



Planning Proposal

7-23 and 25-33 Water Street, Strathfield South

April 2016

urbis

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1 Introduction

This Planning Proposal has been prepared by *Urbis Pty Ltd* on behalf of *Westport Pty Ltd* and *RJ Green & Lloyd Pty Limited* (the Proponent) and seeks to initiate the preparation of a Local Environmental Plan amendment for the land at 7-23 and 25-33 Water Street, Strathfield South (the site). There are two separate owners of the sites; 7-23 Water Street is owned by *Westport Pty Ltd* and 25-33 Water Street is owned by *RJ Green & Lloyd Pty Limited*.

This report has been prepared to assist Council in preparing a Planning Proposal to rezone the site and amend the height and floor space ratio development standards, under the *Strathfield Local Environmental Plan 2012* (SLEP 2012), in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The site is currently zoned IN1 General Industrial. The maximum height of buildings permitted on the site is 12 metres (clause 4.3) and the maximum floor space ratio permitted is 1:1 (clause 4.4). The intended outcome of this Planning Proposal is to amend SLEP 2012 as follows:

- Rezone the site to R4 Residential.
- Amend the maximum height of buildings development standard, under *Clause 4.3* to permit buildings up to 28 metres.
- Amend the floor space ratio development standard, under *Clause 4.4* to permit a floor space ratio of 1.85:1.

These amendments will facilitate the redevelopment of the site for residential development, as illustrated in the Indicative Architectural Drawings prepared by Robertson + Marks, which document a residential development comprising approximately 361 apartments in five buildings of three to eight storeys above basement parking for 607 cars. Such development provides the opportunity to create a vibrant, residential precinct that will:

- Transform an underutilised industrial site.
- Remediate existing contamination.
- Deliver residential housing in accordance with relevant State and local planning strategies
- Provide housing with easy access to local services, public transport, open space and employment.
- Contribute to naturalisation of the degraded Cooks River and upgrading of the associated open space corridor and pedestrian and cycle networks

This Planning Proposal has been prepared having regard to the NSW Department of Planning and Infrastructure's (DPI) '*A guide to preparing Planning Proposals*' and '*A guide to preparing Local Environmental Plans*' and provides the following:

1. Description of the site and context;
2. Indicative site plans showing sufficient detail to indicate the effect of the proposal;
3. Statement of the objectives and intended outcomes of the proposal;
4. Explanation of the provisions of the proposal; and
5. Strategic justification of the proposal.

The Planning Proposal is supported by the following documentation:

- Architectural Concept Drawings *Robertson + Marks* (**Appendix A**);

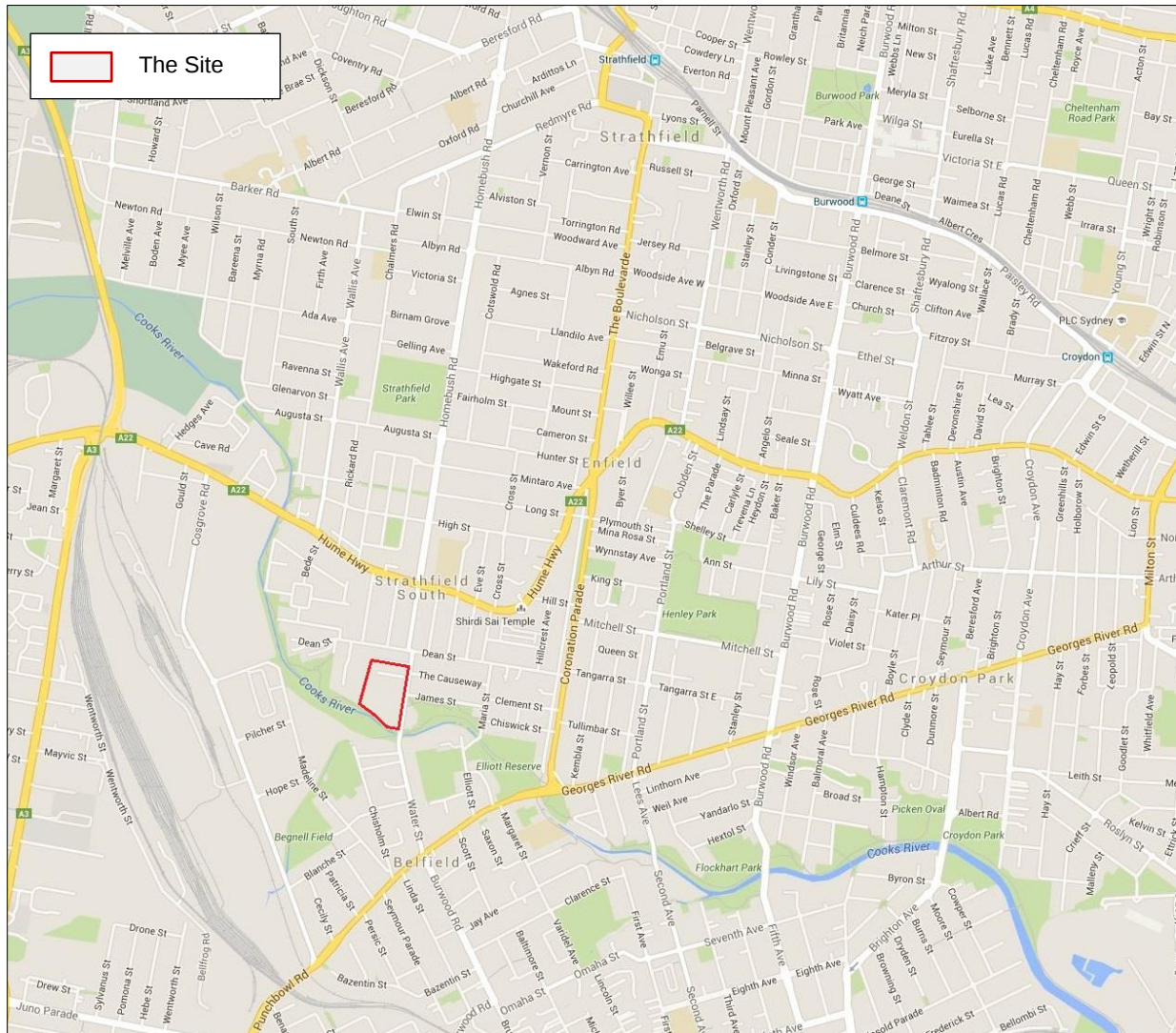
- Design Report *Robertson + Marks* (**Appendix B**);
- ADG Compliance Table *Robertson + Marks* (**Appendix C**);
- Urban Design Report *GMU Design* (**Appendix D**);
- Transport Impact Assessment *GTA Consultants* (**Appendix E**);
- Flood Impact Assessment *WMA Water* (**Appendix F**);
- Contamination Assessment *Ramboll Environ* (**Appendix G**);
- Preliminary Arboricultural Assessment *Tree Consulting by Jo* (**Appendix H**);
- Economic Impact Assessment *Hill PDA* (**Appendix I**);
- Acoustic Assessment *Acoustic Logic* (**Appendix J**);
- EMR (Electromagnetic Radiation) Report *EMC Services* (**Appendix K**);

2 Site & Locality Analysis

2.1 SITE LOCATION

The site is situated approximately 13 kilometres west of the Sydney CBD on the northern bank of the Cook's River, between Liverpool Road and Georges River Road. The site has approximately 177 metres of frontage along Water Street and approximately 146 metres of frontage to the Cooks River open space corridor.

FIGURE 1 – SITE LOCATION PLAN (SOURCE: GOOGLE MAPS)



2.2 SITE DESCRIPTION

The site of the Planning Proposal is known as 7-23 & 25-33 Water Street and is located along the western edge of Water Street just south of William Street, Strathfield South.

The existing site comprises six allotments and has a total area of 18,952.7m². The six allotments will be amalgamated into two allotments forming Site A (25-33 Water Street) and Site B (7-23 Water Street). The two lot configuration is based upon ownership of the existing allotments. **Table 1** below indicates the proposed amalgamation of the six existing allotments.

TABLE 1 – ALLOTMENTS WITHIN THE SITE

SITE A – 25-33 WATER STREET		
LOT	DEPOSITED PLAN	AREA
23	29213	1,796m ²
24	29213	1,327.9m ²
22	402062	2,637m ²
SITE B – 7-23 WATER STREET		
LOT	DEPOSITED PLAN	AREA
3	217450	935.8m ²
1	603465	6,806m ²
2	603465	5,450m ²
Total Area:		18,952.7m ²

The site is occupied by several industrial buildings which are currently used for low intensity industrial purposes. An electrical transmission tower and power lines are located adjacent to the site's southern (Cook's River) boundary.

FIGURE 2 – AERIAL IMAGE OF SITE (SOURCE: NEARMAP)



 The Site

Figure 3 includes photographs of the existing development on the site as seen from Water Street.

FIGURE 3 – PHOTOGRAPHS OF SITE (SOURCE: GOOGLE MAPS)



PICTURE 1 – PHOTO OF 25-33 WATER STREET



PICTURE 2 – PHOTO OF AUSTLAND TILES, 17-23 WATER STREET



The Site

PICTURE 3 – PHOTO OF GHP AUSTRALIA AND HEMS GLOBAL, 7-15 WATER STREET

2.2.1 CONTAMINATION

A Contamination Report of the site was conducted by Ramboll Environ in March 2016 and is included at **Appendix G**. The report indicates that in April 2007, ENVIRON Australia Pty Ltd (now Ramboll Environ Australia Pty Ltd), prepared a Site Audit Report (SAR) and an accompanying Site Audit Statement (SAS) regarding a Remedial Action Plan (RAP) for four properties located on top of a backfilled quarry at Water and Dunlop Streets in South Strathfield. The 2007 SAR reviewed the investigation results across those four sites; provided comment on the adequacy of the investigations and provided comment on the RAP which was based on a previous development concept plan for the site. The SAR found that data was lacking in relation to several aspects, but was considered acceptable to manage during remediation, or as contingencies after remediation. The SAR identified outstanding issues with respect to investigations, remediation planning and remediation documentation.

The proposed remediation outlined in 2007 was described in “Remedial Action Plan for 8 & 10 Dunlop Street, 7-23 & 25-33 Water Street, South Strathfield, New South Wales”, September 2006 “Addendum to Remedial Action Plan for 8 & 10 Dunlop Street, 7-23 & 25-33 Water Street, South Strathfield, New South Wales” dated 22 November 2006.

Key elements of the remediation works identified in the RAP, based on the 2007 concept plan, were as follows:

- *Capping and management of the filled quarry area including installation of a landfill gas collection and extraction system comprising a perimeter vertical gas interception trench and a horizontal gas venting blanket;*
- *Remediation and validation of USTs, associated infrastructure and resulting tank pits;*
- *Implementation of a Site Management Plan during site earthworks including procedures for identification and management of any unexpected contamination; and*
- *Implementation of a long term Environmental Management Plan including ongoing monitoring and maintenance requirements, as well as maintenance worker protection measures following completion of the site remediation system.*

The 2007 SAR concluded that “...the site could be made suitable for the purpose of ‘residential with minimal access to soil including high-rise apartments and flats’ and ‘parks, recreational open space,

playing fields including secondary schools' by implementation of the remedial approach recommended by EES in their Remedial Action Plan and Addendum, subject to the following Conditions:

- *Preparation of a detailed remedial action plan(s), specific to proposed developments, in accordance with the concepts outlined in the Remedial Action Plan dated September 2006 and Addendum dated 22 November 2006, incorporating consideration of the items listed in Section 11.4 of this Site Audit Report.*
- *Audit of the detailed remedial action plan(s) by a NSW EPA accredited contaminated sites auditor to verify the first condition.*
- *Compliance with a specific long term Environmental Management Plan, developed prior to completion of site remediation and development, in light of contamination that will remain on the site".*

The Contamination Report by Ramboll Environ in March 2016 was prepared for the current development concept plan and applies to the eastern two properties (7-23 and 25-33 Water Street) of the four properties previously considered. Ramboll Environ considers the current concept plan to be adequately consistent with the previous concept plan for the purposes of remediation planning. The previous RAP addressed the entirety of the quarry area, but under the current concept plan the quarry will continue offsite to the west. The existing RAP documentation is considered suitable to support a rezoning application for the site with respect to the requirements of SEPP 55.

In accordance with the findings of the previous SAR, preparation of a detailed RAP is required. Prior to any remediation, Ramboll Environ will audit the detailed RAP to confirm that the site can be made suitable for the proposed use by implementing the detailed RAP. Ramboll Environ notes that this can be documented in a Section B Site Audit Statement or Interim Audit Advice if required. At the completion of the remediation works, a Section A Site Audit Statement can be issued certifying that the site is suitable for its proposed use. This process is generally implemented as a condition of Stage 2 development consent.

