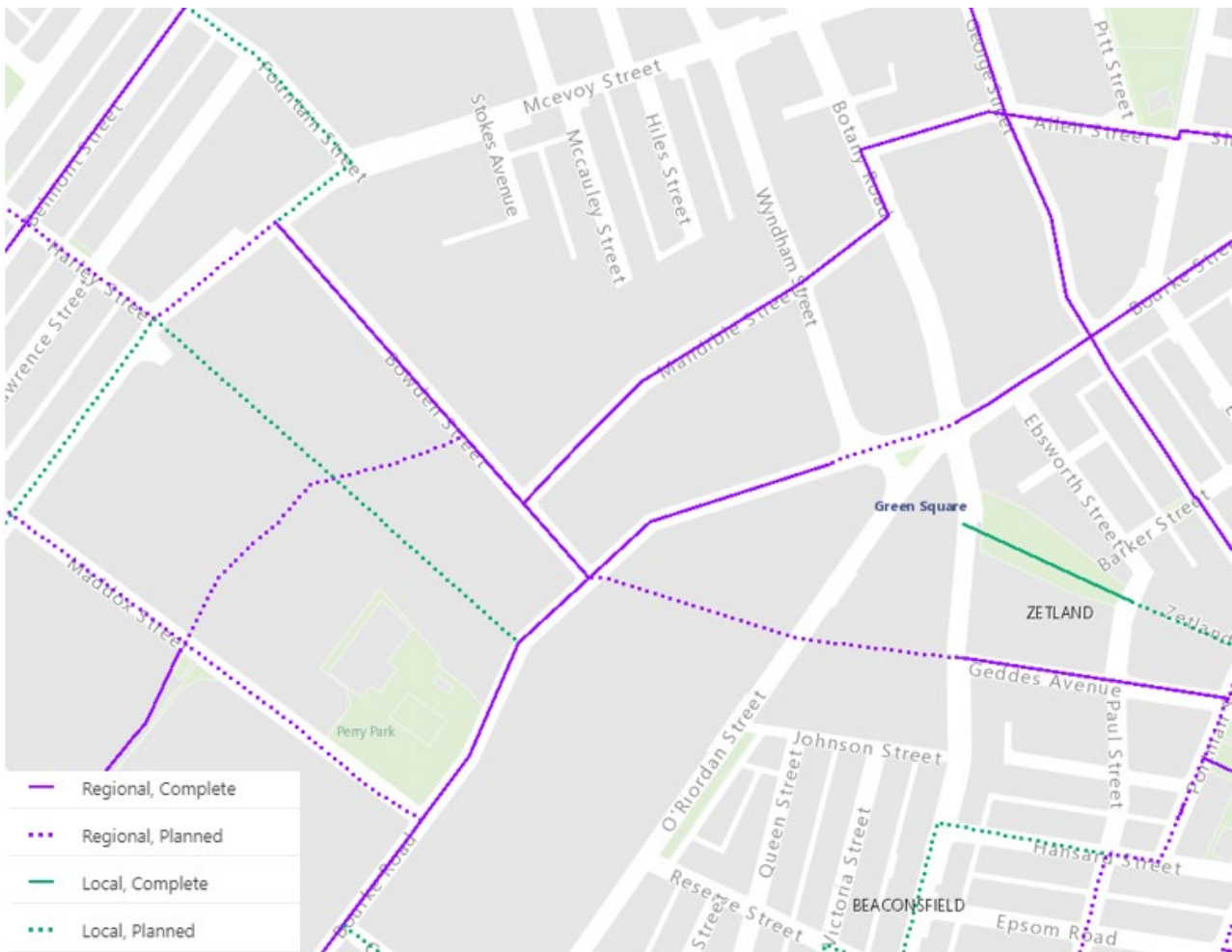


Figure 8: Local and regional cycling connections

1.2.12. Pedestrian network

North Alexandria is isolated and disconnected from neighbouring residential areas, largely due to its historical role serving industrial uses. Busy roads with limited crossing points limit the movement of pedestrians. Large blocks, poor wayfinding, dead-end streets and general lack of through site connections limit amenity and legibility. Streets have been planned to prioritise vehicle access, making it unattractive for pedestrians.

The introduction of the Green Square to Ashmore connector road will significantly improve permeability, creating a pleasant and direct pedestrian route from Erskineville to Green Square town centre. Recently approved development, if built will significantly improve pedestrian amenity through the removal of vehicle crossings and general street activation.

The completion of a legible pedestrian network under current DCP controls is reliant on the redevelopment of privately owned key sites throughout North Alexandria and dedication of land as part of development consents.

1.2.13. Affordable housing in the B7 zone

Clause 7.13A of Sydney LEP 2012 provides a planning framework for the provision of affordable housing on B7 – Business Park zoned land under the Sydney LEP 2012. It enables affordable housing to be provided by or on behalf of a public authority or social housing provider, but only where it is compatible with the existing and approved uses of land in the vicinity of the development. This is the only form of residential development permitted in the B7 – Business Park zone.

Since the approach was introduced in 2015 it has been applied to the lands within North Alexandria that are surplus to the road reservation for the Green Square to Ashmore connector. These lands will provide approximately 320 rental affordable housing dwellings.

1.2.14. Recent and future development

Strong development activity within North Alexandria and surrounding enterprise lands reflects market interest in office, retail, storage, and entertainment venues. Notable recent developments within North Alexandria include:

- hotels at 16 and 18 O’Riordan Street;
- head offices for Australian Red Cross Lifeblood at 17 O’Riordan Street;
- Dangrove Art Storage Facility at 18 Mandible Street;
- purpose-built head office for an architecture firm at 14 Stokes Ave; and
- car showroom and vehicle repair/service centre at 340a Botany Road.

Development is proposed along the east-west connector road currently under construction. On the eastern end, 22 O’Riordan Street has a concept approval for a 6-storey office building with ground floor retail. In addition to the three affordable housing developments discussed in Section 1.2.13, an Ausgrid facility will be built south of the connector road, with a second frontage along Bourke Road and six-storey office building with ground floor retail has been approved at 22 O’Riordan Street.

Further west, where the connector road becomes Bowden Street, approved developments fronting the western side of Bowden Street (zoned B6 – Enterprise Corridor), outside of but facing North Alexandria, will provide street activation and enhance the public domain. The built form will change from 1-2 to 3-4 storeys, with an activated street frontage lined with cafes and restaurants with office space and storage premises on upper levels (Figure 9). At 22-28 Mandible Street, a nine storey, 35 metre commercial building with ground floor retail has a concept approval which includes land dedication for a 10m wide street and a 6m setback for the liveable green network.



Figure 9: Artists impression corner Bowden Street and Bourke Road (Source: Bates Smart)

Outside of the Mandible and Bowden Street vicinities, at 326-328 Botany Road (D/2019/657), an approved development application opposite the new Green Square town centre involves a 9-storey development with ground floor retail, above ground office floor space and a roof top bar. The inclusion of a roof top bar in the proposal indicates there is demand for entertainment options in the area. Another office building of between 7 and 9 storeys has been approved at 5-7 Bourke Road (D/2018/1208). It is on the southern edge of Sheas Creek and includes setback and land dedication to support the delivery of the liveable green network.

1.3. A vision for North Alexandria

This planning proposal is to realise the vision for North Alexandria as a thriving, diverse, dynamic and creative modern employment precinct. North Alexandria is well placed to undergo a transition from traditional industrial activity towards office and knowledge-based sectors. This transformation is already underway, largely within the existing built form.

The City engaged CHROFI to prepare a Study that provides guidance and identifies planning controls, building typologies and provisions that could be incorporated into Sydney LEP 2012 and Sydney DCP 2012 to help deliver the vision.

- accommodate an additional 26,500 sqm of employment floor space, an equivalent of 1,000 jobs mostly through facilitating a change in built form, with new employment spaces;
- a diverse group of specialised economic activities will be supported including industrial, commercial, office, entertainment, creative industries, and other urban services offering affordable spaces for innovation to grow;
- floor space will range from adaptively reused industrial heritage to large floor-plate warehouse spaces to flexible mid-rise floorspace to higher density office towers strengthening business diversity in the southern enterprise area;
- a built form is proposed that transitions well between the fine grain heritage in north-block and towers in surrounding neighbourhoods; and
- successful realisation of a permeable, activated and economically successful precinct through the dedication of land for setbacks and connections.

2. Existing planning controls

The Sydney Local Environmental Plan 2012 (Sydney LEP 2012) and Sydney Development Control Plan 2012 (draft DCP) contain zoning and development standards for North Alexandria. These are discussed below.

2.1. Zoning

Almost all land in North Alexandria is zoned B7 – Business Park, as shown in Figure 10. The only exception is land zoned SP2 – Infrastructure that applies to potential future road widenings, specifically along a strip of McEvoy Street and land on the corner of Wyndham Street and Bourke Road.

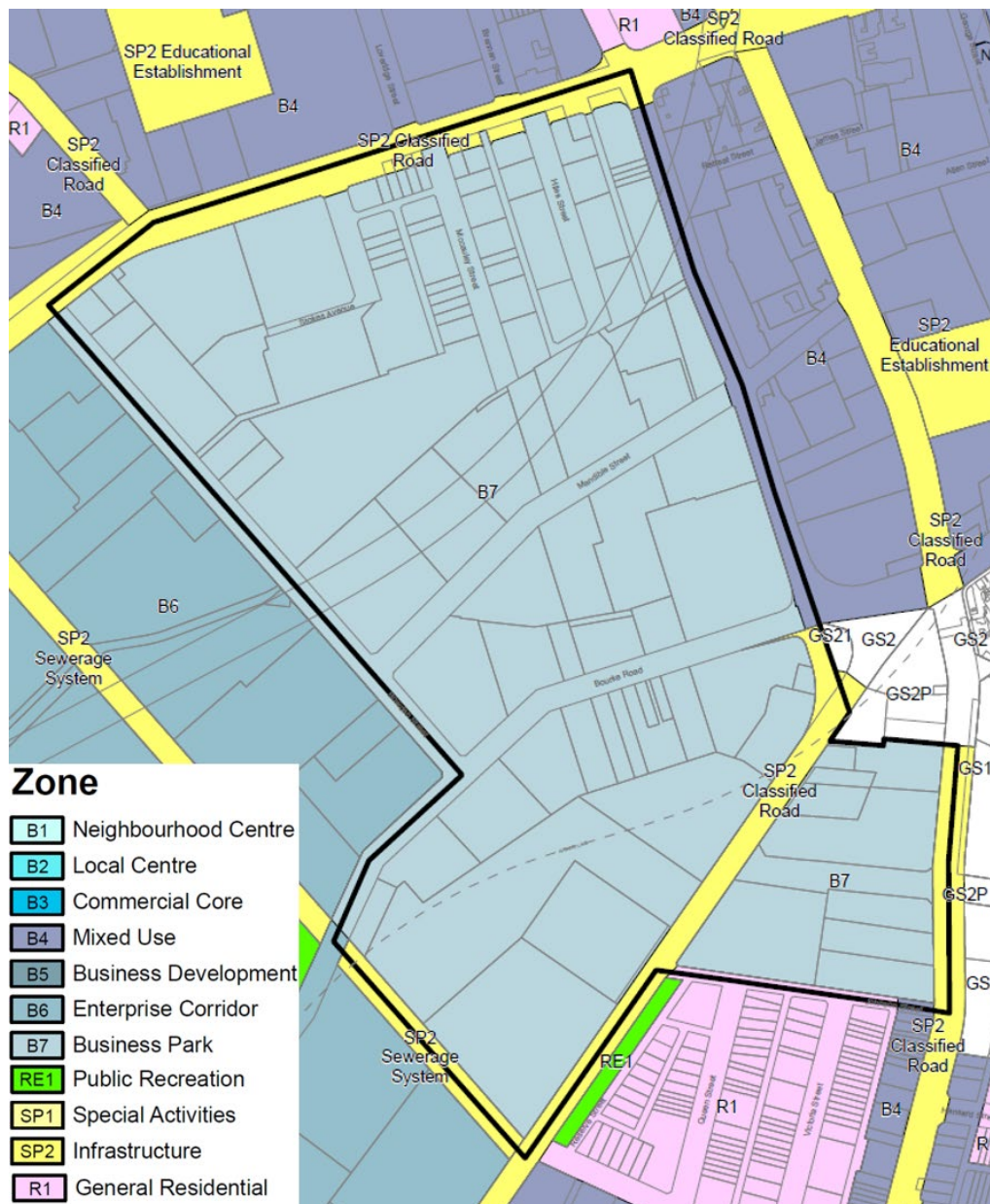


Figure 10: Current zoning under Sydney LEP 2012

2.2. Floor space ratio

As shown in Figure 11, the mapped floor space ratio for land in North Alexandria ranges from 1:1 to 3:1.

In addition to the mapped floor space ratio, Clause 6.14 - Community infrastructure floor space at Green Square allows for additional floor space to be achieved on land where community infrastructure is also provided. The following additional floor space ratio is permitted on land where it is in:

- Area 6 – 0.5:1
- Area 7 – 0.75:1
- Area 8 – 1:1
- Area 9 – 1.5:1
- Area 10 – 2.2:1

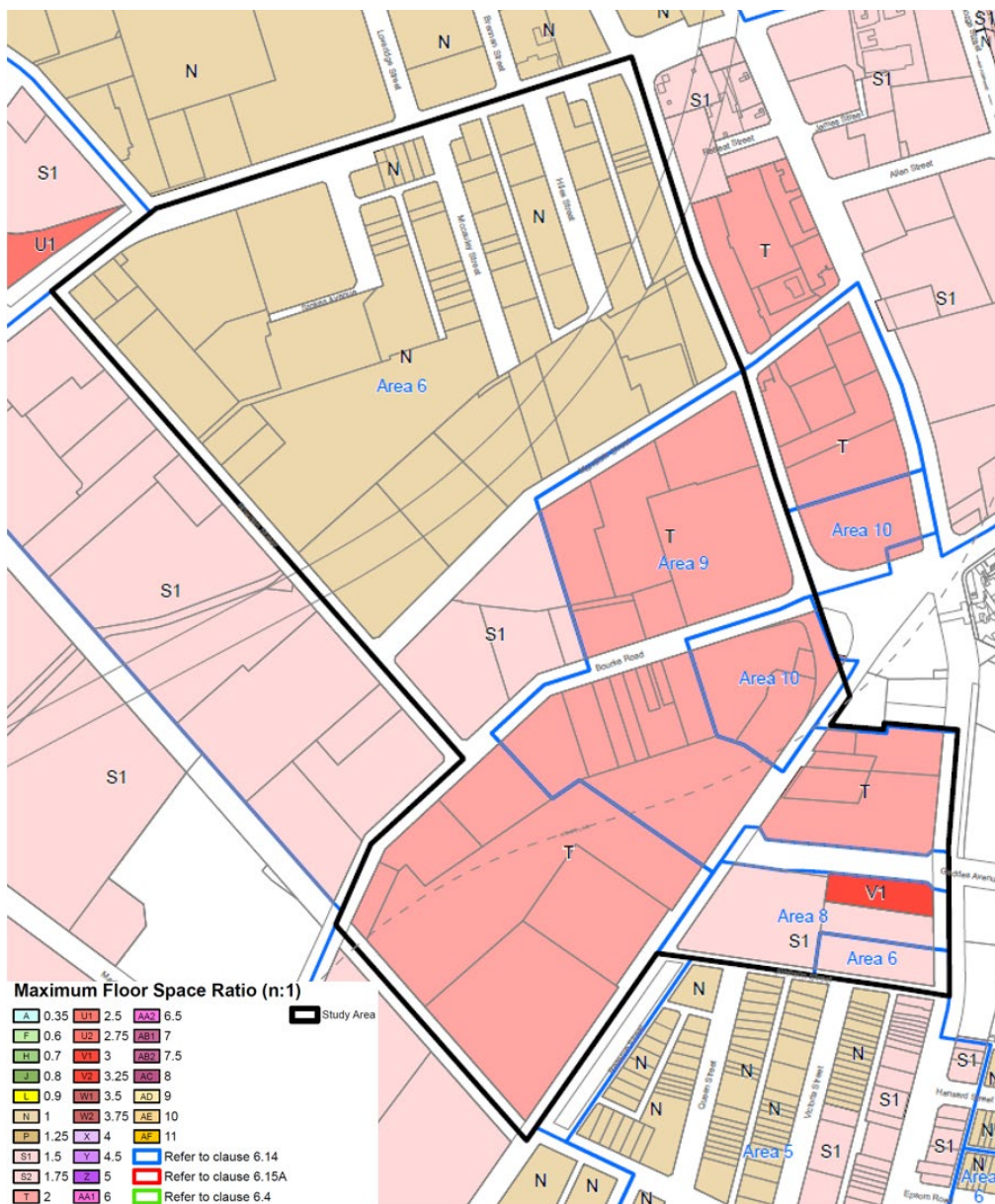


Figure 11: Current floor space ratio controls under Sydney LEP 2012

2.3. Building height

Sydney LEP 2012 contains maximum height of buildings controls ranging from 12 metres to 60 metres. Height controls in Sydney LEP 2012 are shown in Figure 12.

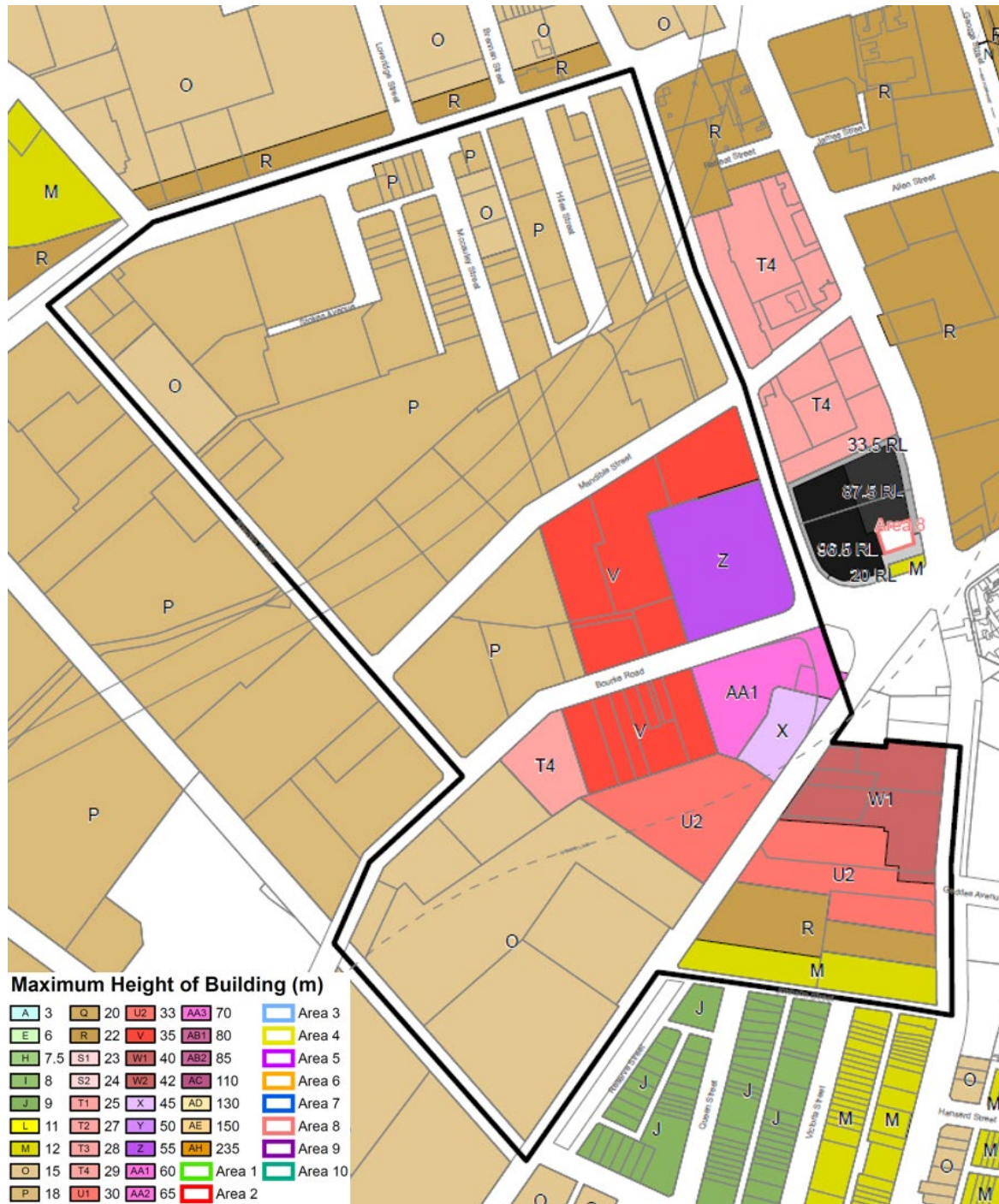


Figure 12: Current maximum height of building under Sydney LEP 2012

2.4. Heritage

North Alexandria has four local heritage listed items as well as the 'North Alexandria Industrial' heritage conservation area within its boundary. There are also four local heritage items and state heritage listed items in proximity to North Alexandria as well as the 'Hillview Estate' heritage

conservation area to the south. Figure 13 shows the location of local heritage listed items and conservation areas, in and around North Alexandria.

A heritage impact assessment is attached as an addendum to this planning proposal. It addresses the appropriateness of the proposed built form against the significance of the existing heritage items and heritage conservation area

2.4.1. Local heritage listings

There are four local heritage listed items within North Alexandria boundaries, which are described below:

- Item 9 Industrial building “Eclipse House” including interior (8–22 Bowden Street). Local heritage significance in terms of its historical, aesthetic, and representative value. Example of Art Deco inter-war style industrial development, providing evidence of the widespread steel manufacturing and engineering industry in Alexandria during the twentieth century. A development application was approved in 2019 for artisan food and drink industry, retail and office floor space (D/2019/583).
- Item 21 Warehouse including interior (32–42 McCauley Street). Local heritage significance in terms of its historical, aesthetic, and representative value. Built during the 1930s the warehouse row represents the small-scale industrial development of Alexandria during the inter-war period. It currently operates as a cross-fit gym.
- Item 2235 Former Standard Telephones & Cables industrial building including interiors (1–3 Mandible Street). Local historical, associations, social, and representative value significance. Late example of an industrial building designed in the inter-war functionalist architectural style. Represents the only remaining intact building erected for Standard Telephones & Cables Pty Ltd at Alexandria. It currently contains the head office for General Pants Group.
- Item 2236 Former Electricity Substation No 152 including interiors (124 McEvoy Street). Local heritage significance in terms of its historical, aesthetic and representative value. Represents a surviving example of the original network of more than 360 substations built by Sydney Municipal Council from 1904 to 1936, which first supplied electricity to Sydney's industries and houses. Building altered for change of use to a café.

The ‘North Alexandria Industrial’ heritage conservation area (C74) is located within North Alexandria, covering the area between Stokes Avenue, McEvoy Street and Hiles Lane. It is one of the largest known collections of industrial and warehouse buildings of its kind in Australia, which records City of Sydney’s past as one of only two historic industrial heartlands in Australia. This collection of buildings provides evidence of Australia’s twentieth century transformation through industrialisation when Sydney became one of the largest industrialised cities in the South Pacific. The buildings within this area were mostly constructed from the 1910s to the 1960s as factories, mills or workshops during the inter-war and post-war periods. The area is of local heritage significance in terms of its historical, aesthetic and representative value.

There are three local heritage items adjacent to North Alexandria, being a former industrial building at 111–117 McEvoy Street (Item 22) and the Yiu Ming Temple located at 16-22 Retreat Street, Alexandria (Item 28 and 29). There is also a state heritage listing associated with the temple (Item 01297). The temple is of historical, architectural, religious and social significance to a section of Sydney's Chinese community. Architecturally, the building is significant for its blending of traditional design, local materials and Federation detailing.

North Alexandria is immediately adjacent to the Hillview Estate heritage conservation area (C4), covering the area between Reserve Street, Johnston Street and Victoria Lane. It is a residential neighbourhood located to the south of North Alexandria.

North Alexandria is also in proximity to Hansard Street, Zetland Estate, Alexandria Park and Cooper Estate heritage conservation areas.

