

# **Planning Proposal**

## **Botany Bay Local Environmental Plan 2013 Increase Floor Space Ratio provision for 215- 235 O'Riordan Street & 1-3 Ewan Street, Mascot**



3 March 2021

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<b>Version 1</b>	19 December 2018
<b>Version 2</b>	4 May 2020 – revisions following Bayside Local Planning Panel
<b>Version 3</b>	3 March 2021 – Updated FSR and Traffic Report

## Introduction

This Planning Proposal explains the intended effect of, and justification, for the proposed amendment to *Botany Local Environmental Plan 2013*. It has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and *A Guide to Preparing Planning Proposals* (NSW Department of Planning & Environment, December 2018).

This Planning Proposal is for the site at 215-235 O’Riordan Street & 1-3 Ewan Street, Mascot (the site) which falls within the ‘Green Square-Mascot Strategic Centre’ and ‘Eastern Economic Corridor’ under the Eastern City District Plan and is in close proximity to the Sydney Domestic and International Airport and Mascot Train Station. The Planning Proposal seeks to amend the Floor Space Ratio (FSR) control in the Botany Bay Local Environmental Plan 2013 to enable the redevelopment of the site for additional employment floor space.

This Planning Proposal Report is accompanied by the following appendices:

- **Appendix 1:** Urban Design Report (including addendum report) and amended FSR LEP map
- **Appendix 2:** Amended concept plans
- **Appendix 3:** Stage 1 Environmental Site Assessment
- **Appendix 4:** Amended Traffic Impact Assessment
- **Appendix 5:** Amended Economic Impact Assessment
- **Appendix 6:** Acoustic Assessment
- **Appendix 7:** Social Impact Assessment
- **Appendix 8:** Airspace Advice Letter
- **Appendix 9:** Preliminary Geotechnical Investigation
- **Appendix 10:** Site survey
- **Appendix 11:** Site Specific Development Control Plan

## Background

The Planning Proposal was discussed with Bayside Council (Council) at a meeting on 3 July 2018. Council indicated that a discussion with Sydney Trains would be required to determine the constraints imposed by the Sydney Airport Tunnel under O’Riordan Street. A meeting was held with Sydney Trains on 2 August to discuss the Planning Proposal and the location of the rail corridor was provided by Sydney Trains following the meeting. Discussions have continued with Sydney Trains to ensure the proposal doesn’t impact upon the rail corridor which is located under O’Riordan Street.

Following the meeting, on 21 September 2018 Council emailed some additional comments in relation to the potential Planning Proposal. All the key points outlined in Council’s email were addressed throughout the Planning Proposal Report.

The Planning Proposal was considered by the Bayside Local Planning Panel (BLPP) on 18 February 2020, which recommended that additional information be provided to

Council. A response package was submitted to Council in May 2020 which removed the commercial car park and provided a site specific DCP.

In response to Council feedback on this package a further response package was sent to Council in September 2020. The package provided further justification for the 5.5:1 FSR and responses to Economic, Traffic and Urban Design comments.

Council undertook a peer review of the Traffic Impact Assessment and Economic Impact Assessment and requested some minor amendments to the site specific DCP. The Peer Review of the EIA recommended that the FSR be reduced from 5.5:1 to 5.1:1 - 5.2:1 and the subject proposal has accordingly been amended to reduce the FSR to 5.2:1.

### Site location and local context

The site comprises eight allotments at 215-235 O’Riordan Street and 1-3 Ewan Street, Mascot (Lot 1 DP 1190883, Lots 1-3 and 11-12 DP 9142, SP 48926, and Lot B DP 407002). The boundaries of the site are shown in Figure 1 below. The site is in Sydney's Bayside local government area (LGA). The site is approximately 6.5km south of the Sydney CBD and less than 1km north of the Sydney Domestic Airport.

The site is bounded by King Street to the north, O’Riordan Street to the east, Ewan Street to the south, and commercial and carpark uses to the west.

The lot is generally rectangular in shape and has a total area of approximately 7,630m<sup>2</sup>. The land has historically been used for commercial, retail and warehouse purposes, with a building height up to 3 storeys.

The surrounding context generally comprises of hotels, high density residential units and light industrial units. Adjoining the site are the following developments:

- **North (across King Street):** 219 O’Riordan Street, Mascot is developed with a hotel development ‘Ibis Sydney Airport’.
- **South (across Ewan Street):** One to two light industrial warehouse/storage and a carwash;
- **East (across O’Riordan Street):** 330 King Street, Mascot comprises two high rise residential towers with ground floor retail which are up to 14 storeys; and
- **West:** 5-11 Ewan Street, Mascot which includes the following previous consents:
  - A development application was approved by the Joint Regional Planning Panel on 13 December 2012 for a hotel of 321 rooms plus a commercial car park of 1622 spaces, 80 of which were dedicated to the hotel. The development had a total FSR of 4.74:1 under the Botany LEP 1995 (BLEP 1995) controls or 4.23:1 under the Botany Bay LEP 2013 (BBLEP 2013) controls. Physical works never commenced under this approved DA.
  - A development application was approved by the Joint Regional Planning Panel on 9 July 2015 for essentially the same physical development as the previous DA, with the 321 hotel rooms redesigned as 132 serviced apartments. This approved DA was later modified to make the

development a staged development, allowing work to start on the lower levels of the car park.

- A Development Application (DA-2018/1039) was approved by the Land and Environmental Court on 14 June 2019. The application approved substantial changes to the building design, with a new 11 storey hotel fronting King street with 187 rooms and 7 storey commercial building along Ewan St.

The precinct is located on the south-west fringe of the Green Square-Mascot Strategic Centre, within Sydney's Eastern District under the Greater Sydney Commission's Metropolis of Three Cities strategic plan. The Eastern City District has a current population of 1,013,200 and is forecast to grow by 325,000 people over the next 20 years (2036). There is an associated job growth target of between 18,500-23,500 additional jobs over the same timeframe in the Green Square–Mascot Strategic Centre.

The precinct has good access to the surrounding road network, being located directly on O’Riordan Street with easy access to Qantas Drive, Gardeners Road, Botany Road, and Southern Cross Drive. The precinct also has access to public transport options within walking distance, including Mascot and Domestic Airport Stations and bus services along O’Riordan Street which provide connections to Alexandria, Central, Sydney CBD, and the wider rail network across greater Sydney.



Figure 1: Site location

## **Proposal**

The Planning Proposal seeks to amend the FSR control in the BBLEP 2013 from 3:1 to 5.2:1 (or 39,670m<sup>2</sup>). The amendments to the FSR would enable the redevelopment of the site for additional employment floor space. The concept scheme for the site includes the following:

- 11 storey commercial building including offices, health services facilities including medical consulting suites and treatment rooms, specialised retail and car parking (as required by the Botany Bay Development Control Plan (DCP) 2013);
- 12 storey hotel building including hotel rooms, serviced apartments, entertainment/conference facilities, a café and restaurant; and
- 3 and a half basement levels for car parking ancillary to the uses proposed as required by Botany Bay DCP 2013.

## **Rationale**

The strategic context for this Planning Proposal is provided in the Greater Sydney Regional Plan 2056 - A Metropolis of Three Cities (the Regional Plan) and its accompanying Eastern City District Plan (the District Plan).

Green Square-Mascot has been identified as one of the strategic centres under the Regional and District Plans. Planning priority E11 in the District Plan promotes growth of investment, business opportunities and jobs in strategic centres. One of the actions for Council and relevant planning authorities to take into consideration is to ensure that employment sites (including the subject site) cater for the jobs that people in this area need, including small businesses and creative industries, and a diverse mix of uses to strengthen and reinforce this role as a strategic centre.

The District Plan stipulates that the precinct is undergoing a major urban renewal from industrial area to residential use which has resulted in a significant loss of commercial office space within the precinct since 2014. The job numbers at Green Square–Mascot were estimated to be 56,500 in 2016 and are targeted to grow to 75,000-80,000 by 2036.

The District Plan notes that existing developments around Mascot Station comprise a number of hotels, high density and mixed-use commercial buildings, and some residential developments. Furthermore, the plan notes the importance to protecting and growing employment lands in the Eastern Harbour City, particularly around Sydney Airport (E9 and E12).

The Bayside Local Strategic Planning Statement (LSPS) is a relevant consideration to 'Strategic Merit'. Some of the key planning principles in the LSPS is to align land use planning with transport infrastructure, provide social infrastructure, enhance the distinctive character through good quality urban design and contribute to growing a more competitive Harbour CBD.

Redevelopment of the site through an increased floor space control strongly aligns with the District Plan's Priorities and will enable ongoing employment economic growth in the precinct, consistent with the Greater Sydney Commission's '30-minute cities'.

## Part 1 - Objectives or Intended Outcomes

The Planning Proposal seeks to amend *Botany Bay LEP 2013* by increasing the maximum FSR standard to 5.2:1 (from 3:1) which will increase the employment floorspace for the locality.

The objectives of the Planning Proposal are to:

- Allow the site to make a substantial contribution to employment growth in the Green Square-Mascot Strategic Centre and Eastern Economic Corridor as envisioned by the relevant strategic plans in the medium to longer term, which is not serviced by the existing planning controls;
- Provide a diversity of employment land uses to allow for a range of jobs;
- Give Bayside Council the capability to meet future forecast employment growth targets set in the District Plan while still meeting other strategic imperatives on other land in Mascot, i.e. supplying dwellings growth in other mixed-use zones and preserving urban services and industrial land;
- Efficiently use land to its full potential considering its proximity and accessibility to Sydney Airport, public transport, important road corridors, and a variety of other zones including residential and industrial. Furthermore, the Planning Proposal will contribute to the State Government’s vision of a ‘30 minute city’;
- Follow Ministerial Directions which call for appropriate intensity of use of business and employment lands; concentration of activity around public transport infrastructure and services; and support of Sydney Airport’s function as a national and international gateway for commerce, logistics and tourism; and
- Comply with aeronautical height restrictions, protect the underground rail corridor and ensure design excellence can be achieved as part of future redevelopment.

The intended outcomes of the Planning Proposal are as follows:

- Allow a development to provide additional employment floor space in the precinct, which is in high demand;
- Increase intensity of land use while respecting fixed height restrictions from aeronautical operations and the rail corridor which runs under O’Riordan Street;
- Integrate land use and public transport and increase employment opportunities within close proximity to high density residential developments;
- Achieve highest and best use and maximum realistic density on a highly-trafficked, main-road-fronting key site while keeping extra traffic generation to a minimum;
- Improve the quality of the built form along O’Riordan Street with the redevelopment of the site having to exhibit design excellence through the DA stage; and
- Contribute to a safe and pleasant pedestrian environment along O’Riordan Street.

## Part 2 - Explanation of Provisions

The *Botany Bay LEP 2013* map sheets are proposed to be amended as per Table 1 below.

**Table 1** – Proposed Map Amendments

Map Sheet No.	Amendment	Explanation
FSR_001	<ul style="list-style-type: none"> <li>Change the Maximum Floor Space Ratio to 5.2:1 (Category Z) from 3:1 on lots 1,2,3,11,12/DP9142; SP48926; and 8/DP407002.</li> </ul>	<p>The increase in FSR will allow for additional commercial density on the site which is considered to be a suitable location, within the Green Square-Mascot Strategic Centre and Eastern Economic Corridor.</p> <p>The proposed density is generally consistent with developments that have been approved in the locality up to 7.28:1, refer to Part C – Question 8 below for further discussion on approved FSRs. There are a number of surrounding sites which have already been redeveloped to a similar scale and the proposal seeks to bring the subject site in line with surrounding development.</p>

There are no other provisions in the BBLEP proposed to be changed as part of this Planning Proposal.

The current land use zone at the site of the Planning Proposal is B5 Business Development and there is no amendment to the Land Use Zoning proposed as part of this Planning Proposal.

The permissible land uses (as defined in BBLEP) include the land uses described in the Urban Design Report, including:

- Hotel building with serviced apartments, retail, a restaurant and cafe;
- Commercial building with the following uses:
  - health services facilities including medical consulting suites and treatment rooms;
  - office premises; and
  - specialised retail (for bulky goods).

The following land uses are permitted with consent, permitted with consent and prohibited:

*2 Permitted without consent*  
*Nil*

*3 Permitted with consent*  
*Centre-based child care facilities; **Food and drink premises**; Garden centres; Hardware and building supplies; High technology industries; Landscaping material supplies; Neighbourhood shops; Passenger transport facilities; Respite day care centres; Roads; **Specialised retail premises**; Vehicle sales or hire premises; Warehouse or distribution centres; **Any other development not specified in item 2 or 4***



#### **4 Prohibited**

*Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Environmental protection works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Retail premises; Rural industries; Sewage treatment plants; Sex services premises; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies*

'Serviced apartments', 'health services facilities' (including health consulting rooms) and 'office' land uses are not listed as 'prohibited uses' and are therefore permissible within the zone. 'Specialised retail' and 'food and drinks premises' are specifically identified as permissible uses.