2.2.2 FLOODING

A Flood Impact Assessment was prepared by WMA Water and is included at **Appendix F**. The report indicates that the site is subject to flooding, describes flood risks at the site and provides options for managing the flood risk.

Strathfield Local Environmental Plan (LEP) 2012 clause 6.3 applies because the site is located below the applicable flood planning level (defined as the 100 year ARI flood level plus 0.5m freeboard). Strathfield Council also has an *Interim Flood Prone Lands Policy* directed at ensuring that residential development in flood prone areas does not adversely impact on overland flow paths and that development is designed to minimise the impact of flooding. The Policy stipulates that habitable floors should be *at least* 500mm above the 1 in 100 year flood level and that non-habitable floors are no lower than the 1 in 100 year flood level.

The site is subject to both local overland flows from the north and mainstream flooding from the Cooks River and flood levels vary across the site. For the 100 year ARI flood, overland flows produce the highest levels in the northern part of the site but mainstream flooding produces the highest levels in the southern part of the site.

In summary, WMA Water states that the 100 year ARI flood, whether from overland flows or surcharging of the Cooks River, presents a relatively low risk to life and property because the depths are relatively shallow. This suggests that more frequent events would present lesser risk still. It is in rarer floods up to and including the PMF where the risk to life and property may require special consideration to reduce the risks to a tolerable level.

2.2.3 ACOUSTIC AMENITY

An Acoustic Assessment of the site has been prepared by Acoustic Logic and is included at **Appendix J**. The assessment identifies existing noise sources and concludes that, subject to specified construction methodologies, residential development of the site will conform to relevant acoustic standards.

2.2.4 ELECTROMAGNETIC RADIATION

With regard to the suitability of the site for residential development in terms of the proximity of the high voltage electrical cables near the southern boundary of the site, an Electrical Magnetic Field (EMF) report has been prepared by EMC Services (see **Appendix K**). The report advises that the relevant standard for 'General Public (up to 24hrs per day)' is 100 μ T. While not mandatory, a standard of 1 μ T is also widely accepted as a susceptibility level for general electrical equipment.

The maximum magnetic field recorded at ground level was 3.915 μ T and the maximum during peak loading is expected to be 6.34 μ T, both of which are significantly below the 100 μ T ARPANSA limit applicable to the General Public. However, the 100 μ T limit is predicted to be exceeded within 11 metres of the cables (measured radially) when the cables are operating at their maximum licensed load.

In view of the above EMC Services recommend that no residential building should be located within 11 metres (measured radially) from the nearest power line. Furthermore, up to a distance of 23 metres (measured radially) from the nearest power line, measures should be implemented to ensure that a level no greater than 3.77 μ T occurs within any habitable room. Such measures could include various combinations of:

- Increasing the radial setback between the power line and the habitable space. This could be achieved by horizontal setback and / or vertical setback, i.e. reduced building height.
- Bundling or undergrounding the electrical cables.
- Electrical shielding of the effected space.

In summary, the EMF report concludes that:

- No habitable rooms should be located within 11 metres (measured radially) of the power lines,
- No unreasonable magnetic field will occur beyond 23 metres (measured radially) of the power lines,
- Mitigation measures exist to ensure that unacceptable magnetic fields do not exist within habitable rooms located between 11 and 23 metres (measured radially) of the power lines.

2.3 SURROUNDING CONTEXT

The site is surrounded by the following:

- **North** – Immediately to the north of the site are ten allotments that contain 1-2 storey residential dwellings that are zoned R-2 - Low Density Residential.

FIGURE 4 – IMAGE OF PROPERTIES IMMEDIATELY NORTH OF THE SITE (SOURCE: GOOGLE MAPS)



- **West** – Immediately to the west of the site are several industrial properties that are currently used for low intensity industrial purposes. All of these properties are zoned IN1 – General Industrial and are accessed via Dunlop Street. Further to the west is Dean Reserve which includes a playground and picnic facilities.

FIGURE 5 – IMAGES OF PROPERTIES WEST OF THE SITE (SOURCE: GOOGLE MAPS)



PICTURE 4 – PHOTO OF ADJACENT INDUSTRIAL PROPERTY



PICTURE 5 – PHOTO OF DEAN RESERVE

- **South** – Sharing the southern boundary of the site is the Cooks River and the Cooks River Cycleway, which provides protected pedestrian and bicycle access from Rookwood Cemetery to Sydney Airport.

FIGURE 6 – PANORAMIC IMAGE OF COXS RIVER AND COOKS CONFLUENCE AND COOKS RIVER CYCLEWAY



- **East** – East of the site, across Water Street, is a series of 1-2 storey residential dwellings, Ford Park and a 3-storey residential flat building.

FIGURE 7 – IMAGE OF PROPERTIES WEST OF THE SITE (SOURCE: GOOGLE MAPS)

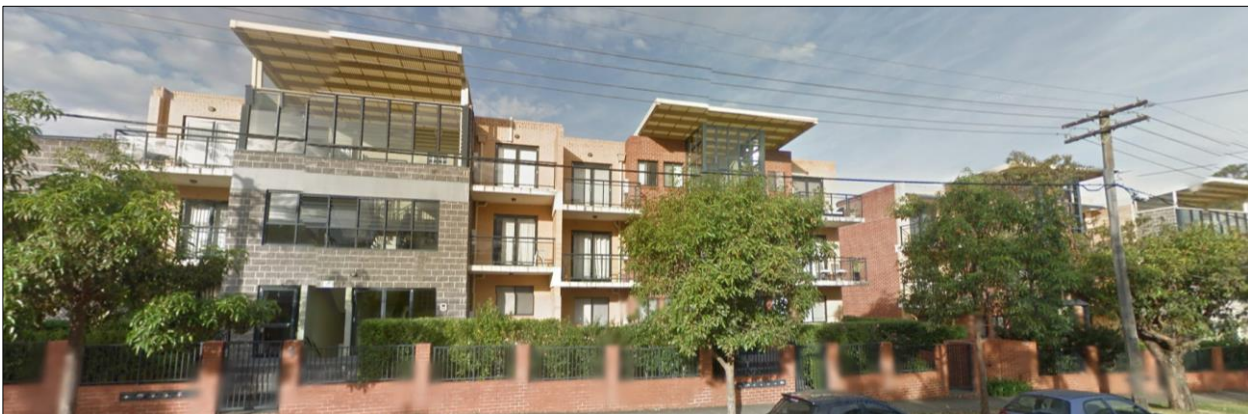
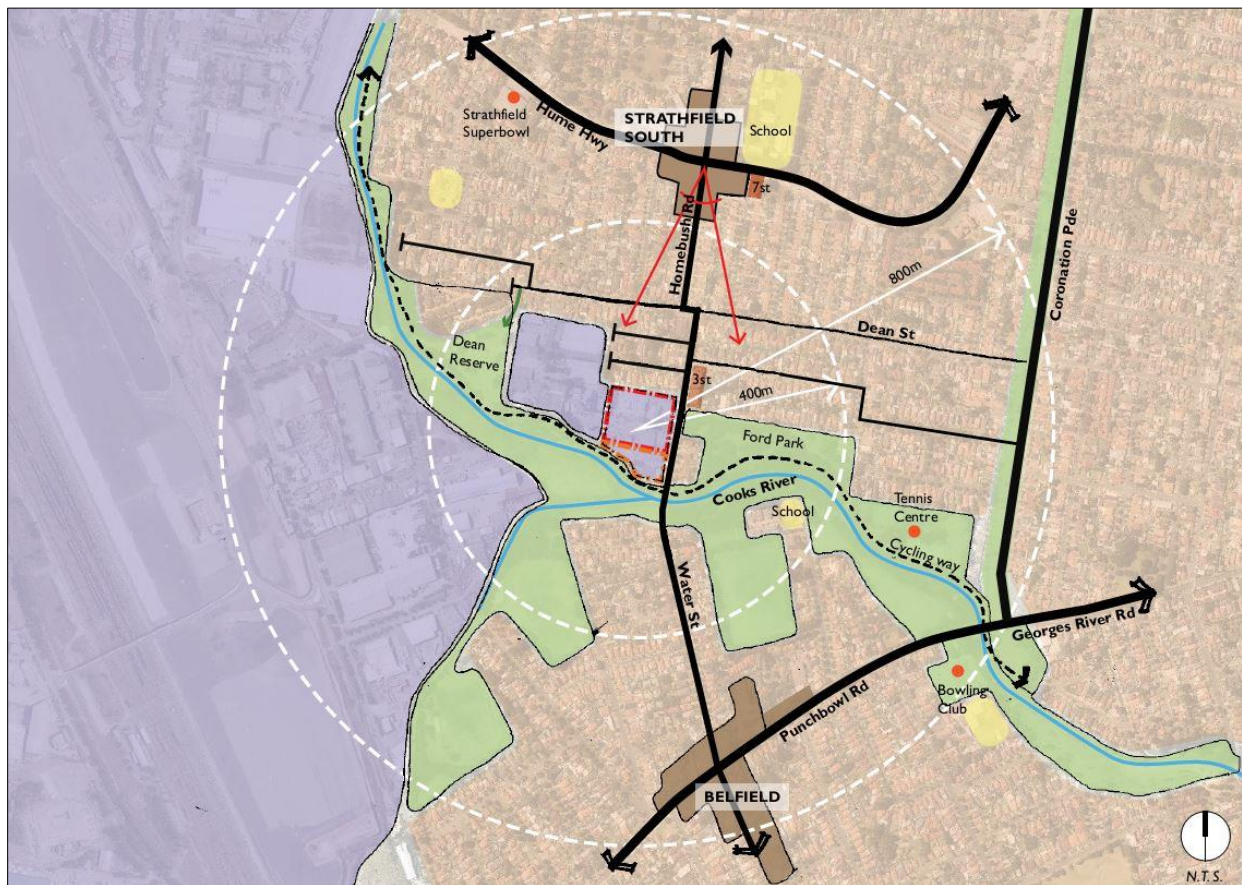


Figure 8 indicates the proximity of various land uses from the site.

FIGURE 8 – SITE CONTEXT MAP (SOURCE: GMU DESIGN)



2.3.1 UTILITIES

The site is serviced by all relevant utilities. Further investigations would be undertaken at development application stage to determine the existing capacity of these services and whether any amplification or upgrades are required.

2.4 LOCALITY DESCRIPTION

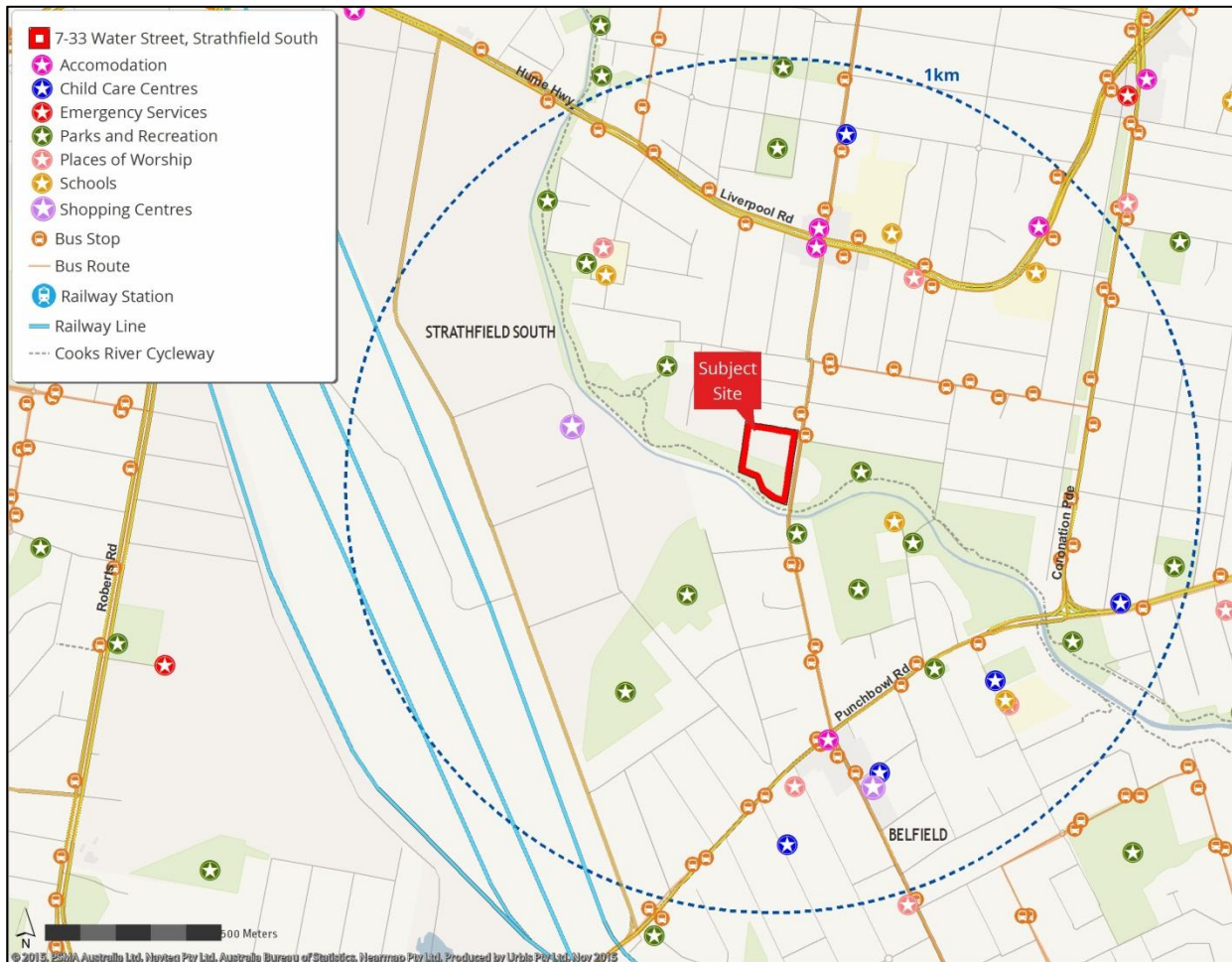
The site is located 500 metres south of the Strathfield South local retail centre focussed around the intersection of Liverpool Road and Homebush Road, which includes a pub, a motel, a chemist, restaurants, other retail uses and Strathfield South Public School.