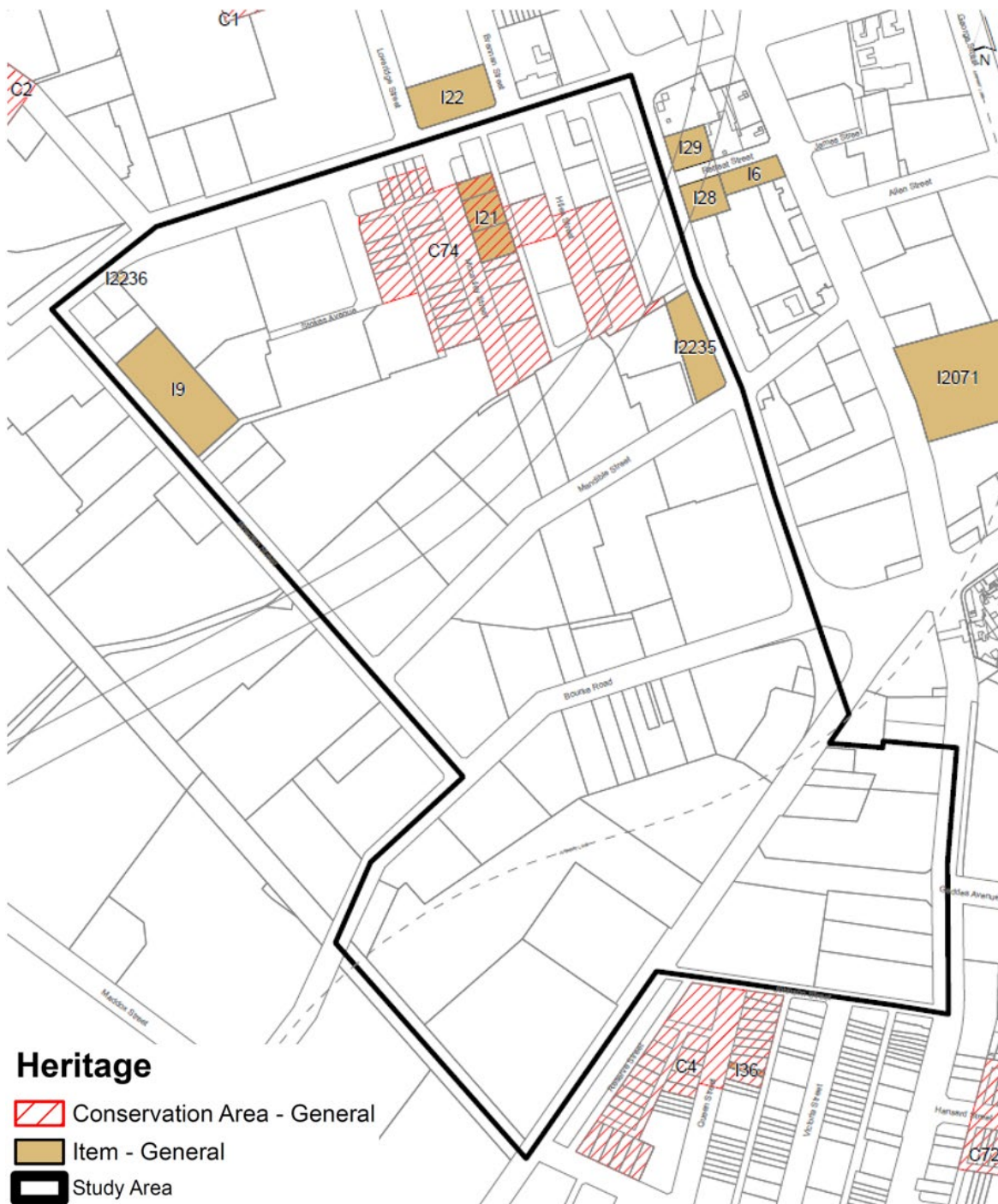


Figure 13: Current heritage items and conservation areas under Sydney LEP 2012

2.5. Affordable housing

Clause 7.13 of Sydney LEP requires development make an affordable housing contribution in the southern enterprise area. This contribution is equal to 3 per cent of residential and 1 per cent of non-residential floor area.

Clause 7.13A of Sydney LEP permits affordable housing with consent in the B7 – Business Park zone where it is provided by or on behalf of a public authority or social housing provider and where it does not conflict with the employment focus of the zone. Affordable housing must be provided in accordance with the *Employment Lands Affordable Housing Program* adopted by the Council on 30 March 2015.

3. Objectives and intended outcomes

3.1. Objectives

The objectives of this planning proposal are to:

- amend Sydney LEP 2012, following review of the City of Sydney enterprise areas;
- facilitate a pipeline of diverse office and enterprise floor space in North Alexandria to strengthen industry diversity and the economic performance of the southern enterprise area;
- ensure the scale, massing and transition of the height and floor space ratio controls in North Alexandria is appropriate in response to its context, transitioning from the low-scale fine grain to the north, to a mid-rise scale, and to higher-density close to Green Square station;
- facilitate large floorplate development in the south-block to provide a supply of large office floor space;
- facilitate a building envelope and floor space layout in mid-block that supports lower rise, larger floor plate, flexible commercial office buildings to provide a supply of floorspace suitable for commercial, creative and knowledge-based tenants in small offices and other diverse employment spaces;
- maintain the scale and massing of the height and floor space ratio controls in north-block so that Sydney's industrial heritage continues to be represented, but so it also allows for the adaptive reuse of buildings;
- preserve heritage character and encourage well-designed adaptive reuse;
- facilitate the dedication of land for streets, laneways, public domain setbacks and the liveable green network to improve the amenity of North Alexandria and facilitate greater permeability;
- ensure development responds to and supports the delivery of planned open space in North Alexandria; and
- continue to facilitate affordable housing in North Alexandria.

3.2. Outcome

The intended outcome of the planning proposal is to: increase the amount of employment floor space in North Alexandria while also facilitating dedication of land so that development can be supported by a legible network of public streets, lanes and open space and; retain the distinct fine-grain low-scale built form to the north of North Alexandria, creating an attractive destination.

In addition, this planning proposal makes other amendments that impact the wider enterprise area, it amends Clause 7.13A to refer to the most recent affordable housing program, adopted by Council on 24 August 2020. The amendment is to correct a reference to a document that has now been repealed.

These changes give effect to Sustainable Sydney 2030, the Eastern District Plan, the City of Sydney Local Strategic Planning Statement and the Sydney DCP late night trading provisions.

4. Explanation of provisions

4.1. Proposed amendment to Sydney LEP 2012

This planning proposal is to amend the planning controls that currently apply to North Alexandria. The drafting instructions to amend the Sydney LEP 2012 are provided below. A more detailed justification for the proposed planning controls and further explanation of the intended outcome is provided at Part 5 – Justification of this planning proposal.

4.1.1. Drafting instructions

To achieve the intended outcomes, this planning proposal is to amend the Sydney LEP 2012 as follows:

- (1) Amend the Floor Space Ratio Map Sheets 10, 11, and 18 as shown at Part 6 of this planning proposal to amend the community infrastructure floor space available, pursuant to Clause 6.14, on various sites.
- (2) Amend the Height of Building Map Sheets 10, 11, and 18 as shown at Part 6 of this planning proposal to change the maximum building height.
- (3) Amend the Locality and Site Identification Map Sheets 10, 11, and 18 as shown at Part 6 of this planning proposal to identify North Alexandria.
- (4) Amend Clause 7.13A – Affordable housing in zone B7 so that it removes reference to the 'Employment Lands Affordable Housing Program adopted by the Council on 30 March 2015' to refer instead to the 'City of Sydney Affordable Housing Program adopted by Council on 24 August 2020'.
- (5) Insert a site-specific local clause for land in North Alexandria. The proposed site-specific clause is to ensure that a building demonstrating design excellence under Clause 6.21 of the Sydney LEP 2012 is only eligible for additional FSR, and not additional height. The drafting instructions are shown in Table 1 below:

4.1.2. Site-specific DCP

The City has prepared draft site specific provisions to amend Section 5 of Sydney DCP 2012, which provide further guidance to the proposed amendments to Sydney LEP 2012. Other amendments to Sydney DCP 2012 are also proposed to update the planning controls to reflect changes in the area that have occurred since it was first implemented, for example, the delivery of West Connex.

The draft DCP is to be publicly exhibited with this planning proposal so the totality of what is being proposed may be holistically understood by the community.

5. Justification

This section includes:

- an overview of the evidence base that informs this planning proposal and the draft DCP;
- a description of development outcomes facilitated by this planning proposal and the draft DCP;
- justification for the proposed amendments to the Sydney LEP 2012; and
- a response to questions set out in the document titled '*A guide to preparing planning proposals*', published by the Department of Planning and Environment in August 2016.

5.1. Proposed development outcome

This planning proposal will facilitate an additional 26,500 sqm of employment floor space and an estimated 1,000 jobs in the Green Square – Mascot Strategic Centre. This is in addition to existing undeveloped capacity that will be more likely to be realised because of the implementation of the proposed new LEP and DCP controls.

The proposed heights generate a cohesive built form, transitioning from tall commercial office buildings at Green Square station to fine grain adaptively reused industrial warehouse spaces to the north and mid-rise flexible spaces in between.

Revised heights and floor space ratio controls are necessary to achieve key public domain outcomes articulated in the draft DCP. The draft DCP contains provisions for setbacks, streets, through site links, landscape spaces and improved relationships between buildings and the public domain.

Revised controls in this planning proposal and accompanying draft DCP establish a new public domain outcome and achieve improved interfaces with new public space that is being planned in the precinct. This provides clarity to landowners encouraging the redevelopment of sites interfacing

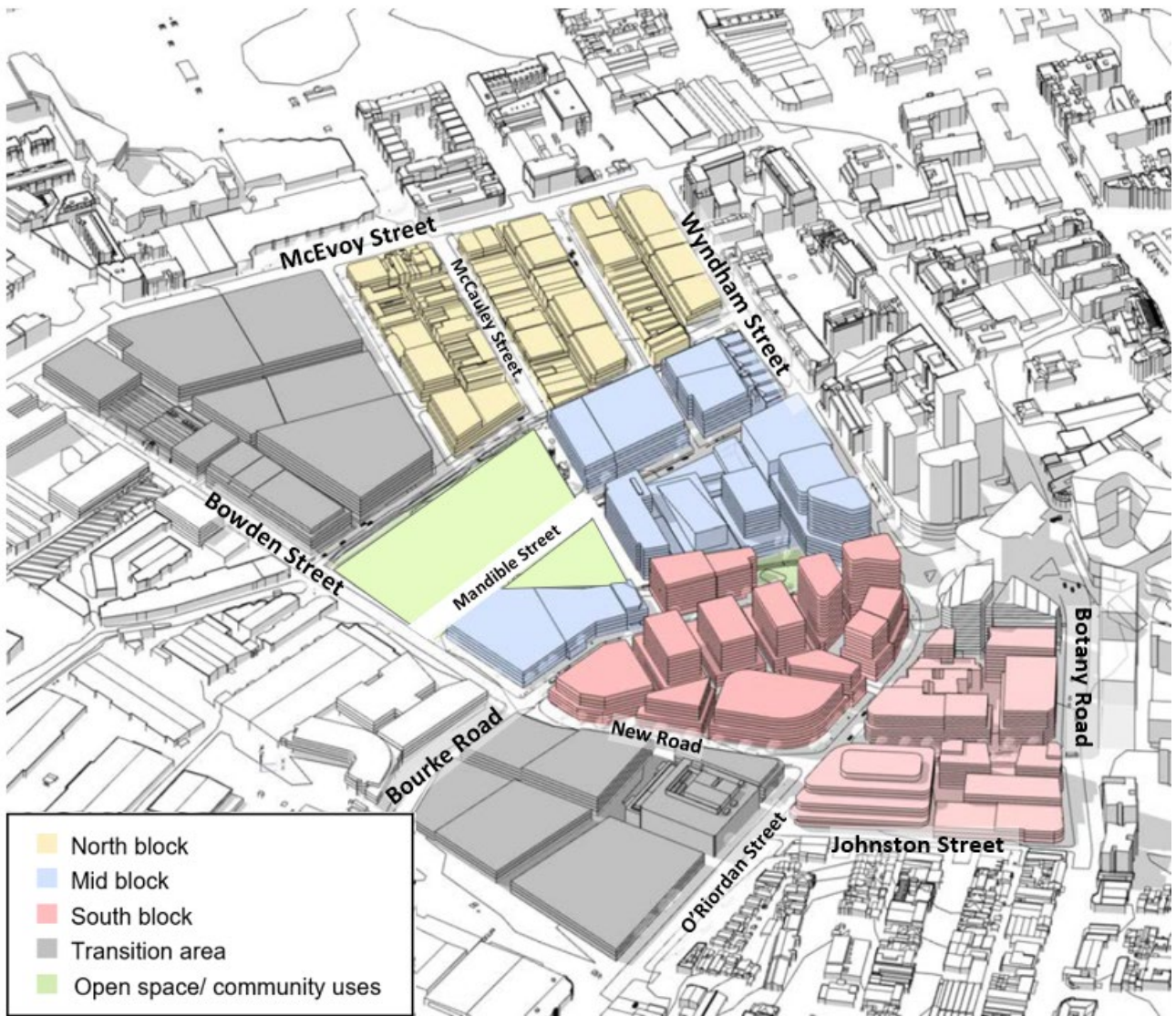


Figure 14 below.

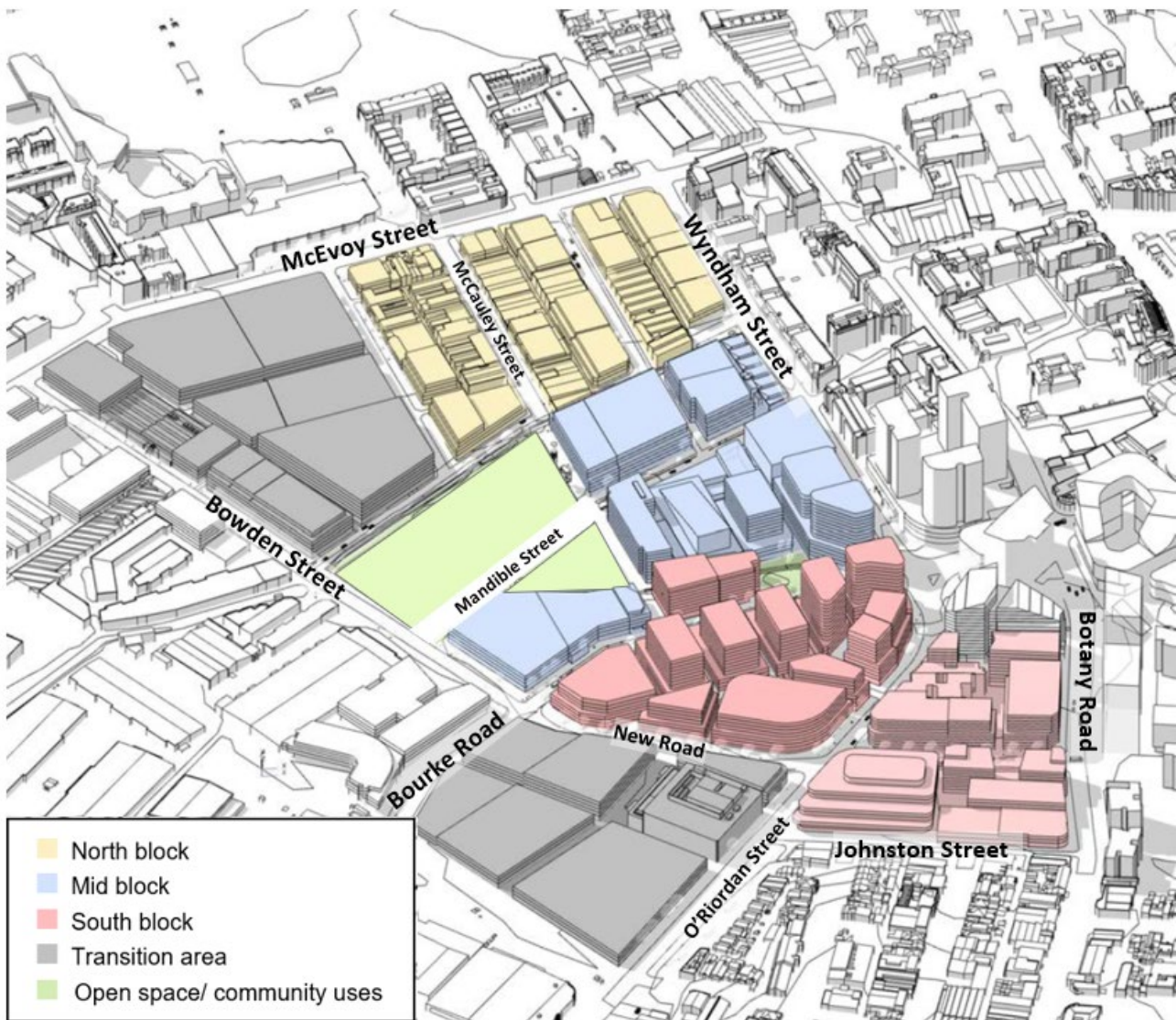


Figure 14: Indicative building envelopes and new connections

The enterprise area review and urban design study form the evidence base for this proposal

The evidence base underlying the proposed changes are detailed in the SGS Enterprise Area Review and CHROFI North Alexandria Urban Design Study, shown at Attachment A and B respectively, and is summarised in Section 5.1. Key objectives of the evidence base include:

- responding to LSPS and Greater Sydney Commission actions;
- contribution to employment targets for Green Square – Mascot Strategic centre;
- supporting evolution of southern enterprise area;
- responding to market demand for office and small-scale enterprise floor space;
- supporting employment role for Green Square;
- supporting evolution/growth of southern enterprise area with unique offering for business; and
- providing setbacks and connections to support needs of new businesses and workers.

This planning proposal retains employment zoning to support job targets

This planning proposal makes no change to the existing land use zones in the City's enterprise areas, nor does it make amendment to the permissibility of land uses.

The existing land zoned IN1 – General Industrial, to the south of the LGA, has been retained so that industrial activities, such as manufacturing, wholesale trade, transport and logistics related

industries, postal activities and warehousing also continue to locate in the area, supporting urban services such as waste recycling, concrete batching plants and hardware supplies that support the growth and sustainability of the city.

The central parts of the southern enterprise area continue to be zoned B6 – Enterprise Corridor supporting a variety of employment uses often requiring specific layouts. While the area is transitioning to higher-value non-residential uses over time, it continues to retain and attract industrial and warehousing uses.

In the B7 Business Park zone, the aspiration is to facilitate a wide range of economic activities and employment densities, and in the case of North Alexandria, creating a relatively higher density mixed business precinct.

Protecting the existing B7 Business Park zoning in North Alexandria against residential encroachment enables future business and employment demand to be accommodated to meet the jobs target within the Green Square Mascot Strategic Centre as well as the wider Eastern City District.

There is a strong demand within the City of Sydney for industrial land use that is essential to the efficient and effective functioning of the city, together with adaptively re-used spaces for non-industrial commercial use, including more knowledge-intensive and creative sectors that require more affordable space.

This planning proposal introduces new floor space ratios in North Alexandria only

North Alexandria sits within the Green Square urban renewal area. In the urban renewal area, the Sydney LEP 2012 allows for additional floor space to be achieved, above what is mapped on the floor space ratio map, where community infrastructure is provided, such as land dedication for road widening.

This planning proposal amends the floor space ratio map in North Alexandria to amend the amount of community infrastructure floor space available on various sites, pursuant to Clause 6.14 of Sydney LEP 2012.

Floor space ratio is generally proposed to increase in parts of the south-block and sites in strategic locations where there is a greater need to offset land dedication requirement for new streets, lanes and setbacks for the liveable green network. Figure 15 shows the proposed changes to floor space ratio in North Alexandria including:

- an increase from 1.5:1 to 2.1:1 on one key site along Bowden Street (through an increase from Area 6 – 0.5:1 to Area 8 – 1.1:1);
- an increase from 1.5:1 to 2.5:1 (through an increase from Area 6 – 0.5:1 to Area 9 – 1.5:1) in the area between Mandible and Hiles Streets; and
- an increase from 2.5:1 to 3.5:1 (through an increase from Area 6 – 0.5:1 to Area 9 – 1.5:1) on two triangular lots fronting the northern side of the future connector road between O’Riordan Street and Bourke Road.

The proposed increase in floor space in North Alexandria responds to the unmet demand for floor space identified in the review.

In addition to the above, under Clause 6.21 of Sydney LEP 2012, a design excellence process is required for any development proposed to be greater than 25 metres, which is mostly relevant to the mid and south blocks. A building demonstrating design excellence is eligible for an amount of additional floor space of up to 10 per cent of the mapped floor space ratio and community infrastructure floor space. A drafted site-specific provision will limit application of Clause 6.21 to additional floor space only and will not apply to building height.

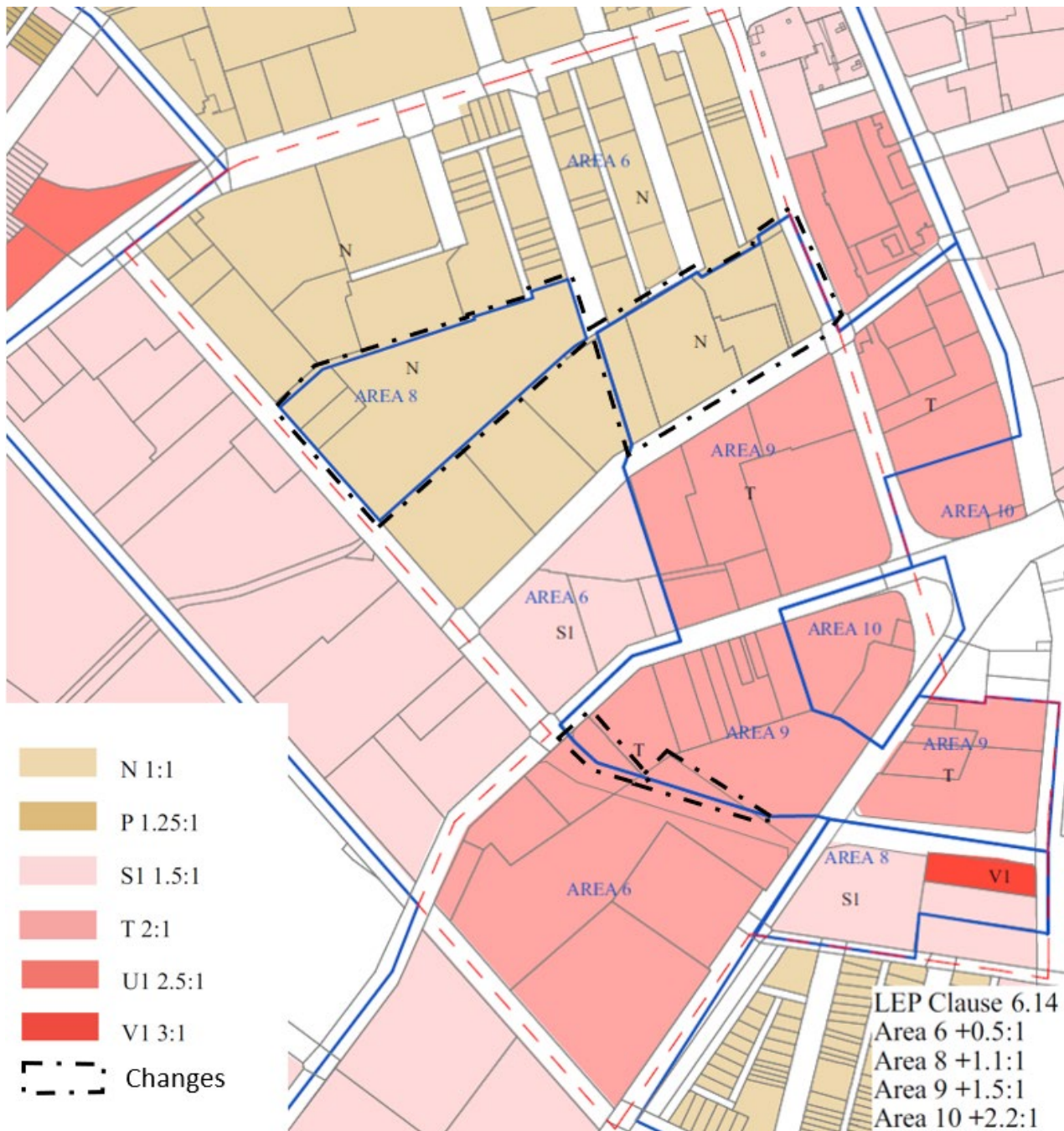


Figure 15: Proposed floor space ratio controls

It is anticipated that future redevelopment of sites will build to the maximum available floor space ratio, including the mapped floor space ratio, the available community infrastructure floor space ratio, and any floor space ratio available through the design excellence clause in Sydney LEP 2012.

The proposed floor space ratio controls are estimated to facilitate an additional 26,500 sqm of floor space for employment generating uses. It is estimated this could facilitate around 1,000 jobs to contribute to the City's target of 200,000 jobs to 2036.

This planning proposal introduces new building height controls

This planning proposal is to provide building height controls in Sydney LEP 2012 to facilitate the increased floor space ratio and achieve intended outcomes of the proposed development concept. Figure 16, shows proposed building heights in North Alexandria, including:

- broad increases from 15m to 22m, 18m to between 25 and 35m, and 35m to 45m;

- on the north-west corner of Wyndham Street and Bourke Road, a decrease from 55m to 45m in some parts and increase from 55m to 60m in other parts;
- a decrease for sites in the north of North Alexandria, reducing from 18m to 15m; and
- increase for sites adjoining the Ashmore connector road, to align with the heights of neighbouring sites.

The proposed increase in height in key locations provides the potential to unlock the applicable floor space ratio control through redevelopment of sites while also incentivising the dedication of some of the land for new streets, setbacks and connections.

The proposed reduction in height in north-block responds to the context of the built form. Older industrial warehouse buildings are located here, of a lower scale, some within a heritage conservation area. The proposed controls also better align with the floor space ratio controls applicable.