### **Part 3 – Justification**

#### **A Need for the Planning Proposal**

##### **Q1 Is the Planning Proposal a result of any strategic study or report?**

Whilst the Planning Proposal is not directly a result of any strategic study or report it is consistent with Greater Sydney Regional Plan and Eastern City District Plan. The site is identified within the 'Eastern Economic Corridor', an area of concentrated employment and economic activity, transport gateways and industrial zones. These zones extend from the trade gateways of Port Botany and Sydney Airport towards the Sydney CBD and contribute to two-thirds of NSW's economic growth in the 2015-2016 financial year.

The site is also located within the Green Square-Mascot strategic centre and the Regional and District Plans encourage job growth in strategic centres to create a wide range of jobs, goods and services close to people's homes to support the '30 minute city'. The District Plan has a job target for the Green Square-Mascot strategic centre of 75,000-80,000 jobs by 2036, which equates to an additional 18,500-23,500 (25%-33%) in 20 years. Employment growth is considered to be the principle underlying economic goal for strategic centres in the District Plan.

Furthermore, the Green Square-Mascot centre is considered to be a ‘commercial office precinct’ and is one of nine strategic centres in Sydney, where a large portion of standalone office space is located. The Regional Plan states that the retention and growth of existing and new commercial office precincts are essential to grow jobs which will contribute to Greater Sydney’s global competitiveness.

The Green Square Mascot Strategic Centre, although it has planning controls allowing high density, is constrained by recent and anticipated residential development and the imperative to retain industrial lands. The site of the proposal presents a rare opportunity to provide a substantial portion of the forecast employment growth for the centre. The proposal maximises the employment-generating potential of this site not just in the near – but also for the medium and longer term, which is essential to be considered in the District Plans.

Mecone have undertaken an employment capacity analysis for the Green Square-Mascot strategic centre which identifies how much job growth could occur above and beyond current development or proposals. This analysis is based on the following assumptions outlined below<sup>1</sup>. Table 2 below illustrates the percent of the precinct that will be redeveloped by 2036 and the percent of this area which will be used for employment use. Furthermore, figure 2 below illustrates the location of the redevelopment floor space in each precinct.

Mecone’s analysis shows that by 2036 under existing development scenarios, there may only be an additional 20,021 jobs in the Green Square-Mascot strategic centre which is below the target in the District Plan of 23,500. Accordingly, we consider that there is an opportunity to deliver additional employment to meet the 2036 targets through existing underdeveloped land, such as the subject site.

There are a number of surrounding sites which have been already redeveloped within Mascot town centre and along O’Riordan Street and the subject site is one of the few remaining sites which has the capacity to deliver additional job growth.

**Table 2** – Proposed Map Amendments

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<sup>1</sup> The following assumptions have been made:

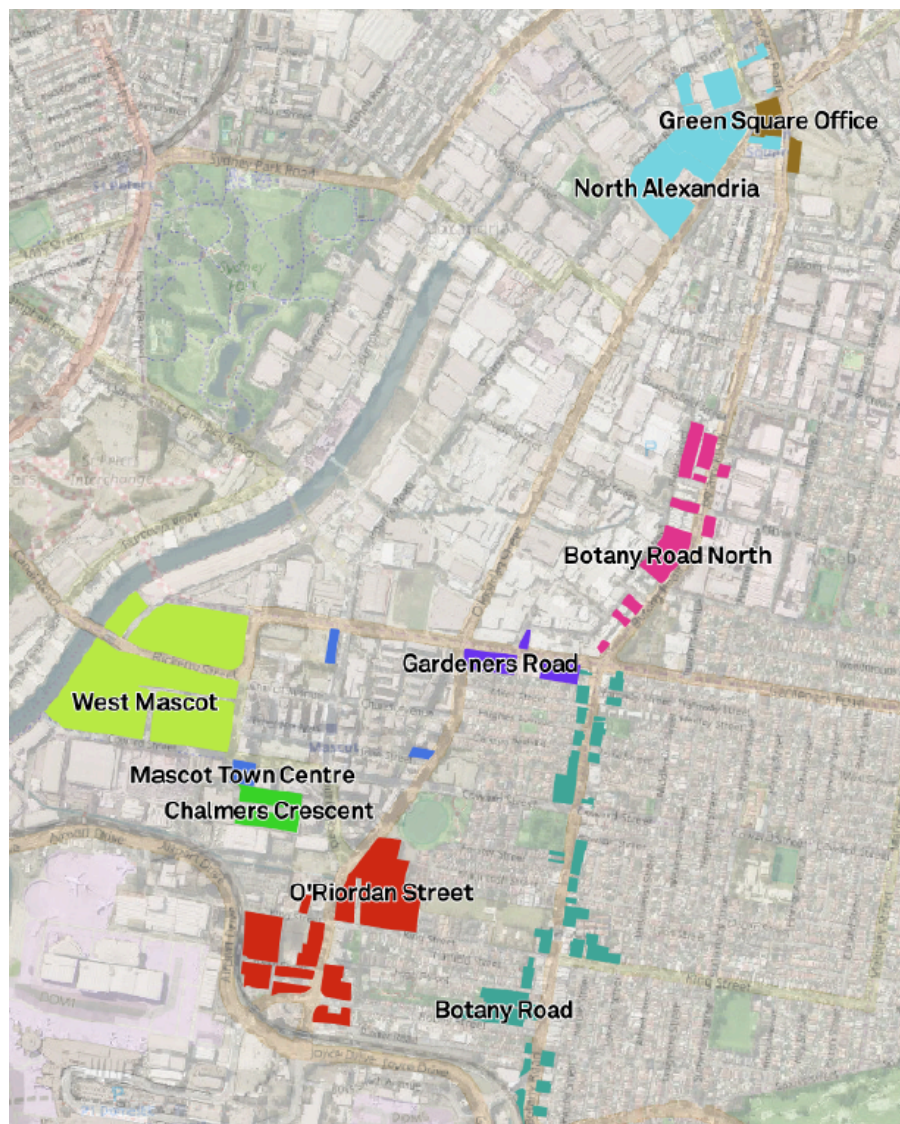
- Industrial land has been excluded give it is unlikely to generate large-scale employment growth;
- Jobs on residential land have been excluded;
- Sydney Airport has been excluded;
- Sites at maximum FSR or proposed for redevelopment have been excluded; and
- Only land with FSR  $\geq 2:1$  is feasible to redevelop.

Precinct	Redevelopment*	Employment**	Net Job Change
North Alexandria (CoS)	70%	100%	2,708
Green Square Office (CoS)	100%	100%	3,666
Botany Road North (CoS)	60%	20%	-275
Gardeners Road	90%	50%	201
Botany Road	20%	60%	182
Mascot Town Centre	90%	30%	109
Chalmers Crescent	60%	100%	1,901
O’Riordan Street	80%	50%	2,742
West Mascot	50%	100%	8,786
<b>Total for the Green Square-Mascot strategic centre</b>			<b>20,021</b>

\* Redevelopment = % of the precinct site area that will be redeveloped by 2036

\*\* Employment = % of all redeveloped floor area that will be for employment use

\*\*\* There has been an assumption that floor area per job is 25m<sup>2</sup>



**Figure 2: Locations for additional job growth in the Green Square-Mascot strategic centre**

The Planning Proposal strongly aligns with the Regional and District Plans as it will provide additional employment floorspace to contribute to job and economic targets within these Plans. The employment floor space will provide a diversity of job types, which will create a wide range of jobs, goods and services in the strategic centre. The additional jobs will be within proximity to existing residential accommodation, public transport services and Sydney International and Domestic airport to support the 30 minute city.

**Q2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The Planning Proposal seeks to increase the density of the site which is controlled by Botany Bay Local Environmental Plan 2013 (BBLEP) and the best means of achieving an increase to the FSR provision is through a Planning Proposal. There would be no opportunity to increase the FSR control through a Clause 4.6 variation as part of a Development Application as the extent of variation is generally outside of the realm of which Council would consider.

**B Relationship to strategic planning framework**

**Q3 Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?**

**Greater Sydney Region Plan 2056**

The *Greater Sydney Region Plan 2056* was released in March 2018 and sets out a vision, objectives, strategies and actions for a metropolis of three cities across Greater Sydney. The Plan replaced the previous *A Plan for Growing Sydney*. The Plan outlines 10 overarching directions containing 40 objectives which aim to provide interconnected infrastructure, productivity, liveability and sustainability benefits to all residents. The Planning Proposal's consistency with the 10 directions is discussed below:

**Table 3 – Consistency with Greater Sydney Region Plan 2056**

Directions	Objectives	Consistency
<b>Infrastructure and collaboration</b>		
<b>1. A city supported by infrastructure</b>	<p><b>Objective 1:</b> Infrastructure supports the three cities</p> <p><b>Objective 2:</b> Infrastructure aligns with forecast growth – growth infrastructure compact</p> <p><b>Objective 3:</b> Infrastructure adapts to meet future needs</p> <p><b>Objective 4:</b> Infrastructure use is optimised</p>	<p>Objectives 1-3 are not relevant to the Planning Proposal given they relate to the provision of new infrastructure.</p> <p>In relation to Objective 4, the Planning Proposal will optimise public transport use given it is located within walking distance of Mascot and Domestic Airport train stations. The development will maximise the use of these existing public transport assets and will reduce the need for additional infrastructure.</p> <p>In addition, the proposal will optimise the use of Sydney Airport by allowing maximum economic activity to occur in the vicinity of the airport. This airport-related economic activity includes visitor and tourist accommodation and commercial</p>

Directions	Objectives	Consistency
		and business enterprises to serve users and employees of the airport precinct. This efficient use of land will magnify the economic impacts of the airport infrastructure on Sydney and NSW, helping realise the benefits of infrastructure investment at and around the airport.
<b>2. A collaborative city</b>	<b>Objective 5:</b> Benefits of growth realised by collaboration of governments, community and business	The Planning Proposal will be prepared with the collaboration of State and local government agencies and will be notified to the community.
<b>Liveability</b>		
<b>3. A city for people</b>	<b>Objective 6:</b> Services and infrastructure meet communities' changing needs <b>Objective 7:</b> Communities are healthy, resilient and socially connected <b>Objective 8:</b> Greater Sydney's communities are culturally rich with diverse neighbourhoods <b>Objective 9:</b> Greater Sydney celebrates the arts and supports creative industries and innovation	<p>Objectives 6 and 7 are met by the Planning Proposal's indicative inclusion of significant floor space for a health service facility including a variety of specialist suites and consulting rooms. The Mascot Town Centre area is a rapidly growing high-density residential district, so additional medical services provided by a development on the site will provide better access to health services and assist the community in being healthier and more resilient.</p> <p>In relation to Objective 7, a development on this site would be expected to provide a safe and pleasant pedestrian experience. The proposal will promote walking with an active street frontage which will improve the health of future residents and reduce traffic congestion. Furthermore, the proposal will encourage the use of public transport services and cycling.</p> <p>Objective 8 would be met by the concept scheme's retail and restaurant/café space, which will provide an opportunity for exciting cuisines to serve and reinforce the diverse Mascot community.</p> <p>In relation to Objective 9, there may be opportunities to provide public art. These items will be explored during the future Development Application stage.</p>
<b>4. Housing the city</b>	<b>Objective 10:</b> Greater housing supply <b>Objective 11:</b> Housing is more diverse and affordable	Although the Planning Proposal does not directly provide housing supply, Objectives 10 and 11 are indirectly achieved by supporting housing supply and diversity in the immediate area. The Mascot high-density residential precinct will be strengthened and enlivened by the employment opportunities, dining options, tourist accommodation, and medical services provided by the Planning Proposal.
<b>5. A city of great places</b>	<b>Objective 12:</b> Great places that bring people together <b>Objective 13:</b> Environmental heritage is identified, conserved and enhanced	In relation to Objective 12, the proposal will provide retail opportunities (including food and drink premises) which will bring community together. The proposed restaurants and cafes will provide a meeting point for community members,