Immediately south of the site is the Cooks River linear open space reserve, which includes a cycleway network extending from Rookwood Cemetery to Sydney Airport and beyond, providing immediate connection to Dean Reserve, Ford Reserve and the Southend Tennis Centre and a wide range of other active recreation facilities within walking distance of the site.

Belfield local retail centre is located along the intersection of Burwood road and Punchbowl roads, and is located 600 metres south of the site. This retail centre includes various cafes and retail shops, a grocery store, a bakery, a pub and medical related uses.

There are two medium density residential developments located within 500 metres of the site. These residential developments are located at 150 Dean Street and 8-16 Water Street, Strathfield South.

FIGURE 9 – LOCALITY CONTEXT PLAN



2.4.1 LOCAL CENTRES (SOUTH STRATHFIELD & BELFIELD)

The site is located within walking distance of, and roughly midway between the local centres of South Strathfield and Belfield. As can be seen in **Figure 10** these centres each contain a range of local retail, service and entertainment uses.

FIGURE 10 – NEARBY LOCAL CENTRES (SOURCE: GOOGLE MAPS)



PICTURE 6 – SOUTH STRATHFIELD



PICTURE 7 – BELFIELD

2.4.2 150 DEAN STREET

Approximately 250 metres north-west of the site is a townhouse complex, 150 Dean Street.

FIGURE 11 –DEAN STREET TOWNHOUSES



2.4.3 8-16 WATER STREET

Across Water Street from the site is a predominantly 3 storey residential flat building that contains 29 two-bedroom units. Basement level parking is provided to accommodate parking for 50 vehicles. This building received development consent in 2004.

FIGURE 12 –8-16 WATER STREET (SOURCE: GOOGLE MAPS)



2.5 SURROUNDING ROAD NETWORK

The site fronts onto Water Street along the eastern site boundary and is within 450m of Liverpool Road to the north. The closest intersection to the site is at Water and Dean Streets and is signalised.

On-street parking is generally permitted on both sides of Water Street, with a mix of parking controls prevalent including bus zones and no stopping zones.

2.6 PUBLIC TRANSPORT

The site is located within 50 metres of both north bound and south bound bus stops along Water Street for the 450 Hurstville to Burwood Bus. Every 15 minutes in peak periods the 450 bus service provides an 11 minute service to Strathfield Station and connects with an express train 6 minutes later, providing a 14 minute connection to Central Station, resulting in a total trip time of 31 minutes to Sydney CBD. The trip time and frequency to Parramatta CBD is almost identical and a wide range of other employment destinations are easily accessible from the site by either public or private transport. As such, the reliance on private vehicles will be limited with the convenience of public transport to and from the site.

Given the proximity to the Cooks River Cycleway, which extends from Rookwood Cemetery to Sydney Airport and beyond, cycling and walking are also encouraged to and from the site.

FIGURE 13 – PUBLIC TRANSPORT BETWEEN THE SITE AND CENTRAL STATION (SOURCE: TRANSPORT NSW)

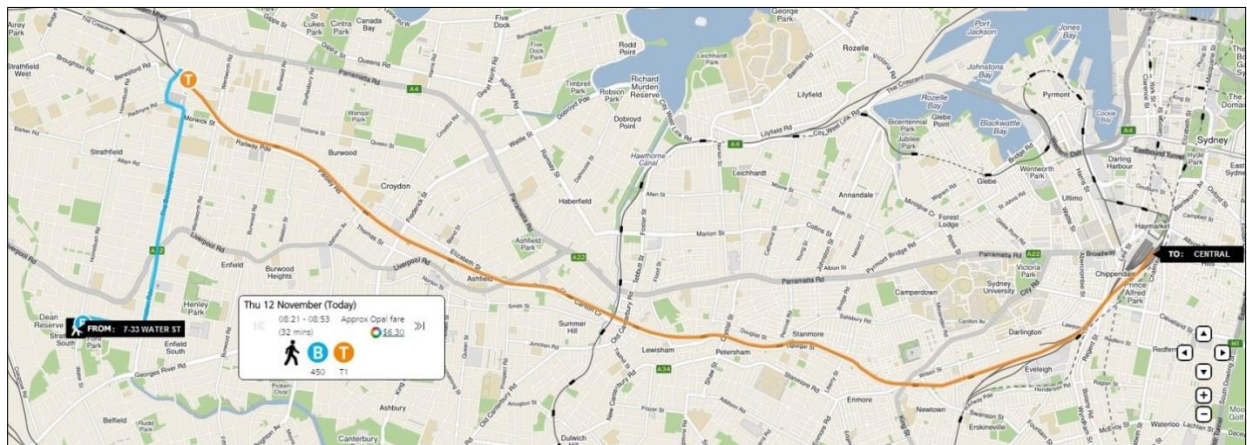
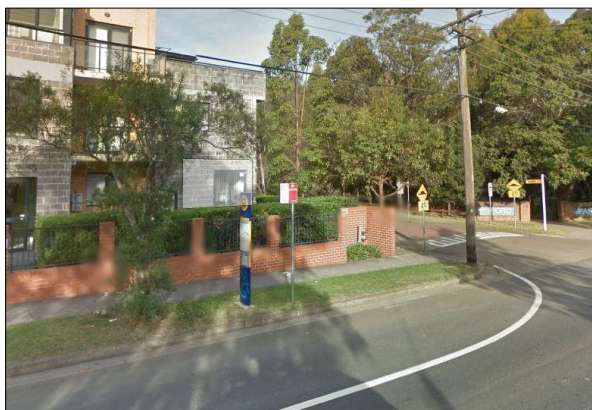
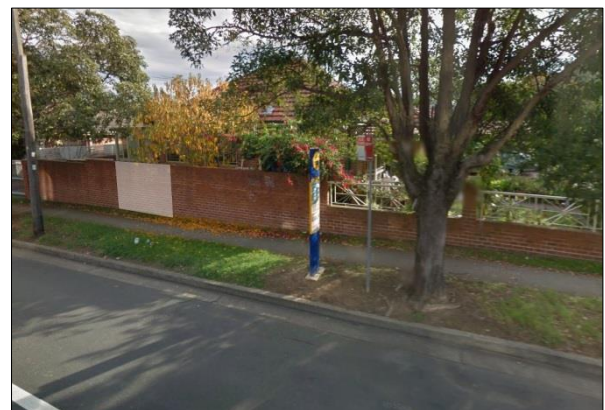


FIGURE 14 – EXISTING BUS STOPS ALONG WATER STREET (SOURCE: GOOGLE MAPS)



PICTURE 8 – EXISTING SOUTH BOUND BUS STOP



PICTURE 9 – EXISTING NORTH BOUND BUS STOP

2.7 SITE ANALYSIS

Figure 15 is a site analysis prepared by GMU Design.

FIGURE 15 – SITE ANALYSIS (SOURCE: GMU DESIGN)



The Urban Design Report prepared by GMU Design (**Appendix D**) also identifies a list of constraints and opportunities of the site given its location and context. Those constraints and opportunities are:

Constraints

- Low rise small lot fine grain housing immediately adjacent the site to the north.
- Isolated industrial lands surrounded by low rise small lot residential dwellings.
- Access to major transport routes for haulage is via local road network which has a limited capacity for expansion.
- Site and the industrial precinct are subject to flash flooding mainly due to overland flow from the north and east.
- Potential contamination from existing and former industrial uses.
- A large below ground high pressure oil pipeline runs adjacent to the site (south).
- A large electric tower and overhead power lines are adjacent to the site to the south.
- View corridors from the Hume Highway ridge line could be impacted by future proposed building development bulk and form, if beyond 8 storeys.

Opportunities

- *Opportunity to positively contribute to the emerging higher density character development providing a diversity of housing opportunities.*
- *Opportunity to capitalise on the well established public transport route with bus stops nearby providing regular and peak services to major centres and train stations.*
- *Opportunity for a medium to high density development on site to intensify the uses of quality public amenities including local parks such as Ford Park and Dean Park, Cooks River and Bay to Bay Cycle and Walkway in close proximity.*
- *Opportunity to incorporate the site as part of a redevelopment of the industrial lot enabling a wholistic approach to the redevelopment of the existing precinct. It has the potential to be the Billboard to the precinct and the entry point.*
- *Opportunity for the low lying site in the valley to have greater heights against the backdrop of the northern ridge line potentially mitigating perceived bulk and scale, subject to skillful massing distribution.*
- *Potential to provide improved urban landscape amenity to the Cooks River and the frontage of the Cooks River.*
- *Potential for increased and improved permeability of the area and access to the open space network along Cooks River.*
- *Potential to lead the future redevelopment in the area. Low rise housing to the immediate north and east can have future potential for redevelopment as medium density residential.*