Built form will also be informed through amendments to the Sydney DCP 2012, to introduce a maximum storeys map, setbacks, building envelope. The proposed increased in building heights distributes floor space in North Alexandria without compromising the heritage character, amenity of surrounding uses and low-scale residential and employment uses to the north and south. It will also deliver better public domain and design outcomes, compared to outcomes that would be achieved under existing controls.

Overall, amendments to building height will provide a better height transition within North Alexandria and between North Alexandria and surrounding areas.

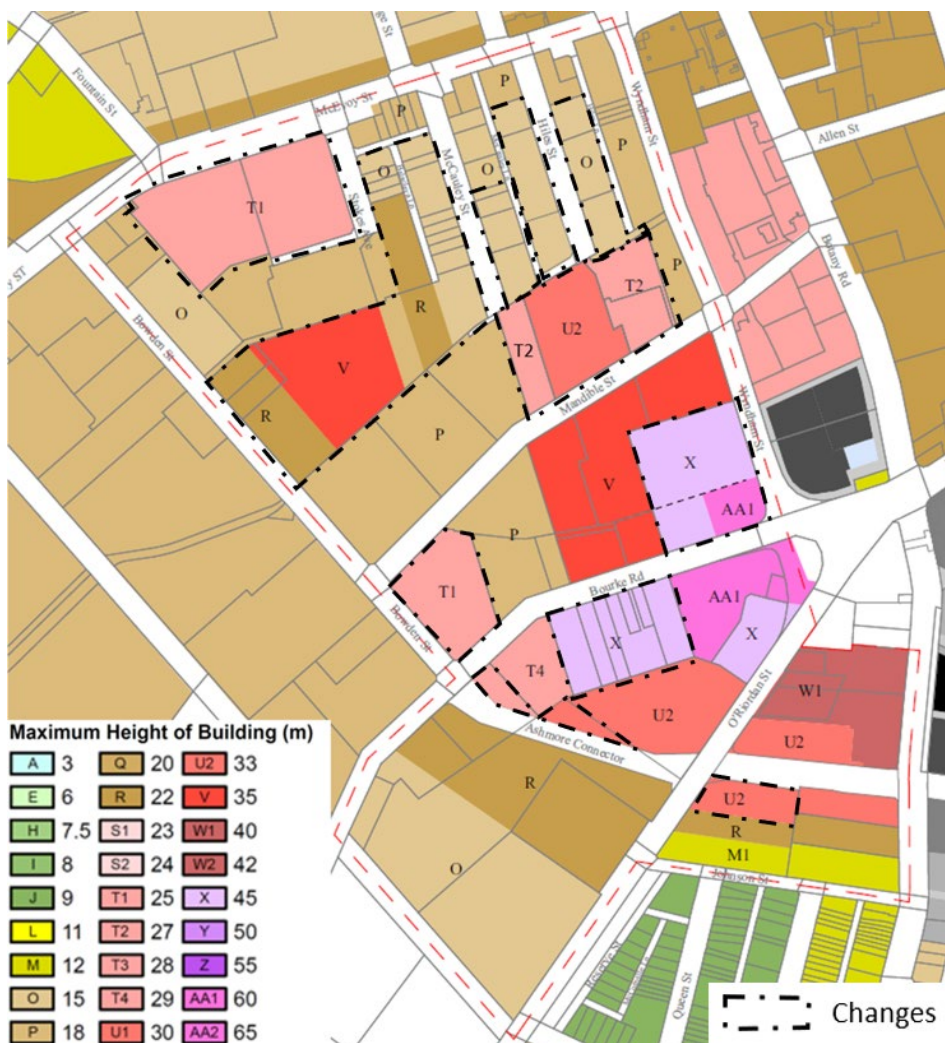


Figure 16: Proposed height of building controls

The planning proposal responds to new infrastructure being provided by the City of Sydney

As an initiative separate to this proposal, the City of Sydney is currently building a road from the Ashmore precinct in Erskineville to Green Square Town Centre that runs directly through North Alexandria. The road will break down a currently hostile road environment and establish and important new east-west connection through North Alexandria.

A large area of public open space is also proposed along Mandible Street. This investment will unlock hundreds of metres of new building frontage interfacing the public domain. This is a catalyst for redevelopment of properties throughout North Alexandria.

New infrastructure means sites will become more appealing to uses such as office, creative industries and other innovative enterprises with flexible and evolving space requirements as urban services such as concrete batching and bus depots relocate from the area.

While these commitments are not facilitated through this planning proposal, the proposed heights and floor space ratios respond to better interface with the infrastructure and encourage landowners to redevelop surrounding sites. This accompanying draft DCP builds on these major investments, identifying new setbacks, streets and laneways.

The planning proposal retains affordable housing LEP provisions for the B7 zone

This planning proposal amends Clause 7.13A – Affordable housing in zone B7 so that it removes reference to the ‘Employment Lands Affordable Housing Program adopted by the Council on 30 March 2015’ to refer instead to the ‘City of Sydney Affordable Housing Program adopted by Council on 24 August 2020’. The amendment is to correct a reference to a program that has now been repealed in favour of the new program. This does not change the existing approach, retaining affordable housing as a permissible use in North Alexandria (and other B7 Business Park zoned lands).

Since Clause 7.13A was introduced in 2015, it has been taken up as part of development applications relating to residual City owned land in North Alexandria along the proposed east-west connector road.

Future recreation space along Mandible Street will displace a concrete batching plant and bus depot, two uses that are incompatible with affordable housing. Their closure will make sites more suitable in North Alexandria for affordable housing, but the employment role of North Alexandria, which can include industry as well as entertainment venues means site suitability challenges will continue.

There are emerging employment activities that are not industrial in nature that will also conflict with affordable housing including noisy activities in the late-night precinct to the north of North Alexandria. The draft DCP will be updated to flag the roles of each area of North Alexandria and this will be an important reference point when considering site suitability of future potential affordable housing sites.

The draft DCP provides a framework for improved public domain

The planning proposal does not make any provision or requirement regarding the design and maintenance of public space. However the planning proposal is supported by draft DCP that

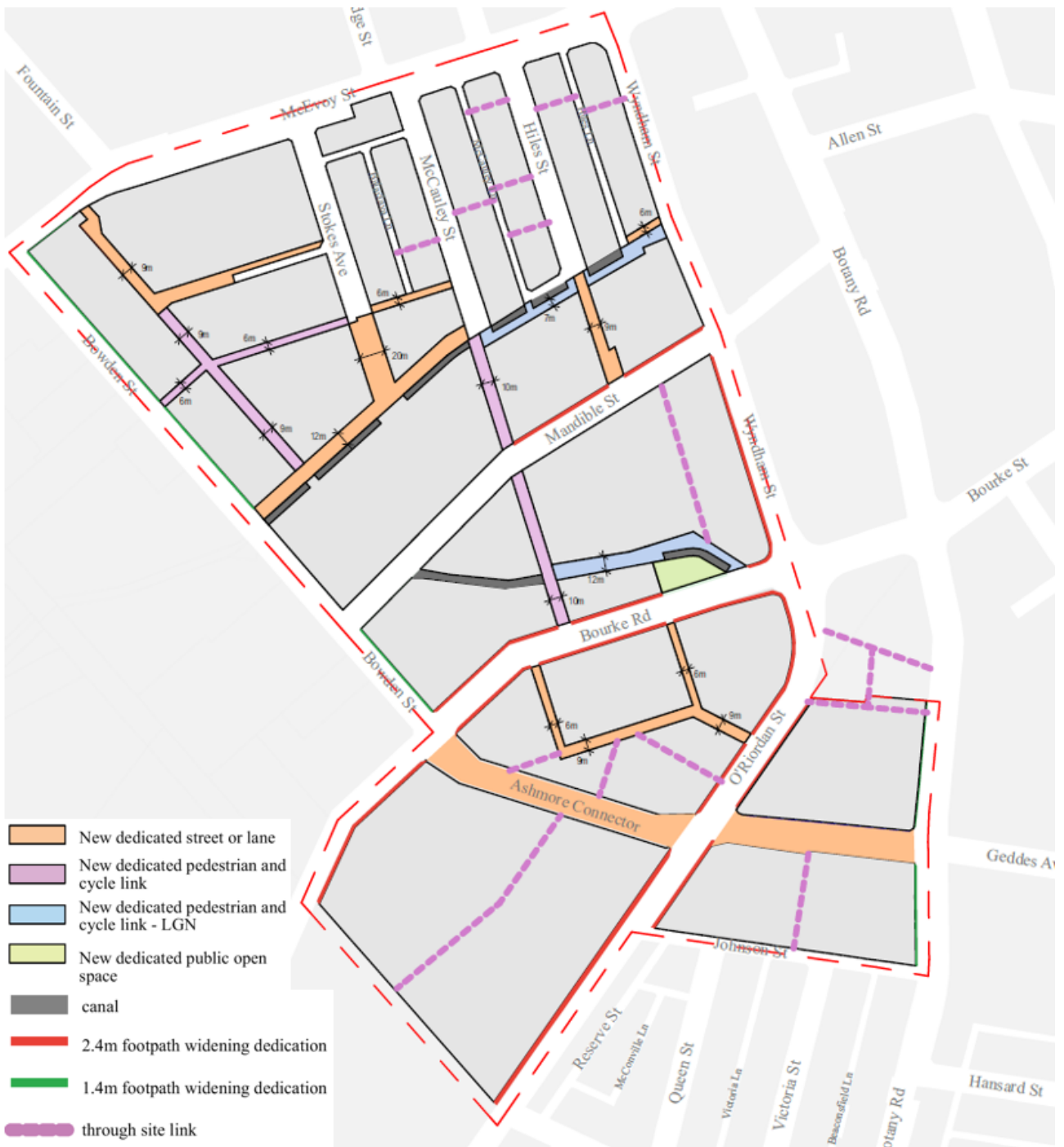


Figure 17), as well as providing clear cross sections to demonstrate the interface between private properties, streets. The draft DCP establishes a consistent and high-quality design approach for public space and a street layout oriented to maximise solar access, sustainable travel behaviours, safety and all abilities access.

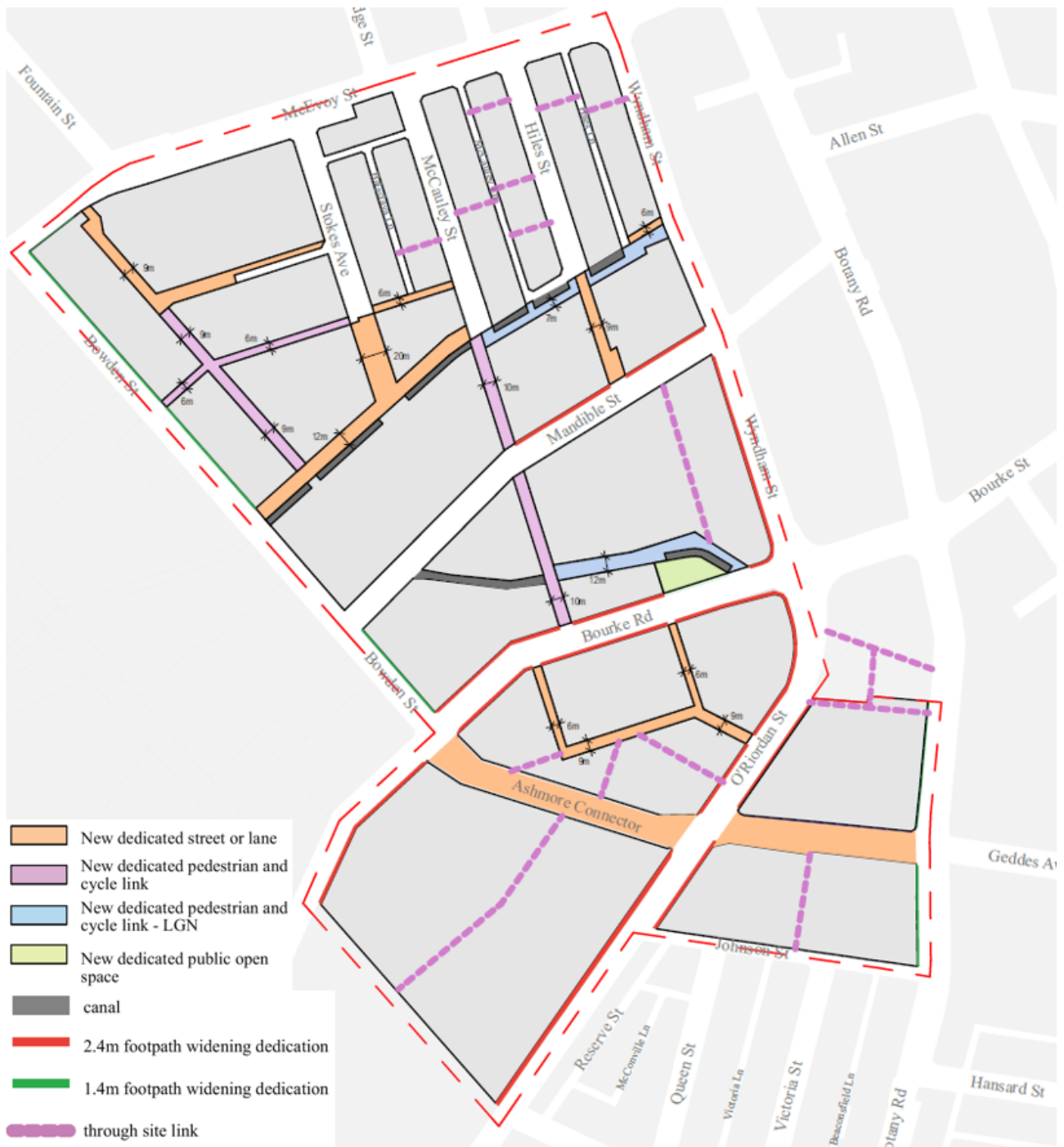


Figure 17: Future public domain dedications facilitated through draft DCP

Heritage is conserved and protected

No changes to the existing heritage items or heritage conservations are proposed as part of this planning proposal. However, height of building controls are proposed to be reduced to ensure that development will respond appropriately to the form and setting of heritage items in the neighbourhood. To ensure an appropriate setting, the proposed built form will maintain a low-rise scale within and adjacent to the conservation area and items.

Planning controls in the draft DCP will encourage adaptive reuse of heritage listed and contributory buildings.

Enable a cultural and entertainment precinct.

Parts of the north-block, that form part of the heritage conservation area, are identified in the Sydney DCP as a late-night trading area. The area is identified as an art, cultural and entertainment area with the potential for extended trading hours up to 24 hours.

This planning proposal maintains appropriate heights and floor space ratios maintains the gritty and fine grain built form elements of the area that are attractive to these industries.

The accompanying draft DCP responds to the late-night management area by establishing provisions that encourage cultural and entertainment uses (including late night entertainment uses). It also encourages active uses to be incorporated wherever possible at ground level in the lanes within the north-block.

The development of North Alexandria will encourage take-up of these sites for cultural and entertainment uses by creating new pedestrian connections to north block, making Alexandria pedestrian friendly and increasing the number of potential customers located nearby through increased worker density.

New development will be eligible for design excellence floor space but not height

Under Clause 6.21 of Sydney LEP, a design excellence process is required for any development proposed to be greater than 25 metres. This will ensure that the highest standard of architectural, urban and landscape design is achieved on prominent buildings in North Alexandria.

A building demonstrating design excellence is eligible for an amount of additional floor space or building height of up to 10 per cent of the mapped height of building, floor space ratio and community infrastructure floor space.

However, a site-specific clause in the planning proposal limits the use of Clause 6.21 to additional floor space only in North Alexandria.

5.2. Need for the planning proposal

Q1. Is the planning proposal the result of any strategic study or report?

Yes, this planning proposal is the result of the findings of the Enterprise Area Review and North Alexandria Urban Design Study, provided at Attachment A and Attachment B respectively to this planning proposal.

Enterprise Area Review

This planning proposal is informed by recommendations from the City of Sydney Enterprise Area Review (review), prepared by SGS Economics and Planning in November 2020. The review was commissioned in response to LSPS Action 3.1b to undertake the five year review of the City's Employment Lands Strategy 2014-2019.

The review includes a thorough literature review and analysis of the existing policy context, as well as an economic profile that illustrates how the City's enterprise lands are changing in terms of their economic contribution, how they will evolve, and analysis of industry and cluster needs and factors influencing demand.

This review was supported by extensive policy research, capacity analysis and demand modelling. It was also informed by interviews with existing and potential future land owners and commercial/business tenants to identify market trends and key employment and productivity drivers, attractors and barriers that will influence future demand for employment space including factors that influence locational choice to 2036.

The findings from the review, that informed this planning proposal, are outlined below:

- **The planning controls introduced in 2015 have performed well:** The review found that changes in zoning and permitted uses resulting from the City's Employment Lands Strategy 2014-2019 created new forms of business and enterprise in the southern enterprise area, such as high-tech industry, creative spaces and retail and distribution facilities. These activities require flexible places to operate from, close to their customers near the airport and in the inner-city. The previous strategy protected industrial lands so that industrial activities, such as manufacturing, wholesale trade, transport and logistics related industries, postal activities and warehousing also continue to locate in the area, supporting urban services such as waste recycling, concrete batching plants and hardware supplies that support the growth and sustainability of the city. The review recommends zoning and land use permissibility in the City's enterprise areas be maintained.
- **Economic and floor space analysis justifies growing and diversifying economic activity:** diversity of activity and sectors in the southern enterprise area has increased between 2012-2017, making it one of the most diverse employment areas in Greater Sydney, an economic strength. This diversity feeds a cycle of economic development with strong links to Sydney's Global Economic Corridor.
- **There is demand for employment floor space in the southern enterprise area:** The review found there is strong demand for a range of employment floor space types in the southern enterprise area. Office floor space is in demand, particularly from businesses that are more likely to locate in areas such as Surry Hills and Chippendale rather than traditional CBD locations. There are likely to be opportunities to capture more demand for office use around North Alexandria where there is a developing commercial submarket and developer interest. Warehousing and distribution spaces are in high demand due to its strategic location close to Port Botany and Sydney Airport and proximity to high population centres. They are more likely to locate in southern parts of the area, where larger lots are available. Protecting industrial lands for these uses is critical as there is limited land availability. Strong growth in population in the broader eastern metropolitan area is driving demand for retail, trade related retail, show rooms and artisan industries with associated restaurant/cafe facilities. The City allocates space for large-format retail along O'Riordan Street while other retail activity is generally accommodated across the business zones.
- **There is a shortfall of industrial floor space:** the review found that there is a shortfall of around 115,000 sqm of industrial floorspace highlighting the need to retain the capacity for industrial uses where possible. To ensure supply of industrial land is available for other industrial and urban services, it is essential that we provide supply of floor space for office uses and other smaller scale enterprises elsewhere to reduce competition for space in industrial zoned lands.
- **Key drivers identified that make the southern enterprise area highly sought after and expensive:** modelling shows that the southern enterprise area's location and access to public transport gives it by far the best competitive position of any of Sydney's industrial or mixed enterprise precincts in terms of its access to labour market and other supplier and customers. This advantage applies across a range of sectors from traditionally industrial, through population serving and to knowledge-based jobs.
- **Emerging trends create new types of demand for scarce enterprise land:** growth in online retail, evolution of the financial industry and advanced manufacturing are likely to require specific built forms, locations and sites. Warehousing and distribution is increasingly important close to dense population centres in the inner city to allow for the efficient servicing of online orders. Large data centres that support the financial industry Sydney CBD need to still be located relatively close to the main offices. While traditional manufacturing has been in decline in the inner city, advanced manufacturing may see growth in small-scale manufacturing and R&D return to the southern enterprise area.
- **Planning controls should be reviewed in North Alexandria to facilitate supply:** North Alexandria is the right place to deliver new floor space due to its existing broadly permissible

zoning, proximity to Green Square station and future Waterloo metro station as well as areas of high population density including Green Square town centre.

Specific recommendations were made in relation to the North Alexandria Precinct which are detailed in Table 1 below:

Recommendation	Justification
<p>Create a business core with higher-rise office buildings in a limited extent concentrated around Green Square Station. The current B7 land zone is appropriate for this role.</p>	<p>Recent employment trends and development interest show that demand for commercial development will likely exist in the future and exceed modelled base-case demand.</p> <p>Accommodating a concentrated higher-density business core would will capture some of the office demand of businesses displaced from areas closer to Sydney CBD, reducing the pressure for redevelopment and likely industrial displacement elsewhere in the southern enterprise area.</p> <p>The business core should be focused on commercial and innovative uses, and should not seek to replicate the broader range of retail and service functions that would be expected in a traditional town centre, as this would detract from the focus of those activities in Green Square's mixed use core.</p>
<p>Create a creative precinct providing small offices and other diverse employment spaces north of the business core</p>	<p>The mid-block is proposed to provide small office and other diverse employment spaces. This part of the southern enterprise area retains an industrial feel yet benefits from good proximity to Green Square Station and is therefore attractive to businesses that place a premium on employee accessibility.</p>
<p>Retain the existing use profile and facilitate a more gradual transition in uses in the remainder of North Alexandria, including boutique industrial uses and smaller scale offices</p>	<p>It is unlikely that the whole of the North Alexandria Precinct will be needed to provide capacity for redevelopment in the short term. It will be appropriate instead to allow current uses to continue in the part of North Alexandria outside of the areas identified for change, with a gradual transition of uses, without being highly prescriptive as to the future use.</p>
<p>Undertake further urban design work to inform changes to planning controls which facilitate development of a business core around Green Square. The extent should be limited to concentrate traditional commercial activity and retain a mix of uses elsewhere in North Alexandria</p>	<p>Urban design analysis is needed to ensure that a cohesive and permeable business core is developed with a pleasant public domain supported by appropriate scaled buildings.</p>
<p>Create a night-time entertainment district along Wyndham Street, Hiles Street, McCauley Street and Stokes Avenue, as previously announced by the City of Sydney</p>	<p>This block is separated from surrounding residential uses and other uses sensitive to noise but is also easily accessible from residential areas. It has a high level of amenity given the fine-grain industrial architecture and street trees. These features would lend themselves well to night-time entertainment uses which utilise formerly industrial spaces such as micro-breweries.</p>

Provision of night-time entertainment uses in this precinct will also increase the amenity of the adjacent mid-block for businesses.

Protect the fine grain industrial heritage along Wyndham Street, Hiles Street, McCauley Street and Stokes Avenue using design controls

The fine-grain industrial architecture provides a high level of amenity and is relatively unique in this area.

Improve road/pedestrian permeability to train stations from across North Alexandria, subject to further urban design study

It is difficult to walk from the northern to the southern parts of the North Alexandria precinct. Adding road or pedestrian connections as part of any redevelopment will improve access, particularly to the fine grain industrial premises to the north, particularly along McCauley Street and Hiles Street.

Retain the current B7 zone in North Alexandria as well as the currently permissible uses

The objectives and implementation of the B7 zone corresponds well with the recommended vision for this precinct. The B7 zone currently permits a wide range of uses, including office premises.

Table 1: Summary of Enterprise Area Review recommendations for North Alexandria

North Alexandria Urban Design Study

The City engaged CHROFI to undertake an urban design review of North Alexandria (the urban design review). The objectives of the urban design review were to:

- examine the North Alexandria in relation to current and desired economic activities, changing urban context, heritage, and considerations relating to traffic, flooding, contamination, wind, noise and other urban hazards;
- examine North Alexandria's morphology with regards to subdivisions and amalgamation – including loss of lanes and changes to streets – footprint and height of existing buildings, parks and public places, overshadowing and development control issues;
- develop a feasible precinct plan that caters for desirable businesses and economic uses, taking into consideration challenges specific to North Alexandria;
- identify opportunities to improve the urban conditions and provide places of high amenity, enhance and support North Alexandria's distinct urban context and character, businesses and clusters, through planning controls;
- consult with key landowners to better understand their future aspirations for the site and North Alexandria; and
- identify planning controls, building typologies and provisions to be incorporated into Sydney LEP and DCP 2012, to give effect to the strategic directions in the District Plan, the City of Sydney Local Strategic Planning Statement, and findings of the Enterprise Area Review.

The urban design study provides a vision for North Alexandria to:

- enhance its ability to accommodate the changing needs of businesses, given the growth in surrounding areas and outcomes of the Enterprise Area Review;
- maintain its important role in catering to specialised clusters including transport and logistics, manufacturing and professional services;
- support a diverse range of non-residential activities such as cultural, entertainment and community uses;

- enable more opportunities for commercial uses, facilitated by appropriate built form, near Green Square station; and
- provide for public places of high amenity and better urban outcomes, with defined streets, new connections where required, positive landscape spaces, and improved relationships between buildings and the public domain.

The urban design study provides the following vision for North Alexandria, framed around improved built form, public domain and legibility. The north (yellow), mid (blue), south (red) blocks and transition areas (grey) are shown in Figure 18 below.