Directions	Objectives	Consistency
		<p>linked by an improved pedestrian environment.</p> <p>In relation to Objective 13, there are no actual or potential heritage items on the site, nor is the site within a heritage conservation area. The site is not located within close proximity to any heritage items or heritage conservation areas.</p>
<b>Productivity</b>		
<b>6. A well connected city</b>	<p><b>Objective 14:</b> A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities</p> <p><b>Objective 15:</b> The Eastern, GPOP and Western Economic Corridors are better connected and more competitive</p> <p><b>Objective 16:</b> Freight and logistics network is competitive and efficient</p> <p><b>Objective 17:</b> Regional connectivity is enhanced</p>	<p>In relation to Objective 14, the proposal will be well connected with surrounding services and facilities, which will create a walkable community. The proposal will enable addition of a significant number of jobs within a strategic centre with access to high-quality public transport.</p> <p>Objectives 15 and 16 are met by providing employment floor space in a dense commercial precinct in the Eastern Economic Corridor. By concentrating commercial activity on the land in this Planning Proposal, economic growth will occur in a way that supports the retention of industrial land elsewhere in inner Sydney.</p> <p>Objective 17 is met through the concept scheme's provision of tourist and visitor accommodation within walking distance of both the domestic airport and Mascot train station. This will support regional residents who need to access Sydney Airport via rail services from their home towns, whether for travel through the airport or for business activities in the Airport precinct (i.e. import/export) or across Sydney.</p>

Directions	Objectives	Consistency
<b>7. Jobs and skills for the city</b>	<p><b>Objective 18:</b> Harbour CBD is stronger and more competitive</p> <p><b>Objective 19:</b> Greater Parramatta is stronger and better connected</p> <p><b>Objective 20:</b> Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City</p> <p><b>Objective 21:</b> Internationally competitive health, education, research and innovation precincts</p> <p><b>Objective 22:</b> Investment and business activity in centres</p> <p><b>Objective 23:</b> Industrial and urban services land is planned, protected and managed</p> <p><b>Objective 24:</b> Economic sectors are targeted for success</p>	<p>The Harbour CBD has a significant competitive advantage with the proximity of Sydney Airport. The strength of this advantage depends on the land around the airport being used efficiently to host economic activity and link the CBD's economic ecosystem with the airport's gateway function. This Planning Proposal will fulfil Objectives 18 and 22 by providing increased employment activity in very close proximity to the airport while leveraging the fast train connection from Mascot station to the Harbour CBD.</p> <p>Objective 21 can be met through the provision of tourist and visitor accommodation near the international airport, supporting the various specialised health, education, research, and innovation precincts that will rely on international visitors to achieve their potential.</p> <p>Objectives 22 and 23 are met because this proposal will make a large contribution to employment floor space in a dense strategic centre, freeing up nearby industrial land from pressure to intensify to support growth targets.</p> <p>As this Planning Proposal is located in eastern Sydney, Objectives 19 and 20 do not apply.</p>

Directions	Objectives	Consistency
<b>Sustainability</b>		
<b>8. A city in landscape</b>	<p><b>Objective 25:</b> The coast and waterways are protected and healthier</p> <p><b>Objective 26:</b> A cool and green parkland city in the South Creek corridor</p> <p><b>Objective 27:</b> Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p><b>Objective 28:</b> Scenic and cultural landscapes are protected</p> <p><b>Objective 29:</b> Environmental, social and economic values in rural areas are protected and enhanced</p> <p><b>Objective 30:</b> Urban tree canopy cover is increased</p> <p><b>Objective 31:</b> Public open space is accessible, protected and enhanced</p> <p><b>Objective 32:</b> The Green Grid links parks, open spaces, bushland and walking and cycling paths</p>	<p>With the provision of active street frontages and a high-quality public domain pedestrian area, a development on this site would meet Objective 31 and could potentially contribute to Objective 32. The provision of deep planting area within the site may contribute to Objective 30 and will be considered in the Development Application stage.</p> <p>Objectives 25-29 are not relevant to this proposal.</p>
<b>9. An efficient city</b>	<p><b>Objective 33:</b> A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p><b>Objective 34:</b> Energy and water flows are captured, used and re-used</p> <p><b>Objective 35:</b> More waste is re-used and recycled to support the development of a circular economy</p>	<p>In relation to objective 33, the proposal will create a transit-oriented development with a variety of employment activities in close proximity to high density residential, supporting zero-emission commuting through active transport.</p> <p>In relation to Objectives 34 and 35, a development could incorporate sustainable construction methods and energy efficient design measures within the building which will be explored further as part of the building detailed design and Development Application process.</p>
<b>10. A resilient city</b>	<p><b>Objective 36:</b> People and places adapt to climate change and future shocks and stresses</p> <p><b>Objective 37:</b> Exposure to natural and urban hazards is reduced</p> <p><b>Objective 38:</b> Heatwaves and extreme heat are managed</p>	<p>Objectives 36-38 could be met through specific building design features and sustainability measures which will be explored further as part of the building detailed design and Development Application process. Objective 37 will be met through building design that incorporates safety features and noise mitigation.</p>



### **Eastern City District Plan (March 2018)**

The Eastern City District Plan identifies a range of planning priorities for the District, in line with the four categories identified in the *Greater Sydney Region Plan 2056*:

- Infrastructure and collaboration;
- Liveability;
- Productivity; and
- Sustainability.

The metropolitan-level directions and objectives have been translated into 78 District-specific actions in the District Plan. Actions which are relevant to this proposal are highlighted below. Actions which are not relevant have been left out for brevity.

**Table 4 – Consistency with Eastern City District Plan**

Directions	Planning Priority/Actions	Consistency
<b>Infrastructure and collaboration</b>		
<b>1. A city supported by infrastructure</b>	<b>Planning Priority E1 Planning for a city supported by infrastructure</b>	
	<b>Action 3:</b> Align forecast growth with infrastructure	The proposal, by introducing higher density, will maximise the use of existing infrastructure in the area that provides local needs, public transport, and a domestic and international gateway.
	<b>Action 6:</b> Maximise the utility of existing infrastructure assets, and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities	Maximising growth in this location will reduce the need for additional infrastructure elsewhere in the strategic centre, district, or metropolitan area.
<b>2. A collaborative city</b>	<b>Planning Priority E3 Providing services and social infrastructure to meet people's changing needs</b>	
	<b>Action 8:</b> Deliver social infrastructure that reflects the needs of the community now and in the future	As the Green Square-Mascot strategic centre becomes more densely populated, it will become especially important to provide medical services within the centre. This concept scheme includes health service facility that can meet the health needs of Mascot residents of all ages.
<b>Liveability</b>		
<b>3. A city for people</b>	<b>Planning Priority E4 Fostering healthy, creative, culturally rich and socially connected communities</b>	
	<b>Action 10:</b> Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by: a. providing walkable places at a human scale with active street life b. prioritising opportunities for people to walk, cycle and use public transport	<p>The Planning Proposal concept scheme includes significant floor space for health service facilities. The Mascot Town Centre area is rapidly growing as a high-density residential district, so additional medical services provided by a development on the site will assist the community to be healthier and more resilient.</p> <p>A development on this site would be expected to provide a safe and pleasant pedestrian experience. The promotion of walking with the</p>

Directions	Planning Priority/Actions	Consistency
	<p>c. co-locating schools, health, aged care, sporting and cultural facilities</p> <p>d. promoting local access to healthy fresh food and supporting local fresh food production.</p>	<p>active street frontages will improve the health of future residents and reduce traffic congestion.</p>
	<p><b>Action 15:</b> Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places.</p>	<p>The concept scheme features a hotel/serviced apartments that includes a banquet hall, which could be used by local community groups for meetings and celebrations.</p>
<b>5. A city of great places</b>	<b>Planning Priority E6 Creating and renewing great places and local centres, and respecting the District's heritage</b>	
	<p><b>Action 18:</b> Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by:</p> <p>a. prioritising a people-friendly public realm and open spaces as a central organising design principle</p> <p>b. recognising and balancing the dual function of streets as places for people and movement</p> <p>c. providing fine grain urban form, diverse land use mix, high amenity and walkability, in and within a 10-minute walk of centres</p> <p>d. integrating social infrastructure to support social connections and provide a community hub</p> <p>e. recognising and celebrating the character of a place and its people.</p>	<p>The proposal's concept scheme provides a diversity of employment uses which are within 10 minutes walking distance of Mascot town centre and train station. The development would be expected to provide a safe and pleasant pedestrian experience. The promotion of walking with active street frontages will improve the health of future residents and reduce traffic congestion.</p>
	<p><b>Action 19:</b> In Collaboration Areas, Planned Precincts and planning for centres:</p> <p>a. investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking</p> <p>b. ensure parking availability takes into account the level of access by public transport</p> <p>c. consider the capacity for places to change and evolve, and accommodate diverse activities over time</p> <p>d. incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations.</p>	<p>The site is in close proximity to Mascot and Sydney Domestic train stations and where possible the use of public transport will be promoted. The concept plans demonstrate that the proposal is able to provide sufficient parking which is consistent with the Botany Bay DCP 2013 car parking rates.</p>
	<p><b>Action 21:</b></p>	<p>The proposal is consistent with the Botany Bay Planning Strategy 2031 and Mascot Station</p>

Directions	Planning Priority/Actions	Consistency
	Use place-based planning to support the role of centres as a focus for connected neighbourhoods	Town Centre Precinct Masterplan which both envision a high-density commercial area between Sydney Airport and Mascot Station.
<b>Productivity</b>		
<b>6. A well connected city</b>	<b>Planning Priority E10 Delivering integrated land use and transport planning and a 30-minute city</b>	
	<b>Action 33:</b> Integrate land use and transport plans to deliver the 30-minute city.	The proposal will incorporate a significant number of jobs within a strategic centre with access to high-quality public transport. The additional commercial lands will be within 30 minutes of a number of significant residential areas (such as Green Square and Mascot) which will improve access to employment opportunities for these residents.
	<b>Action 36:</b> Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of Sydney Metro City & South West, CBD and South East Light Rail, and Westconnex as well as other city shaping projects.	Future Transport 2056 Plan identifies a new city-shaping corridor from Randwick to Sydney Airport to Kogarah, in addition to the current rail line from Green Square to Sydney Airport to Wolli Creek. This proposal presents an opportunity to efficiently use land close to Sydney Airport in anticipation of the new city-shaping corridor that may be delivered in this area in the coming years.
<b>7. Jobs and skills for the city</b>	<b>Action 30:</b> Manage the interfaces of industrial areas, trade gateways and intermodal facilities by: <ul style="list-style-type: none"> <li>b. retaining industrial lands for port, intermodal and logistics uses as well as the landside transport network from the encroachment of commercial, residential and other non-compatible uses which would adversely affect industry viability to facilitate ongoing operation and long-term growth</li> <li>c. requiring sensitive developments within influence of port and airport operations to implement measures that reduce amenity impacts</li> <li>d. improving communication of current and future noise conditions around Port Botany, airports, surrounding road and rail networks, intermodal terminals and supporting private lands</li> <li>e. improving the capacity of existing stakeholders to implement existing planning noise standards for incoming sensitive developments</li> <li>f. protecting prescribed airspace from inappropriate development, for example, height of building controls that would allow</li> </ul>	<p>Increasing density of employment uses on site will ensure that the existing trade gateway in the precinct will be maintained and improved.</p> <p>Neither the current site controls nor this proposal include residential use that would conflict with nearby industrial activity. The current site controls prohibit general retail premises but do allow particular forms of retail. However, the concept scheme with this proposal does not include any such vehicle-based retail, instead featuring only food and drink premises and specialised retail for bulky goods.</p> <p>Any development on the site will comply with all relevant standards and regulations regarding airport operations and noise from aircraft and ambient conditions. Approval will be sought from the relevant authorities regarding building structures and the Sydney Airport operational surfaces. This proposal does not seek to change the existing height of building control which protects the airspace.</p>

Directions	Planning Priority/Actions	Consistency
	<p>buildings to penetrate prescribed airspace and reducing the capacity of existing airport operations</p> <p>j. preventing uses that generate additional private vehicle traffic on roads that service Port Botany and Sydney Airport such as large-scale car-based retail and high density residential, to reduce conflicts with large dangerous goods vehicles (for example, Foreshore Road and Denison Street, Banksmeadow)</p>	
	<p><b>Action 31:</b> Protect and grow the trade gateways by:</p> <p>i. identifying and retaining strategically important employment and urban services land in and near Sydney Airport precinct</p> <p>j. protecting Sydney Airport’s function as an international gateway for <b>passengers</b> and freight, and support airport-related land uses and infrastructure in the area around the Airport</p> <p>m. Providing safe cycling and walking connections, particularly to Mascot Station</p>	<p>The site is located along a major corridor at the entrance to Sydney Domestic Airport and represents a strong opportunity to add to employment near the Airport. The proposal, by increasing employment density in this commercial precinct, will also support safeguarding of nearby industrial land.</p> <p>Any development on the site would be expected to include a safe and pleasant pedestrian experience along O’Riordan Street, the only corridor between the Domestic Airport and Mascot Station.</p>
	<p><b>Planning Priority E11 Growing investment, business opportunities and jobs in strategic centres</b></p>	
	<p><b>Action 38:</b> Provide access to jobs, goods and services in centres by:</p> <p>a. attracting significant investment and business activity in strategic centres to provide jobs growth</p> <p>b. diversifying the range of activities in all centres</p> <p>c. creating vibrant, safe places and quality public realm</p> <p>d. focusing on a human-scale public realm and locally accessible open space</p> <p>e. balancing the efficient movement of people and goods with supporting the liveability of places on the road network</p> <p>f. improving the walkability within and to centres</p> <p>g. completing and improving a safe and connected cycling network to and within centres</p> <p>j. designing parking that can be adapted to future uses</p> <p>l. creating the conditions for residential development within strategic centres and within walking distance (10 minutes), but not at the expense of the</p>	<p>The proposal provides sufficient floor space to accommodate several different uses with substantial floor space allocations. The concept scheme shows how the floor space can be used for several economically and socially important uses within the one development, efficiently using land within a strategic centre.</p> <p>This proposal does not provide for any residential use but does complement the growing high-density residential precinct around Mascot Station by adding to the high-density commercial core along O’Riordan Street.</p>