3 Background

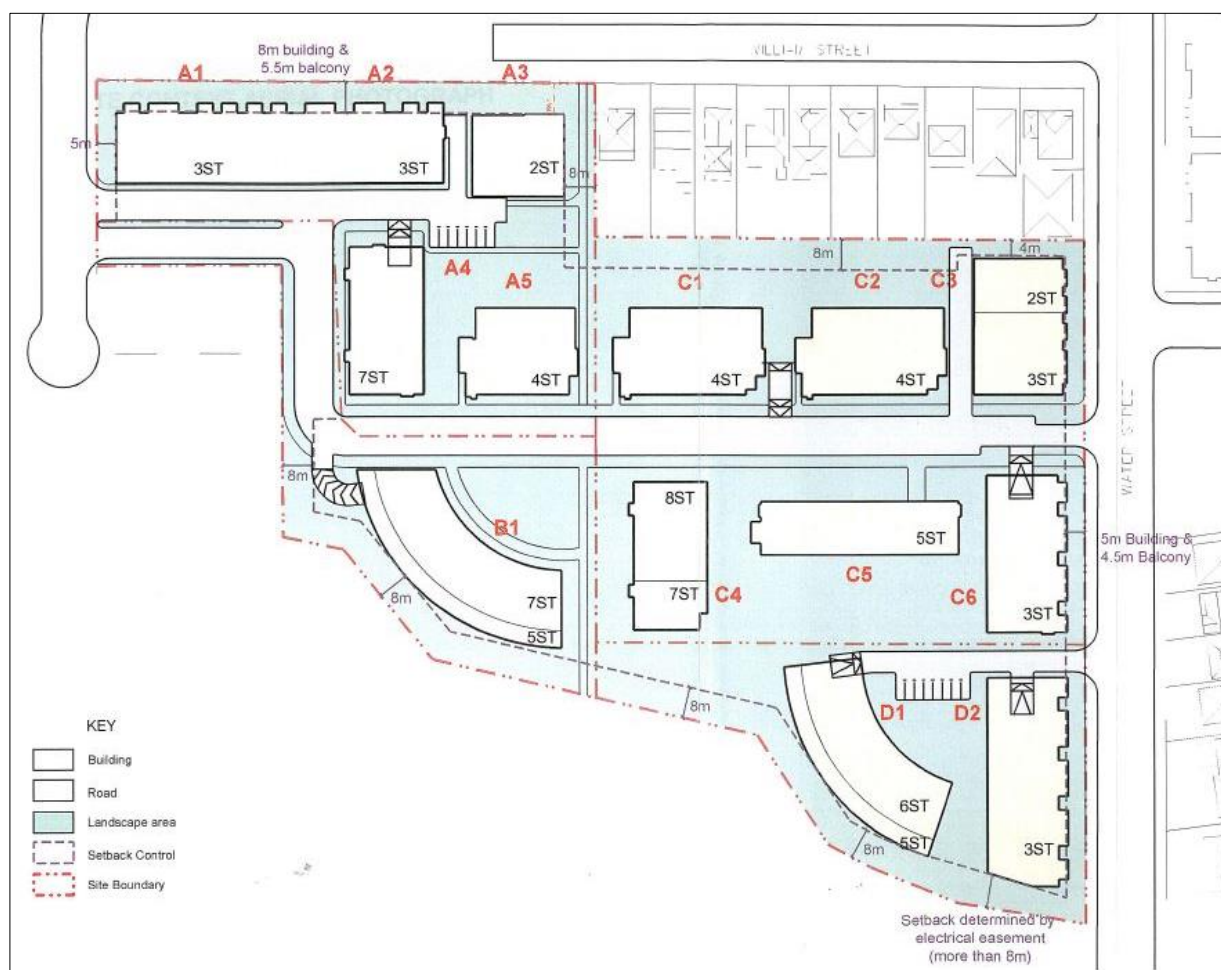
3.1 PREVIOUS PLANNING PROPOSAL

On 8 February 2010, a planning proposal to rezone 7-33 Water Street (Lot 1 DP 603465, Lot 2 DP 603465, Lot 3 DP 217450, Lot 22 DP 402062, Lot 23 DP 29213, Lot 24 DP 29213) and 8-10 Dunlop Street (Lot 1 DP627152, Lot 1 DP 812668) Strathfield South from 'Industrial 4' to 'Residential 2b' received gateway refusal by the Department of Planning. The reasons for refusal provided by the Deputy Director General, Plan Making & Urban Renewal were:

- *The proposal is premature given the imminent completion of Council's economic and employment land use study. This study will inform Council in relation to the future of employment land throughout the LGA and the importance of retaining Category 1 employment lands to meet Council's employment targets*
- *In the event that the study shows that the rezoning of the subject land is appropriate, Council should consider extending the Planning Proposal to cover all of the industrially zoned land in the South Strathfield Water Street precinct to avoid future land use conflicts.*

Figure 16 (below) demonstrates that the previous planning proposal incorporated two additional industrial allotments, a new road through the site and 13 separate buildings ranging in heights from 3 to 8 storeys.

FIGURE 16 – 2010 CONCEPT PLAN PREPARED BY ALLEN JACK + COTTIER



3.2 CONSULTATION

The proponent has consulted both Council and surrounding land owners as detailed below.

3.2.1 CONSULTATION WITH COUNCIL

Representatives of Crown Group met with Council on 19 June 2015 to recommence consultation in relation to the potential rezoning of the site as envisaged in Council's Economic Land Use and Employment Strategy (see **Section 4.4**). On 03 July 2015 Council wrote to Crown Group raising the following issues in relation to any such Planning Proposal:

1. *Resolution of contamination and flooding issues.*
2. *Applicant encouraged to consult with the landowners of adjoining industrial land and to develop a precinct-wide approach to land use planning to minimise any potential land use conflicts*
3. *Consider surrounding land uses and Council's centres hierarchy in determining suitable densities and heights*
4. *Council is generally on track to achieve its 20-year housing target of 8,300 dwellings as per the draft Inner West Subregional Strategy.*
5. *Council encourages resolution of key rezoning issues prior to lodgement of any Development Application for the site*
6. *Any rezoning will be dependent upon a full Planning Proposal process.*
7. *Meetings to discuss further flooding and contamination investigations are encouraged.*

Following further consultation, Council again wrote to Crown Group on 10 September 2015, iterating or raising the following:

- *Flood planning issues (both overland and mainstream) need to be fully addressed before developing urban design principles and massing plans.*
- *An R3 Medium Density Residential zoning is envisaged by Council.*

Copies of both of Council's letters are included at **Appendix L**. All of the issues raised have informed the current proposal, and are addressed through this report.

3.2.2 OTHER LANDOWNERS IN THE PRECINCT

In July 2015, Crown Group mailed letters to all land owners (19) within the Water and Dunlop Streets Industrial Precinct, informing them of the proposed rezoning of the site from IN1 General Industrial to a residential zoning. This letter invited the other land owners in the precinct to join Crown Group in the rezoning process and provided contact details if they wished to participate.

4 Strategic Planning Context

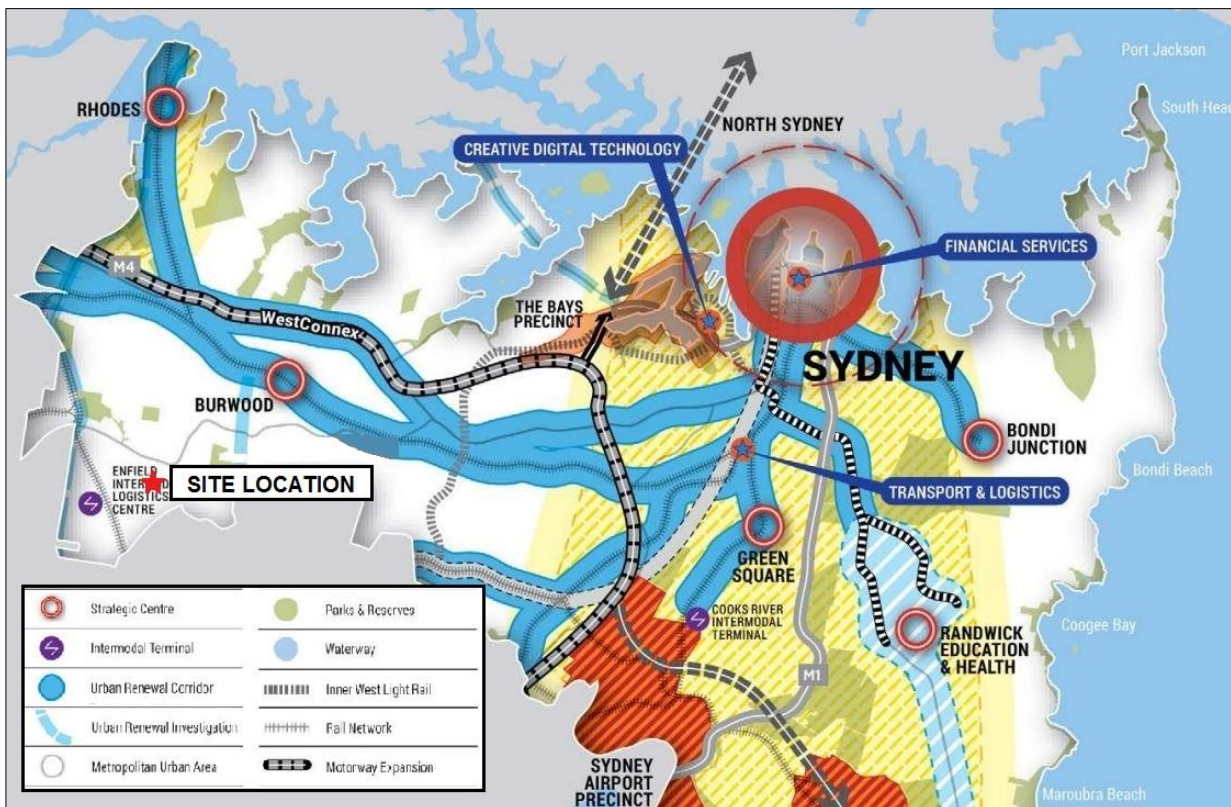
4.1 A PLAN FOR GROWING SYDNEY

A Plan for Growing Sydney, released by the Department of Planning and Environment in December 2014, is the NSW Government's strategic planning vision for metropolitan Sydney. The Plan is focused on creating a competitive economy and accelerating housing supply, choice and affordability. The Plan estimates that Sydney will require an additional 664,000 dwellings by 2031 to cater to the rapidly expanding population.

Under *A Plan for Growing Sydney*, Strathfield LGA is within the Central Subregion. The Plan identifies that Councils in the Central Subregion need to identify suitable locations for housing intensification and urban renewal, particularly in areas with access to good public transit. Listed priorities within the Central Subregion include improving the accessibility of cultural and recreational facilities outside the Sydney CBD and protecting the health of the subregions waterways and aquatic habitats.

The planning proposal assists in meeting the objectives and targets of the *A Plan for Growing Sydney* strategy by increasing housing supply in an area accessible to public transport, community facilities and open space and by improving the health and aquatic habitat of the Cooks River waterway.

FIGURE 17 – A PLAN FOR GROWING SYDNEY – EXTRACT



New sub-regional plans are being prepared based on the new metropolitan strategy; however these are yet to be released. These new subregional strategies will provide an update to specific guidelines on the distribution of growth across the City, however it is expected that all parts of Sydney will have to raise the rate of housing production, particularly along major transport corridors.

4.2 HOUSING AND EMPLOYMENT TARGETS

The Metropolitan Strategy: City of Cities was released by the NSW Government in 2005, stating that the population of Sydney is expected to grow by 1.1 million people between 2004 and 2031. On this basis, the strategy suggested that an additional 640,000 homes would be required in order to cater for this population growth.

Subsequent to this Metropolitan Strategy, draft sub-regional strategies were released in order to apply the Metropolitan Strategy to a subregional and local level. The draft Inner West Subregional Strategy (IWSS), released in 2006, included the council areas of Ashfield, Burwood, Canada Bay, Leichhardt and Strathfield. The IWSS set a dwelling target of 30,000 additional dwellings within the subregion between 2005 and 2031. Across this 25 year period, it was anticipated that 8,300 of these additional dwellings would be located in the Strathfield LGA and the remaining 21,700 dwellings were to be located in the other LGAs. Despite this document being somewhat dated, this is the most recent subregional strategy for the LGA.

As stated in the *Strathfield Residential Land Use Study* (2011) prepared by JBA Planning (see **Section 4.3**), Strathfield Council is required to provide sufficient development capacity across the LGA to reach 70% of the dwelling target in the short term (i.e. by 2021), which represents an additional 5,810 dwellings in Stage 1. The development capacity for the remaining 2,490 dwellings is to be implemented in the long term to 2031 (Stage 2).

The JBA report indicates that the total existing capacity and recently constructed / approved dwellings within the Strathfield LGA equates to approximately 4,900 (as at the time of the report). This represents just under 60% of the overall target for new residential development in the LGA as stipulated in the IWSS (8,300 dwellings by 2031) and a shortfall of approximately 900 dwellings to reach the Stage 1 housing target.

The IWSS also sets an employment capacity target of an additional 12,500 jobs by 2031, increasing from 91,000 in 2001 to 103,500 jobs in 2031. More specifically, the Strathfield LGA was expected to accommodate an additional 1,500 of these jobs, increasing to an estimated 20,700 jobs by 2031. As at the 2011 Census, it was estimated that there were approximately 19,244 jobs within the Strathfield LGA, suggesting that just 3% of this employment target had been reached by 2011.

4.3 STRATHFIELD RESIDENTIAL LAND USE STRATEGY 2011

The Strathfield Residential Land Use Study was adopted by Strathfield Council in November 2011. This study assisted Strathfield Council in accommodating the state dwelling target of 6,300 units across the whole of the LGA. This study recommended the areas where residential growth should occur and helped inform the preparation of the SLEP 2012.

STRATHFIELD SOUTH PRECINCT

The proposed development is located within the Strathfield South Precinct, for which the following recommendations are made:

South Strathfield provides a high level of residential amenity. The low scale residential nature of the precinct is to be retained. It is expected that renewal of housing stock (knock-down, rebuilds) will continue to intensify in coming years. The Water / Dunlop Street industrial area is somewhat isolated from the bulk of Strathfield's industrial and employment lands and access to it is via residential streets. The conversion of this land for residential purposes is supported, subject to acceptable management of flooding and contamination issues. The current rezoning of land at Hill Street, Hillcrest Street and Coronation Parade for residential purposes is supported. Investigate permitting townhouses and / or low rise apartments of the remaining residential sites fronting Ford Park to take advantage of the interface with the open space.