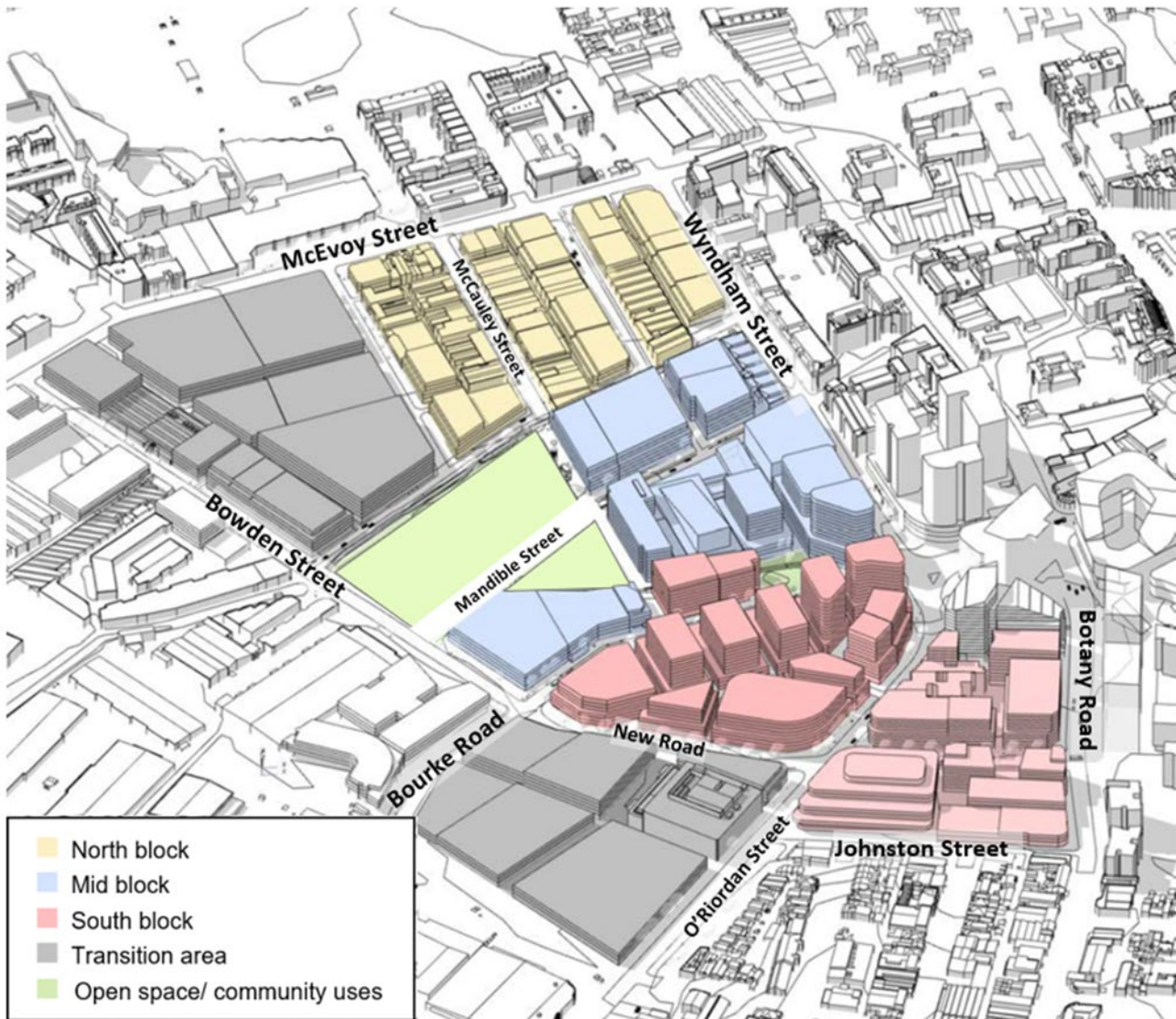


Figure 18: Indicative building envelopes

- The north block (shaded in yellow) will evolve into a distinctive destination supported by fine grain, industrial built form and heritage character, building on the existing late night area designation in the Sydney DCP to support a range of entertainment uses as well as creative industries and other small enterprise. The attractive built form and fine grain street network is a strength to be retained. Further principles include:
 - preserve heritage character and encourage well-designed adaptive reuse;
 - encourage sensitivity to the scale and character of the heritage conservation area;
 - encourage and maximise activation of double frontages; and
 - encourage maximum permeability through arcades.

- The mid-block (shaded in blue) will evolve into an adaptable mid-rise precinct with generous, flexible layouts to support comprising a diverse enterprise ecosystem of creative and knowledge intensive industries. Dedication of land through redevelopment of larger sites could provide a cleaner transition in built form, scale and legibility with the rest of North Alexandria. Mid-rise buildings will be similar to the typologies of Chippendale and Surry Hills, with a focus on lower rise buildings, large floor plates and ceiling heights and flexible commercial buildings. This will be connected to the north block through new connections facilitated through controls in the draft DCP. Further principles include:
 - buildings to present high quality and activated edges to the future recreation space and 'Liveable Green Network';
 - high amenity public domain, high-quality frontages, well designed road access;
 - future flexibility by restricting subdivisions, large floor to ceiling heights, versatile built form and access;
 - no ground floor parking;
 - integrate with the grain and scale of north block and;
 - respond sensitively to nearby heritage.
- The south block (shaded in red) will evolve into a higher density western gateway to Green Square Town Centre with a smoother height transition to the north. The south-block is for commercial and innovative uses and should not seek to replicate the broader range of retail and service functions that would be expecting in the Town Centre. Further principles include:
 - maintain flexibility of use, but provide more guidance with street wall, setbacks, and articulation (in particular on O'Riordan St and Botany Rd);
 - improve height transitions to Green Square Town Centre; and
 - avoid the characteristics of 'Campus-Style' buildings with landscape edges used primary as vehicle access, inactive frontages, and poor street address.
- Transition areas in grey and pink will retain a mix of uses including urban services, light industry and warehousing with key sites redeveloped to provide critical street and laneway connections. Principles include:
 - supporting mix of land types to strengthen business diversity in the southern employment lands;
 - these sites will evolve to support new businesses over time, particularly as sites to the north are redeveloped and as Green Square matures;
 - facilitate multistorey warehouse typologies, perhaps encouraging space for emerging high-value industries and/or boutique advanced manufacturing; and
 - support floor space for businesses that require larger more flexible spaces rather than office space, so that office space can be concentrated closer to Green Square Town Centre.

This planning proposal is informed by the findings and recommendations of the urban design study.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A planning proposal is the only way by which planning controls on the site can be changed to accommodate the changing needs of businesses and deliver intensification of commercial uses.

5.3. Relationship to the strategic planning framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including any exhibited draft plans or strategies)?

Greater Sydney Region Plan

A Metropolis of Three Cities – The Greater Sydney Region Plan is the Greater Sydney Commission's strategic plan for Greater Sydney. It is a 20-year plan with a 40-year vision, seeking

to transform Greater Sydney into a metropolis of three distinct but connected cities: the Eastern Harbour City, the Central River City and the Western Parkland City.

The overarching aspirations of this strategy are:

- liveability;
- productivity;
- sustainability; and
- infrastructure and collaboration.

This planning proposal is consistent with the following objectives of the Greater Sydney Region Plan:

- Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation – the planning proposal facilitates additional capacity for creative industries and supports the night-time economy through the enhancement of the existing 24 hour precinct at North Alexandria.
- Objective 11: Housing is more diverse and affordable – the planning proposal retains the ability the precinct to support future affordable housing developments run by community housing providers.
- Objective 13: Environmental heritage is identified, conserved and enhanced – the planning proposal builds upon the existing built heritage and fine grain character of North Alexandria.
- Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive – the planning proposal strengthens the economic competitiveness of Green Square by providing additional employment capacity near existing and new public transport infrastructure including the Waterloo Metro station.
- Objective 22: Investment and business activity in centres – the proposal facilitates significant investment and business activity in strategic centres to provide jobs growth. The proposed floor space ratio controls are estimated to facilitate an additional 26,500 sqm of floor space for employment generating uses. It is estimated this could facilitate around 1,000 jobs to contribute to the City's target of 200,000 jobs to 2036.
- Objective 23: Industrial and urban services land is planned, retained and managed – the proposal provides capacity for commercial, mixed light industry, new economy and creative uses, reducing demand pressure on nearby industrial lands.
- Objective 24: Economic sectors are targeted for success – this planning proposal delivers a planning response to foster innovation, new knowledge-intensive jobs and business opportunities in response to key economic trends and drivers identified in the review. It also supports growth in the visitor economy by supporting the late-night destination within the north of the precinct.
- Objective 30: Urban tree canopy cover is increased – this planning proposal protects existing trees and creates opportunities for tree planting and tree canopy growth.

Eastern City District Plan

The Eastern City District Plan sets out the Greater Sydney Commission's vision for the Eastern City District, of which the City of Sydney is a part. This planning proposal is consistent with the following planning priorities of the Eastern City District Plan

- Planning priority E7: Growing a stronger and more competitive Harbour CBD. This planning proposal delivers additional employment floor space in an area strategically connected between the Harbour CBD and other parts of the Eastern Economic Corridor, and the Enterprise Area.
- Planning priority E11: Growing investment, business opportunities and jobs in strategic centres. This planning proposal will accommodate an extra employment floor space within and on the

edge of the Green Square-Mascot strategic centre, supporting the Harbour CBD. This contributes to the target set by the Eastern City District Plan for between 75,000 and 80,000 jobs in this precinct by 2036, up from a baseline of 59,500 in 2016.

- Planning priority E12: Retaining and managing industrial and urban services land. This priority specifies that all industrial land should be retained and safeguarded from competing pressures, especially residential and mixed-use zones. The value of industrial land is discussed, extending beyond simply the number of jobs the land provides. The planning proposal does not propose to rezone any industrial or urban services land, with no mixed-use or residential development proposed. New supply of office and other employment uses close to Green Square station will reduce displacement pressures associated with office locating in other parts of the southern enterprise area.

Q4. Is the planning proposal consistent with council's local strategy or other local strategic plan?

Sustainable Sydney 2030

Sustainable Sydney 2030 is the vision for sustainable development of the City of Sydney to 2030 and beyond. It includes 10 strategic directions to guide the future of the City. The plan outlines the City's vision for a green, global and connected city and sets targets, objectives and actions to achieve this vision. This planning proposal is aligned with the following relevant strategic directions and objectives:

- **A globally competitive and innovative city, including:**
 - 1.1 Plans are in place to accommodate growth and change in the city centre and other key economic areas
 - 1.2 The city economy is competitive, prosperous and inclusive
 - 1.3 The city economy is an integrated network of sectors, markets and high performing clusters
 - 1.5 The city enhances its global position and attractiveness as a destination for people, business and investment
- **A city for walking and cycling, including:**
 - 4.1 The city and neighbouring areas have a network of accessible, safe, connected pedestrian and cycling paths integrated with green spaces
- **Resilient and inclusive local communities, including:**
 - 6.3 Local economies are resilient, meet the needs of their community, and provide opportunities for people to realise their potential
- **A cultural and creative city, including:**
 - 7.1 Creativity is a consistent and visible feature of the public domain and there are distinctive cultural precincts in the city and its villages
- **Sustainable development, renewal and design, including:**
 - 9.1 The City of Sydney leads by example to facilitate great places
 - 9.2 The City is beautiful, sustainable and functions well
 - 9.3 There are great public buildings, streets, squares and parks for everyone to use and enjoy
- **Implementation through effective governance and partnerships, including:**
 - 10.5 The community is engaged and active in shaping the future of the city
 - 10.6 Strategic partners and collaborators support the delivery of Sustainable Sydney 2030

City Plan 2036 - Local Strategic Planning Statement

The City of Sydney Local Strategic Planning Statement (planning statement), adopted by Council in February 2020, sets out the land use planning context, 20-year vision and planning priorities to positively guide change towards the City's vision for a green, global and connected city. The planning statement explains how the planning system will manage that change to achieve the desired outcomes and guides future changes to controls.

In giving effect to the planning statement, this planning proposal delivers on the following priorities and actions:

- protecting industrial and urban services in the southern enterprise area and evolving businesses in the Green Square-Mascot Strategic Centre; and
- enable economic and specialised sector growth which supports Central Sydney, the Eastern Economic Corridor and the international trade gateways, and contributes towards the jobs targets for the Green Square-Mascot Strategic Centre by:
 - retaining and managing the southern enterprise area for industrial and urban services uses while enabling new business opportunities which reinforce the economic role of the Strategic Centre;
 - identifying and supporting opportunities for cultural activities and enterprise uses to grow in appropriate locations; and
 - undertaking precinct-based planning to investigate appropriate land use and built form controls to facilitate desirable non-residential uses within B7 zoned land in North Alexandria.

This planning proposal is also consistent with the site-specific principles for growth outlined in the LSPS, as demonstrated in Table 2 below.

Site-specific principles for growth	Comment
Proposals must locate development within reasonable walking distance of public transport that has capacity (assuming development capacity will be delivered) and is frequent and reliable.	Consistent. North Alexandria is located adjacent to Green Square Railway Station and will be close walking distance to the Waterloo Metro Station currently under construction.
Proposals must meet high sustainability standards and mitigate negative externalities.	Consistent. The City is undertaking a review of performance standards to net zero energy buildings. The performance standards to net zero energy buildings report and proposed planning controls were unanimously supported by Council on 17 May 2021 for public consultation. This will take place after the NSW Government provides gateway determination. Once implemented, these standards will apply.
Proposals must include an amount and type of non-residential floor space appropriate to the site's strategic location and proximity to or location within a centre or activity street.	Consistent. This planning proposal will deliver employment and office floor space close to the Green Square Town Centre.

Proposals must create public benefit.

Consistent. This planning proposal and associated draft amendments to the Development Control Plan will facilitate the delivery of numerous public benefits, including the following:

- public space, including public open space, roads and footpaths, through site links and cycleways.

Proposals must be supported by an infrastructure assessment and demonstrate any demand for infrastructure it generates can be satisfied, assuming existing development capacity in the area will be delivered.

Consistent.

Past infrastructure assessments have been completed for the southern enterprise area. This has informed the requirements for new streets and active transport networks in the area. A transport and traffic analysis is attached as an addendum to this Planning Proposal. It addresses potential impacts from additional activity/trips generated by the increased density from this proposal.

Council has also undertaken an analysis of the public infrastructure required for high-density mixed use precincts surrounding North Alexandria in recent years, including Waterloo Estate (South) and Green Square Town Centre.

As part of the Urban Design Review for this precinct, public infrastructure has been identified, including:

- public open space; and
- new streets and the upgrade of existing streets.

The changes to planning controls proposed by this planning proposal are contingent on satisfactory arrangements being made for the provision of infrastructure

Proposals must make a positive contribution to the built environment and result in an overall better urban design outcome than existing planning controls.

Consistent. The planning proposal associated draft Development Control Plan amendment introduces new streets, pedestrian through site links and cycleways, improving connectivity and accessibility throughout North Alexandria.

Proposals must result in high amenity for occupants or users.

Consistent. This planning proposal provides for a high amenity precinct for workers and visitors. The built form modelling of the proposed controls undertaken by the City ensures that the amenity will be met. This is shown in the urban design study that is appended to this planning proposal. The tower buildings are located and separated in the eastern part of North Alexandria to

limit impacts on the amenity of public places and heritage conservation areas. In addition, a competitive design process will ensure new development contributes high quality design to the public domain and delivers high levels of amenity.

Proposals must optimise the provision and improvement of public space and public connections.

Consistent. This planning proposal is supported by DCP controls that will facilitate land dedication for a new pocket park new streets, cycleways and pedestrian connections.

Table 2: Site-specific principles for growth

Q5. Is the planning proposal consistent with the applicable State Environmental Planning Policies?

This planning proposal is consistent with all applicable State Environmental Planning Policies (SEPPs), as summarised in Table 3.

State Environmental Planning Policy	Comment
SEPP No 1—Development Standards	Consistent – This planning proposal will not contradict or hinder application of this SEPP.
SEPP No 19—Bushland in Urban Areas	Not applicable.
SEPP No 21—Caravan Parks	Not applicable.
SEPP No 33—Hazardous and Offensive Development	Not applicable.
SEPP No 36—Manufactured Home Estates	Not applicable.
SEPP No 47—Moore Park Showground	Not applicable.
SEPP No 50—Canal Estate Development	Not applicable.
SEPP No 55—Remediation of Land	Not applicable
SEPP No 64—Advertising and Signage	Consistent - This planning proposal will not contradict or hinder application of this SEPP.
SEPP No 65—Design Quality of Residential Flat Development	Consistent - This planning proposal will not contradict or hinder application of this SEPP.
SEPP No 70—Affordable Housing (Revised Schemes)	Consistent. This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
SEPP (Aboriginal Land) 2019	Not applicable
SEPP (Affordable Rental Housing) 2009	Under the Sydney LEP 2012, this SEPP does not apply to land in the southern enterprise area that is also located in the Green Square Urban Renewal Area.

Enterprise Area Review

SEPP (Building Sustainability Index: BASIX) 2004	Consistent - This planning proposal will not contradict or hinder application of this SEPP. planning proposal
SEPP (Coastal Management) 2018	Not applicable
SEPP (Concurrences) 2018	Consistent – This planning proposal will not contradict or hinder application of this SEPP.
SEPP (Educational Establishments and Child Care Facilities) 2017	Consistent – This Planning proposal will not contradict or hinder application of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Consistent - This planning proposal will not contradict or hinder application of this SEPP.
SEPP (Gosford City Centre) 2018	Not applicable.
SEPP (Housing for Seniors or People with a Disability) 2004	Consistent - This planning proposal will not contradict or hinder application of this SEPP
SEPP (Infrastructure) 2007	Consistent - This planning proposal will not contradict or hinder application of this SEPP.
SEPP (Koala Habitat Protection) 2019	Not applicable.
SEPP (Kosciuszko National Park— Alpine Resorts) 2007	Not applicable.
SEPP (Kurnell Peninsula) 1989	Not applicable.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not applicable.
SEPP (Miscellaneous Consent Provisions) 2007	Consistent - This planning proposal will not contradict or hinder application of this SEPP.
SEPP (Penrith Lakes Scheme) 1989	Not applicable.
SEPP (Primary Production and Rural Development) 2019	Not applicable.
SEPP (State and Regional Development) 2011	Not applicable.
SEPP (State Significant Precincts) 2005	Not applicable.
SEPP (Sydney Drinking Water Catchment) 2011	Not applicable.
SEPP (Sydney Region Growth Centres) 2006	Not applicable.
SEPP (Three Ports) 2013	Not applicable.
SEPP (Urban Renewal) 2010	Not applicable.
SEPP (Vegetation in Non-Rural Areas) 2017	Not applicable.
SEPP (Western Sydney Parklands) 2009	Not applicable.

SEPP (Western Sydney Employment Area)
2009

Not applicable.

Table 3: Consistency with State Environmental Planning Policies (SEPPs)

No Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan regions, which are deemed SEPPs, apply to North Alexandria.

Q6. Is the planning proposal consistent with applicable Section 9.1 Ministerial Directions?

This planning proposal is consistent with all Ministerial Directions issued under section 9.1 of the Environmental Planning and Assessment Act 1979, as summarised in Table 9.

Ministerial Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	<p>The objectives of this direction are to encourage employment growth, protect employment land, and support the viability of identified centres.</p> <p>This planning proposal is consistent with this direction because it encourages employment growth in a suitable location. It also retains the existing B7 – Business Park zone and increases the potential floor space area for employment uses in the zone.</p> <p>planning proposal</p>
1.2 Rural Zones	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable
1.4 Oyster Aquaculture	Not applicable
1.5 Rural Lands	Not applicable
2. Environment and Heritage	
2.1 Environment Protection Zones	Not applicable
2.2 Coastal Management	Not applicable
2.3 Heritage Conservation	<p>The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p> <p>This planning proposal is consistent with this direction because it facilitates the conservation of items, buildings and places of significance to the area.</p> <p>Development will respond appropriately to the form and setting of heritage items in the neighbourhood. To ensure an appropriate setting, the proposed built form will maintain a low-rise scale within and adjacent to the conservation area and items.</p>

2.4 Recreation Vehicle Areas Not applicable

2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs Not applicable

2.6 Remediation of Contaminated Land Consistent – As the planning proposal relates to former industrial land this direction is relevant. However, the planning proposal retains the existing zoning of the subject land and does not introduce more sensitive land uses. The proposal is not considered likely to increase the risk to health or the environment from contamination as the uses remain of a commercial nature.

3. Housing, Infrastructure and Urban Development

3.1 Residential Zones Not applicable.

3.2 Caravan Parks and Manufactured Home Estates Not applicable

3.3 Home Occupations Consistent. This planning proposal does not contain provisions that contradict or would hinder application of this direction.

3.4 Integrating Land Use and Transport Consistent. The objectives of s9.1 direction 3.4 are to improve accessibility, increase transport options, reduce travel demand and dependence on cars, support public transport, and provide for efficient movement of freight.

3.5 Development Near Regulated Airports and Defence Airfields This direction applies to this planning proposal because planning proposal it “will create, alter or remove a zone or a provision relating to land in the vicinity of a licensed aerodrome.”

The planning proposal seeks to increase the permissible building height metres on certain sites, as identified on the Height of Building Map in the Map Book at Attachment 2 of this planning proposal.

The land subject to this planning proposal is also affected by the Obstacle Limitation Surface (OLS). However, no proposed increase in height in the planning proposal (or any other proposed control) will allow development to exceed the OLS airspace level of 51 metres.

The following requirements of this direction are relevant to this planning proposal:

In the preparation of a planning proposal that sets controls for the development of land in the vicinity of a licensed aerodrome, the relevant planning authority must:

(a) consult with the Department of the Commonwealth responsible for aerodromes and the lessee of the aerodrome,

(b) take into consideration the Obstacle Limitation Surface (OLS) as defined by that Department of the Commonwealth, for land affected by the OLS:

(c) prepare appropriate development standards, such as height, and

(d) allow as permissible with consent development types that are compatible with the operation of an aerodrome

The planning proposal is consistent with the above and any further consultation with relevant authorities will be undertaken later in the planning proposal process.

3.6 Shooting Ranges

Not applicable

3.7 Reduction in non-hosted short-term rental accommodation period

Not applicable

4. Hazard and Risk

4.1 Acid Sulfate Soils

Inconsistent. The Planning Proposal will enable an intensification of land uses on land identified as having a probability of containing acid sulfate soils. Parts of North Alexandria are mapped as Class 3 Acid Sulfate Soils in the City of Sydney sheet map, which means acid sulfate soils are likely to be found 1 metre below the natural ground surface.

However, the provisions of the planning proposal that are inconsistent are considered a minor significance, given the uplift is minor compared with the existing zoning and floor space ratio controls that apply. Specific responses to the presence of acid sulfate soils can be addressed site by site through the development application process because of the acid sulfate soils clause.

There have been development applications that have occurred in the land subject to this planning proposal in recent years. They have each supplied detailed reports addressing the presence of acid sulfate soils and prepared adequate mitigation measures. This includes recent development applications at 5-7 Bourke Road, 15 O'Riordan Street and 22 Mandible Streets. Some have been at development intensities similar to what is proposed under this planning proposal.

4.2 Mine Subsidence and Unstable Land

Not applicable

4.3 Flood Prone Land

Inconsistent. The planning proposal contains provisions that apply to flood planning areas which result in an increase in the development density of the land. A

planning proposal may be inconsistent with the Direction only if point (9) is satisfied.

The planning proposal satisfied point (9) as it is in accordance with the Alexandra Canal Floodplain Risk Management Study and Plan, adopted by the City in accordance with the principles and guidelines of the Floodplain Development Manual 2005. The Plan identifies North Alexandria as being part of the Sheas Creek Sub-Catchment. Some flood modification measures identified in the Plan have already been acted upon by the City as part of infrastructure improvements through the Green Square town centre development.

Non-structural floodplain risk management measures recommended for implementation by the Plan include delivery of the liveable green network, opportunities related to large scale future development and updates to the LEP and DCP. The planning proposal facilitates opportunities for these outcomes to occur through redevelopment, public domain improvements and review and regular updates to the LEP and DCP. The proposed increase in density encourages the redevelopment of key sites, enabling delivery of these infrastructure improvements.

There have been development applications that have occurred in the land subject to this planning proposal in recent years. They have each supplied detailed reports addressing flood affectation and prepared adequate mitigation measures where required. This includes recent development applications at 5-7 Bourke Road, 15 O'Riordan Street and 22 Mandible Streets. Some have been at development intensities similar to what is proposed under this planning proposal.

4.4 Planning for Bushfire Protection	Not applicable
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5. Regional Planning

5.2 Sydney Drinking Water Catchments	Not applicable
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5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable
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5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
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5.9 North West Rail Link Corridor Strategy	Not applicable
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5.10 Implementation of Regional Plans	The planning proposal is consistent with the Region Plan, as discussed in detail under question 3 (above) of the planning proposal.
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5.11 Development of Aboriginal Land Council land Not applicable

6. Local Plan Making

6.1 Approval and Referral Requirements	Consistent. The planning proposal does not include concurrence, consultation or referral provisions or identify any developments as designated development.
6.2 Reserving Land for Public Purposes	Not applicable
6.3 Site Specific Provisions	Inconsistent, but of minor significance. The planning proposal introduces a site specific clause to ensure Clause 6.21 applies to additional FSR only and not additional height. While these site-specific provisions are necessary to ameliorate the additional development impacts associated with the additional height above the current height controls, they are of minor significance and not unnecessarily restrictive. The site-specific provisions do not prevent a wide variety of development outcomes on the site.