Directions	Planning Priority/Actions	Consistency
	attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.	
	<b>Action 41:</b> Co-locate health, education, social and community facilities in strategic centres along the economic corridor	The proposal provides sufficient floor space to accommodate several different uses with substantial floor space allocations. The concept scheme includes a large medical centre which is co-located with other employment uses.
	<b>Action 43:</b> Review the current planning controls and create capacity to achieve the job targets for each of the District's strategic centres.	The Green Square Mascot Strategic Centre, although it has planning controls allowing high density, is constrained by recent and anticipated residential development and the imperative to retain industrial lands. The site of the proposal presents a rare opportunity to provide a substantial portion of the forecast employment growth for the centre. The proposal maximises the employment-generating potential of this site.
	<b>Action 45:</b> Encourage opportunities for new smart work hubs.	The concept scheme includes several levels of office space which could be attractive for a smart work hub, especially given the proximity to Sydney Airport.
	<b>Action 49:</b> Strengthen Green-Square Mascot through approaches that: a. protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre b. retain and manage surrounding employment, industrial and urban services lands and their role in supporting the Harbour CBD, trade gateways and other strategic centres c. continue to address road and public transport network congestion and avoid development that generates high road traffic volumes such as large-scale retail e. provide for safe walking and cycling throughout the centre and from Mascot Station to Sydney Airport f. plan for the provision of social infrastructure within Mascot	<p>The site is located along a major corridor at the entrance to Sydney Domestic Airport and represents a strong opportunity to add to employment near the Airport and within the Eastern Economic Corridor. The proposal, by increasing employment density, will support safeguarding of nearby industrial land.</p> <p>The Green Square Mascot Strategic Centre, although it has planning controls allowing high density, is constrained by recent and anticipated residential development and the imperative to retain industrial lands. The proposal presents a rare opportunity to provide a substantial portion of the forecast employment growth for the centre. The proposal maximises the employment-generating potential of this site.</p> <p>Any development on the site would be expected to include a safe and pleasant pedestrian experience along the only corridor between the Domestic Airport and Mascot Station.</p>
	<b>Action 51:</b> Retain and manage industrial and urban services land, in line with the Principles for managing industrial and urban services land in the Eastern City District by safeguarding all industrial zoned land from conversion to residential development, including conversion to mixed	The proposal, by increasing employment density in a commercial precinct, will support safeguarding of nearby industrial land by removing pressure on that land to contribute to jobs growth targets.

Directions	Planning Priority/Actions	Consistency
	use zones. In updating local environmental plans, councils are to conduct a strategic review of industrial land.	
	<b>Action 54:</b> Consider the following issues when preparing plans for tourism and visitation: g. developing industry skills critical to growing the visitor economy	The concept scheme for this proposal includes office space that may be attractive for hospitality-related businesses because of the hotel within the scheme and numerous hotels in the surrounding precinct.
	<b>Action 55:</b> Provide a regulatory environment that enables economic opportunities created by changing technologies	The concept scheme for this proposal includes office space that could be attractive for innovative and high-tech businesses geared toward Sydney Airport and its associated travel and freight activities.
	<b>Action 57:</b> Consider opportunities to enhance the tourist and visitor economy in the District, including a coordinated approach to tourism activities, events and accommodation	The concept scheme for this proposal includes a hotel to provide visitor and tourist accommodation within walking distance of Sydney Airport.
<b>Sustainability</b>		
<b>8. A city in its landscape</b>	<b>Action 65:</b> Expand urban tree canopy in the public realm.	The deep soil coverage and tree potential of a development would be considered during the building design and Development Application stage.
	<b>Action 66:</b> Progressively refine the detailed design and delivery of: a. Greater Sydney Green Grid priority corridors and projects important to the District b. opportunities for connections that form the long-term vision of the network c. walking and cycling links for transport as well as leisure and recreational trips.	The proposal will contribute to the Greater Sydney Green Grid by providing further landscaping in any future development scheme.  There is a dedicated bike lane along Bourke Street and Coward Street which provides access to localities within Sydney.
<b>9. An efficient city</b>	<b>Action 68:</b> Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050, especially through the establishment of low-carbon precincts in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects.	The proposal will create a transit-oriented development with a variety of employment activities in close proximity to high density residential, supporting zero-emission commuting through active transport.
<b>10. A resilient city</b>	<b>Action 74:</b> Support initiatives that respond to the impacts of climate change.	The building design could include sustainability and resilience features, which would be assessed at the Development Application stage.
	<b>Action 76:</b> Mitigate the urban heat island effect and reduce vulnerability to extreme heat.	



## **Premier's Priorities**

The 'Premier's Priorities' were released in June 2019 and essentially superseded the previous 'NSW 2021'. The 'Premier's Priorities' set out 14 priorities which reflect a whole-of-government approach to tackling important issues for the people of NSW, from helping vulnerable children and raising the performance of school students, to improving housing affordability and building local infrastructure.

**Table 5** – Consistency with the 'Premier's Priorities'

<b>Priority</b>	<b>What the NSW government are doing?</b>	<b>Consistency</b>
Lifting education standards	Bumping up education results for children	This priority is not relevant.
Lifting education standards	Increasing the number of Aboriginal young people reaching their learning potential	This priority is not relevant.
Keeping children safe	Protecting our most vulnerable children	This priority is not relevant.
Keeping Children Safe	Increasing permanency for children in out-of-home care	This priority is not relevant.
Breaking the Cycle	Reducing domestic violence reoffending	The concept scheme includes a medical centre, which could provide counselling and psychological services to treat persons involved in domestic violence or other emotional stresses.
Breaking the Cycle	Reducing recidivism in the prison population	This priority is not relevant.
Breaking the Cycle	Reducing homelessness	This priority is not relevant.
Improving the Health System	Improving service levels in hospitals	The concept scheme provides health service facilities including medical treatment rooms and consulting suites which can provide preventative care, alleviating demand on emergency rooms to handle undiagnosed medical problems.
Improving the Health System	Improving outpatient and community care	The health service facilities in the concept scheme could provide services for outpatients and community care to reduce the number of people having to be resubmitted to hospital.
Improving the Health System	Towards zero suicides	The medical centre could provide counselling and psychological services which assist in preventing suicides.
Better environment	Greener public spaces	The proposal is located within close proximity to a number of parks including Lionel Bowen Park and John Curtin Memorial Reserve.
Better Environment	Greening our city	The proposal seeks to incorporate generous amounts of landscaping through roof top terrace planting which drapes over the building edge and landscaping to the front setback areas which will contribute to the tree canopy.
Better Customer Service	Government made easy	This principle is not applicable.
Better Customer Service	World class public service	This principle is not applicable.

## **Future Transport Strategy 2056**

The Future Transport Strategy 2056 (Strategy) is an update of the 2012 Long Term Transport Master Plan for NSW. It is a 40 year strategy, supported by plans for regional NSW and for Greater Sydney. It outlines a vision, strategic directions and customer outcomes, with infrastructure and services plans underpinning the delivery of these directions across the state.

**Table 6** – Consistency with Future Transport Strategy 2056

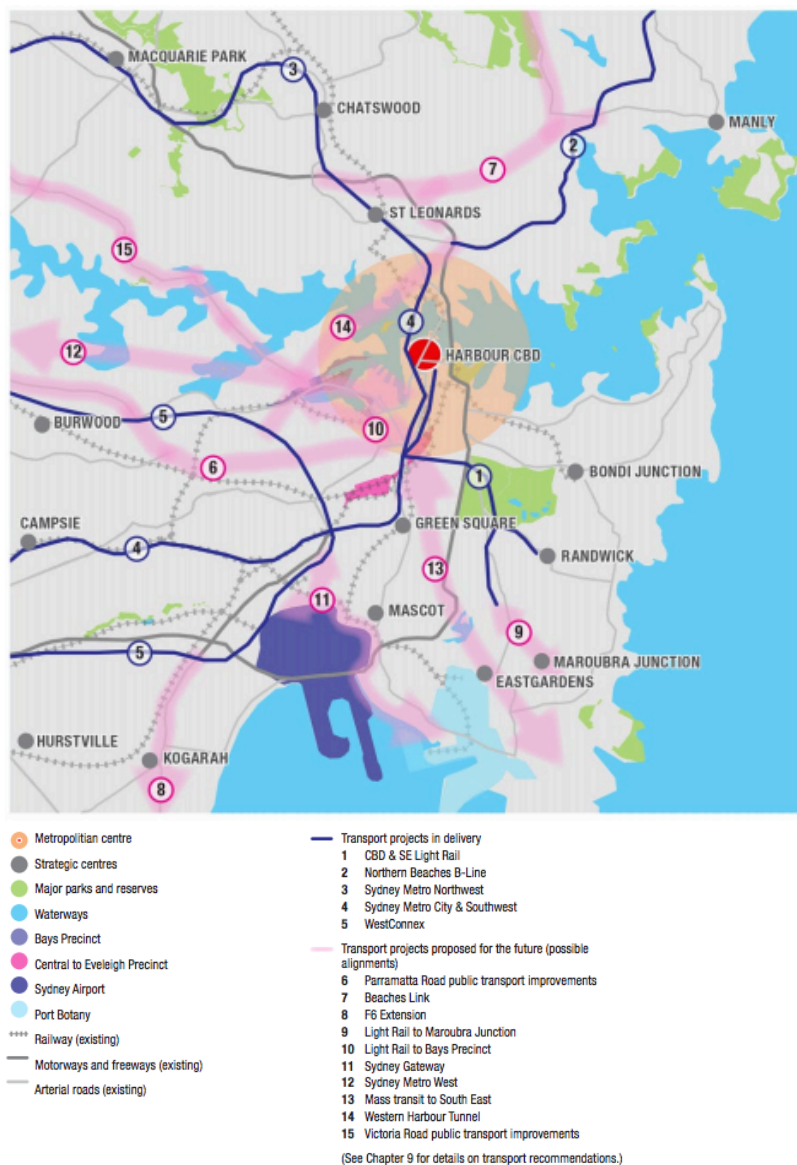
<b>Future Transport Statewide Outcomes</b>	<b>Performance focus</b>	<b>Measures and indicators</b>	<b>Consistency</b>
<b>Customer Focused</b>	<b>Maintain consistently high customer satisfaction</b>	<b>Transport for NSW Customer Satisfaction Index</b>	The proposal will increase employment density in an already high density precinct, reinforcing public and active transport use and attracting more investment in the area across multiple public transport modes.
<b>Successful Places</b>	<b>Deliver transport initiatives that improve the liveability of places</b>	<b>Liveability of places</b>	The proposal will provide increased employment density in a location that is accessible to nearby residents by public transport, cycling or walking.
<b>A Strong Economy</b>	<b>Efficient connectivity for passengers and freight</b>	<b>Metropolitan 30-minute city</b>  <b>Freight movement efficiency</b>	The proposal will provide jobs in the Green Square Mascot Strategic Centre, helping to reinforce and attract public transport service to connect to nearby residents. The additional employment floor space will be within 30 minutes of a number of high density residential precincts which improve accessibility to employment for these residents.
<b>Safety and Performance</b>	<b>Towards zero trauma on a reliable network</b>	<b>Reduction in fatalities and serious injuries</b>  <b>Journey time reliability</b>  <b>Public transport travel time competitiveness</b>	The proposal provides increased employment space near a high-density residential precinct, encouraging mode switch from private vehicle to safer public transport. As more people make Mascot their home and place of work, a higher proportion will be making shorter journeys than they did previously.
<b>Accessible Services</b>	<b>Whole of journey accessibility</b>	<b>Accessibility to education, jobs, health, and community services</b>	A development on the site would include accessibility features in the building design, contributing to whole-of-journey accessibility for all people.
<b>Sustainability</b>	<b>Improved financial sustainability</b>  <b>Contribution to net zero emissions</b>	<b>Cost effectiveness</b>  <b>Carbon emissions</b>	The Mascot and Domestic Airport train stations and the proposal will result in increased patronage at these stations. Increased public transport mode share will assist in reducing carbon emissions.