Specific Recommendations and Additional Yield Estimate

The Precinct was investigated for the potential to increase residential capacity. The investigations found that the Precinct may be suitable for increased residential development in the long term and that further investigations should be undertaken to determine a suitable future built form and capacity. At this stage, no increase the development potential of the Strathfield South Precinct is recommended as part of the Stage 1 Strathfield Comprehensive LEP.
(our emphasis)

4.4 STRATHFIELD ECONOMIC LAND USE AND EMPLOYMENT STRATEGY

The Strathfield Economic Land Use and Employment Strategy was adopted by Strathfield Council in June 2012. The purpose of the study was to inform the preparation of the SLEP 2012, to improve the knowledge of Strathfield's economic base and to investigate the economic issues facing the Strathfield LGA. The Strategy focuses on how new jobs can be encouraged through appropriate land use planning and identifies tools to protect business and industrial areas.

Direction 6 of the Strategy is “*Modernising development controls for local and economic advantage*” and Action 6.1 is “*Consider alternative planning controls for Water Street/Dunlop Street*”. Specifically, the Spatial Strategy for Strathfield's Industrial Areas and Town Centres contains six key directions, including:

*More work is required to investigate alternative uses for the Water Street/Dunlop Street Precinct. Ideally, redevelopment of this precinct would involve land ‘pooling’ to **expand the open space corridor adjacent to the river, while allowing for comprehensive redevelopment for medium density residential.*** (our emphasis)

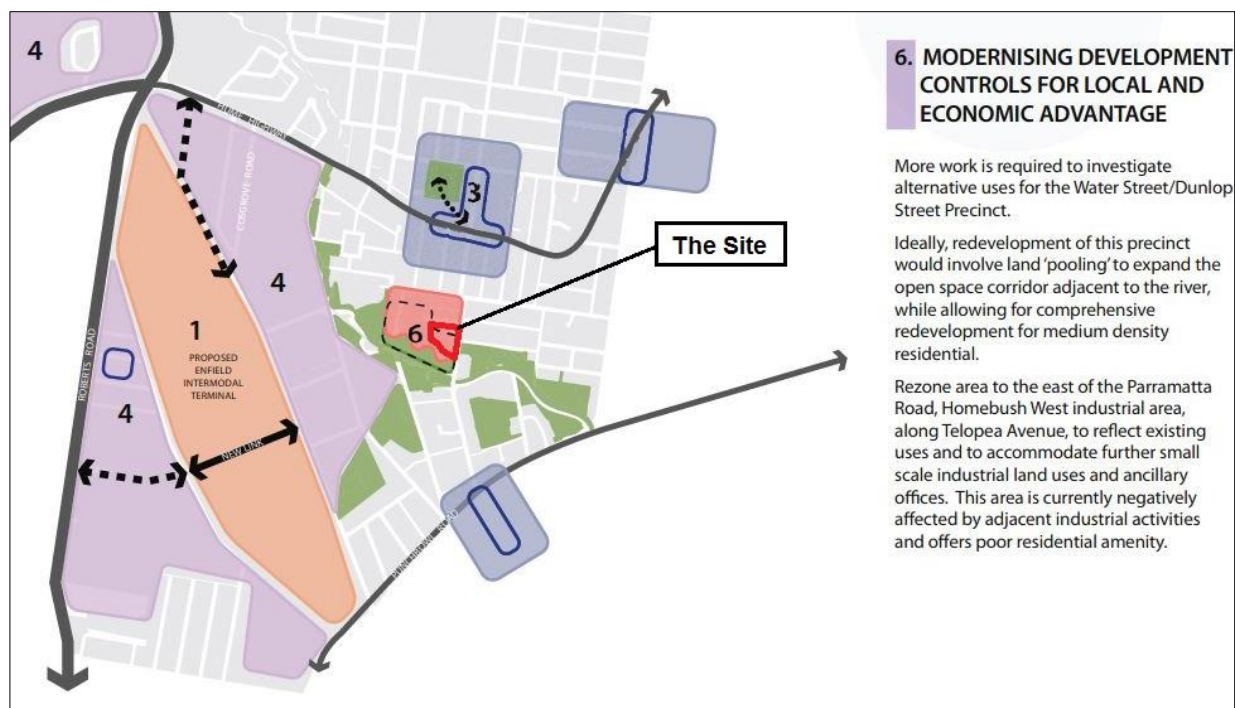
Such residential redevelopment ties in with Direction 3 of the Strategy: “*Concentrating Local Business and Community Activities : Activity Hubs and Local Centres*”:

Increased residential development will bring demand for additional retail and local services. Home-based and local small business opportunities will continue to develop as travel and congestion costs rise. This new development should be focused in three key ‘activity hubs’.

...

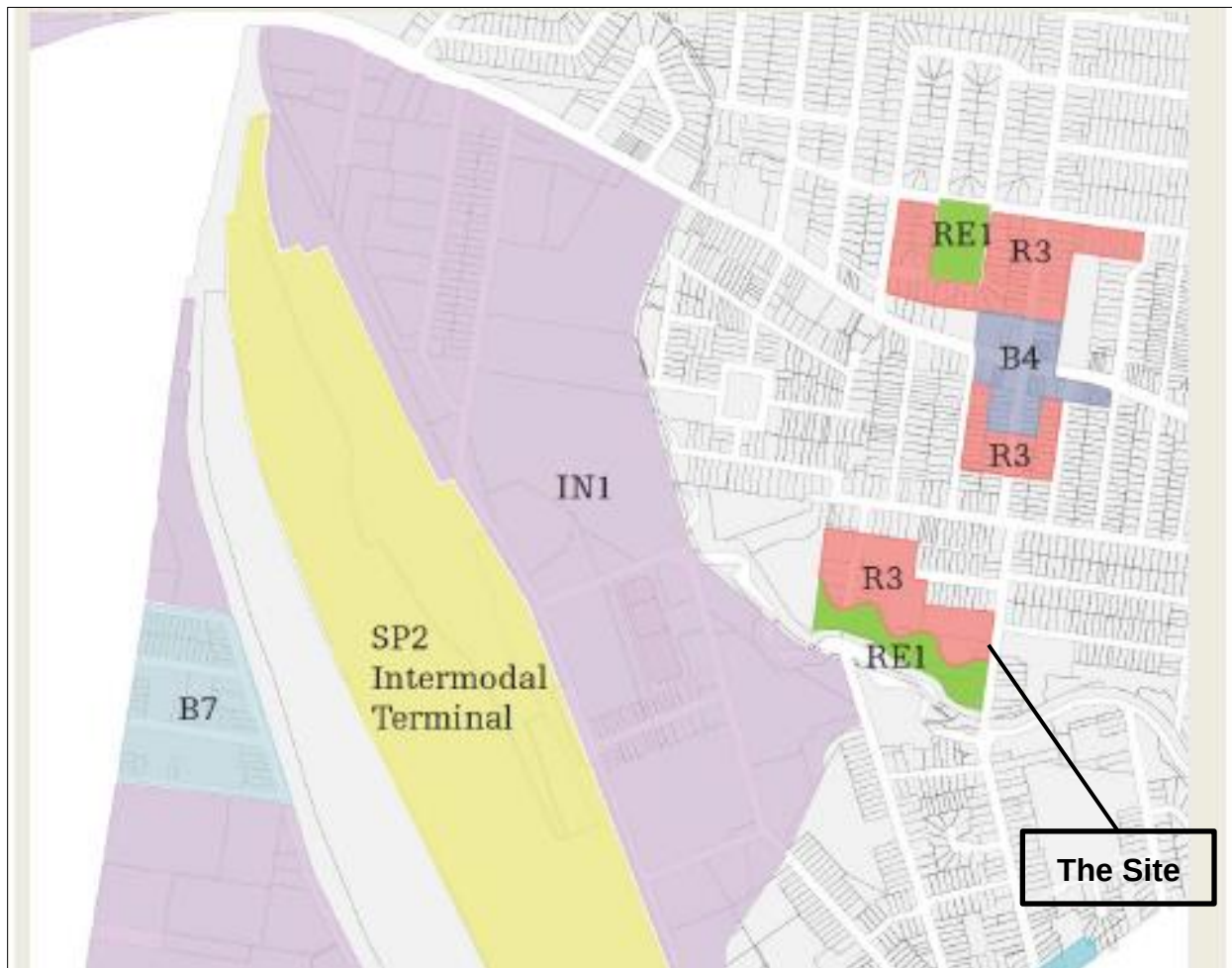
Strathfield South: Develop as a retail and services hub for the southern part of the LGA. Focus retail development on Liverpool Road and extend mixed use development along Homebush Road. Increase density around Edwards Park and link to Liverpool Road. (our emphasis)

FIGURE 18 – EXCERPT OF SPATIAL STRATEGY FOR STRATHFIELD'S INDUSTRIAL AREAS AND TOWN CENTRES



The recommended zonings for Strathfield South Employment Lands are indicated at Figure 6 of the Strategy.

FIGURE 19 – EXTRACT FROM FIGURE 6: RECOMMENDED ZONING: STRATHFIELD SOUTH EMPLOYMENT LANDS



While an R3 Residential zoning is notionally indicated, the strategy is explicit that “more work is required to investigate alternative uses for the Water Street/Dunlop Street Precinct”.

4.5 OTHER URBAN INFILL REZONING PROJECTS

Several precincts of redundant former industrial land similar to the site have been rezoned and developed for medium density residential purposes in recent years. Such sites include:

- Clemton Park Village;
- Sherpherds Bay;
- Harold Park;
- Ashmore Precinct;
- River Vistas; and
- Arlington Grove.

4.5.1 CLEMTON PARK VILLAGE, 60 CHARLOTTE STREET, CLEMTON PARK

TABLE 2 – SUMMARY OF APPROVED CONCEPT PLAN FIGURES

RESPONSIBLE PLANNING AUTHORITY	SITE AREA	FSR	HEIGHT
Canterbury City Council	5.5 hectares	1.5:1	3-8 Storeys

FIGURE 20 – CLEMTON PARK VILLAGE (SOURCE: FRASERS PROPERTY)



4.5.2 SHEPHERDS BAY, MEADOWBANK

TABLE 3 – SUMMARY OF APPROVED CONCEPT PLAN FIGURES

RESPONSIBLE PLANNING AUTHORITY	SITE AREA	FSR	HEIGHT
City of Ryde	6.7 hectares	2.9:1	4-12 Storeys

FIGURE 21 – SHEPHARDS BAY (SOURCE: SHEPHARDSBAY.COM)



4.5.3 HAROLD PARK, GLEBE

TABLE 4 – SUMMARY OF APPROVED STAGE 1 DA FIGURES

RESPONSIBLE PLANNING AUTHORITY	SITE AREA	FSR	HEIGHT
City of Sydney Council	10.63 hectares	1.25:1	3-8 Storeys

FIGURE 22 – HAROLD PARK, GLEBE (SOURCE: HAROLD PARK BY MIRVAC)



4.5.4 ASHMORE PRECINCT, ERSKINEVILLE

TABLE 5 – SUMMARY OF VARIOUS DA FIGURES

RESPONSIBLE PLANNING AUTHORITY	SITE AREA	FSR	HEIGHT
City of Sydney Council	17.4 hectares	1.75:1	3-8 storeys

FIGURE 23 – ASHMORE PRECINCT, ERSKINEVILLE



4.5.5 RIVER VISTAS, 1A MORTON STREET, PARRAMATTA

TABLE 6 – SUMMARY OF APPROVED DA FIGURES

RESPONSIBLE PLANNING AUTHORITY	SITE AREA	FSR	HEIGHT
Parramatta City Council	2.25 hectares	1.29:1	4-11 Storeys

FIGURE 24 –RIVER VISTAS, PARRAMATTA (SOURCE: RIVERVISTAS.COM.AU)



4.5.6 ARLINGTON GROVE, DULWICH HILL

TABLE 7 – SUMMARY OF APPROVED DA FIGURES

RESPONSIBLE PLANNING AUTHORITY	SITE AREA	FSR	HEIGHT
Marrickville Council	10,131sqm	1.98:1	3-8 Storeys

FIGURE 25 –ARLINGTON GROVE, DULWICH HILL (SOURCE: ARLINGTONGROVE.COM.AU)



5 Statutory Planning Context

5.1 STRATHFIELD LOCAL ENVIRONMENTAL PLAN 2012

The *Strathfield Local Environmental Plan 2012* (SLEP 2012) is the principal environmental planning instrument applicable to the site. SLEP 2012 was gazetted on 15 March 2013 and commenced on 29 March 2013.