7. Metropolitan Planning

7.1 Implementation of A Plan for Growing Sydney	The planning proposal is consistent with the Greater Sydney Region Plan, as discussed in detail under question 3 (above) of the planning proposal.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
7.4 Implementation of North West Priority Growth Area – Land Use and Infrastructure Implementation Plan	Not applicable
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land use and Infrastructure Implementation Plan	Not applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.7 Implementation of Glenfield to Macarthur Urban renewal Corridor	Not applicable
7.8 Implementation of Western Sydney Aerotropolis Interim Land	Not applicable

Use and Infrastructure Implementation Plan

7.9 Implementation of Bayside West Precincts 2036 Plan Not applicable

7.10 Implementation of Planning Principles for the Cooks Cove Precinct Not applicable

Table 4 Consistency with Ministerial Directions

5.4. Environmental, social and economic impact

Q7. 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?

No. it is unlikely that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of this planning proposal.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

No.

Q9. Has the planning proposal adequately addressed any social and economic effects?

Yes. The social and economic impacts of this planning proposal are discussed in Section 5.1 – Development Outcomes.

5.5. State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the planning proposal?

Completion of new streets, building setbacks and pedestrian/cycling connections are required to support the growth in employment density and new types of employment resulting from the North Alexandria Proposal. These infrastructure needs set out in the draft amendments to Sydney Development Control Plan 2012, accompanying this planning proposal.

Development of sites subject to this planning proposal are contingent on satisfactory arrangements being made for the provision of infrastructure.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

To be determined in further consultation with public authorities following Gateway determination.

6. Mapping

This planning proposal is to amend the following maps in Sydney LEP 2012:

- Floor Space Ratio Map Sheets 10, 11, and 18
- Height of Buildings Map Sheets 10, 11, and 18
- Locality and Site Identification Map Sheets 10, 11, and 18

The above map sheets are included in Appendix 1.

7. Community consultation

This planning proposal is to be exhibited in accordance with the gateway determination once issues by the Department of Planning, Industry and Environment.

It is anticipated the gateway determination will require public exhibition for a period of not less than 28 days.

The public consultation will be undertaken in accordance with the City's Community Participation Plan and the principles in the City's Community Engagement Strategy.

Notification of the public exhibition will be via the City of Sydney website.

Exhibition material will be made available on the City of Sydney website and at Town Hall House at 456 Kent Street, Sydney.

Consultation with relevant NSW agencies, authorities and other relevant organisations will be undertaken in accordance with the Gateway determination.

8. Project timeline

The anticipated timeline for completion of this planning proposal is as shown in Table 5:

Stage	Timeframe
Gateway determination	September 2021
Public exhibition and government agency consultation	October 2021
Consideration of submissions	November 2021
Post exhibition consideration of proposal by Council / CSPC	February 2022
Drafting of LEP provisions	March 2022
Finalisation of LEP and DCP	April 2022

Table 5: Timeline


Appendix 1

Proposed mapping amendments to Sydney LEP 2012




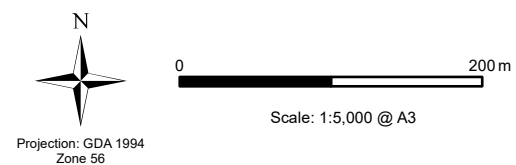
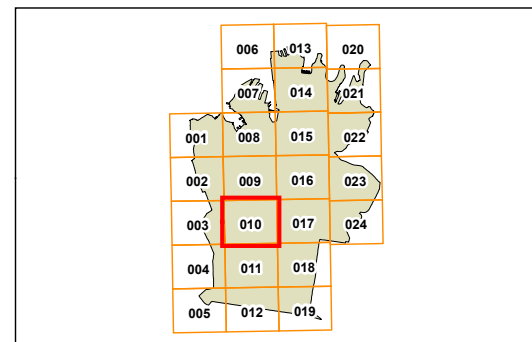
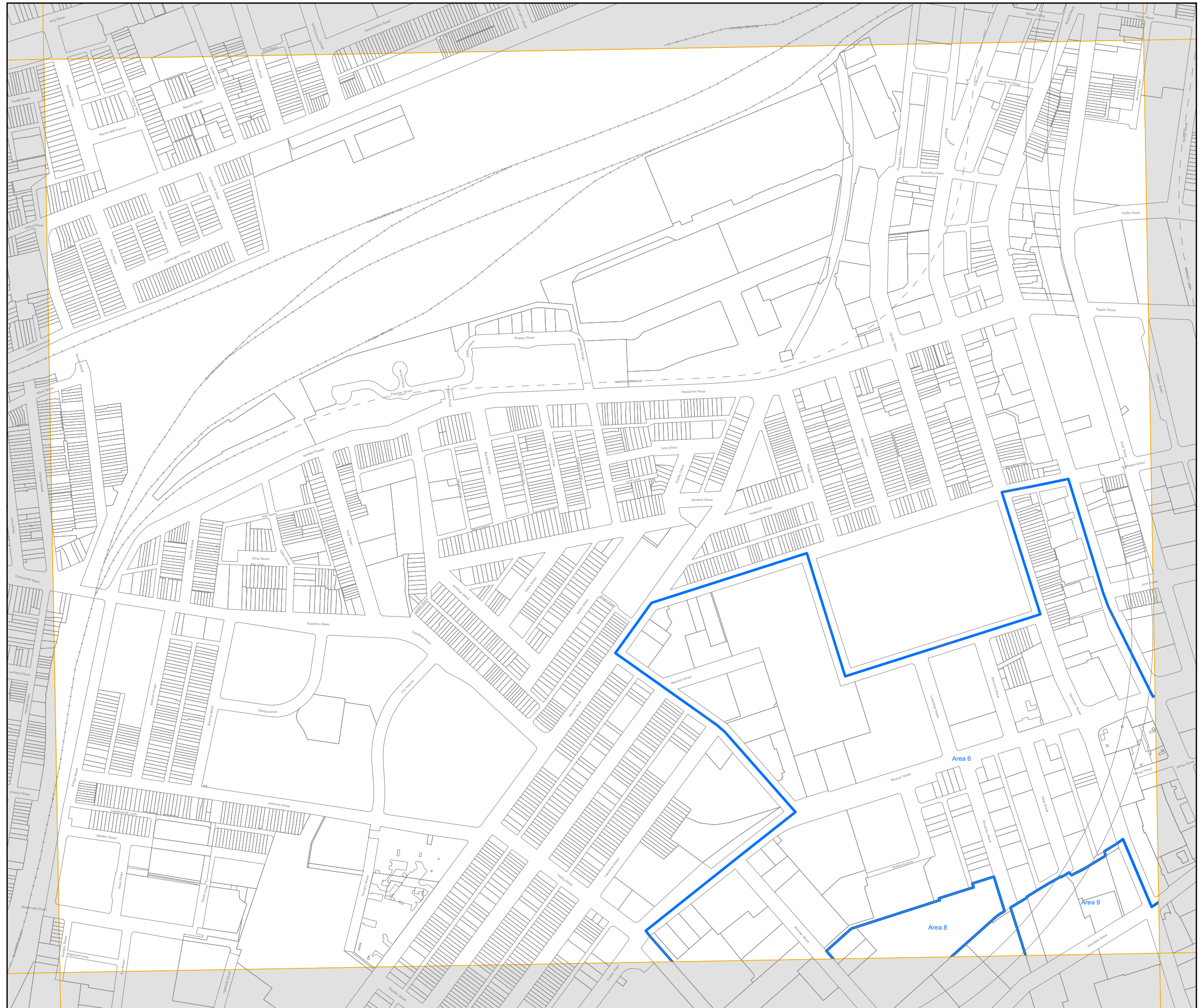
Floor Space Ratio Map - Sheet FSR_010

Maximum Floor Space Ratio (n:1)

 Refer to clause 6.14

Cadastre


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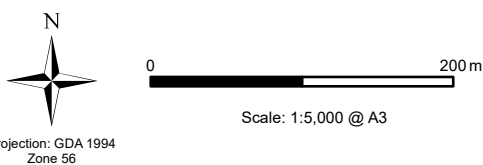


Maximum Floor Space Ratio (n:1)

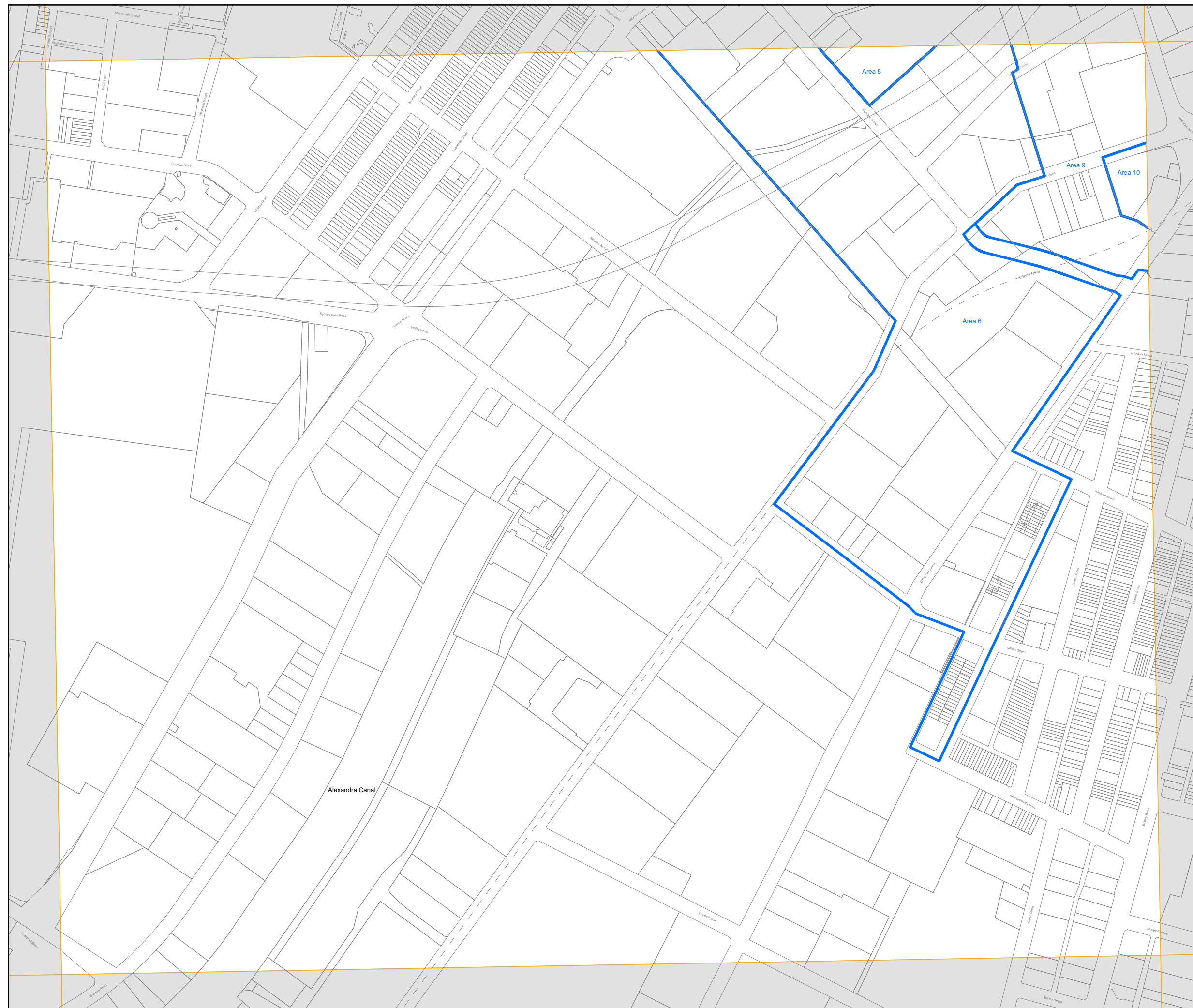
☐ Refer to clause 6.14

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Sydney Local Environmental Plan 2012

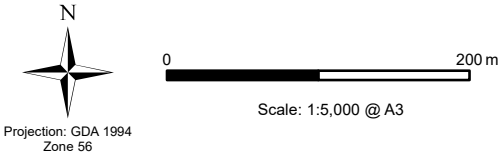
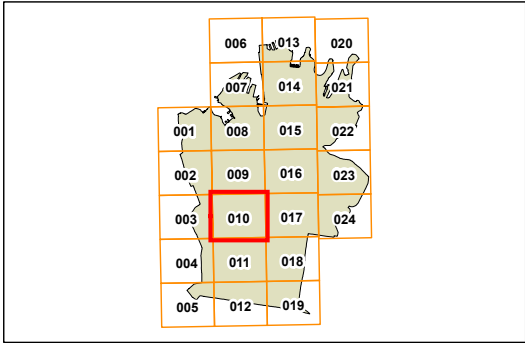
Height of Buildings Map - Sheet HOB_010

Maximum Building Height (m)

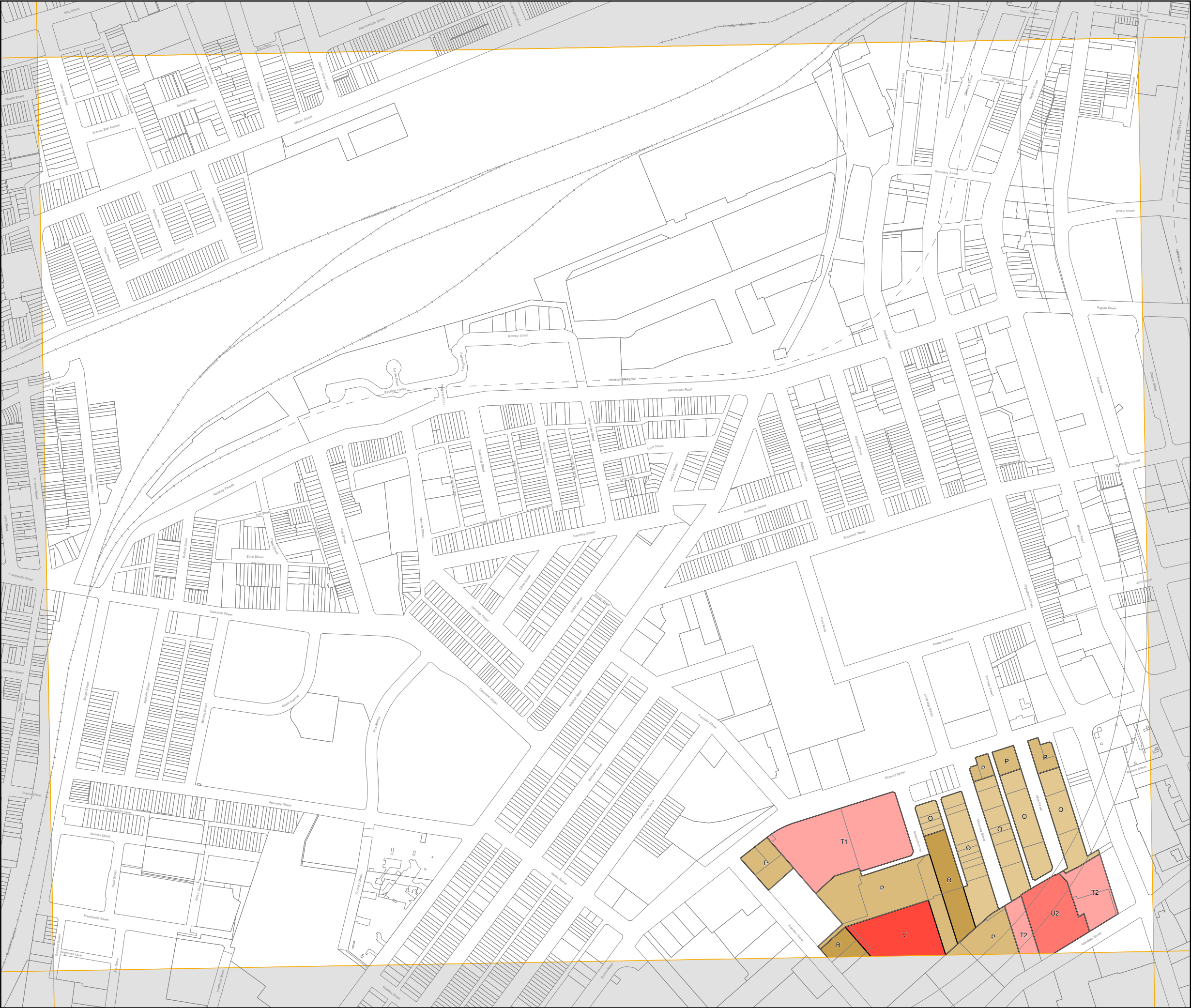
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- O 15
- P 18
- R 22
- T1 25
- T2 27
- T4 29
- U2 33
- V 35
- W1 40
- X 45
- Z 55
- AA1 60

Cadastre

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Map identification number:
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Sydney Local Environmental Plan 2012

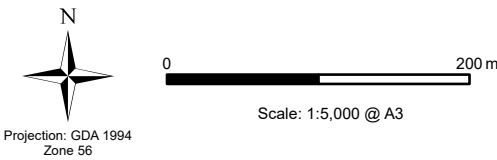
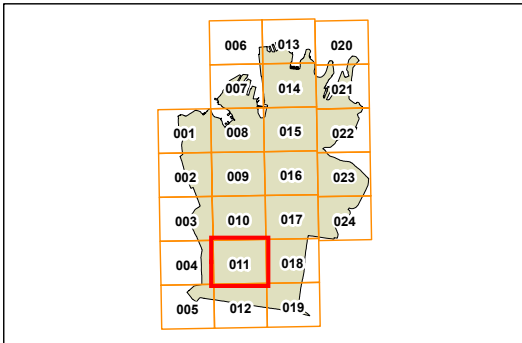
Height of Buildings Map - Sheet HOB_011

Maximum Building Height (m)

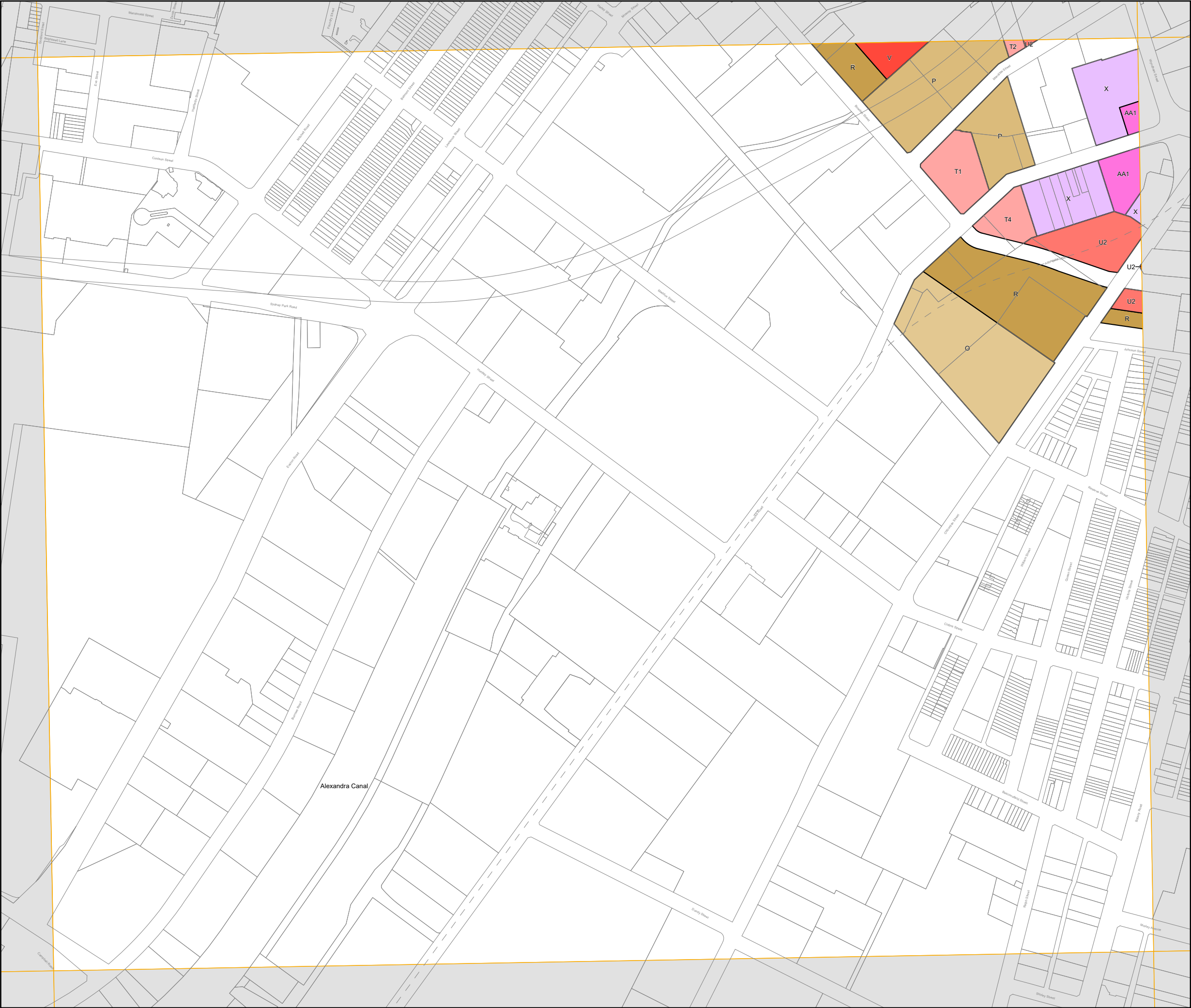
M	12
O	15
P	18
R	22
T1	25
T2	27
T4	29
U2	33
V	35
W1	40
X	45
Z	55
AA1	60

Cadastre

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Map identification number:
7200_COM_HOB_011_005_20210625



Sydney
Local Environmental
Plan 2012

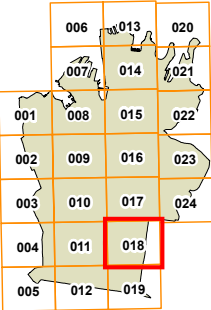
Height of Buildings Map
- Sheet HOB_018

Maximum Building Height (m)

- M 12
- O 15
- P 18
- R 22
- T1 25
- T2 27
- T4 29
- U2 33
- V 35
- W1 40
- X 45
- Z 55
- AA1 60

Cadastre

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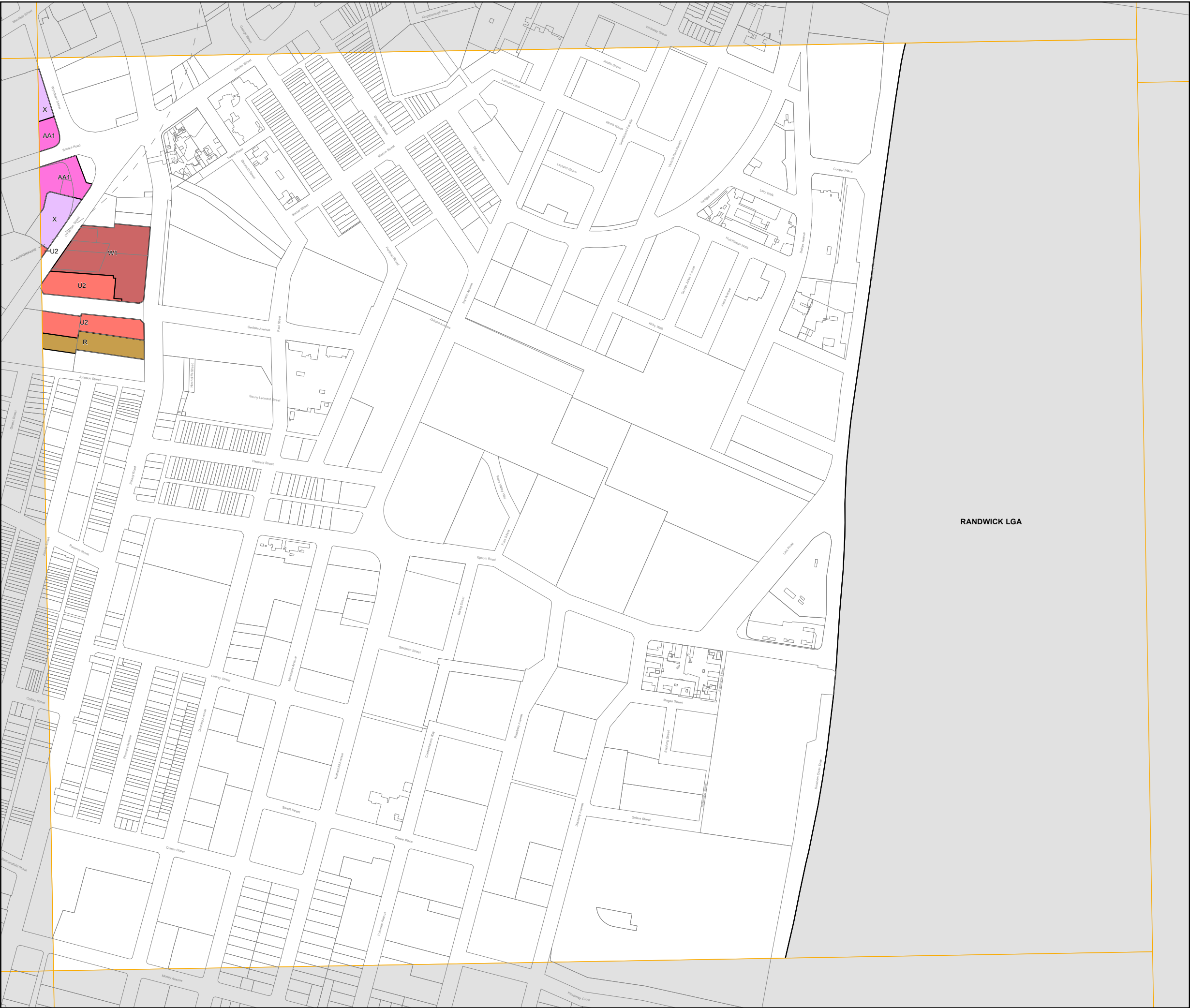