## NSW State Infrastructure Strategy 2018-2038

The *NSW State Infrastructure Strategy 2018-2038* (SIS) sets out Infrastructure NSW’s priorities for the next 20 years and combined with the *Future Transport Strategy 2056*, the *Greater Sydney Region Plan* and the *Regional Development Framework*, brings together infrastructure investment and land-use planning for our cities and regions. *Building Momentum State Infrastructure Strategy 2018-2038* looks beyond the current projects and identifies policies and strategies needed to provide the infrastructure that meets the needs of a growing population and a growing economy.

The Strategy is set out in three parts: Strategic Directions, Geographic Infrastructure Directions, and Sectors. Under the Geographic Infrastructure Directions, the site is identified as in the Sydney Gateway from the airport (no. 11 on the figure below). The Sydney Gateway will provide a valuable connection between Westconnex and the key international gateways of Sydney Airport and Port Botany.



**Figure 3: Eastern Harbour City Geographic Infrastructure Directions**

The Strategy identifies the following infrastructure response for the Eastern Harbour City:

- Improve access to international gateways.
- Improve intercity and intracity transport connectivity.
- Improve intracity walking and cycling infrastructure.
- Improve mass transit connections to the Harbour CBD, especially from the west and south east of the Eastern Harbour City.
- Invest in improvements in cultural infrastructure and institutions.
- Support the population with social infrastructure investments.
- Provide more school education facilities, exploring joint and shared use.

The proposal will be consistent with the infrastructure response as it will improve the pedestrian environment along O’Riordan Street which is a major pedestrian route for people walking between Mascot train station and the Airport. The proposal will incorporate bicycle parking and is close proximity the dedicated bike lanes along Bourke Street and Coward Street which provide access to various localities within Sydney. The concept scheme features a banquet hall, which could be used by local community groups for meetings and celebrations.

#### **Q4 Is the Planning Proposal consistent with Council’s local strategy or other local strategic plan?**

##### **Bayside 2030: Community Strategic Plan 2018-2030**

The Bayside Community Strategic Plan 2018-2030 sits at the top of Council’s planning framework and sets the strategic direction for Council’s Delivery Program and Operational Plans. The themes and directions outlined in this plan will inform Council’s Delivery Program which sets out the outcomes Council will work towards during the current term of office, and the annual Operational Plans that describe Council’s activities towards achieving those outcomes. Table 7 below identifies how the Planning Proposal is consistent with the community outcomes.

**Table 7** – Consistency with the Bayside Community Strategic Plan 2030

<b>Theme One – Bayside will be a vibrant place</b>	<b>How We Will Get There</b>	<b>Consistency</b>
<b>Strategic Direction – Our places are people-focussed</b>	Local areas are activated with cafes, restaurants and cultural events	The concept scheme includes a ground floor retail and cafe components which will activate the O’Riordan Street frontage. The scheme also includes a banquet hall which could host local cultural events.
	Places have their own village atmosphere and sense of identity	The proposal contributes to a strong identity for the Mascot Strategic Centre as a high-density commercial precinct supporting Sydney Airport.

	My community and council work in partnership to deliver better local outcomes	Not applicable
	The public spaces I use are innovative and put people first	A development application enabled by this proposal could include a high-quality pedestrian environment along O’Riordan Street with landscaping features providing relief from traffic.
	There is an appropriate and community-owned response to threats	Not applicable.
<b>Strategic Direction –</b> Our places connect people	Walking and cycling is easy in the City and is located in open space where possible	The site is within walking distance of the Mascot town centre and is in close proximity to a number of dedicated bike paths which connect to the Sydney CBD.
	We are one community with shared objectives and desires	Not applicable.
	Our heritage and history is valued and respected	There are no current or potential heritage items on the site, and the proposal has no adverse impacts on any surrounding heritage items.
<b>Strategic Direction –</b> Our places are acceptable to all	Open space is accessible and provides a range of active and passive recreation opportunities to match our growing community	The concept scheme will incorporate roof top open space and is in close proximity to a number of parks including Mascot Oval and John Curtin Memorial Reserve.
	SMART Cities – making life better through smart use of technologies	There may be opportunities to incorporate technology into the building design, which would be addressed at the Development Application stage.
	Assets meet community expectations	Not applicable.
	Bayside provides safe and engaging spaces, places and interactions	The proposal enables development that accords with the principles of Crime Prevention Through Environmental Design (CPTED). This will be achieved through facilitating passive surveillance from spaces that overlook the public domain and avoiding enclaves where offenders can hide and entrap victims. Clear sight lines will be established to avoid areas where graffiti or vandalism could occur. CPTED measures to be implemented in the scheme will be further investigated at the DA stage.
	People who need to can access affordable housing	Not applicable.
	We welcome visitors and tourists to our City	The concept scheme includes visitor and tourist accommodation in a critical location in very close proximity to the airport and public transport.
<b>Strategic Direction –</b>	Local developments reflect innovative, good	The concept scheme includes medical facilities to serve families

My place will be special to me	design and incorporate open space and consider vertical families	living nearby in high-density buildings. The building design will adhere to high standards according to Clause 6.16 of BBLEP 2013 and is expected to present a visual appearance consistent with the surrounding precinct.
	Bayside will be a 30 minute City – residents work locally or work off-site – no-one has to travel for more than 30 minutes to work	The proposal provides significant employment opportunities within 30 minutes of a number of high-density residential precincts including Mascot and Green Square.
	Traffic and parking issues are a thing of the past	The site is highly accessible to public transport services. With significant densification occurring in the precinct, the proposal can accommodate more than enough off-street parking to serve the proposed uses as well as neighbouring activity. Because of improvements being made to O’Riordan St by the state government, the indicative development is unlikely to affect intersections.
	Road, rates and rubbish are not forgotten	The proposal enables development that contributes to the cleanliness of Mascot through improved on-site waste management.
	Gateway sites are welcoming and attractive	The proposal provides for increased density, which will enable the site to deliver a building which will define the main corridor into Sydney Domestic Airport. Clause 6.16 of the BBLEP 2013 requires a development application on this site to demonstrate design excellence which will ensure the future development will be of a high architectural quality.
<b>Theme Two – In 2030 our people will be connected in a smart City</b>	<b>How We Will Get There</b>	<b>Consistency</b>
<b>Strategic Direction –</b> We benefit from technology	Council engages with us and decision making is transparent and data driven	Not applicable.
	We can access information and services online and through social media	Not applicable.
	We are a digital community	Not applicable.
	Technological change has been harnessed and we are sharing the benefits	The proposal includes health service facilities such as medical treatment rooms and consulting suites which will be supported by the building design to provide the latest medical technology to serve the community.
<b>Strategic Direction –</b>	Community leadership is developed and supported	Not applicable.

We are unified and excited about our future	We are all included and have a part to play in the City	Not applicable.
	The City is run by, with and for the people	Not applicable.
	We are proud of where we live	The proposal enables development of a high quality which will contribute to the importance and economic vibrancy of Mascot and Sydney Airport.
<b>Strategic Direction –</b> The community is valued	Aboriginal culture and history is recognised and celebrated	Not applicable.
	We are a healthy community with access to active recreation and health education	The proposal includes a medical centre to improve the health and well being of future residents. The proposed building design caters for pedestrians with pleasant landscaping.
	All segments of our community are catered for – children, families, young people and seniors	The proposal includes a variety of employment uses which will cater for a variety of residents.
	Opportunities for passive and active activities are available to community members, including people with pets	The proposal will include landscaping along O’Riordan St encouraging pedestrian use of the corridor.
	The value of pets in the community is recognised and they are welcomed across the city	Not applicable.
<b>Strategic Direction –</b> We treat each other with dignity and respect	We can participate in cultural and arts events which reflect and involve the community	The banquet hall in the concept scheme hotel will host cultural and arts events benefiting the residents of Mascot Town Centre.
	Flexible care/support arrangements for seniors, children and people with disabilities are available across the LGA	The concept scheme proposal includes health service facilities which will provides services for seniors, children and people with disabilities.
	Cultural diversity is reflected and celebrated in the City’s activities	The banquet hall in the concept scheme hotel will host cultural and arts events benefiting the residents of Mascot Town Centre.
	Our public buildings are important community hubs and are well maintained and accessible	Not applicable.
<b>Theme Three – In 2030</b> <b>bayside will be green,</b> <b>leafy and sustainable</b>	<b>How We Will Get There</b>	<b>Consistency</b>
<b>Strategic Direction –</b> Our waste is well managed	I can reduce my waste through recycling and community education	The development will incorporate appropriate waste management including recycling in the future building for all building users.
	Illegal dumping is a thing of the past	Appropriate management of waste will be undertaken during the

		construction phase and no illegal dumping will be undertaken.
<b>Strategic Direction –</b> We are prepared for climate change	We understand climate change and are prepared for the impacts	The proposal will enable development capable of employing sustainable construction and design practices.
	Our City is prepared for/able to cope with severe weather events	The building will be constructed to ensure it is able to cope with severe weather events.
	Our streetscapes are green and welcoming	There is an opportunity to increase planting along the street frontages which will be explored further at the Development Application stage.
<b>Strategic Direction –</b> We increase our use of renewable energy	Our City promotes the use of renewable energy through community education	The redevelopment of the site will incorporate sustainability measures which will be addressed at the DA stage.
	Our City models use of renewable energy and reports gains benefits to the community	Not applicable.
<b>Strategic Direction –</b> Waterways and green corridors are regenerated and preserved	Water is recycled and re-used	The redevelopment of the site will incorporate sustainability measures where possible which will be addressed at the DA stage.
	The community is involved in the preservation of our natural areas	Not applicable.
	We have an enhanced green grid/tree canopy	The proposed deep soil area and potential tree inclusion will be explored further at the Development Application stage.
<b>Theme Four – In 2030 we will be a prosperous community</b>	<b>How We Will Get There</b>	<b>Consistency</b>
<b>Strategic Direction –</b> Opportunities for economic development are recognised	Major employers support/partner with local small business	The proposal includes retail and café space which would be suitable for small business owners. The proposed hotel will also support local hospitality service providers such as cleaners.
	We are an international hub for transport and logistics-related business	The proposal supports the economic function of Sydney Airport by providing both commercial space and visitor accommodation, potentially facilitating airport-related and logistics-related business activities.
	Industrial lands and employment lands are preserved – partnering with major employers to support local jobs	The proposal efficiently concentrates economic growth in a high-density business zone, allowing nearby industrial lands to avoid redevelopment pressure.
<b>Strategic Direction –</b> Local housing, employment and business opportunities area generated	Bayside will be a 30 minute City – residents work local or work off-site – no-one has to travel for more than 30 minutes to work	The proposal provides significant employment opportunities within 30 minutes of high-density residential precincts.



	Council is a major employer, supports local apprenticeships and cadetships	Not applicable.
	People who need to can access affordable housing	Not applicable.
<b>Strategic Direction –</b> The transport system works	We can easily travel around the LGA – traffic problems/gridlock are a thing of the past	The site is highly accessible to public transport services by train and bus reaching the rest of Bayside LGA. With significant densification occurring in the precinct, the proposal will provide plenty of off-street parking, helping increase road capacity. Improvements being made to O’Riordan St by the state government mean that the proposal is unlikely to affect intersections.
	We can easily travel to work by accessible, reliable public transport	The proposal provides significant employment opportunities within walking distance of the high-density residential precinct around Mascot station. The site is also within close proximity to a number of dedicated bike paths.
<b>Strategic Direction –</b> We are prepared for a sharing economy	Innovative businesses are supported to locate in Bayside	Innovative businesses will be supported in the future retail tenancies.
	Local Plans and regulations have kept pace with the sharing economy	The building design will give consideration to future personal transport modes such as driverless cars.

**Table 8 – Consistency with Local Strategic Planning Statement**

Theme	Planning Priority	Consistency
<b>Infrastructure and collaboration</b>		
<b>A city supported by infrastructure</b>	<b>B1</b> Align land use planning and transport infrastructure planning to support the growth of Bayside	The proposal will integrate valuable commercial floor space with Mascot and Sydney Domestic train stations. Whilst the hotel accommodation will be in close proximity to Sydney’s domestic and international airports. The integration of the land uses and transport will support the growth of Bayside LGA.
	<b>B2</b> Align land use planning with the delivery and management of assets by Bayside Council to support our community	The site is close to various Council assets including Mascot Oval and the proposal will ensure that land use planning will align with Bayside assets to support future community.
<b>A collaborative city</b>	<b>B3</b> Working through collaboration	The Planning Proposal will be prepared with the collaboration of State and local government agencies and the community will have the opportunity to comment on the proposal.
<b>Liveability</b>		
<b>A city for people</b>	<b>B4</b> Provide social infrastructure to meet the needs of the Bayside Community	The concept scheme includes a banquet hall, which could be used by local community groups for meetings and celebrations which will provide social infrastructure for the Bayside community.