5.1.1 AIMS OF THE PLAN

The aims of the SLEP2012 and how the proposal responds to them is provided below:

- (a) *to achieve high quality urban form by ensuring that new development exhibits design excellence and reflects the existing or desired future character of particular localities and neighbourhoods in Strathfield,*
- (b) *to promote the efficient and spatially appropriate use of land, the sustainable revitalisation of centres, the improved integration of transport and land use, and an appropriate mix of uses by regulating land use and development,*
- (c) *to promote land uses that provide a wide range of employment, recreation, retail, cultural, service, educational and other facilities for the local community,*
- (d) *to provide opportunities for economic growth that will enhance the local community,*
- (e) *to promote future development that integrates land use and transport planning, encourages public transport use, and reduces the traffic and environmental impacts of private vehicle use,*
- (f) *to identify and protect environmental and cultural heritage,*
- (g) *to promote opportunities for social, cultural and community activities,*
- (h) *to minimise risk to the community by identifying land subject to flooding and restricting incompatible development.*

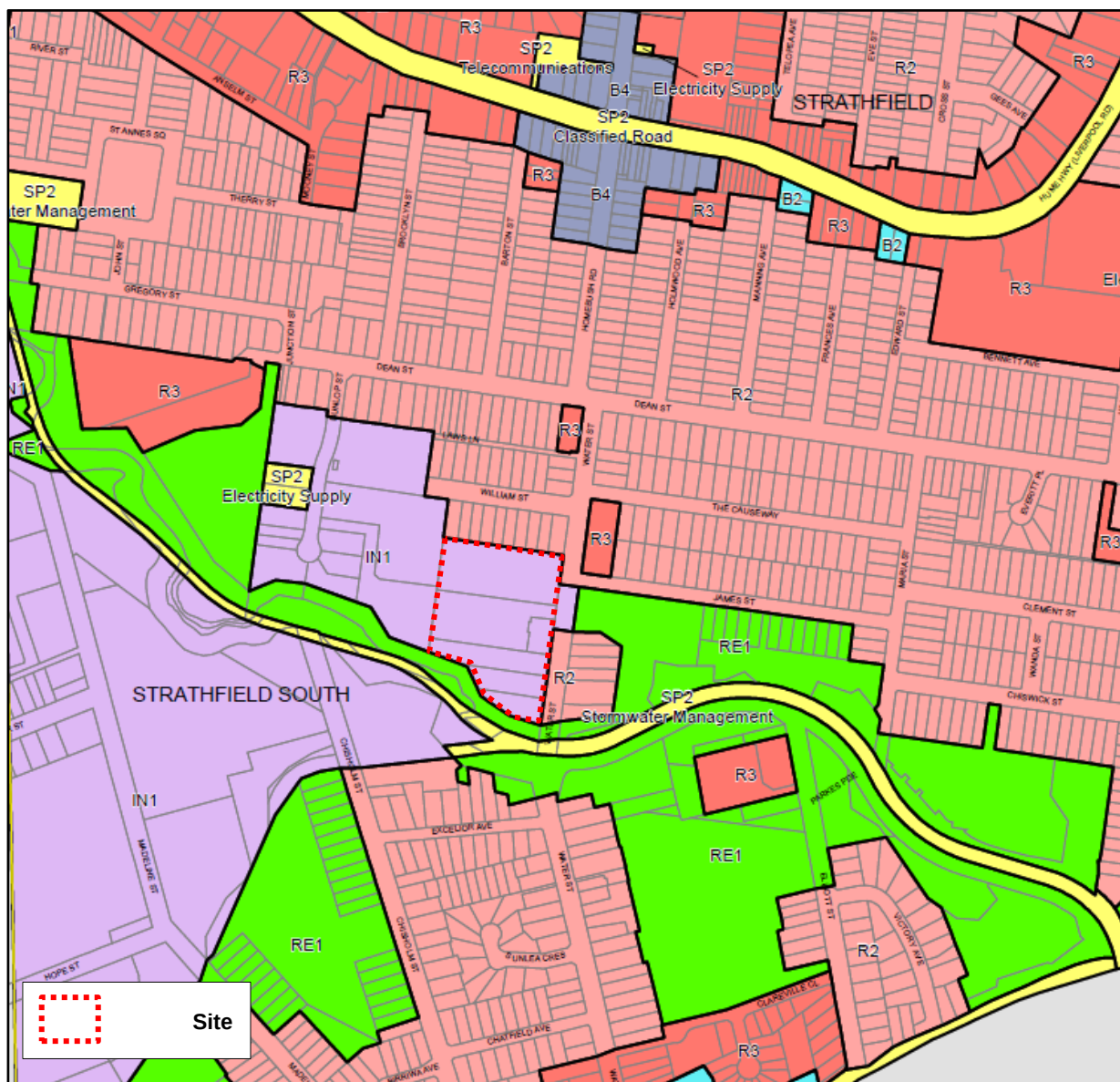
The proposal is consistent with these aims as is outlined in **Section 7.1** of this Planning Proposal and can be seen to specifically meet the objectives of these aims.

5.1.2 LAND USE ZONING

The site is currently zoned IN1 General Industrial under the *SLEP2012*. As demonstrated in **Figure 26**, the surrounding area within the Strathfield LGA is zoned primarily for residential and public recreational uses.

The majority of the Strathfield South industrial area is located south-west of the site. The Cooks River separates the site and adjacent IN1 zoned allotments from the rest of the Strathfield South Industrial Area.

FIGURE 26 – SLEP 2012 – LAND USE ZONING MAP EXTRACT



The existing zoning controls of the site can be seen in **Table 8**.

TABLE 8 – IN1 ZONING CONTROLS IN THE STRATHFIELD LEP 2012

CONTROL	IN1 GENERAL INDUSTRIAL
Zone Objectives	<i>The objectives of the zone are:</i> ▪ <i>To provide a wide range of industrial and warehouse land uses.</i> ▪ <i>To encourage employment opportunities.</i> ▪ <i>To minimise any adverse effect of industry on other land uses.</i> ▪ <i>To support and protect industrial land for industrial uses.</i> ▪ <i>To minimise fragmentation of valuable industrial land, and provide large sites for integrated and large floorplate activities.</i>

CONTROL	IN1 GENERAL INDUSTRIAL
Permissible Development	<i>Agricultural produce industries; Animal boarding or training establishments; Boat building and repair facilities; Car parks; Depots; Environmental protection works; Freight transport facilities; Garden centres; General industries; Industrial retail outlets; Industrial training facilities; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Plant nurseries; Recreation areas; Roads; Sex services premises; Signage; Storage premises; Take away food and drink premises; Timber yards; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Wholesale supplies</i>
Prohibited Development	<i>Any development not specified in item 2 or 3.</i>

Because 'residential accommodation' is not a listed item under permissible development it is therefore prohibited in the zone. In order to facilitate a residential development on the site, amendments to the SLEP2012 are required.

5.1.3 HEIGHT OF BUILDINGS

The SLEP2012 provides a height limit of 12 metres for the site, as seen below in **Figure 27**.

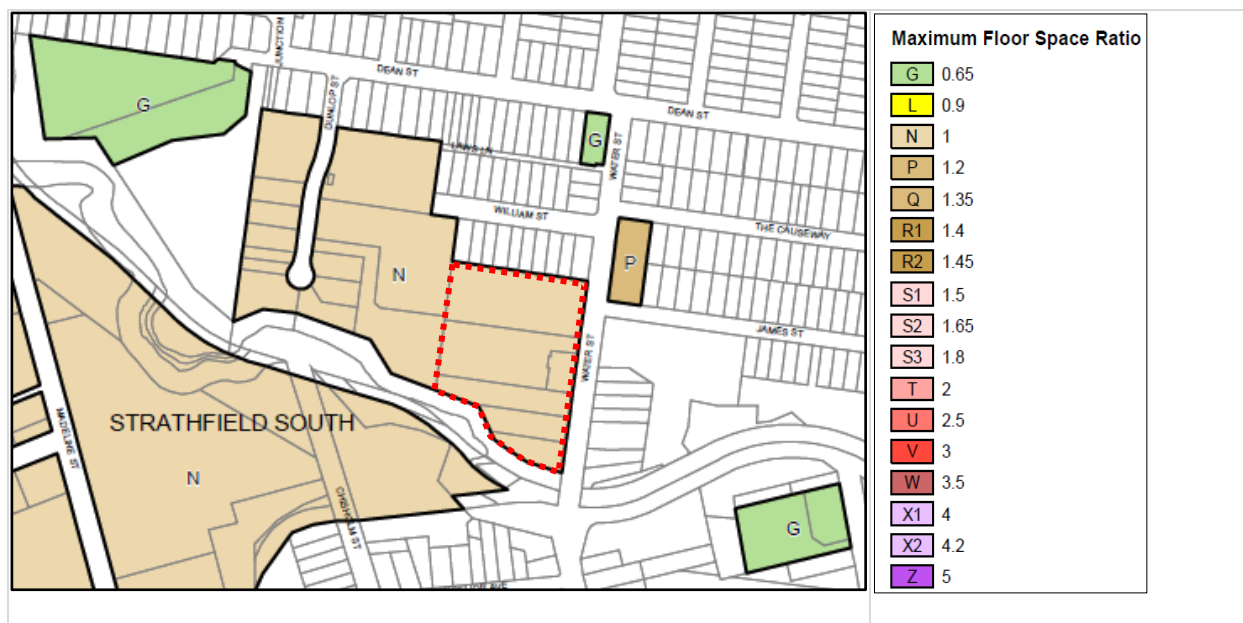
FIGURE 27 – SLEP 2012 HEIGHT OF BUILDING MAP EXTRACT



5.1.4 FLOOR SPACE RATIO

The SLEP2012 applies a 1:1 floor space ratio to the site as seen in **Figure 28** below. The residential lots to the north and the east are not subject to a floor space ratio.

FIGURE 28 – SLEP 2012 FLOOR SPACE RATIO MAP EXTRACT



5.2 STRATHFIELD DEVELOPMENT CONTROL PLAN 2005

The *Strathfield Development Control Plan (DCP) 2005* was adopted by Council on 4 April 2006 and came into force on 3 May 2006. The Strathfield DCP 2005 provides guidelines for new development and encourages high quality design based on sound planning principles, sustainability and to enhance the quality of the landscape, streetscape character and amenity.

Although the SDCP2005 provides general guidelines pertaining to industrial land, residential land and contamination, it does not provide clear direction as to the desired future character of Strathfield South or the Strathfield South industrial area. Detail of the intended character of Strathfield South in accordance with the Strathfield Economic Land Use and Employment Strategy and the Strathfield Residential Land Use Study is discussed in detail in **Section 4.3 and 4.4** respectively.

Further analysis in regards to the Strathfield Development Control Plan 2005 will be undertaken at DA phase.

5.3 SEPP 55 – REMEDIATION OF LAND

The site is currently zoned IN1 and contains a mix of light industrial businesses. SEPP 55 introduces state-wide planning controls for the remediation of contaminated land. As is detailed in **Section 2.2.1** above, given that the site is located on top of a backfilled quarry, contained soil exists on site and SEPP 55 applies to the proposal.

Clause 6 of the SEPP applies to the assessment of the planning proposal:

Contamination and remediation to be considered in zoning or rezoning proposal

(1) *In preparing an environmental planning instrument, a planning authority is not to include in a particular zone (within the meaning of the instrument) any land specified in subclause (4) if the inclusion of the land in that zone would permit a change of use of the land, unless:*

(a) *the planning authority has considered whether the land is contaminated, and*

- (b) *if the land is contaminated, the planning authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and*
 - (c) *if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning authority is satisfied that the land will be so remediated before the land is used for that purpose.*
- (2) *Before including land of a class identified in subclause (4) in a particular zone, the planning authority is to obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.*
- (3) *If a person has requested the planning authority to include land of a class identified in subclause (4) in a particular zone, the planning authority may require the person to furnish the report referred to in subclause (2).*
- (4) *The following classes of land are identified for the purposes of this clause:*
- (a) *land that is within an investigation area,*
 - (b) *land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out,*
 - (c) *to the extent to which it is proposed to carry out development on it for residential, educational, recreational or child care purposes, or for the purposes of a hospital—land:*
 - (i) *in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and*
 - (ii) *on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge).*
- (5) *In this clause, ‘planning authority’ has the same meaning as it has in section 145A of the Act.*

A Contamination Report has been prepared by Ramboll Environ and is included at **Appendix G**. This report concludes that the existing Remedial Action Plan (RAP) documentation, which was prepared for a 2010 concept plan, is considered suitable to support a rezoning application for the site with respect to the requirements of SEPP 55.