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Scale: 1:5,000 @ A3

Projection: GDA 1994
Zone 56


Map identification number:
7200_COM_HOB_018_005_20210623




Sydney Local Environmental Plan 2012

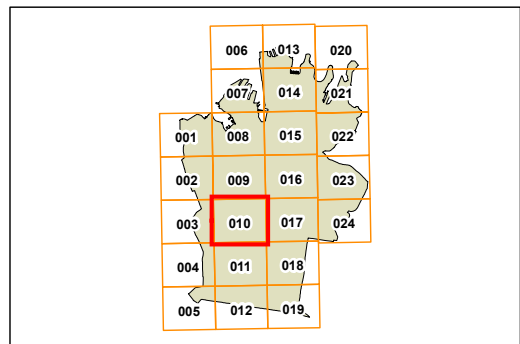
Locality and Site Identification Map Foreshore Building Line Map - Sheet CL1_010

Locality and Site Identification Map

 North Alexandria

Cadastre

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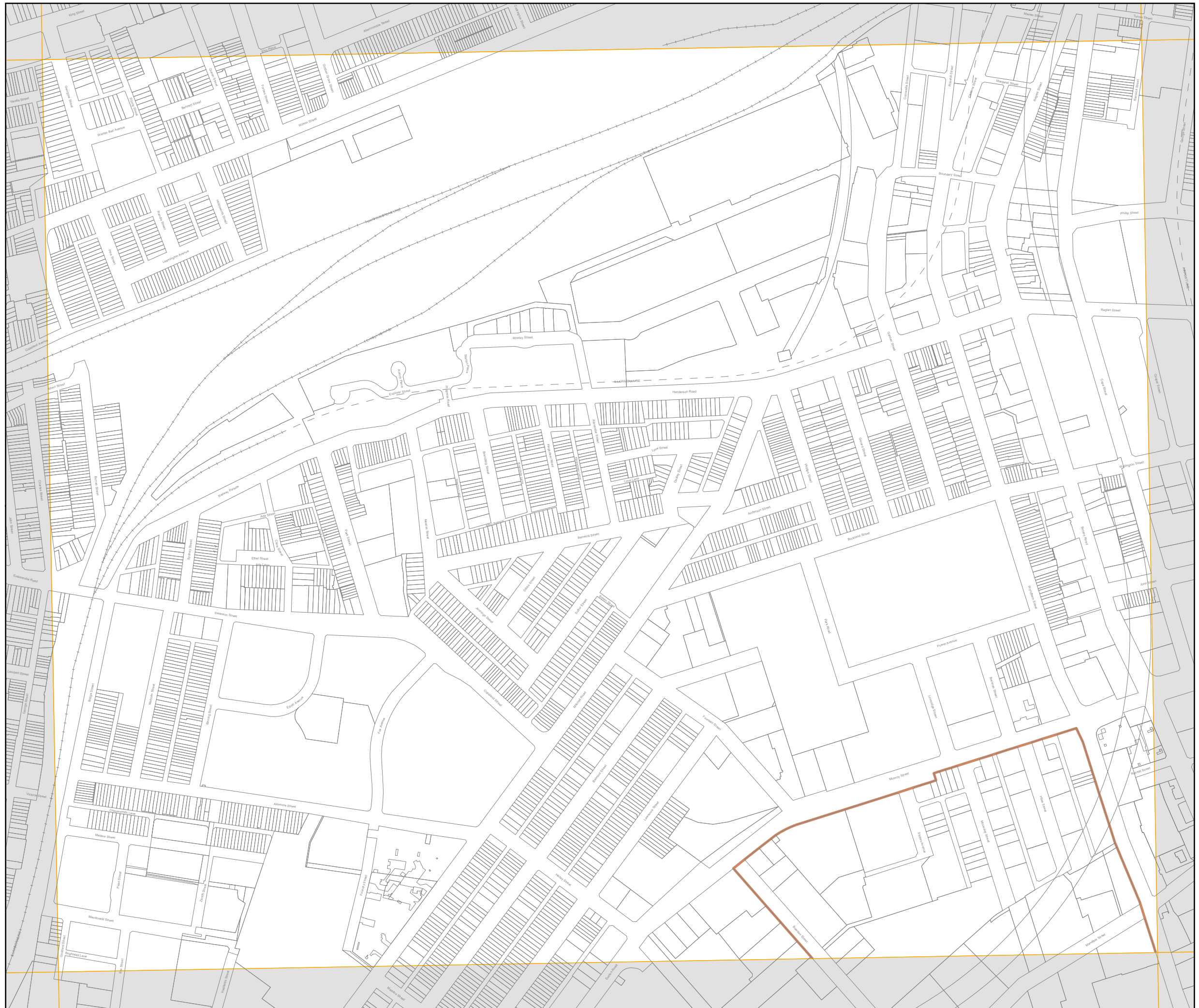


0 200 m

Scale: 1:5,000 @ A3

Projection: GDA 1994
Zone 56

Map identification number:
7200_COM_CL1_010_005_20210623



Locality and Site Identification Map

Cadastre

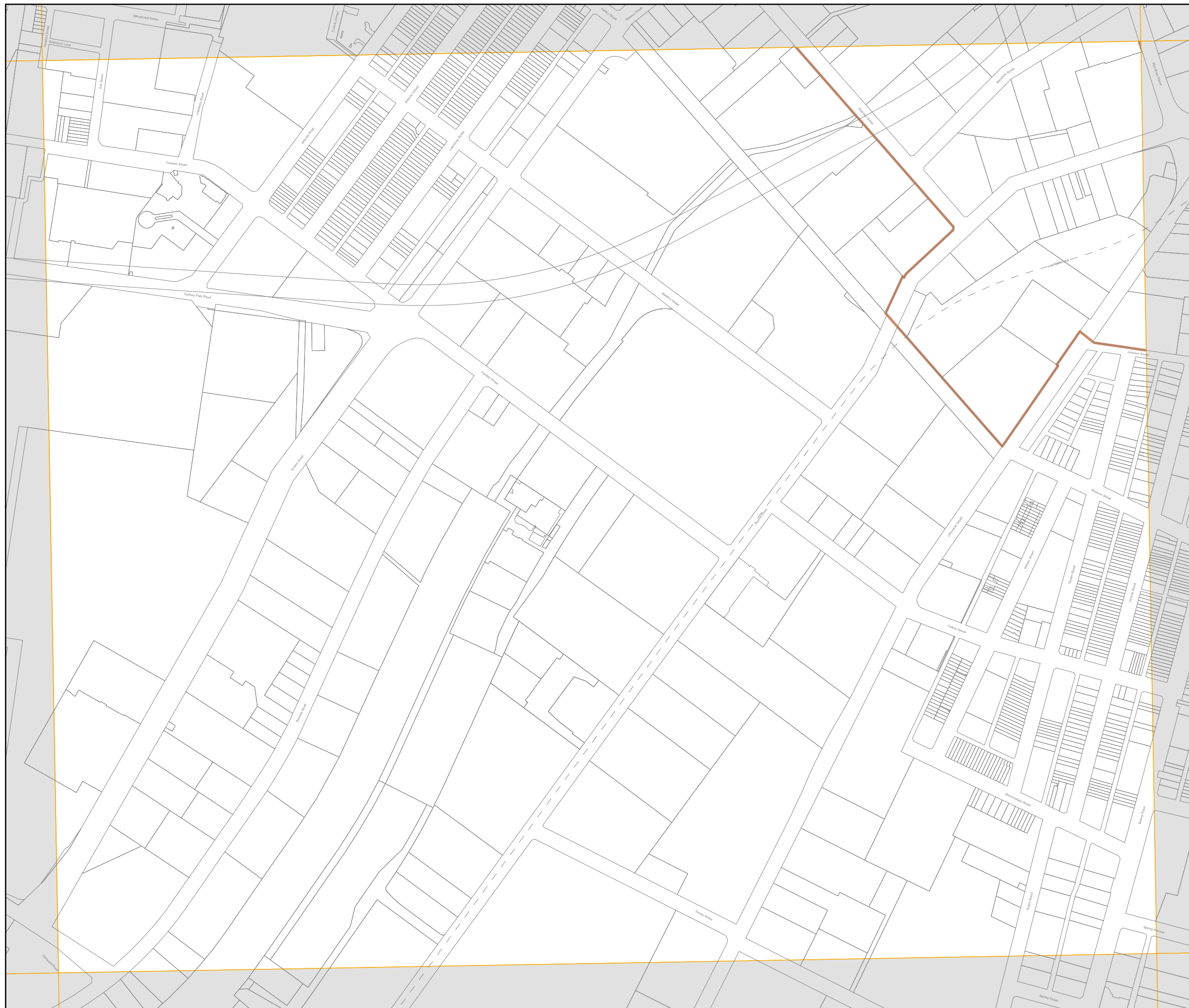
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	007	014	021	
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003	010	017	024	
004	011	018		
005	012	019		



Projection: GDA 1994
Zone 56

Scale: 1:5,000 @ A3

Map identification number:
7200 COM CL1 011 005 20210623



Sydney Local Environmental Plan 2012

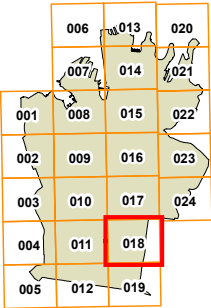
Locality and Site Identification Map Foreshore Building Line Map - Sheet CL1_018

Locality and Site Identification Map

North Alexandria

Cadastre

Cadastre 23/06/2021 © City of Sydney



0 200 m

Scale: 1:5,000 @ A3

Projection: GDA 1994
Zone 56

Map identification number:
7200_COM_CL1_018_005_20210623



North Alexandria

Traffic and Transport Assessment



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1. Introduction

1.1. Purpose of the Document

This document is to provide an assessment of the traffic and transport impacts of Planning Proposal: Enterprise Area Review (the planning proposal) as it applies to North Alexandria precinct (the precinct), shown at Figure 1.

Figure 1. North Alexandria precinct



1.2. Past transport reviews

The City has undertaken the following reviews in the precinct:

- 2013 – the City of Sydney Council publicly exhibited the City of Sydney Draft Employment Lands Strategy (the draft Strategy) which proposes amendments to the current land use zoning and planning controls for employment lands within the local government area.
- 2014 – the City engaged Jacobs to undertake the Employment Lands, Transport and Access report, with the aim of this Study is to establish transport principles and strategies to guide the development of planning controls for the study area. Guided by the zoning proposed by the draft Strategy, it provided an indication of the scale of the impact and the necessary mode shift required to accommodate the travel demand from the proposed development scenarios.
- 2019 – the City commissioned the Enterprise Area Review (Review) to understand the long-term demand and supply for industrial and business zoned land and ensure the planning framework is fit for that purpose. The Review recognises the importance of retaining land for industrial uses, citing a shortage on industrial floor space in the area. The planning proposal is to amend the planning controls that currently apply to North Alexandria to accommodate an estimated 1,000 jobs in the precinct.
- 2021 – this transport assessment of the proposal includes a review of the suitability of the precinct to accommodate an estimated 1,000 additional jobs in the precinct.

1.3. The planning proposal

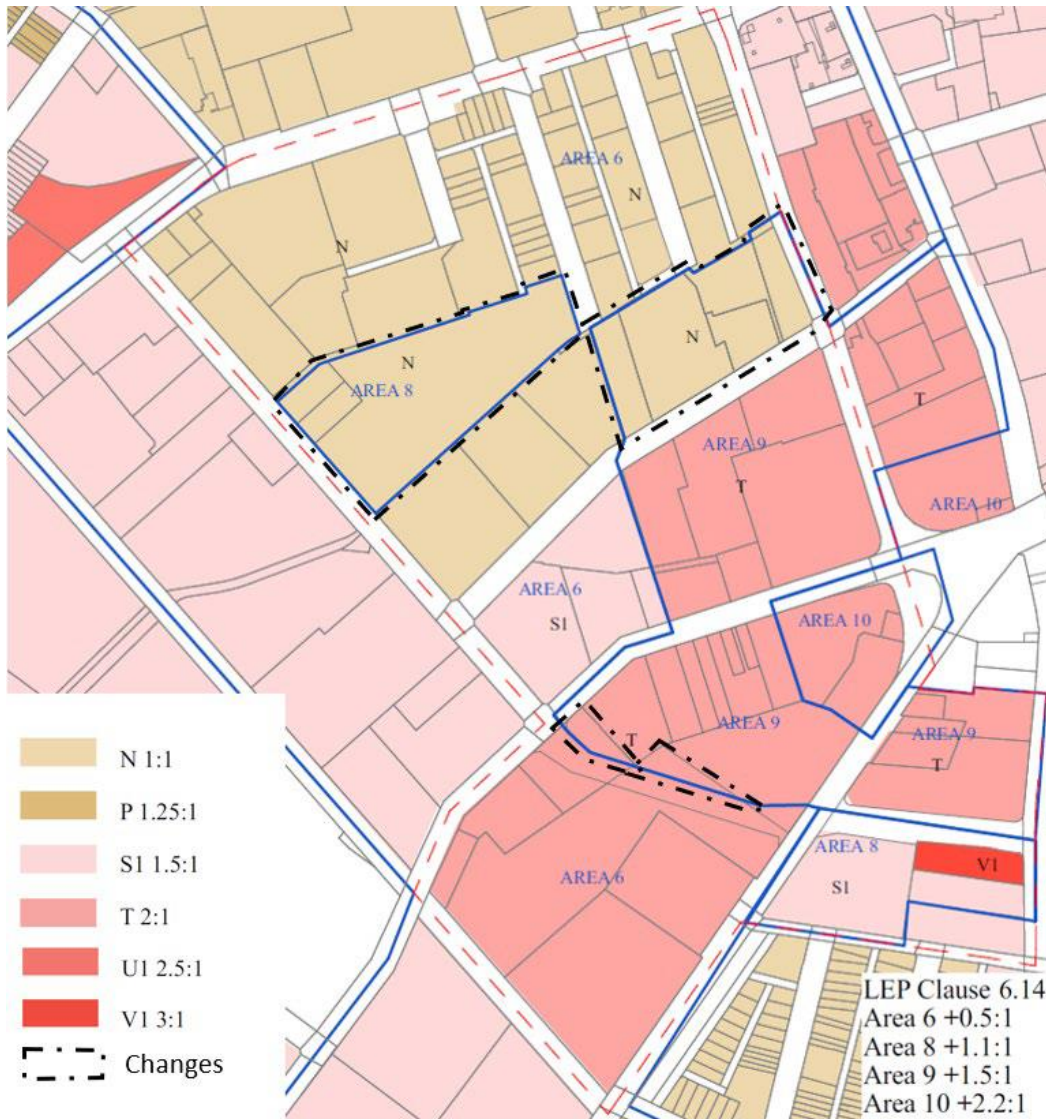
The planning proposal is to realise the vision for North Alexandria as a thriving, diverse, dynamic and creative modern employment precinct.

This planning proposal amends the floor space ratio map in North Alexandria to amend the amount of community infrastructure floor space available on various sites, pursuant to Clause 6.14 of Sydney LEP 2012.

Floor space ratio is generally proposed to increase in parts of the south-block and sites in strategic locations where there is a greater need to offset land dedication requirement for new streets, lanes and setbacks for the liveable green network. Figure 2 shows the proposed changes to floor space ratio in North Alexandria including:

- an increase from 1.5:1 to 2.1:1 on one key site along Bowden Street (through an increase from Area 6 – 0.5:1 to Area 8 – 1.1:1);
- an increase from 1.5:1 to 2.5:1 (through an increase from Area 6 – 0.5:1 to Area 9 – 1.5:1) in the area between Mandible and Hiles Streets; and
- an increase from 2.5:1 to 3.5:1 (through an increase from Area 6 – 0.5:1 to Area 9 – 1.5:1) on two triangular lots fronting the northern side of the future connector road between O’Riordan Street and Bourke Road.

Figure 2. Proposed changes to floor space ratio in North Alexandria



In addition to the above, under Clause 6.21 of Sydney LEP 2012, a design excellence process is required for any development proposed to be greater than 25 metres, which is mostly relevant to the mid and south blocks. A building demonstrating design excellence is eligible for an amount of additional floor space of up to 10 per cent of the mapped floor space ratio and community infrastructure floor space.

The proposed floor space ratio controls facilitate an additional 26,500 sqm of floor space for employment generating uses. It is estimated this could facilitate around 1,000 jobs.

2. Transport impacts

2.1. City of Sydney Transport Policy context

Sustainable Sydney 2030 is the City of Sydney vision for a green, global and connected city. It provides targets for future transport mode use for the City of Sydney. With Sustainable Sydney 2030 and the Green Square TMAP, the key targets are as follows:

- Target 6 – 80% of City workers commuting on public transport – 80% of work trips by City residents in non-private vehicles.
- Target 7 - By 2030, at least 10% of City trips will be made by bicycle and 50% by pedestrian movement.
- Objective 3.1 – Support and plan for enhanced access by public transport from the Sydney Region to the City of Sydney
- Objective 3.3 – Reduce the impact of transport on public space in the City Centre and Activity Hubs.
- Objective 3.4 – Manage regional roads to support increased public transport use and reduce car traffic in City streets.
- Objective 4.1 - Develop a network of safe, linked pedestrian and cycle paths integrated with green spaces throughout both the City and Inner Sydney.
- Objective 4.2 - Give greater priority to cycle and pedestrian movements and amenity in the City Centre.
- Objective 4.3 – Promote green travel for major workplaces and venues in the city
- Active Transport work and non-work trips for Green Square residents and workers of 60%.

North Alexandria is well located within the local area to support these strategic objectives.

2.2. Bus Network

North Alexandria is served well by existing bus services and is adjacent the key areas of Redfern, Waterloo and Zetland (including Green Square).

TfNSW has recently been engaging with the community over a new bus plan for the South East precinct which includes this area. According to TfNSW engagement material changes are proposed to provide:

- More frequent services across one existing route and eight new frequent routes, operating at least every 10 minutes or better, seven days a week.
- Capacity is boosted by 40 per cent in the morning peak (6am -10am) for those heading to the CBD compared to early 2019.
- Capacity is boosted by 45 per cent in the evening peak (3pm - 7pm) for those heading to the south east, compared to early 2019.

Further changes to bus services are expected to improve connections with Waterloo Metro Station once it opens in 2024. This will significantly improve bus access and capacity between North Alexandria and a wider catchment across Sydney.

The NSW Government and City have been proactive and remain keen to partner in the future in examining options to increase capacity and connectivity to nearby transport hubs and to examine

future changes as emerging travel patterns. North Alexandria is expected to be one of the beneficiaries of this increased capacity and connectivity.

2.3. Rail Network

North Alexandria is well positioned to take advantage of existing rail and new metro rail lines including Sydney Metro City and South West and Sydney Metro West (and extension to the South East).

North Alexandria is located approximately 1 kilometre from both Redfern Station and Green Square Stations. Redfern Station is one of the busiest stations on the Sydney Trains network which provides very frequent services to a large range of destinations, including Sydney CBD. Green Square Station is served by the T8 Airport Line, providing access to Sydney CBD and Kingsford Smith Airport.

TfNSW has announced additional services will be provided along the T8 line as part of their *more trains more services* initiative. This will increase capacity at Green Square station.

The metro station at Waterloo is being constructed and is a 5-minute walk to the North Alexandria precinct. Sydney's new metro railway will have a target capacity of about 40,000 customers per hour.

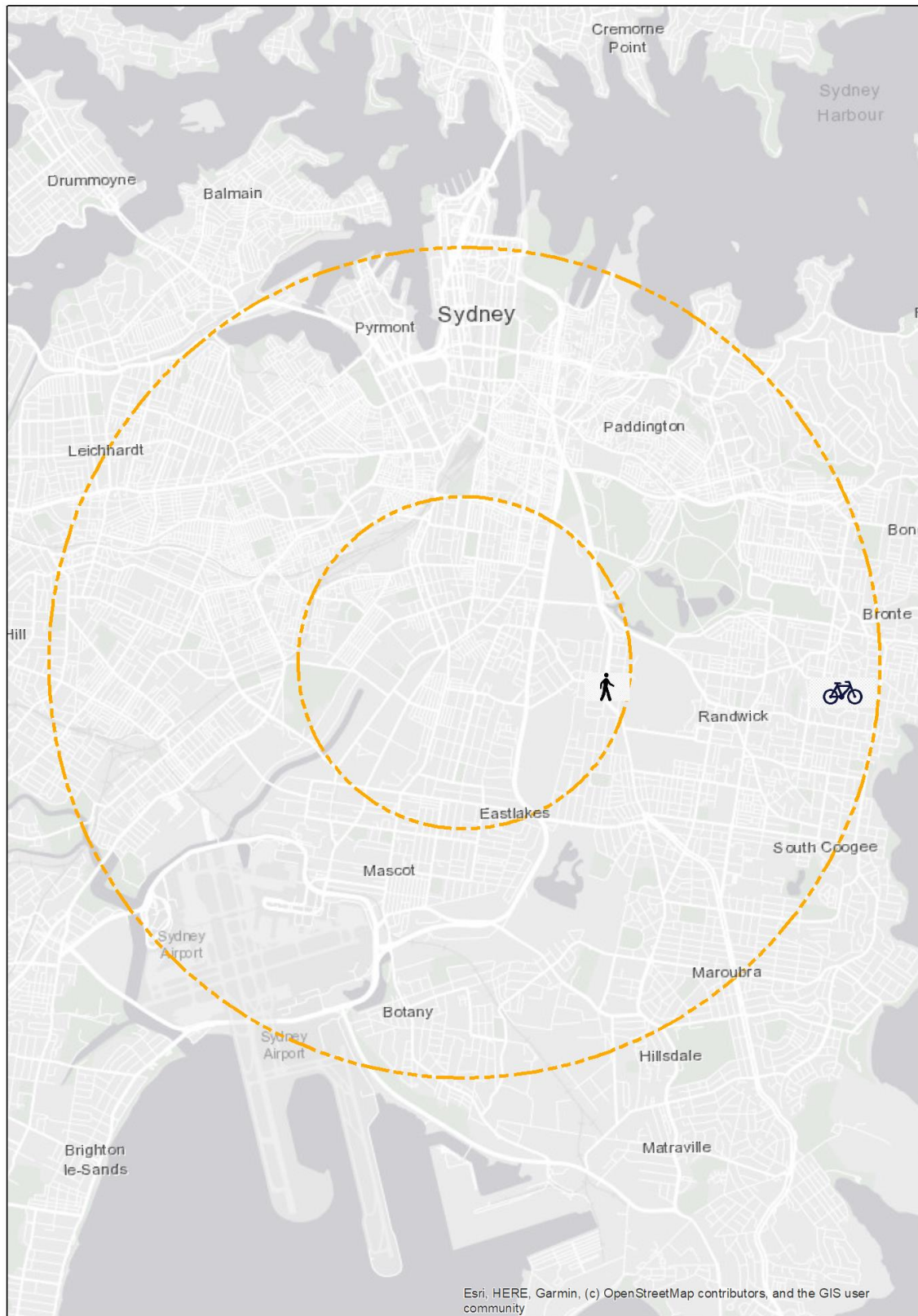
In addition, it is expected that the provision of a future metro station at Zetland over the next decade will further increase capacity to access the North Alexandria precinct.

2.4. Active Transport Networks

The City and TfNSW have been working on a program of walking and cycling improvements both in and connecting to Green Square and Waterloo as part of the collaborative *Green Square and Waterloo Action Plan*.

The location of North Alexandria is within a large worker catchment for walking and cycling (see Figure 3). The precinct is well positioned to attract workers from many of the recent development which have been constructed or are planned to be constructed over the coming years, in the greater Green Square area.