	<b>B5</b> Foster healthy, creative, culturally rich and socially connected communities	The proposal will promote walking given the integration of employment opportunities with existing residential accommodation and transport facilities. The proposal will connect communities and promote a healthy lifestyle.
<b>Housing the city</b>	<b>B6</b> Support sustainable housing growth by concentrating high density urban growth close to centres and public transport corridors	These priorities are not applicable to the proposal given it doesn't include residential accommodation.
	<b>B7</b> Provide choice in housing to meet the needs of the community	
	<b>B8</b> Provide housing that is affordable	
<b>A city of great places</b>	<b>B9</b> Manage and enhance the distinctive character of the LGA through good quality urban design, respect for existing character and enhancement of the public realm	The proposal aims to create a high quality urban design which is consistent with surrounding development. The proposal incorporates generous setbacks along all the street frontages and provides landscaping throughout the site to soften the built form. The ground floor retail will activate all the street frontages and enhance the public realm.
	<b>B10</b> Value, protect and conserve Aboriginal heritage	There is no Aboriginal heritage that is in close proximity to the site.
	<b>B11</b> Develop clear and appropriate controls for development of heritage items, adjoining sites and within conservation areas	The site is not a heritage item or within a heritage conservation area.
<b>Productivity</b>		
<b>A well connected city</b>	<b>B12</b> Deliver an integrated land use and a 30-minute city	The proposal will be well connected with surrounding services and facilities, which will contribute to the 30 minute city.
<b>Jobs and skills for the city</b>	<b>B13</b> Contribute to growing a stronger and more competitive Harbour CBD	The Planning Proposal will increase employment activity in close proximity to the airport while leveraging the fast train connection from Mascot train station to the Harbour CBD.
	<b>B14</b> Protect and grow the international trade gateways	The site is located along the transport gateway which extends from the trade gateways of Port Botany and Sydney Airport towards the Sydney CBD. The proposal will protect the land for valuable commercial floor space along the transport gateway.
	<b>B15</b> Growing investment, business opportunities and jobs in Bayside's strategic centres and centres	The proposal will contribute significant employment opportunities within a strategic centre.
	<b>B16</b> Contribute to growing the health and education Kogarah, Randwick and Camperdown	This priority is not applicable to the proposal.
	<b>B17</b> Retain and manage industrial and urban services lands	By concentrating commercial activity on the land in this Planning Proposal, economic growth will occur in a way that supports the retention of industrial land elsewhere in inner Sydney.



	<b>B18</b> Support the growth of targeted industry sectors	The serviced apartments and hotel will provide accommodation for the tourism sector which will leverage on the close location of the Sydney Airport.
<b>Sustainability</b>		
<b>A city in its landscape</b>	<b>B19</b> Protect and improve the health of Bayside's waterways and the biodiversity	This priority is not applicable to the proposal.
	<b>B20</b> Increase urban tree canopy tree canopy cover and enhance green grid connections	The proposal incorporates generous landscaping areas with some areas earmarked for deep soil landscaping which could increase the urban tree canopy cover and green grid connections.
	<b>B21</b> Deliver high quality open space	The roof top terraces and ground floor landscaped areas provide ample opportunity for high quality open space to be provided in the scheme.
	<b>B22</b> Protect and enhance scenic and cultural landscapes	This priority is not applicable to the proposal.
<b>An efficient city</b>	<b>B23</b> Reduce carbon emissions through improved management of energy, water and waste	The proposal will create a transit-oriented development with a variety of employment activities in close proximity to high density residential, supporting reduced carbon emissions. Furthermore, the site specific DCP provides controls that require the future development application to consider sustainable desing measures for the design, operation and construction of the buildings.
<b>A resilient city</b>	<b>B24</b> Reduce community risk to urban and natural hazards and improve community's resilience to social, environmental and economic shocks and stressors	This priority could be met through specific building design features and sustainability measures which will be explored further as part of the building detailed design and Development Application process.

### **Draft Bayside Local Environmental Plan 2020**

The Draft Bayside LEP was exhibited until June 2020 and therefore the Planning Proposal must take this into consideration. The draft Bayside LEP is the first stage in implementing the Bayside Local Strategic Planning Statement and essentially combines the existing Botany Bay and Rockdale LEPs into a comprehensive LEP for Bayside LGA. There are no proposed amendments to the controls that relate to the site and therefore the proposal is considered to be consistent with draft LEP, with the exception of the FSR control.

#### **Q5 Is the Planning Proposal consistent with applicable State Environmental Planning Policies (SEPPs)?**

Consistency with the State Environmental Planning Policies is provided in Table 9, below.

**Table 9** - Consistency with State Environmental Planning Policies

No.	Title	Consistency with Planning Proposal
1	Development Standards	Not applicable – as specified by <i>BBLEP 2013</i>

19	Bushland in Urban Areas	Not applicable – not in area
21	Caravan Parks	Not applicable – not of this type
30	Intensive Aquaculture	Not applicable – not of this type
32	Urban Consolidation (Redevelopment of Urban Land)	Repealed
33	Hazardous and Offensive Development	Repealed
36	Manufactured Home Estates	Not applicable – not of this type
44	Koala Habitat Protection	Not applicable – not of this type
47	Moore Park Showground	Not applicable – not in area
50	Canal Estate Development	Not applicable – not of this type
52	Farm Dams and Other Works in Land and Water Management Plan Areas	Not applicable – not of this type
55	Remediation of Land	<i>Refer to discussion below this table for further detail.</i>
62	Sustainable Aquaculture	Not applicable – not of this type
64	Advertising and Signage	To be addressed at the development application stage
65	Design Quality of Residential Apartment Development	Not applicable – not of this type
70	Affordable Housing (Revised Schemes)	Not applicable – not of this type
	(Affordable Rental Housing) 2009	Not applicable – not of this type
	(Building Sustainability Index: BASIX) 2004	Not applicable – not of this type
	(Coastal Management) 2018	Not applicable – not in area
	(Educational Establishments and Child Care Facilities) 2017	Not applicable – not of this type
	(Exempt and Complying Development Codes) 2008	Not applicable – not of this type
	(Gosford City Centre) 2018	Not applicable – not in area
	(Housing for Seniors or People with a Disability) 2004	Not applicable – not of this type
	(Infrastructure) 2007	<i>Refer to discussion below this table for further detail.</i>
	(Kosciuszko National Park – Alpine Resorts) 2007	Not applicable – not in area
	(Kurnell Peninsula) 1989	Not applicable – not in area
	(Mining, Petroleum Production and Extractive Industries) 2007	Not applicable – not of this type
	(Miscellaneous Consent Provisions) 2007	To be addressed at the development application stage
	(Penrith Lakes Scheme) 1989	Not applicable – not in area
	(Rural Lands) 2008	Not applicable – not in area
	(State and Regional Development) 2011	The proposed development would be regionally significant development.
	(State Significant Precincts) 2005	Not applicable – not in area
	(Sydney Drinking Water Catchment) 2011	Not applicable – not in area
	(Sydney Region Growth Centres) 2006	Not applicable – not in area
	(Three Ports) 2013	Not applicable – not in area
	(Urban Renewal) 2010	Not applicable – not in area
	(Vegetation in Non-Rural Areas) 2017	Not applicable – not of this type
	(Western Sydney Employment Area) 2009	Not applicable – not in area
	(Western Sydney Parklands) 2009	Not applicable – not in area

### **State Environmental Planning Policy no. 55 – Remediation of Land**

The Planning Proposal is accompanied by a Stage 1 Environmental Site Assessment (ESA) located at **Appendix 3** which provides an appraisal of the past site uses, identify potential site contaminants and determine if the site is suitable for the intended use. It is noted that the Planning Proposal does not seek to amend the existing land use and does not propose any residential, child care, educational or recreational uses.

The site was previously used for residential and commercial/industrial uses from 1917 onwards. The potential sources of contamination include infill material, use of pesticides, hazardous building materials, potential car wash activities on site and current/historical commercial/industrial uses.

The Stage 1 ESA concludes that the site can be made suitable for the future development at the site, subject to the recommendations below:

- Undertake a Stage 2 ESA at the site, to meet the minimum sampling density required and for the whole site coverage. The Contaminants of Potential Concern which were not assessed for the Stage 1 should be included in the Stage 2 ESA. A groundwater assessment should also be included;
- Undertake further assessment of the site soils to confirm the waste classification of the fill and natural material on site;
- Prepare an ASSMP for the management of soils with ASS risk on-site; and
- Undertake a Hazardous Materials Assessment (Hazmat) for the existing buildings/structures within the site, prior to the commencement of demolition work).

### **State Environmental Planning Policy (infrastructure) 2007 (Infrastructure SEPP)**

#### **Clause 86 (Excavation in, above, below or adjacent to rail corridors)**

The site is near the first reserve and over the second reserve of the Sydney Airport Link and whilst Clause 86 (Excavation in, above, below or adjacent to rail corridors) of the Infrastructure SEPP only applies to DAs, special considerations have been made during the design of the basement to satisfy Transport for NSW (TfNSW) guidelines and requirements. The Planning Proposal is accompanied by a Preliminary Geotechnical Investigation (refer to **Appendix 9**) which provides information on subsurface condition, comments and recommendations in Section 4 and further geotechnical inputs in Section 4.9.

The site is located within the zone of influence of the tunnel and the Preliminary Geotechnical Investigation recommends that good engineering design, construction and maintenance practices should be adopted to maintain stability during excavation and in the long term. TfNSW will require additional analysis to be carried out to assess the potential impact of the excavation, shoring and foundation loads.

Investigation locations were limited due to access restrictions, primarily due to existing buildings and structures on site and therefore further investigations are required including analysis to address geotechnical issues of the impacts on the tunnel and groundwater modelling.

### **Clause 101 Development with frontage to classified road**

O’Riordan Street is a classified RMS road and any vehicular access off the classified road network is subject to Clause 101 of the Infrastructure SEPP which reads as follows:

- (2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:*
- (a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
  - (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:*
    - (i) the design of the vehicular access to the land, or*
    - (ii) the emission of smoke or dust from the development, or*
    - (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
  - (c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The Traffic and Parking Assessment Report prepared by Varga and dated 12 December 2018 (refer to **Appendix 4**) stipulates that the consent authority should take into account the following site-specific circumstances to assess the proposed vehicular access arrangement based on its merits:

- The subject site is currently configured with 5 separate vehicular crossovers off O’Riordan Street and the proposed development consolidates the 5 existing entry / exit driveways off a classified road into a single drive-through porte-cochere fronting O’Riordan Street for the hotel and serviced apartments and 2 x two way access points along Ewan Street and King Street, thereby improving the pedestrian safety and amenity (i.e. pedestrians no longer need to cross multiple driveways);
- The proposed central concrete median island on O’Riordan Street will limit vehicular movements to left-in / left-out only;
- The single entry and exit driveways along O’Riordan Street are proposed to satisfy Council’s DCP requirements for bus and taxi drop-off/pick-up facilities for the hotel / serviced apartment component only, and represent a less intensive use than the 5 entry / exit driveways that currently provide access to the site off O’Riordan Street;
- The proposed single entry and exit driveways along O’Riordan Street will be designed to accommodate the swept turning path requirements of large buses and will be generously proportioned to ensure that these vehicles will be able to enter and exit the site with ease; and

- There will be no access between the porte-cochere and the proposed off-street car parking facilities.

In summary, the proposed access arrangement with one single entry and one single exit driveway/porte-cochere along O’Riordan Street and the two way access points to Ewan Street and King Street will service less traffic (i.e. taxis and buses only) than the existing site developments, improve pedestrian amenity in the area and is therefore considered to be satisfactory on traffic engineering grounds. Furthermore, the Addendum Traffic Impact Assessment Report (TTPP, 25 February 2021) which undertook further traffic modelling, concludes that the development impact is acceptable and within the capacity of the road network.

### Clause 102 Impact of road noise or vibration on non-road development

Whilst O’Riordan Street is a classified road, Clause 102 of the Infrastructure SEPP does not strictly apply as the development does not include residential accommodation, a place of public worship, a hospital or educational establishment/child care facility. However, acoustic impacts are further discussed under ‘Q8 Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?’ below.

See Table 10 below which reviews the consistency with the formerly named State Regional Environmental Plans, now identified as deemed SEPPs.