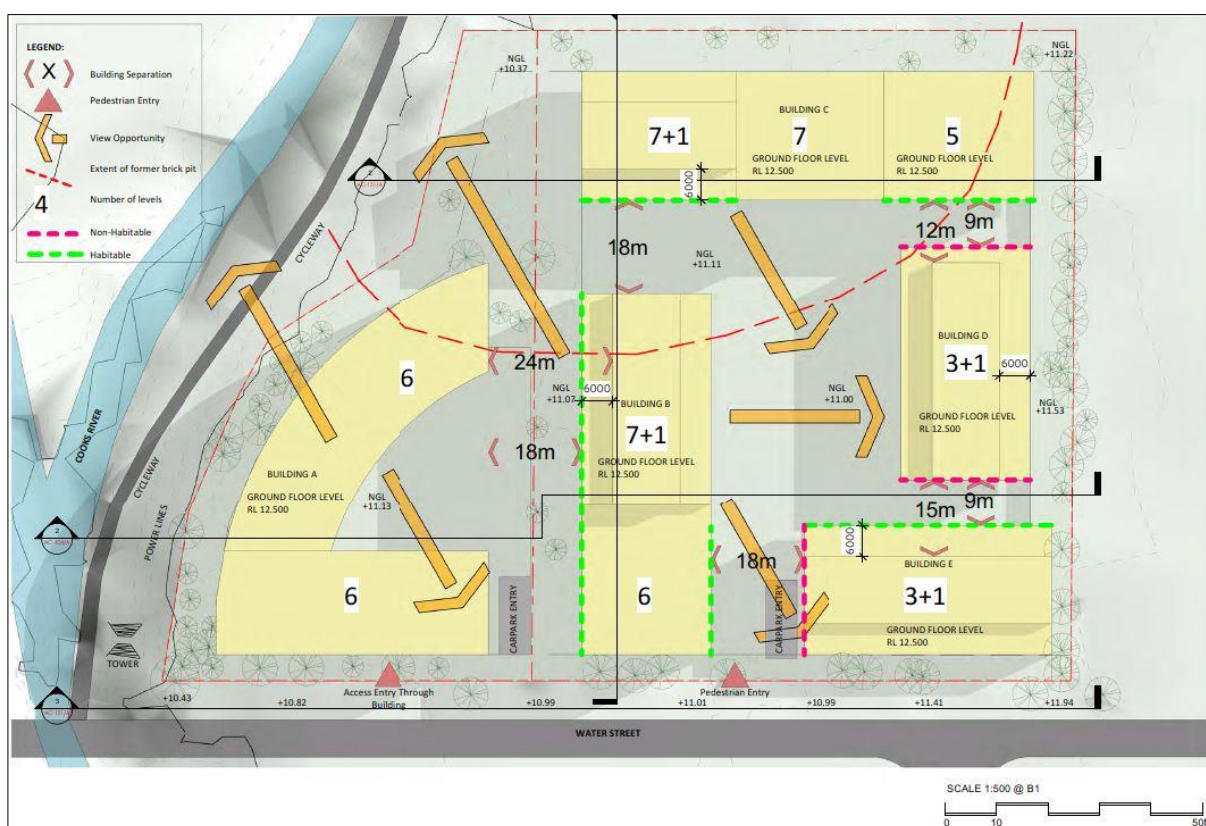
6 Indicative Development Concept

6.1 OVERVIEW

An indicative development concept illustrating the type of development facilitated by the Planning Proposal has been prepared by *Robertson + Marks* and is included at **Appendix A**. The key components of the concept design are described as follows:

- Five buildings of 3 to 8 storeys, with a maximum building height¹ of 28 meters.
- 361 apartments (115 apartments on Site A; 246 apartments on Site B).
- Approximately 595 basement car parking spaces (195 spaces on Site A; 400 spaces on Site B).
- 34,873m² of gross floor area² (GFA), representing a floor space ratio of 1.84:1.

FIGURE 29 – CONCEPT DESIGN – SITE PLAN



It is intended that during the rezoning process, the indicative development concept will be developed into a Stage 1 Development Application or Draft Development Control Plan (DCP) in consultation with Council.

¹ **building height** (or **height of building**) means the vertical distance between ground level (existing) and the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like (SLEP 2012).

² **gross floor area** means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes: (a) the area of a mezzanine, and (b) habitable rooms in a basement or an attic, and (c) any shop, auditorium, cinema, and the like, in a basement or attic, but excludes: (d) any area for common vertical circulation, such as lifts and stairs, and (e) any basement: (i) storage, and (ii) vehicular access, loading areas, garbage and services, and (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and (g) car parking to meet any requirements of the consent authority (including access to that car parking), and (h) any space used for the loading or unloading of goods (including access to it), and (i) terraces and balconies with outer walls less than 1.4 metres high, and (j) voids above a floor at the level of a storey or storey above (SLEP 2012).

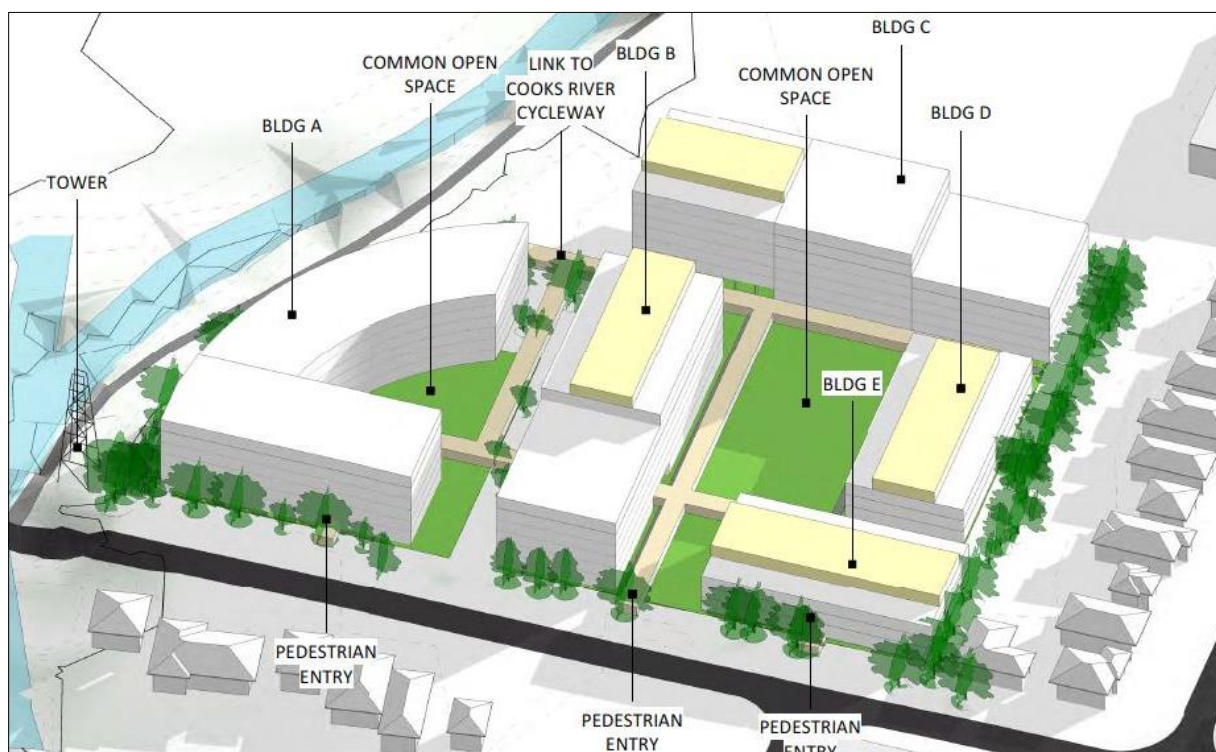
TABLE 9 – NUMERIC OVERVIEW OF INDICATIVE DEVELOPMENT CONCEPT

SITE A				
	STOREYS	CAR PARKING	LANDSCAPE AREA	DEEP SOIL ZONE
Building A	6	Approx. 195 spaces	1,182m ²	2,247m ²
SITE B				
	STOREYS	CAR PARKING	LANDSCAPE AREA	DEEP SOIL
Building B	6-8	Approx. 400 spaces	4,634m ²	3,212m ²
Building C	5-8			
Building D	4			
Building E	4			
Totals:		Approx. 595 spaces	5,816m ²	5,459m ²

6.2 BUILT FORM

The built form of the indicative development concept is illustrated at **Figure 30** and detailed at **Table 9**.

FIGURE 30 – CONCEPT DESIGN – PERSPECTIVE



A design Statement prepared by Robertson + Marks Architects is included at **Appendix B**. Rendered sketches of the indicative development concept are included at **Figure 31**.

FIGURE 31 – INDICATIVE DEVELOPMENT CONCEPT – RENDERED PERSPECTIVES



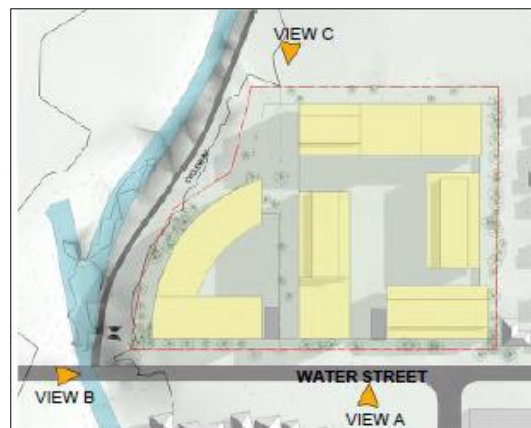
PICTURE 10 – VIEW A



PICTURE 11 – VIEW B



PICTURE 12 – VIEW C



PICTURE 13 – KEY TO VIEW IMAGES

6.3 URBAN DESIGN PRINCIPLES

The following high level Urban Design Principles for the site have been developed by GMU:

- *Provide lower scale buildings along the northern boundary in response to the existing context with medium scale towards Water Street and the existing parks;*
- *Allow for small increase in street wall height on the corners to mark the entries to the precinct from the outside;*
- *Create a series of communal open spaces integrated with the new pedestrian and cycle network;*
- *Create new road connections and shared areas allowing access for the wider community from the north and east; and*
- *Concentrate taller built forms towards the river and marking the main links.*

A full copy of the GMU Urban Design Study is provided at **Appendix D**, and includes the following specific Urban Design Objectives and Guidelines for the site. These guidelines and objectives have been developed to inform a future site specific DCP.

Maximum Building Heights

Objectives

- *To achieve an appropriate height transition responding to the existing and future desired context within the area;*
- *To concentrate height to the south-west corner of the site and minimise any adverse visual impacts to the surrounding context; and*

- To ensure the orientation of the buildings allowing maximum solar access to the communal open spaces within the site.

Guidelines

- A general street wall height of 3 storeys to Water Street and the northern boundary;
- Ground level can be raised up to 1.2m for increased overlooking of the public domain and mitigation of potential flooding issues, with a landscaped edge, where possible.
- A maximum street wall height of up to 4 storeys to the corner of Water Street and Cooks River;
- A maximum building height of up to 5 storeys set back along Water Street and the northern boundary;
- A maximum building height of up to 8 storeys along the Cooks River, as a marker and focal point for the pedestrian and open space network;
- Set back upper levels for the tallest forms; and
- Create variety of heights within the site.

Building Setbacks and Separations

Objectives

- To achieve desirable setbacks to contribute to the prevailing streetscape and existing and future character of the area; and
- To achieve appropriate separation distances between built forms ensuring high levels of amenity for the future residents and adjoining residential properties.

Guidelines

- Min. 4.5m front setback to Water Street;
- Additional 3m for the levels above streetwall height along Water Street and to the north boundary;
- Min. 9m setback to the southern boundary with the Cooks River, providing an extension of the public parkland;
- Min. 9m setback to the northern and western boundaries, providing a deep soil zone;
- Min. 9m between the low scale buildings along Water Street;
- Min. 12m between the low scale buildings along the northern side boundary;
- Min. 18m between the main taller building and buildings along the northern and the western boundaries.

Open Space

Objectives

- To provide a network of generous communal open spaces to cater for passive and active recreation opportunities for future residents;
- To enhance connectivity with the Cooks River and associated open spaces;
- To contribute to the improvements to the riverfront open space; and
- To provide sufficient deep soil zone for the healthy growth of mature trees on site allowing water filtration and the reduction of stormwater run-off.