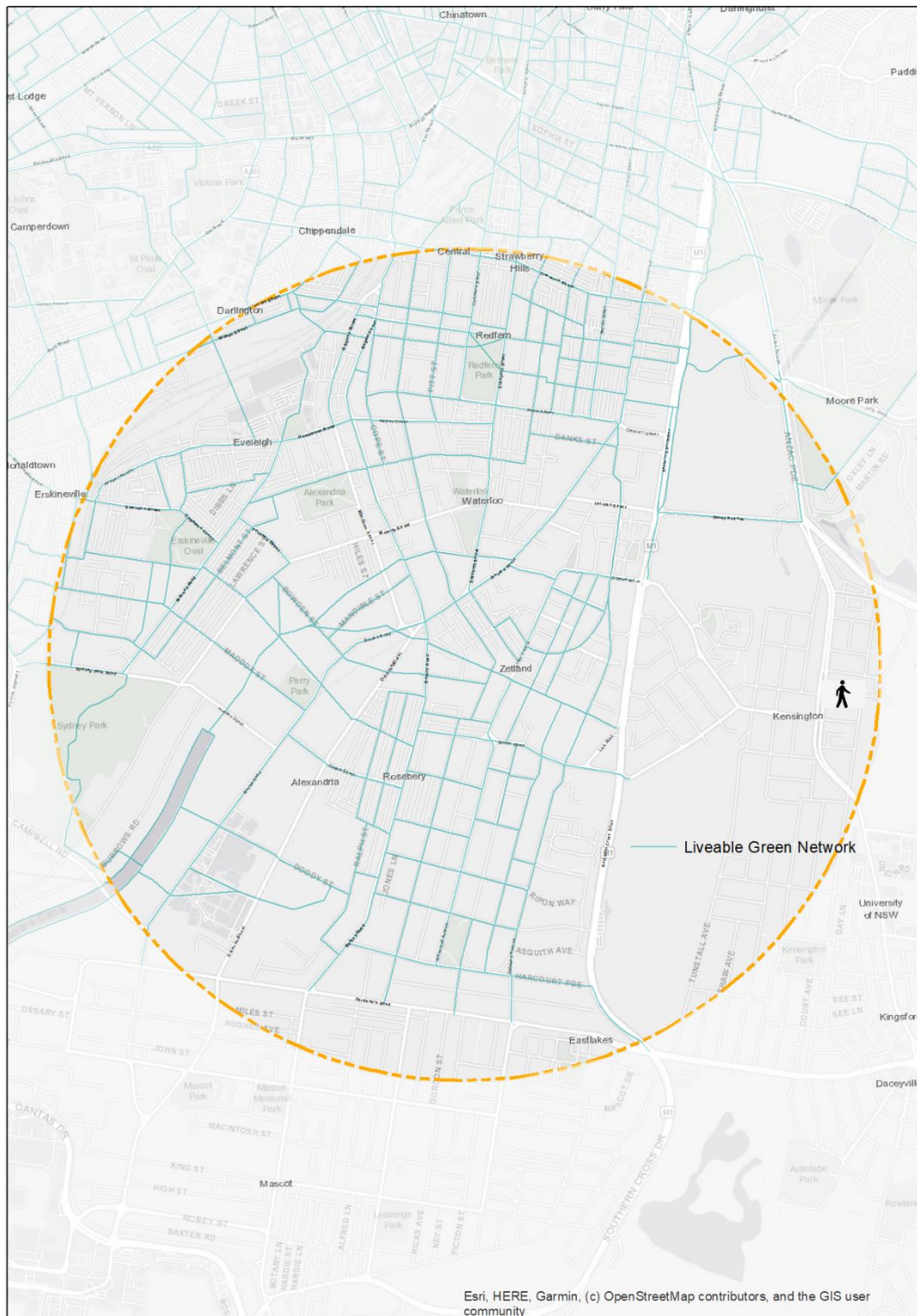
Figure 3. Walking and cycling catchments - 2km and 5km Radius



2.4.1. Walking Network

The large population catchment around North Alexandria is supported by the City's investment in walking in the local area. The Liveable Green Network (see Figure 4) supports walking to residential areas and provides a connection to public transport in the area. This provides improvements to lighting, planting, pavement materials, kerb extensions, continuous crossing treatments and landscape amenity.

Figure 4. Liveable Green Network near North Alexandria



The introduction of the Green Square to Ashmore connector road will significantly improve permeability, creating a pleasant and direct pedestrian route from Erskineville to Green Square town centre. Recently approved developments will significantly improve pedestrian amenity through the addition of through site links, removal of vehicle crossings and general street activation.

2.4.2. Bicycle network

The bicycle network currently provides access to a range of key destinations across the LGA with key connections to North Alexandria including the University of Sydney, Redfern Station, Sydney CBD, Newtown and Moore Park. East-west movement is constrained by the existing heavy rail corridor to the west, and Botany Road to the east.

City of Sydney Council, as part of its cycle network strategy, has identified priority cycle routes across the inner city including through North Alexandria, shown at Figure 5. Key routes include:

- Bowden and Mandible Streets – forming part of an east west cycle route connecting the eastern suburbs to Bourke Road and west towards Erskineville via Belmont and Ashmore streets. This section of the route is a separated off-road cycleway;
- Bourke Road - a separated off-road cycleway connecting Mascot town centre along Bourke Road. This cycleway extends beyond Mascot along the boundary of Sydney Airport, connecting to Tempe; and
- George Street Cycleway, a separated cycleway connecting to Redfern, Central Station and the CBD cycleways via Castlereagh Street in the north.
- Sydney Park to North Alexandria: Running east-west through North Alexandria, to Waterloo Metro Station, Green Square and beyond. Upgrades are identified on Buckland, Wellington, Morehead and Phillip Streets, Waterloo.
- USYD to University of New South Wales: Running east west through Alexandria
- Sydney Harbour to Botany Bay: Running north-south along Bourke Street, complete with separated cycleway for much of its length.

Figure 5. Extract from the Sydney Bike Network (southern zone)



TfNSW Travel Demand Management team are currently working on a pilot project in Green Square with the support of the City. This project is aimed at changing people's travel behaviour and encouraging sustainable travel behaviours.

The City encourages cycling and walking with generous bicycle parking and End of Trip facilities requirements in the DCP with many businesses choosing to install above the minimum numerical and design requirements. This is supported by bicycle parking within the public domain for people visiting the area.

2.5. Road Network

North Alexandria is well connected to the State road network and is bound by state roads including McEvoy Street, Botany Road and O'Riordan Street, regional roads such as Wyndham Street and local roads including Bowden and Reserve Street.

The opening of Westconnex Stage 2 and 3 will reduce demand on the surrounding road network as through trips can now use the motorway network. This will result in additional capacity on key streets and intersections in the proximity of the precinct. The potential of the Western Harbour Tunnel would likely increase this capacity further.

2.6. Parking Provision

The City encourages that car parking supply be constrained where there is good access to public transport and services. This encourages sustainable travel behaviour such as public and active transport use. The City's LEP includes maximum parking rates to limit parking, with the greater the access to public transport resulting in lower maximum rates.

Sydney LEP 2012 contains parking provisions that apply to North Alexandria. Parking rates are determined based on accessibility to public transport with North Alexandria rated mostly as Public Transport Accessibility Category F with Category E applying closest to Green Square Station.

The maximum number of car parking spaces for a building used for the purposes of industry is 1 space for each 75sqm (Category F) and 125sqm (Category E) of gross floor area of the building used for those purposes. Given the nature of the intended effects of this planning proposal, it is unlikely that redevelopment of sites will be utilised for industrial floor space.

It is more likely that redevelopment of sites to maximum controls will seek to provide office and business premises floor space. The maximum number of car parking spaces for a building used for the purposes of office premises or business premises is determined based on category and the applicable floor space ratio.

If it is beyond a certain threshold, 1.5:1 for Category F and 2.5:1 for Category E, the maximum number of parking spaces permitted is curtailed significantly through the application of a formula (refer to Clause 7.6(d) of Sydney LEP 2012). Under this scenario, given the uplift is largely occurring above 1.5:1 in Category F lands and 2.5:1 in Category E lands, the impact on delivery of parking is curtailed.

The planning proposal does not propose to amend these controls. These planning controls will be reviewed as part of the city's comprehensive review of the LEP and DCP. In addition to the above, the availability of on-street parking in the precinct is limited with existing driveway crossovers and time limited parking. This is a major discouragement for people driving to the area.

3. Conclusion

Based on the future transport projects, targets and potential 2030 mode share, it is estimated that there will be increased demand on the bus and train network together with increases in cycling and walking as a result of the additional 1,000 jobs in the North Alexandria precinct.

The increased trips generated by the 1,000 new jobs proposed for the area, is well supported by this precinct based on:

- **Proximity to the current and future rail networks** – including existing Redfern and Green Square stations, as well as the future Metro station at Waterloo and potential Metro station at Zetland providing a very high capacity of transport accessibility
- **Reduced car dependency** – with new development more likely to be office and retail rather than industrial. Office development will encourage a modal shift from car to Public and Active Transport in terms of the employee profile. This is further supported by the City's Sustainable Transport policies (ie. Sustainable Sydney 2030) and parking rates.
- **Plans for transport accessibility** – this area is well supported by plans for improvements in Active and Public Transport which support sustainable transport, such as
 - Rail Network infrastructure upgrades including Waterloo Metro station.
 - Ongoing collaboration with TfNSW to further improve the capacity and connectivity of the bus corridor development.
 - Improved walkability as proposed in the City's Liveable Green Network
 - City future bike network upgrades.
- **Westconnex has provided additional capacity for traffic generation** - While there will be some small amount of additional vehicle trips associated with the precinct, this will be offset by the amount of additional capacity for traffic generation due to the Westconnex project.



North Alexandria Southern Enterprise Review

Heritage Assessment Version 2.0

3/11/2021



Figure 1 Balaclava Lane, Alexandria. Source: HAA

Acknowledgement of Country

We acknowledge the Gadigal people of the Eora nation, the original inhabitants of the subject area and of the land on which we work.

Aboriginal and Torres Strait Islander peoples have a connection to place, land, water and community, established over many thousands of years. We recognize the cultural significance inherent in these connections, that sovereignty over this land was never ceded and that it continues to be sacred to its rightful owners.

We pay respect to Elders past and present, and stand with all First Peoples in their quest for justice, truth telling, and reconciliation.

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3. Summary of Revised Planning Controls	16
4. Assessment of Heritage Impact.....	22
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1. Introduction

This report was prepared for the City of Sydney by Hector Abrahams Architects.

New planning controls have been prepared for the Southern Enterprise Area, specifically as they relate to North Alexandria (the precinct).

This report was prepared following the issue of Gateway Determination by the Department of Planning, Industry and Environment, which required further analysis of the heritage impacts of the planning proposal.

This report provides a summary of the description of each heritage item and conservation area within, adjacent to or within proximity to North Alexandria. A summary of the planning proposal is also included, but not a full summary of other planning controls that are proposed in the draft development control plan (draft DCP), or are already in the Sydney DCP 2012. Finally, an assessment of heritage impacts is included.

The proposed vision for North Alexandria is described in the planning proposal as follows:


This planning proposal is to realise the vision for North Alexandria as a thriving, diverse, dynamic and creative modern employment precinct. North Alexandria is well placed to undergo a transition from traditional industrial activity towards office and knowledge-based sectors. This transformation is already underway, largely within the existing built form.

This report was prepared by Sioned Lavery who visited the precinct in September 2021.

2. Summary of Significant Items and Conservation Areas

Where quotations are indicated text is extracted from the relevant State Heritage Inventories.

Within North Alexandria

Item: Industrial Building “Eclipse House” including interior Address: 8-22 Bowden Street, Alexandria	Item no. I9
<div data-bbox="371 548 1219 958">  </div> <p data-bbox="204 992 357 1025">Description:</p> <p data-bbox="204 1059 1378 1160">Eclipse house is an Art Deco single storey masonry building with sawtooth roofs. The façade has a number of distinguishing Art Deco features including multi paned windows and rendered sills, a two-storey tower with stepped skyline, canopy and masonry balustrade.</p> <p data-bbox="204 1193 1386 1294">“The building adjoins the neighbouring building on the north west side” and there is a rendered brick addition on the south eastern side. The south west elevation is face brick with large window openings and the rear elevation is screened by vegetation.</p> <p data-bbox="204 1328 1166 1361">There is also a roof car park by a steep driveway concealed by roller doors.</p> <p data-bbox="204 1395 523 1429">Summary of Significance:</p> <p data-bbox="204 1462 1358 1585">“Constructed in approximately 1933 for the Australian Drop-Forging Company, the building represents the industrial development of Alexandria during the inter-war period. It provides evidence of the widespread steel manufacturing and engineering industry in Alexandria during the twentieth century.</p> <p data-bbox="204 1619 1358 1720">“The building demonstrates an example of the Art Deco inter-war style applied to an industrial building. This style emphasised geometric and semi-abstract decoration, and was adopted in Australia between approximately 1915 and 1940.</p> <p data-bbox="204 1753 1369 1854">“The building has significant associations with two important Australian companies including the Australian Drop Forging Company, a pioneer in the steel manufacturing industry in Australia, and Gordon Edgell & Sons, an important food manufacturer.</p> <p data-bbox="204 1888 1337 1944">“Eclipse House is of local heritage significance in terms of its historical, aesthetic, and representative value.”</p>	

Item: Warehouse Including Interior

Item no. I21

Address: 32-42 McCauley Street, Alexandria



Description:

“A row of five inter-war warehouse buildings, with gabled roofs...

“The consistency of these industrial buildings, with their simple design with Art-Deco detailing and repetitive elements adapted to the sites, are aesthetically distinctive and contribute to the industrial character of the area. Typical features include the use of face brick finish and contrasting brick detailing featuring alternated herringbone and stretched bond, corbelled/stepped parapets and sawtooth roofs.”

Summary of Significance:

“The warehouse row built during the 1930s and likely for engineers, Gibson Battle & Co [major importers of agricultural and mining equipment], represents the small-scale industrial development of Alexandria during the inter-war period.

“This warehouse row is aesthetically significant for its contribution to the streetscape of McCauley Street, demonstrating typical features of the Art Deco style and inter-war period. The consistency of these industrial buildings, with their simple design and repetitive elements adapted to the sites, contribute to the industrial character of the area.”

The row of warehouses at 32-42 McCauley Street, Alexandria is of local heritage significance in terms of its historical, aesthetic and representative value.

Item: Former Standards Telephone and Cable industrial building including interiors

Item no. I2235

Address: 1-3 Mandible Street, Alexandria



Description:

"The building was constructed in 1945 for Standard Telephones and Cables on the corner of Mandible and Wyndham streets." two-storey face brick building and has no set back. The building has sawtooth roofs of an unusual tapered form that are partly concealed by high parapet walls.

The building exhibits typical features of a late inter-war functionalist architectural style including its simple geometric massing, polychromatic face brickwork, parapet wall, horizontally-proportioned multi-paned steel framed windows, chamfered corner, and continuous lintels, brickwork of the spandrel, piers and string courses expressing the horizontality of facades. Other features include decorative metal doors a stair tower on the northern elevation and a small wing on the western elevation.

Summary of Significance:

The former Standard Telephone & Cables building "represents the industrial development of Alexandria in the mid-twentieth century" and is the only remaining intact building built for the company.

Standard Telephone & Cable were major communications manufacturer and employers. Their products made a significance contribution to the Australian military during World War II and Australian households during peacetime. As the site of production, the building represents the company's expansion and major technological advancements.

The site may have social significance for former employers, the Australian community and military for their investment in employee welfare and their products contribution to Australian households and war effort.

"Architecturally, the building represents a late example of an inter-war functionalist industrial building." It has land mark qualities and makes a positive contribution to the street scape. "The tapered skylight roof form is relatively rare for the Sydney local government area."

The former Standard Telephones & Cables Pty Ltd is of local heritage significance in terms of its historical, associations, social, and representative values.

Item: Former Electrical Substation No. 152 including interiors

Item no. I2236

Address: 124 McEvoy Street, Alexandria



Description:

The substation is a single storey brick building of typical inter-war architectural features including geometric massing and symmetry. A pitched roof is concealed by behind parapet walls. The façade exhibits face brick and rendered brick, multi paned windows, classical bracketed cornice and relief lettering signage.

Summary of Significance:

Built in 1924, Electricity Substation No. 152 represents a surviving example of the original network of more than 360 substations built by Sydney Municipal Council from 1904 to 1936, which first supplied electricity to Sydney's industries and houses. The period and location of the substation records the expansion of Sydney's electricity network and the growth of electricity use in Alexandria. The building also marks the major changes electricity brought for Alexandria's growth, development and population.

The larger number of substations in Alexandria demonstrates its history as a major industrial area mostly developed after the advent of electricity and before substations of this kind were no longer needed for supplying electricity. Alexandria's McEvoy Street was mostly occupied by industries during the first half of the twentieth century.

The electrical substation makes a positive contribution to the street scape and is "good example of a simply detailed, purpose-designed and built substation from the inter-war period." Electrical substations were generally built to a high design to better integrate into their urban contexts.

Substation No.152 at is of local heritage significance in terms of its historical, aesthetic and representative value.

Item: North Alexandria Industrial Heritage Conservation Area

Item no. C74

**Description:**

North Alexandria Industrial Heritage Conservation Area is located on land between the junction of McEvoy Street and Wyndham Street and Sheas Creek canal and is comprised of Balaclava, McCauley and Hiles Lanes, McCauley and Hiles Street.

The HCA is comprised of industrial buildings mostly constructed between 1910 and the 1960s that are typical of inter-war and post-war industrial architecture. Buildings are single or two-storeys and no setback. Typical features include: face-brick, steeped parapets, regularly placed windows and vehicle openings, exposed steel or timber structural frames and sawtooth roofs with ridgelines oriented perpendicular to the street. Some sawtooth roofs are expressed in profile on the street frontage and others are concealed behind stepped parapet walls.

Changes to the area include: change of use, new windows and new buildings.

Summary of Significance:

North Alexandria is the largest known collection of industrial and warehouse buildings of its kind in Australia. It is demonstrative of the industrialisation of Alexandria, Sydney and Australia and the demand for technology manufacturing during WWII.

The area is associated with a number of significant companies and industries including textiles, metals and engineering.

The buildings make positive contributions to the street scape and are representative of buildings constructed between 1910 and the 1960s. The buildings exhibit typical features of inter-war and post-war industrial architecture and “the restrained building design... reflects the materials and labour shortages during and following World War II.” Vehicle openings demonstrate the increased use of motorised vehicle use in manufacturing.

The planning of streets is demonstrative of early subdivisions for residential housing and proximity to Sheas Creek Canal indicates the relationship between construction and stormwater. Wide main streets, mature street tree plantings contribute to the character

The North Alexandria Heritage Conservation Area is of significance for its historical, associational, aesthetic, rarity and representative values.

Adjacent to North Alexandria

<p>Item: Former Industrial Buildings</p> <p>Address: 111-117 McEvoy Street, Alexandria</p>	<p>Item no. I22</p>
<div data-bbox="410 416 1177 835" data-label="Image"> </div> <p>Description:</p> <p>“Three storeys streamlined [functionalist style] industrial building with unusual glass tiled façade, metal framed windows and parapeted roof. Reinforced concrete frame grids dominate the facades with full width windows and top glaze tile clad spandrels. The second level is much taller than other levels for the dedicated showroom use. The internal columns appear to have mushroom capitals and were casted on-site. The vehicle ramp leading to the rooftop car park is through an opening at north-east corner of the building.</p> <p>“The building is dominant in the streetscape on a prominent corner with curved façade addressing the surrounding streets.” There have been alterations to the shopfront as ground floor level.</p> <p>Summary of Significance:</p> <p>The former McPherson’s building was built circa 1953 and is representative of mid-twentieth century industrial development within Alexandria. “The building is of aesthetic significance and of architectural merit as a good example of the post-war functionalist architectural style, representing the work of the architectural firm Stafford Moor & Farrington.</p> <p>“Located on a prominent corner, the building is one of the earliest warehouses built with rooftop car parking. The glass tiled façade is also unusual for an industrial building. The building represents the later phase of industrial establishment in the South Sydney area.</p> <p>“Together with Hadfields Steel Works, the site is evidence of the major engineering companies that operated in Alexandria since the 1930s. McPherson’s Pty Ltd was established in Victoria in the 1860s and expanded to Euston Road, Alexandria in the 1936, on a site later taken over by Metters Factory. McPherson’s manufactured bolts, nuts and rivets as well as precision manufacture of tools and machinery such as lathes and pumps. They were among the major employers of Alexandria and provided rivets and bolts for the construction of the Sydney Harbour Bridge... The site was occupied by McPhersons Ltd until late 1970s.”</p>	

Item: Yiu Ming Temple

Item no. I28, I29,

Address: 16-22 Retreat Street

SHR 01297



Description:

"The precinct consists of two distinct architectural components: a row of ten, two storey, late nineteenth century brick workers' cottages... and a temple that opens onto a walled garden. One end of the street has been enclosed by a high brick wall and the other end by a gate forming an internal courtyard. The precinct is approached through a 'pailou', or ceremonial gate-way that was constructed in May 1981.

"The Temple is designed as a 2 block layout. The front and the rear blocks are set at different heights and are separated by a small enclosed sunken courtyard. The area is top lit by a pyramidal 'roof lantern' incorporating large fixed windows by a mosaic of alternating coloured glass. Both the covered courtyards and stained glass are an usual tradition for Chinese temples (illustrating the Australian influence)...

"The Temple and the surrounding site follow certain principles of Chinese cosmology known as feng shui (wind and water). For example the Temple's entrance faces south reflecting the belief that the south embodies the sun-orientated principle of yang while a solid north wall is built to deflect the cold yin principle."


Some modifications have been identified including replacement of the roof and/repair of interiors following fire damage in 1996 and earlier modification include repairs to external brick.

Summary of Significance:

"The Yiu Ming is one of the oldest and largest Chinese Societies. For approximately 130 years, the temple and its community and environment have provided practical assistance and spiritual support for community members seeking to establish themselves in Australia.

"Architecturally, the building is significant for its blending of traditional design, local materials and Federation detailing...The most significant modifications, following recent fire damage, replicated original form and materials as much as possible. The elaborate fittings of the temple provide evidence of community commitment to the temple and also demonstrate the skill of Chinese artisans at the beginning of the 20th century.

"As many village temples in China no longer exist, this fine, intact example is considered to be of both local and international significance."

Item: Hill View Estate Heritage Conservation Area	Item no. C4
<div data-bbox="406 362 1185 748"></div> <p data-bbox="204 784 357 815">Description:</p> <p data-bbox="204 848 1380 1077">“The buildings are generally simple single storey late Victorian, Federation and Inter-war weatherboard cottages with timber windows and doors, front verandahs and corrugated iron hipped and gabled roofs. Most significant in establishing the character of the area are the group of Victorian/Federation weatherboard cottages on the eastern side of Queen Street and accompanying Victorian housing (the earliest housing in the area), and the inter-war weatherboard cottages on the western side of Queen St and in both sections of Reserve Street. The area also features brick early 20th century industrial buildings.”</p> <p data-bbox="204 1113 523 1144">Summary of Significance:</p> <p data-bbox="204 1178 1380 1375">“The Hillview Conservation Area has historic significance as a substantially intact subdivision developed as a working-class residential community in the late Victorian period. It contains a mix of mid to late Victorian and early Federation houses of varying scale and differing construction materials although predominantly timber. The area possesses a cohesive scale and character of high amenity that demonstrates the subdivision and working-class development of residential estates for nearby industry.</p> <p data-bbox="204 1408 1366 1473">“Earlier periods of buildings are included as significant. Buildings other than those identified as from a significant period may also be contributory.”</p>	

In Proximity to North Alexandria

Item: Hansard Street Heritage Conservation Area	Item no. C72
<p>Description:</p> <p>“An area which retains most of the original late Victorian subdivision pattern. Development reflects this early phase (1880s - 1900) with one and two-storey terrace houses, semi-detached dwellings and cottages. Some Interwar period development is also represented. Land east of Dunning Avenue, originally a brickyard, was subdivided later, and the development reflects this.”</p> <p>Summary of Significance:</p> <p>“The Hansard Street Heritage Conservation Area is a rare late Victorian residential subdivision within a predominantly industrial precinct. The streetscape has a high degree of integrity and includes some unusual and fine examples of terrace housing of the period.”</p>	
Item: Zetland Estate Heritage Conservation Area	Item C73
<p>Description:</p> <p>“Comprising two subdivisions of the Zetland Estate (c.1885 and c.1903). the Conservation Area is dominated by one and two-storey late Victorian and Federation terraces interspersed with weatherboard cottages and Interwar period semi-detached dwellings.”</p> <p>Summary of Significance:</p> <p>“A rare early Victorian residential subdivision of the industrial south in the Waterloo Estate, which developed in association with the draining of the Waterloo Swamp. The estate provided housing for workers in local industry. The Heritage Conservation Area comprises two subdivisions of the Zetland Estate and represents late Victorian, Federation and Interwar period working class housing.”</p>	
Item: Alexandria Park Heritage Conservation Area	Item no. C1
<p>Description:</p> <p>“A coherent area of late nineteenth-century housing, encompassing a large range of housing types including 1-3 storey terraces and cottages. The area also includes corner shop buildings, industrial or warehouse buildings from the first half of the twentieth century particularly on major routes, and substantial civic buildings (former Town Hall and Mayor’s residence) and the Lord Raglan Hotel dating from the early twentieth century.”</p> <p>The park provides a focus for the community.</p> <p>Summary of Significance:</p> <p>“The Alexandria Park Conservation Area is significant for its ability to demonstrate the growth of the municipality of Alexandria in the second half of the nineteenth century and the first half of the twentieth century. The area developed in association with the industrial growth of Waterloo and the establishment of the Eveleigh Railway and Goods Yards, providing housing</p>	

for workers. The housing stock reflects successive subdivisions of the Coopers freeholds and Park View Estate. The industrial development illustrates a later overlay reflecting the growing importance of the area as an industrial centre in the early twentieth century. Alexandria Park provides a focus for the community.”