**Table 10** - Consistency with deemed State Environmental Planning Policies

No.	Title	Consistency with Planning Proposal
8	(Central Coast Plateau Areas)	Not applicable – not in area
9	Extractive Industry (No.2 – 1995)	Not applicable – not in area
16	Walsh Bay	Not applicable – not in area
20	Hawkesbury-Nepean River (No.2 – 1997)	Not applicable – not in area
24	Homebush Bay Area	Not applicable – not in area
26	City West	Not applicable – not in area
30	St Marys	Not applicable – not in area
33	Cooks Cove	Not applicable – not in area
	(Sydney Harbour Catchment) 2005	Not applicable – not in area

### Q6 Is the Planning Proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

See Table 11 below which reviews the consistency with the Ministerial Directions for LEPs under section 9.1 (formerly section 117) of the *Environmental Planning and Assessment Act 1979*.

**Table 11** - Consistency with applicable Ministerial Directions

#### 1. Employment and Resources

No.	Title	Consistency with Planning Proposal
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1.1	Business and Industrial Zones	Yes - Refer to discussion below this table for further detail.
1.2	Rural Zones	Not applicable – not of this type
1.3	Mining, Petroleum Production & Extractive Industries	Not applicable – not of this type
1.4	Oyster Aquaculture	Not applicable – not of this type
1.5	Rural Lands	Not applicable – not of this type

## 2. Environment and Heritage

No.	Title	Consistency with Planning Proposal
2.1	Environmental Protection Zones	Not applicable – not of this type
2.2	Coastal Management	Not applicable – not of this type
2.3	Heritage Conservation	The land covered by this proposal does not have any current or potential heritage significance.
2.4	Recreation Vehicle Areas	Not applicable – not of this type
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable – not in area

## 3. Housing, Infrastructure and Urban Development

No.	Title	Consistency with Planning Proposal
3.1	Residential Zones	Not applicable – not of this type
3.2	Caravan Parks and Manufactured Home Estates	Not applicable – not of this type
3.3	Home Occupations	Not applicable – not of this type
3.4	Integrating Land Use and Transport	<p><i>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <ol style="list-style-type: none"> <li><i>improving access to housing, jobs and services by walking, cycling and public transport, and</i></li> <li><i>increasing the choice of available transport and reducing dependence on cars, and</i></li> <li><i>reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i></li> <li><i>supporting the efficient and viable operation of public transport services, and</i></li> <li><i>providing for the efficient movement of freight.</i></li> </ol> <p>Yes. The proposal meets the above objectives by:</p> <ul style="list-style-type: none"> <li>• Providing high-density employment within walking distance of high-density residential and local services, enabling a car-free lifestyle;</li> <li>• Achieving maximum utilisation of land within walking distance of high-quality train and bus public transport;</li> <li>• Enabling a development which would include a landscaped pedestrian zone along O’Riordan St to be incorporated into a development application</li> <li>• Incorporating building design features to avoid negative impacts on O’Riordan St and the adjacent underground rail tunnel; and</li> <li>• Including sufficient space for off-street car parking to enable surrounding roads to be unobstructed by on-</li> </ul>

		street parking, allowing free flow of buses and freight vehicles.
3.5	Development near Licensed Aerodromes	<p><i>The objectives of this direction are:</i></p> <ul style="list-style-type: none"> <li>a) <i>to ensure the effective and safe operation of aerodromes, and</i></li> <li>b) <i>to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and</i></li> <li>c) <i>to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 25 and 30, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.</i></li> </ul> <p>The Planning Proposal is accompanied by an Airspace Advice Letter (refer to <b>Appendix 8</b>). The Obstacle Limited Surface (OLS) is estimated to be 47mAHN at the sites southern boundary and increases to 50.5m at the northern boundary whilst the PANS-OPS surface is approximately 53mAHN at the southern boundary. The proposed building height will be below the OLS and PANS-OPS levels.</p> <p>The construction cranes are likely to penetrate the OLS and PANS-OPS, however this is anticipated to be on a temporary basis outside of operation hours of the Sydney Airport. Temporary penetrations of prescribed airspace by construction equipment are permitted but in the case of PANS-OPS surfaces must be limited to a maximum of 90 days and require support from the airport operator and CASA. The relevant aviation authorities will be consulted as part of any Development Application.</p> <p>The site is located between the 25 and 30 ANEF contours and the Planning Proposal is accompanied by an Acoustic Assessment (refer to <b>Appendix 6</b>). AS2021:2015 and the DCP state that a full evaluation of internal noise levels is to be carried out and AS2021:2015 stipulates the internal noise levels for commercial buildings. Noise mitigation measures have been recommended in the Acoustic Assessment to ensure the development complies with internal noise levels in AS2021:2015. These mitigation measures include aluminium framed/sliding glass doors and windows, thick glazing and certain construction of roof and walls.</p>
3.6	Shooting Ranges	Not applicable – not of this type

#### 4. Hazard and Risk

No.	Title	Consistency with Planning Proposal
4.1	Acid Sulfate Soils	<p><i>The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</i></p> <p>The site is classified as Class 2 Acid Sulfate Soils (ASS) under BBLEP 2013 and therefore has a probability of containing acid sulfate soils. The Planning Proposal is accompanied by Preliminary Geotechnical Investigation (refer to <b>Appendix 9</b>) which provides an assessment of the ASS. Based on these results in the Preliminary Geotechnical Investigation, the soils below a depth of 4.95m are considered to be Potential ASS. An Acid Sulfate Soil Management Plan (ASSMP) will be required to manage</p>



		these soils during the proposed development works. Further assessment may help minimise the volume of PASS that requires treatment.
4.2	Mine Subsidence and Unstable Land	Not applicable – not of this type
4.3	Flood Prone Land	Not applicable – not of this type
4.4	Planning for Bushfire Protection	Not applicable – not of this type

## 5. Regional Planning

No.	Title	Consistency with Planning Proposal
5.1	Implementation of Regional Strategies	Revoked 17 October 2017
5.2	Sydney Drinking Water Catchments	Not applicable – not in area
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable – not in area
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable – not in area
5.5	Development on the vicinity of Ellalong, Paxton and Millfield	Revoked 18 June 2010
5.6	Sydney to Canberra Corridor	Revoked 10 July 2008
5.7	Central Coast	Revoked 10 July 2008
5.8	Second Sydney Airport: Badgerys Creek	Not applicable – not in area
5.9	North West Rail Link Corridor Strategy	Not applicable – not in area
5.10	Implementation of Regional Plans	Not applicable – not in area

## 6. Local Plan Making

No.	Title	Consistency with Planning Proposal
6.1	Approval and Referral Requirements	<p><i>The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</i></p> <p>The proposal has minimised the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority.</p> <p>The site is not identified as designated development.</p>
6.2	Reserving Land for Public Purposes	<p><i>The objectives of this direction are:</i></p> <ul style="list-style-type: none"> <li>a) <i>to facilitate the provision of public services and facilities by reserving land for public purposes, and</i></li> <li>b) <i>to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</i></li> </ul> <p>The proposal does not alter existing zonings for reservations of land.</p>
6.3	Site Specific Provisions	<p><i>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.</i></p> <p>The proposal does not alter the permitted uses on the site or apply any development standards in addition to those already contained in BBLEP 2013.</p>

## 7. Metropolitan Planning



No.	Title	Consistency with Planning Proposal
7.1	Implementation of A Plan for Growing Sydney	<p><i>The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</i></p> <p>The proposal is consistent with the Greater Sydney Regional Plan (previously <i>A Plan for Growing Sydney</i>) in that helps achieve a competitive economy, contribute to employment targets and focus employment growth in the Eastern Economic Corridor and the Green Square-Mascot Strategic Centre. Refer to detailed discussion above.</p>
7.2	Implementation of Greater Macarthur Land Release Investigation	Not applicable – not in area
7.3	Parramatta Road Corridor Urban Transformation Strategy	Not applicable – not in area
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable – not in area
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable – not in area
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable – not in area
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable – not in area

## **1.1 Business and Industrial Zones**

*The objectives of this direction are to:*

- a) encourage employment growth in suitable locations,*
- b) protect employment land in business and industrial zones, and*
- c) support the viability of identified centres.*

The proposal would increase employment growth within a suitable location which is located within Green Square-Mascot Strategic Centre and Eastern Economic Corridor. The proposal would protect the employment land within the B5 Business Development zone, which is in close proximity to Sydney Airport, Port Botany and public transport services.

Increasing employment density on this site will significantly contribute to strategic employment growth targets, reducing pressure on surrounding industrial lands to change land use to meet strategic needs.

The site is understood to be occupied by approximately 10 businesses which altogether employ 80 workers. It is estimated that the site once developed will have the following net economic impact on an annual basis:

- \$608.5 million additional in output (including \$362.3 million in direct activity).

- \$327.8 million additional contribution to GRP (including \$194.8 million in direct activity).
- \$185.3 million in incomes and salaries paid to households (including \$123.0 million in direct income).
- 1,962 additional FTE jobs (including 1,186 additional jobs directly related to activity on the Site).

**C 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?**

The proposal is located within Mascot, which is already significantly developed and some distance from any natural areas. The proposal will therefore not adversely affect critical habitat or threatened species, populations or ecological communities, or their habitats.

**Q8 Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

**Built Form**

Mascot is currently experiencing significant urban renewal with multiple large-scale, mixed-use developments being constructed with large portions of residential accommodation around Mascot town centre. There are also a significant number of large-scale developments along O’Riordan Street creating an enterprise corridor to Sydney Airport. Some examples of large scale developments within the locality include:

- **210 O’Riordan St** (120m to the north of the site):
  - DA approved in 2008 for office at **7.28:1** (including above ground parking) and activated by minor works;
  - DA lodged for hotel in 2012 at 6.6:1 (no above ground parking) equivalent to 6.0:1 under BBLEP 2013 but was refused in 2014 by JRPP due to excessive FSR and site isolation. However, JRPP indicated within the refusal that they would have supported approx. 20% less FSR (**5.2:1** under BLEP 1995), which was a comparable non-carpark space to the 2008 DA;
- **289-293 King St** (60m to the north-west of the site): A 13 storey hotel and office, separate 5 storey carpark (726 commercial spaces, 115 required spaces) was approved with an estimated FSR of **3.94:1**, of which 2.29:1 is commercial carpark;
- **5-11 Ewan St** (to the west of the site): A hotel and commercial car park was approved with an FSR of **4.35:1** whilst the FSR control was 3:1;
- **256-280 Coward St** (500m to the north of the site): A DA was approved in 2015 for a residential flat building with an FSR of **4.41:1** whilst the site had an FSR control of 3.2:1; and

- **2-8 Sarah St** (50m to the south of the site): A DA was approved for a hotel with an FSR of 3.19:1 (control 3:1) in 2014 and there is currently a modification in for an FSR of 3.38:1.

The site is highly restricted in terms of its building height given it is unlikely that Sydney Airport would support a building that exceeds the OLS as the site is so close to the Airport. Furthermore, the site is constrained in terms of its excavation depth as the Sydney Airport Tunnel runs in close proximity to the site. Therefore to increase employment density to the site, the Planning Proposal seeks to increase the FSR from 3:1 to 5.2:1, which is generally consistent with the development occurring in the locality.

As noted above, many of the surrounding sites have already been redeveloped to capacity. As such, a site-specific amendment is not considered to be occurring in isolation. Rather, the proposal seeks to bring the controls for the subject site in-line with the predominant development density of the wider precinct.



**Figure 5: Photomontage of concept scheme**

The concept scheme includes two mixed use developments fronting O’Riordan Street which are separated by a landscaped terrace.

There have been a number of large scale developments constructed along O’Riordan Street which define the street edge and create a corridor from Mascot to the Sydney Airport. The development will define the street edge whilst the façade is to be highly articulated and areas have been allocated for landscaping/deep soil landscaping in the concept scheme. Under Clause 6.16 of the BBLEP 2013, the site is required to demonstrate design excellence which will ensure the future development will be of a high architectural quality.

The ground floor plane will be activated with retail and a hotel entry and will incorporate landscaping which will create a more pleasant pedestrian experience for pedestrians walking in between Sydney Airport and Mascot town centre.

The proposed density for the site aligns with the planning priorities and actions identified in the Eastern City District Plan as it will provide further economic growth in the Green Square-Mascot Strategic Centre and Eastern Economic Corridor. The proposed density is considered to be reasonable for the site given it will create further employment in close proximity to public transport services and is consistent with the surrounding built form. The proposal will protect employment lands while it will provide further employment floor space within the ‘Eastern Economic Corridor’ and the Green Square-Mascot strategic centre while it will contribute the GSC’s ‘30 minute cities’.

### **Overshadowing**

The Urban Design Report (refer to **Appendix 1**) includes overshadowing diagrams for June 21 and December 21 at 9am, 12 noon and 3pm. The closest residential development is located to the east and south-east of the site. At mid-winter, the proposal will only overshadow the residential neighbours at 3pm however between 9am and 12 noon solar access will be retained. It is noted that this is at mid winter, the worst-case scenario and solar access will significantly improve in other months.