Item: Cooper Estate Heritage Conservation Area

Item no. C2

Description:

“The area comprises all but Euston Road fronting properties within the Cooper Estate, and still largely reflects the regular 1880s subdivision pattern.

“Residential development includes Victorian cottage semis, Victorian and Federation terrace house and inter-war semi detached houses. The area has an overlay of small-scale industrial and warehouse development from the Victorian, Federation and inter-war periods on amalgamated sites. These reflect the growth of industry in the area during the early twentieth century.”

Summary of Significance:

“The Cooper Estate Heritage Conservation Area has significance as an 1880s subdivision of Cooper’s Estate, developed to provide housing for workers of nearby industry at Waterloo, Eveleigh and Alexandria. The area was developed primarily as a residential area in the late Victorian through to inter-war periods and overlaid with small industry on amalgamated sites.”

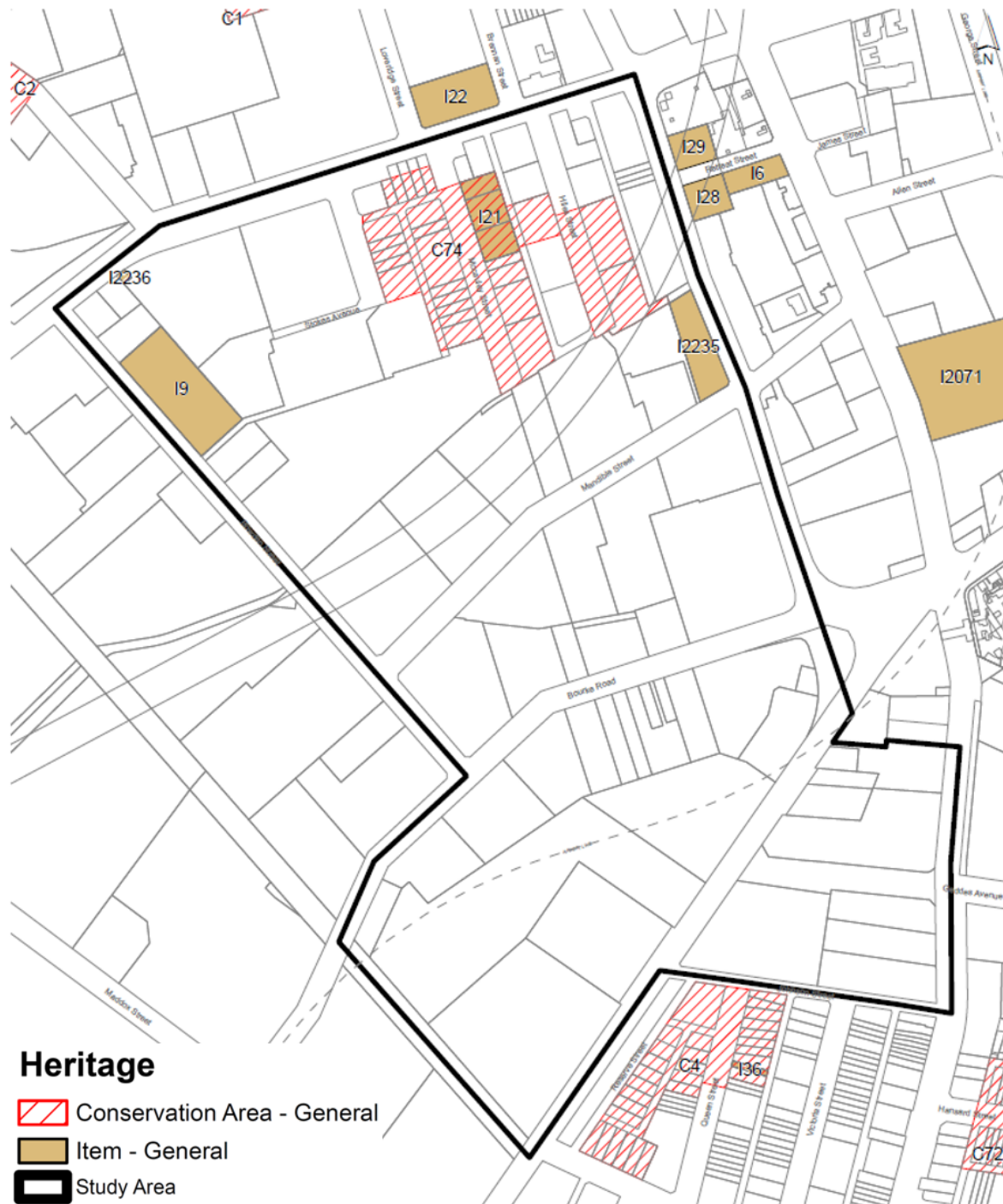


Figure 2 Mapping indicating location of Heritage Items and Conservations areas within, adjacent and within proximity of North Alexandria. Source: Attachment A Planning Proposal - Enterprise Area Review.

3. Summary of Revised Planning Controls

Where quotations are indicated text is extracted from *Attachment A Planning Proposal – Enterprise Area Review*.

Zoning

There are no changes to the zoning of North Alexandria, currently B7 Business Park. The aspirations for North Alexandria are diverse economic activities including a high-density employment precinct. The area is to be protected against new residential development.

Floor Space Ratio

Increases to FSR will apply primarily to the mid and south block and responds to demand identified in the review. A design excellence process is required for buildings greater than 25 meters. Applicable designs will be eligible for increased FSR of up to 10 per cent. This will not apply to building height.

New floor space ratios:

- an increase from 1.5:1 to 2.1:1 on one key site along Bowden Street (through an increase from Area 6 – 0.5:1 to Area 8 – 1.1:1);
- an increase from 1.5:1 to 2.5:1 (through an increase from Area 6 – 0.5:1 to Area 9 – 1.5:1) in the area between Mandible and Hiles Streets; and
- an increase from 2.5:1 to 3.5:1 (through an increase from Area 6 – 0.5:1 to Area 9 – 1.5:1) on two triangular lots fronting the northern side of the future connector road between O’Riordan Street and Bourke Road.

The proposed floor space ratio controls are estimated to facilitate an additional 26,500 sqm of floor space for employment generating uses. It is estimated this could facilitate around 1,000 jobs to contribute to the City’s target of 200,000 jobs to 2036.

Building Height Controls

Changes to building height controls to accommodate changes to the floor space ratio. The controls also aim to incentivise “the dedication of some of the land for new streets, setbacks and connections”.

These changes include:

- Broad increases from 15m to 22m, 18m to between 25 and 35m, and 35m to 45m;
- on the north-west corner of Wyndham Street and Bourke Road, a decrease from 55m to 45m in some parts and increase from 55m to 60m in other parts;
- a decrease for sites in the north of North Alexandria, reducing from 18m to 15m; and
- increase for sites adjoining the Ashmore connector road, to align with the heights of neighbouring sites.

There are height decreases to the north-block to respond to the existing scale, including within the Heritage Conservation Area.

Changes to height controls aim to improve: the height transition within North Alexandria, the public domain and distribution of floor space “without compromising heritage character, amenity of surrounding uses and low-scale residential and employment uses to the north and south.”

Affordable Housing

Affordable housing is permissible in North Alexandria though employment uses remain the priority.

“This planning proposal amends Clause 7.13A – Affordable housing in zone B7 so that it removes reference to the ‘Employment Lands Affordable Housing Program adopted by the Council on 30 March 2015’ to refer instead to the ‘City of Sydney Affordable Housing Program adopted by Council on 24 August 2020’. The amendment is to correct a reference to a program that has now been repealed in favour of the new program. This does not change the existing approach, retaining affordable housing as a permissible use in North Alexandria (and other B7 Business Park zoned lands).

“Since Clause 7.13A was introduced in 2015, it has been taken up as part of development applications relating to residual City owned land in North Alexandria along the proposed east-west connector road.”

The proposed Mandible Street Park is identified as compatible with affordable housing. The proposal acknowledges possible incompatible uses in the area with affordable housing including: industry and entertainment venues particularly late-night activities. “The draft DCP will be updated to flag the roles of each area of North Alexandria and this will be an important reference point when considering site suitability of future potential affordable housing sites.”

The Public Domain

“The planning proposal does not make any provision or requirement regarding the design and maintenance of public space. However, the planning proposal is supported by draft DCP that includes requirements for setbacks and dedication of land for public domain, as well as providing clear cross sections to demonstrate the interface between private properties, streets. The draft DCP establishes a consistent and high-quality design approach for public space and a street layout oriented to maximise solar access, sustainable travel behaviours, safety and all abilities access.”

Heritage

There are no changes to the listings of heritage items and conservation areas in and around the precinct.

Cultural and Entertainment Precinct

Parts of the north-block, that form part of the heritage conservation area, are identified in the Sydney DCP as a late-night trading area. The area is identified as an art, cultural and entertainment area with the potential for extended trading hours up to 24 hours.

Controls within the DCP are designed to facilitate this transformation of the north block and to protect its “gritty and fine grain-built form.” These include: height and floor space ratio controls, active frontages and new pedestrian connections.

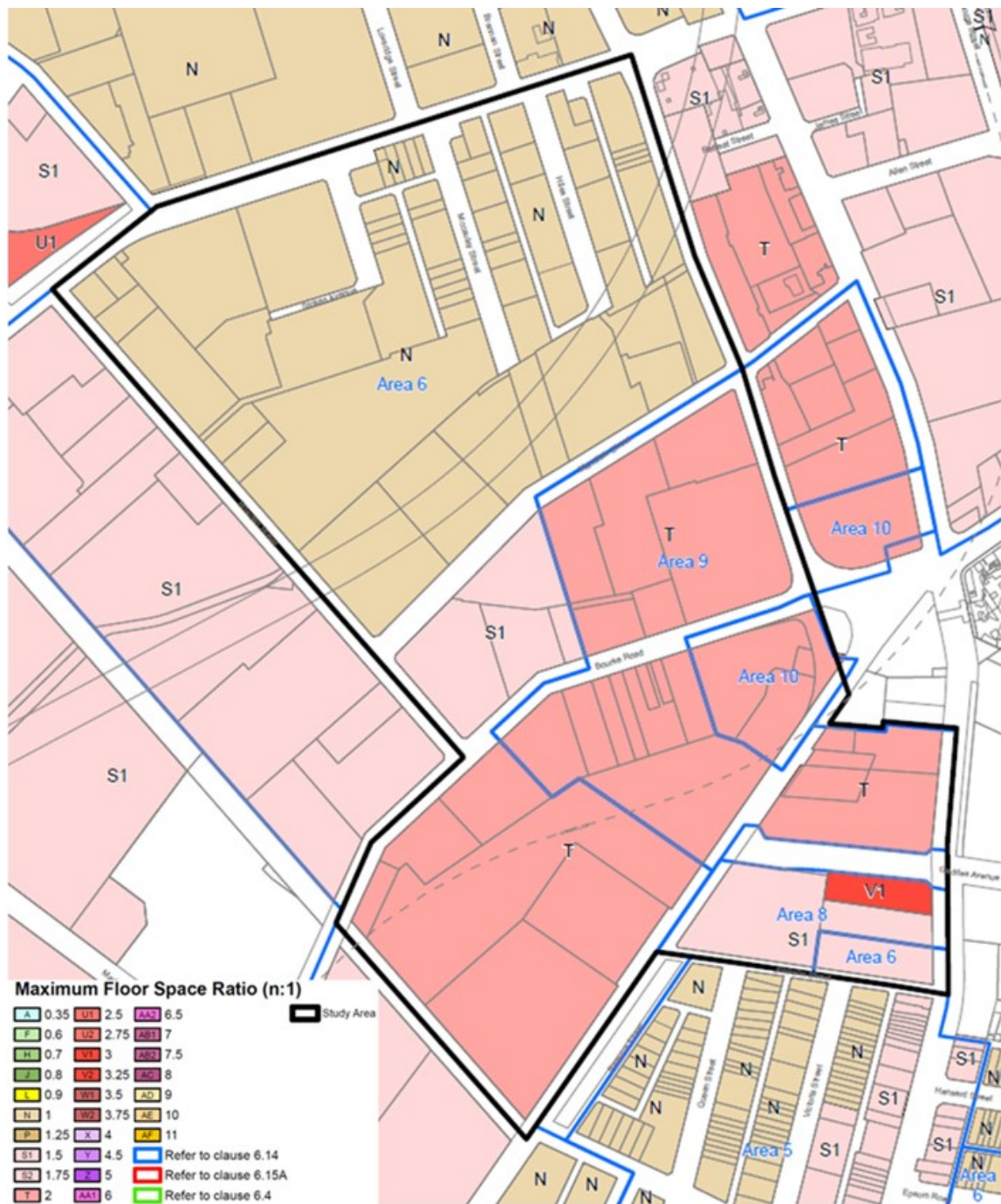


Figure 3 Map showing current Floor Space Ratio controls. Source Attachment A Planning Proposal - Enterprise Area.

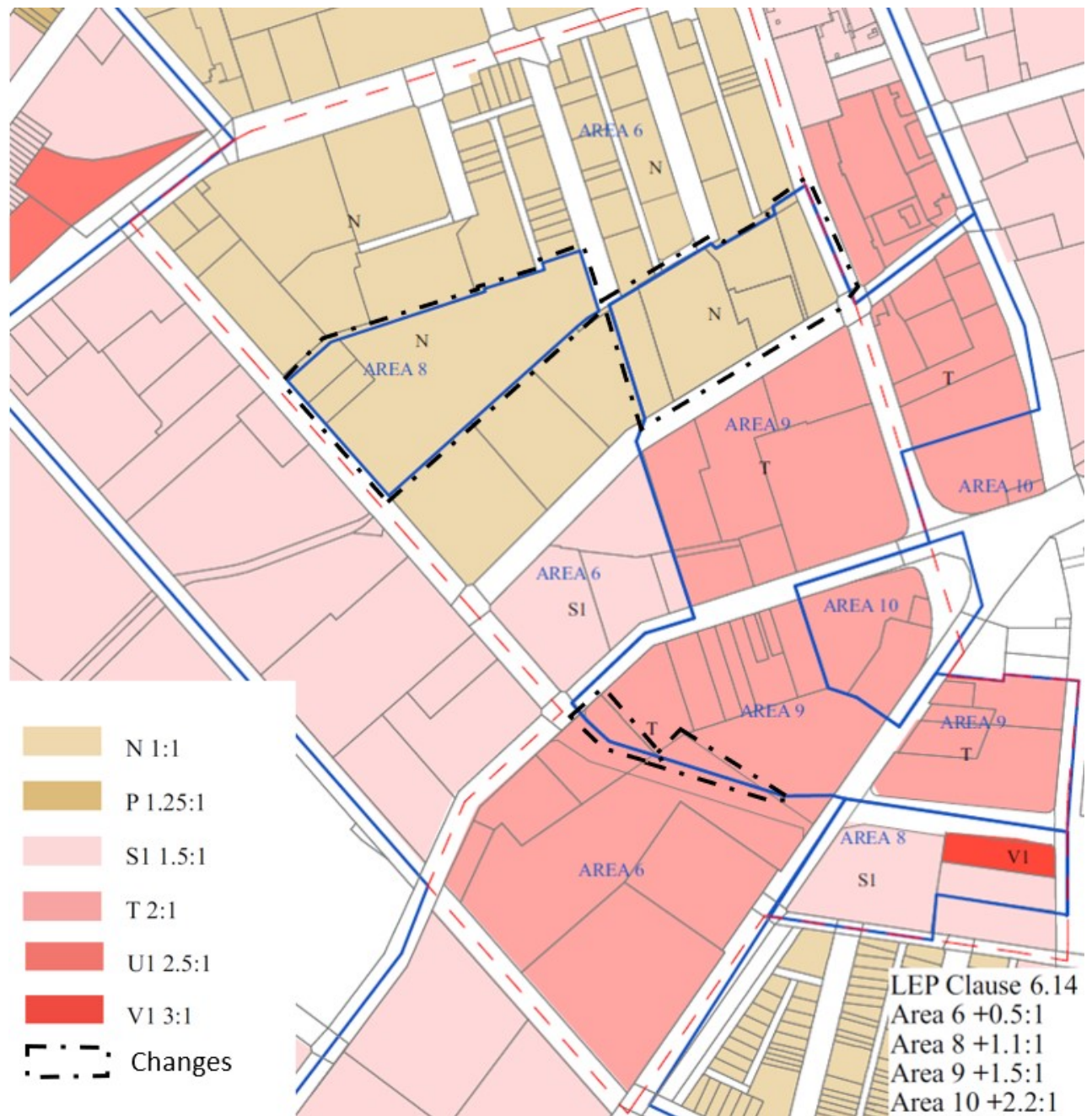


Figure 4 Map showing proposed Floor Space Ratio controls. Source: Attachment A Planning Proposal - Enterprise Area.



Figure 5 Map of current height controls. Source Attachment A Planning Proposal - Enterprise Area Review.

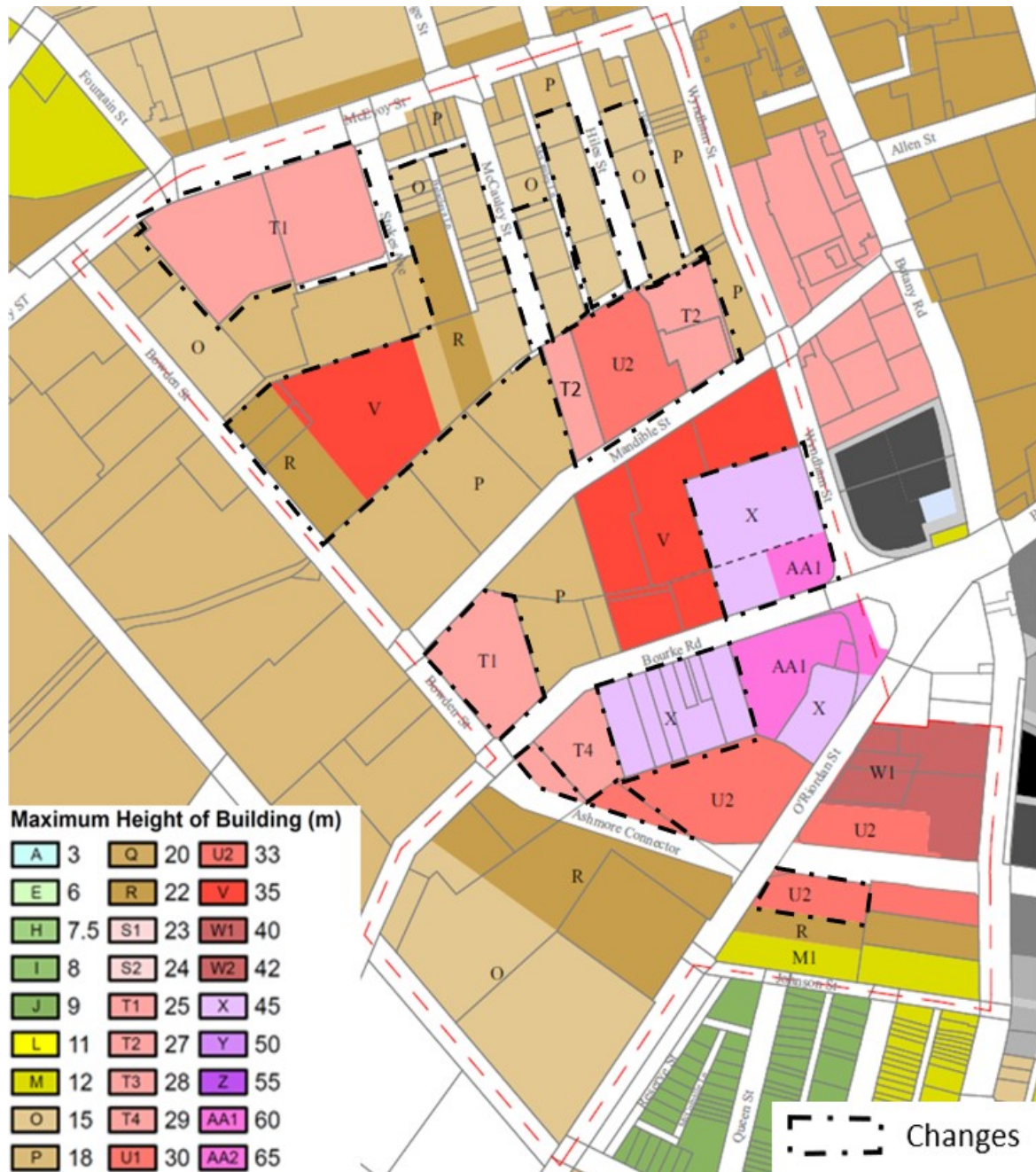


Figure 6 Map showing proposed height controls. Source: Attachment A Planning Proposal - Enterprise Review.

4. Assessment of Heritage Impact

North Alexandria Industrial Heritage Conservation Area including McCauley Street Warehouse

The B7 Business Park zoning remains compatible with heritage in North Alexandria. There are proposed changes of use in the north block which are appropriate and consistent with the fine grain character.

Changes to Floor Space Ratios are generally compatible with heritage conservation objectives.

Affordable housing in North Alexandria is not in conflict with heritage conservation objectives.

The decreased height controls will preserve the architectural character of the Heritage Conservation Area (HCA) and additional setback controls of 4 meters along Balaclava, McCauley and Hiles Lane provides additional protection of their small-scale aesthetic.

The new controls will preserve the industrial and warehouse character of the Heritage Conservation Area (HCA)

The street frontage height and upper-level setback controls on Hiles, McCauley and Balaclava Lane are appropriate.

Heritage Items within North Alexandria

Industrial Building “Eclipse House”

There will be some height increases adjacent to Eclipse House. These height increase will not have a negative impact on this item due to the development of new streets and lanes which will act as a buffer. The largest height increase within proximity of Eclipse House is to the north west with a maximum height of 35 meters. The impact of this will be mitigated by height controls on Bowden Street. There are a number of trees lining Bowden Street which will screen taller buildings.

Currently no street frontage height and upper-level setback controls are proposed on the east side of Eclipse House, however Provision (3) of 5.8.4.2 *Building Height* is deemed adequate in this instance.

Former Standard Telephones and Cables industrial building

This item has a prominent position on the corner of Mandible and Wyndham Street. The maximum height permissible, 27 meters, on the adjacent Mandible Street lot, in isolation, could overwhelm the item however the FSR for the lot means that there will likely be at least some transition or buffer in height.

A number of proposed controls seek to further protect the significance of the Former Standard Telephones and Cables building. A proposed 6.4m footpath widening landscape setback along Mandible Street also ensures the neighbouring development is set back further than the Standard Telephones and Cables industrial building. In addition, a four-storey street frontage height limit coupled with a two-metre upper-level setback should retain the items prominence of the street corner.

Given the proposed FSR, design excellence process for development over 25 meters, and supporting DCP controls it is likely that Council's consent process will be sufficient to prevent negative impacts on the Standard Telephone and Cables Industrial Building.

Former Electrical Substation No 152

The Former Electrical Substation is a small one-storey building fronting McEvoy Street. Proposed height changes immediately surrounding this item will be increased from 18 meters to 25 meters. There is potential for development to dwarf the item because there are currently no street frontage height and upper-level setback controls adjacent the former substation. Street frontage height and setback controls should be included along McEvoy Street to facilitate the transition from the substation to new development. It is noted that controls including Provision (3) of 5.8.4.2 *Building Height* seek to protect existing scales but in this instance any development along this frontage would present a challenge to the unique scale of the item and would need to be carefully designed to achieve compatibility.

Heritage Items and conservation areas adjacent to North Alexandria

Hillview Estate Heritage Conservation Area

This conservation area is adjacent the south block of North Alexandria. Height controls immediately along Johnson Street will be 12 metres and are unchanged. The highest heights are to the northern section will be 33 meters.

The new planning proposals will not negatively impact the heritage significance of the HCA. Despite the lack of upper-level setback controls along Johnston Street, height in storeys controls in the draft DCP will enable adequate upper-level setbacks from the Johnston Street frontage.

Former industrial building at 111-117 McEvoy Street

The new planning controls will not negatively impact this item. Maximum height controls opposite this site have not changed and McEvoy Street is an adequate buffer to any development.

Yiu Ming Temple

The new planning controls will not negatively impact this item. There are no changes to height controls on the west side of Wyndham Street, Alexandria. This street and trees will act as a buffer and screen to any new development that reaches the maximum height, 18 meters.

Heritage Items in proximity to North Alexandria

The new planning controls will not negatively impact the following conservation areas:

- Hansard Street Heritage Conservation Area
- Zetland Estate Heritage Conservation Area
- Alexandria Park Heritage Conservation Area
- Cooper Estate Heritage Conservation Area

5. Conclusion

Overall, the planning proposal and associated controls will not have an adverse impact on the heritage items and heritage conservation areas within, adjoining and surrounding the North Alexandria precinct. Risk to significant heritage values which could be occasioned by height and FSR increases have been mitigated by appropriate controls.

It is noted that further controls relating to street frontage height and upper-level setback may be required to mitigate the impact of new development on the former Electrical Substation No. 152. It is suggested that fairly modest upper-level setbacks in conjunction with an appropriate street frontage height would be appropriate.