### **Traffic and Parking**

The following traffic reports have been prepared for the Planning Proposal following a number of peer reviews and comments from Council (refer to **Appendix 4**):

- Traffic and Parking Assessment Report (Varga, 12 December 2018)
- Revised Traffic and Parking Assessment Report (Varga, 12 April 2020)
- Addendum Traffic Report (Varga, 9 July 2020; and
- Addendum Traffic Impact Assessment Report (TTPP, 25 February 2021).

The concept plans will provide 792 car parking spaces which will be consistent with DCP parking rates and will be mainly located within the basement with some located above ground.

O’Riordan Street is an RMS classified road, and State Environmental Planning Policy (Infrastructure) 2007 requires the consent authority to consider impacts of development on classified roads. The existing buildings on the site have 5 separate vehicular entries facing O’Riordan Street. The concept scheme proposes one pair of entry (left-in) and exit (left-out) driveways (to King Street and Ewan Street) and a porte-cochere fronting O’Riordan Street for the hotel and serviced apartments. The net impact on O’Riordan Street is thus assessed to be positive. Most vehicular trips generated by the concept scheme would use the carpark entries on the north and south sides of the site facing King and Ewan Streets.

The development is anticipated to generate a total of 579 vehicle trips per hour in the morning peak period and 561 vehicle trips per hour in the afternoon peak period. The Addendum Traffic Impact Assessment Report prepared by TTPP provides a cumulative impact assessment of the additional traffic from the proposed

development and other developments. To inform the assessment, TTPP undertook a recent site visit (February 2021) to record signal cycle times and operation which was used to prepare the future scenario models.

The SIDRA analysis indicates that the study intersections have the capacity to accommodate development traffic to a 10 year future scenario, allowing for future variations to traffic signal timing, as anticipated and permitted by the Traffic Signal Plans for the modelled intersections. Following this reallocation of signal phasing, the 10-year future, post development scenario indicates that the study intersections would operate satisfactorily with a level of service C or better, refer to the figure below.

Intersection	Control	Future Base + Proposed Development + Upgrade AM Peak			Future Base + Proposed Development + Upgrade PM Peak		
		Delay (s)	LoS	95 <sup>th</sup> %tile Queue (m)	Delay (s)	LoS	95 <sup>th</sup> %tile Queue (m)
O’Riordan St-Bourke Rd	Signals	21	B	210	20	B	138
O’Riordan St-King St	Signals	33	C	201	34	C	216
O’Riordan St-Ewan St	Priority	7	A	3	6	A	4
O’Riordan St-Robey St	Signals	14	A	137	11	A	52

**Figure 6: Future intersection performance with proposed mitigation measures**

Furthermore, the Sydney Gateway Road Project which seeks to attract traffic away from the study area will result in a reduction of daily traffic by 30%-31% along O’Riordan Street and 26%-28% on Botany Road. This would ease pressure on the main roads and further justify the reallocation of signal timing from the main roads to the site roads, to accommodate the development traffic.

Overall, the Report concludes that the development impact is acceptable and within the capacity of the road network.

### **Acoustic Assessment**

An Acoustic Assessment (refer to **Appendix 6**) of the concept scheme by Acoustic Logic consultants demonstrates that all applicable acoustic and noise requirements can be met with appropriate building design.

The site is located between the ANEF 25 and 30 noise contours for Sydney Airport. Additionally, O’Riordan Street is a road covered by Clause 102 of SEPP (Infrastructure) 2007 requiring consideration of road noise impacts on the development. These two external sources require noise mitigation measures to be included in the building design, such as special windows and doors, acoustic sealing of joints and openings, ventilation and/or air conditioning to avoid open windows, etc.

A precise noise emission assessment can only be carried out on a detailed building design. However, the consultant advice indicates that most of the proposed uses will not emit noticeable noise to other users in the development or neighbouring properties.

Those uses which may potentially emit noticeable noise, i.e. a banquet hall, can be managed through appropriate building design.



## **Q9 How has the Planning Proposal adequately addressed any social and economic effects?**

### **Economic Impacts**

Mascot accommodates businesses seeking to be close to Sydney Airport and Port Botany as well as businesses seeking to be centrally located within the Eastern Economic Corridor. It is anticipated that Green Square-Mascot strategic centre is to be experience significant employment and population growth:

- The Eastern City District Plan targets 75,000-80,000 workers by 2036, an increase of 25% to 33% from 2016;
- Significant growth in activity in Port Botany and Sydney Airport; and
- Population in the Bayside LGA is forecast to grow to 212,800 persons by 2036, more than 30% increase from 2016.

The Economic Impact Assessment (EIA) states that in the last decade, the composition of Mascot has shifted towards commercial office uses with a range of restaurants, banks, medical centres, travel agencies and convenience stores supporting the commercial uses (refer to **Appendix 5**). The quantum of land zoned for employment purposes is finite and as Sydney Airport and Port Botany continue to grow, so too will the need to provide opportunity for existing businesses to grow and for new businesses to locate within the economic corridor. The Proposal responds to the need for a range of floorspace types, providing opportunity for industry, business and visitors to Sydney proximate to both Sydney Airport and Port Botany and within commuting distance to the Sydney CBD.

The proposal envisages more than 15,000m<sup>2</sup> of commercial office floor space with floor plates greater than 2,000m<sup>2</sup>. The Green Square-Mascot strategic centre plays an important role in supporting the commercial office centre for the Harbour CBD. The health service facilities and ancillary retail will support the number of visitors to the area and creates a complete amenity offer in the centre. The hotel/serviced apartments will contribute to the visitor demand, ensuring that visitors stay and spend is retained in the airport precinct and in the Bayside LGA.

The existing buildings on the site are understood to accommodate approximately 10 businesses which altogether employ 80 workers. The Planning Proposal is anticipated to result in a net increase in economic activity through the direct and flow-on impacts associated (per annum) in the order of:

- \$608.5 million additional in output (including \$362.3 million in direct activity).
- \$327.8 million additional contribution to GRP (including \$194.8 million in direct activity).
- \$185.3 million in incomes and salaries paid to households (including \$123.0 million in direct income).
- 1,962 additional FTE jobs (including 1,186 additional jobs directly related to activity on the Site).

## **Social Impacts**

A social impact assessment for this proposal has been prepared by Cred Consulting indicating that the proposal has good alignment with its local and strategic context by providing employment opportunities for local residents (refer to **Appendix 7**). The proposal will have a positive social impact through the inclusion of health service facilities in the concept scheme, which would support the health and wellbeing of local workers and residents.

The proposal could further contribute to positive social impact through high-quality building design including outdoor open space, pedestrian and active transport, bicycle parking and end-of-trip facilities for cyclists working in the building, universally accessible facilities, and lighting and signage for safe environments. These items would be addressed at the development application stage.

The Planning Proposal will also have the following positive social impacts:

- Increase employment opportunities within close proximity to a number of high density residential developments;
- The mixed-use development supports the integration of land use and transport planning;
- Enable improvements to the public domain with ground floor activation and creates a pleasant environment for pedestrians walking between Mascot town centre and Sydney Airport;
- Improve the quality of the built form along O’Riordan Street with the redevelopment of the site having to exhibit design excellence through the DA stage; and
- Increase pedestrian activity, which will create opportunities to utilise the principles of Crime Prevention Through Environmental Design.

## **D State and Commonwealth interests**

### **Q10 Is there adequate public infrastructure for the Planning Proposal?**

The site is located in an existing urban area with good access to public transport and other infrastructure in particular Mascot train station and Sydney domestic and international Airports. The proposal will increase employment in a strategic location and will ensure the integration of land use and transport.

In general, the planning proposal will result in the provision of new public infrastructure including public domain upgrades. It is anticipated that other improvements to infrastructure can be dealt with as part of future development application process through developer contributions.

### **Q11 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?**

Preliminary discussions were held with Sydney Trains to discuss the Planning Proposal and location of the rail corridor. Conversations will continue with Sydney

Trains throughout the process to ensure the basement design reduces the impact to Sydney Airport Tunnel.

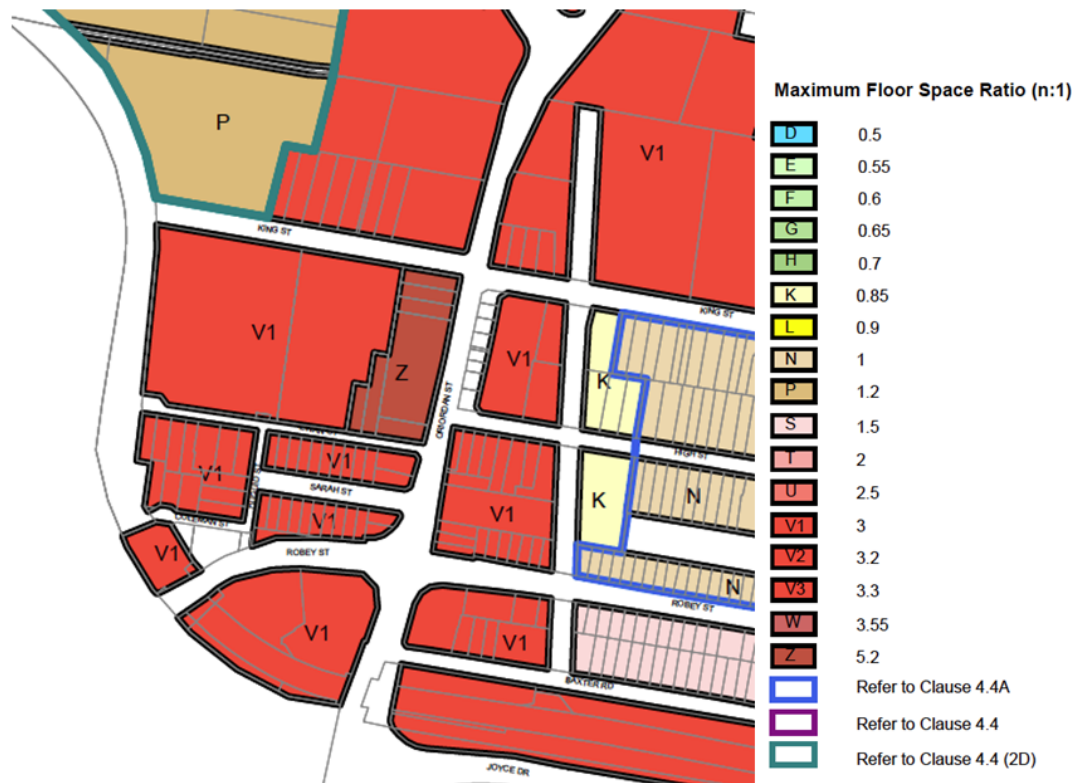
At this stage, the views of other State and Commonwealth public authorities have not been obtained. Following a Gateway determination further consultation will be undertaken with relevant State or Commonwealth authorities.

## Part 4 – Mapping

Refer to Table 12 for an outline of the changes to the FSR LEP map and Figure 7 which illustrates the proposed amendment. Refer to **Appendix 10** for complete map.

**Table 12** – Proposed Map Amendments

Map Tile No.	Existing	Proposed
FSR_001	Existing maximum FSR is 3:1.	Change the maximum FSR to 5.2:1 (Category Z).



**Figure 7: Amended FSR LEP map**

## **Part 5 - Community Consultation**

The Planning Proposal will be placed on public exhibition in accordance with the Gateway Determination, should the Department of Planning and Environment support the proposal.

A comprehensive engagement strategy will be prepared by Council which would include the following mechanisms:

- Advertisement in a local newspaper – St George and Sutherland Leader.
- Notification letters to relevant State Agencies and other authorities nominated by the Department.
- Notification (via letter) to land holders of properties within and adjoining the Planning Proposal area.
- Advertise and exhibit the Planning Proposal on Council’s website.
- Exhibit the Planning Proposal at Bayside Council’s Customer Services Centre, Rockdale Customer Service Centre, 444 - 446 Princes Highway, Rockdale.
- Undertake any other consultation methods appropriate for the proposal.

## Part 6 – Project Timeline

The table below provides a proposed timeframe for the project.

**Table 13** – Approximate Project Timeline

Task	Timing
Anticipated commencement date (date of Gateway determination)	Commencement date May 2021 (with Gateway determination July 2021)
Anticipated timeframe for the completion of required technical information	N/A
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	8 weeks (estimated)
Commencement and completion dates for public exhibition period	TBA (28 days)
Dates for public hearing (if required)	TBA
Timeframe for consideration of submissions	4 weeks (estimated)
Timeframe for the consideration of a Planning Proposal post-exhibition	16 weeks (estimated)
Date of submission to the Department to finalise the LEP	February 2022
Anticipated date RPA will make the plan (if delegated)	April 2022
Anticipated date RPA will forward to the Department for notification	April 2022