Guidelines

- Provide community or bicycle storage facilities on the ground level where the site is affected by flooding;
- Provide a series of communal open spaces between the proposed built forms with good solar access of no less than 2 hours between 9am and 3pm in midwinter;
- Provide pocket parks as connections from the communal open spaces to the Cooks River and its riverfront open space;
- Min. 6m for deep soil zone along northern, boundaries to ensure landscape setting to the context;
- Min. 3m for deep soil zone along the eastern boundary fronting Water Street; and
- Provide landscape design that includes feature, flowering trees or other landscape features to enhance way-finding, contribute to the landscape character of the site and promote a stronger 'sense of place and community'.

Access

Objectives

- *To improve the site's accessibility and strengthen its connection to surrounding open space networks; and*
- *To provide a number of residential access points to activate Water Street and communal open spaces.*

Guidelines

- *Maximum 2 vehicular access points along Water Street to be located no closer than 6m from the pedestrian network;*
- *Provide street access directly to ground floor units along Water Street; and*
- *Provide an internal pedestrian network connecting the site to Cooks River and surrounding parks and to the potential new network on the adjacent industrial land.*

Shadow Impacts

Objectives

- *To minimise overshadowing impacts to surrounding public open spaces in midwinter;*
- *To ensure SEPP 65 compliance with solar and daylight access to the proposed units; and*
- *To provide high levels of solar access to the communal open spaces within the site.*

Guidelines

- *Sculpt the proposed built form to create fast moving shadows to the Cooks River foreshore and Dean Reserve;*
- *Provide a minimum of 2 hours of solar access between the hours of 9am and 3pm in mid-winter to at least 50% of the communal open space.*

Design Excellence

The proposal is required to achieve design excellence through the following guidelines:

- *Design concepts are to achieve an appropriate articulation of the buildings with insets that divide the volume vertically and setbacks which divide volumes horizontally to create appropriate proportions of building elements and minimise the appearance of building bulk and scale to the surrounding open space.*
- *High quality materials including a variety of natural materials are to be used for all buildings, the public domain and the private domain.*

6.4 OPEN SPACE AND LANDSCAPE

An indicative landscape concept has been prepared by Marks + Robertson Architects and is included at **Appendix A** and **Figure 32**. This will be expanded through landscaped works to the Cooks River corridor the subject of the Public Benefit Offer at **Section 6.9**.

FIGURE 32 – LANDSCAPE CONCEPT PLAN



6.5 PARKING AND VEHICULAR ACCESS

Vehicular access to the basement level parking is provided via two separate two way driveways along Water Street. Two basement level car parks are proposed, which will contain a total of 607 parking spaces. A Transport Impact Assessment of the indicative development concept was prepared by GTA Consultants and is provided at **Appendix E**. The assessment discuss the existing road, traffic, public transport and pedestrian and cycle conditions; the proposed development; and car parking.

The following conclusions are outlined in the Transport Impact Assessment:

- *The existing industrial buildings cover a site area of 13,191m².*
- *The site is however not developed to a density of a modern industrial use. The current GFA of the buildings is only 3,815m², which is only 28% of the site area.*
- *Any reuse of the site for industrial use would probably result in a minimum of 50% of the site area being used as GFA – that is approximately 6500m²*
- *The site is currently zoned “IN1”General Industrial under Strathfield Environmental Plan 2012. It is proposed to seek rezoning of the site to Medium Density Residential.*
- *The proposal will involve demolition of the existing buildings and construct residential building accommodating 371 apartments.*
- *The vehicular access for the proposed development would be via two driveways off Water Street. This will replace the existing seven driveways used by industrial sites.*
- *The proposed development generates a statutory parking requirement of 579 spaces.*
- *Car parking would be provided to comply with Council’s requirement.*
- *The residential development would generate approximately 2.5 vehicles per minute during the peak hour.*
- *The comparison of the traffic generation from an industrial use and the proposed residential use indicates that the proposed development would generate about 101 additional vehicle trips during the peak hour compared to the existing use (which is approximately 1.5 vehicles per minute).*

- *Although the increase in additional vehicle trips is relatively minor, it is expected that that intersection modelling would be required in any subsequent development application to assess the impacts of the residential traffic on nearby intersections.*
- *The proposed residential development would generate predominantly light vehicle movements and these would replace the relatively high proportion of heavy vehicle movements generated by an industrial use. As the surrounding properties are generally low and medium density residential uses, the removal of heavy vehicle movements to and from the site would enhance the amenity for existing residents.*

6.6 FLOOD MITIGATION AND DRAINAGE

A Flood Impact Assessment Report was prepared by WMA Water and is included at **Appendix F**. In summary, the Flood Impact Assessment states that the 100 year ARI flood, whether from overland flows or surcharging of the Cooks River, presents a relatively low risk to life and property because the depths are relatively shallow. This suggests that more frequent events would present lesser risk still. The report goes on to clearly detail the ways that the risk of flooding to units, the basement car park and vehicular and pedestrian access can be managed.

6.7 PRECINCT WIDE CONCEPT

GMU has prepared an analysis and design principles for the rezoning of the Water Street Industrial Precinct which are included in the Urban Design Study provided at **Appendix D**. The vision for the rezoned precinct is detailed below.

The Vision

The current industrial precinct will be a vital element in the future of South Strathfield as it will create an opportunity to revitalise the Cooks River foreshore and enhance permeability of the area by providing new links between open spaces as well as creating new focal points for public gathering.

The potential built form will respect the existing context, but also mark the potential for a future transition in scale. The taller built form will mark the new enhanced foreshore and the parks on a journey along the river connecting different suburbs. It will establish a new character for Strathfield South as a modern suburb providing quality spaces and amenity for future and existing residents.

FIGURE 33 – PRECINCT CONCEPT PLAN (SOURCE: GMU DESIGN)



6.8 HEART FOUNDATION CHECKLIST

In October 2009, the Heart Foundation (NSW) commissioned a telephone survey of 1403 randomly selected adults in Sydney, Melbourne, Brisbane, Adelaide and Perth seeking to identify what is important to people in deciding where to live. The following Active Living features were rated as important or very important -

- Being within walking distance to public transport (69%);
- Being within easy walking distance to local services such as shops or cafés (64%);
- Having a paved or concreted footpath in every street (51%); and
- Being within easy walking distance to a local park (46%),

And were all deemed to be higher priorities than:

- Having a two-car garage (44%); and
- Having a large backyard (39%).

In response to the above, the Premier's Council for Active Living (PCAL) developed the checklist at **Table 10** describing key Outcomes Sought from developments in relation to various Active Living Principles. In short, 'Active Living' refers to opportunities for incorporating physical activity into the routines of daily life, as well as for sport and recreation.

As detailed at **Table 10**, this Planning Proposal, and the indicative development concept are consistent, or can be made consistent at DA Stage with all the requirements of the Heart Foundation Checklist.

TABLE 10 – HEART FOUNDATION CHECKLIST

OUTCOME SOUGHT	COMMENT
Walking is Convenient, Safe and Attractive	
W1 Footpaths are provided at all street frontages (both sides where possible).	Consistent
W2 Movement past and through the site is facilitated (including possible through-site connections).	Public access is provided along the Cooks River Cycleway and the Water Street frontage, residents and guests will have free access through the site.
W3 Public facilities are provided for the comfort of walkers (i.e. shade, shelter, seating).	Facilities are provided for all residents and guests within the site and enhancement works are proposed to the Cooks River foreshore reserve and cycleway as part of a Public Benefit Offer.
W4 Appropriately located pedestrian entrances (i.e. direct and convenient access from streets and adjacent uses; separated from traffic; prominent and well-lit, with passive surveillance).	Consistent
W5 Speed of vehicles is controlled through the design of the development (for example, narrower road widths, intersections, shorter straight lengths, pedestrian friendly car park entries), rather than by relying on retrofitting traffic calming devices.	To be detailed at DA stage.
Outcome Sought: Streets and Pathways Integrate with the Adjoining Urban Structure to Improve Connectivity and Reduce Local Travel Distances	
W6 Streets and pathways connect logically to existing vehicle, pedestrian and cycle networks and do not simply stop at the site boundary.	Pedestrian and cycle links are proposed from within the site to the adjacent Cooks River Cycleway and to Water Street.
W7 A choice of routes are provided, leading to local destinations and focal points (such as shops, schools, parks and public transport stops).	Consistent
W8 Routes are unobstructed, continuous and direct.	Consistent
W9 Safe and easy access across streets is provided (e.g. pedestrian crossings and other aids, close to the direct line of travel).	Consistent
Walking and Cycling is Supported and Promoted	
A1 Appropriate walking and cycling infrastructure is provided. This includes: • Walking and cycling pathways provided to all building entrances. • Shared paths are carefully designed, with sufficient width, adequate sightlines, gentle gradients and turns, and marked centrelines. • Space provided on streets for cyclists, with appropriate signage and road markings where dedicated cycle lanes aren't provided.	To be detailed at DA stage.
A2 Design reduces conflict with traffic. This includes: • Treatment of building entrances. • Roundabouts are minimised as an intersection treatment. • Dedicated cycle lanes provided on high volume roads.	Consistent

OUTCOME SOUGHT		COMMENT
A3	Provision of conveniently located, safe bicycle parking areas which satisfies the rate of provision specified in NSW Guidelines. ⁷ A4 Provision of amenities (e.g. changing rooms and showers) for men and women.	Consistent
Public Transport is Available and Accessible		
A5	Pathways directly link to the nearest public transport stops. Ideally public transport stops should be located within walking distance (i.e. 400 metres along a connected pathway) of all dwellings, workplaces and businesses.	Multiple pathways are proposed from within the site to relocated and improved bus stops along Water Street.
A6	Where the development proposes new streets, major streets are designed to accommodate bus access.	N/A
A7	Where the development is located adjacent to a bus route, bus stops are provided or upgraded along the street frontage (i.e. shelter and seating).	Existing bus stops along Water Street will be relocated closer to the site and replaced with improved facilities and associated landscaping.
Reduce the Need to Travel by Car		
A8	Trip generating land uses which meet local need are incorporated in the development (e.g. convenience shopping facilities, workplaces, and community facilities).	Various amenities (including a pool and gym) are provided within the site for all residents and guests.
A9	Residential densities near public transport corridors and service nodes are maximised appropriately.	Consistent
A10	Prioritisation of pedestrians and cyclists over vehicular access routes.	Consistent
A11	TMAP / Travel Plan / Transport Access Guide prepared to encourage the use of alternative forms of transport.	A Transport Impact Assessment has been prepared by <i>GTA Consultants (Appendix E)</i> that reviews and encourages the use of alternative forms or transport.
A12	Priority parking provided for car pooling and car sharing.	Consistent
A13	Car parking levels provided are appropriate to the location and nature of the development and its accessibility to public transport.	Consistent
Streetscape and Pedestrian Environment are Recognisable and Coherent		
L1	Design encourages user familiarity (e.g. the development's design statement defines a coherent local identity and character; consistent themes are embraced).	Consistent
L2	Legible street and pathway layout proposed (i.e. streets are of a modified grid layout, with a regular, permeable block structure and smaller block sizes).	Consistent
L3	Orientation features (such as landmarks and key sites) incorporated into public domain planning (e.g. streets and pathways).	Consistent
Residents, Employees and Visitors are Informed		
L4	Localities, pathways and junctions are well signposted. Directional signage	Consistent

OUTCOME SOUGHT	COMMENT
provided to key points, such as bus stops and cycle routes.	
L5 Way Finding Strategy proposed for larger scale development. Wayfinding incorporates the processes of knowing where you are, where you are going to, the best way to get there, recognising when you have arrived at your destination and knowing how to leave the area.	N/A
Places which are Welcoming, Activated and Stimulating	
Q1 Attractive and welcoming building frontages proposed, which address the street.	Consistent
Q2 Building form contributes to the character of the streetscape.	Consistent
Q3 Active frontages incorporated where possible. Non-residential land uses are co-located in focal points at places of high accessibility.	N/A
Q4 Preparation of/ contribution to a Public Domain Plan.	A draft Public Benefit Offer that details improvements to the public domain is included at Section 6.9 of this report.
Q5 Landscape design creates an attractive and distinct identity (via street trees, landscape elements and street furniture).	Consistent
Places which are Safe	
Q6 Adherence to Crime Prevention Through Environmental Design (CPTED) principles, demonstrated by Crime Risk Assessment (i.e. surveillance, territorial reinforcement, access control and space management).	Upon receiving Gateway approval for this Planning Proposal, a CPTED analysis will be included as a component of a DA for the site.
Q7 Design minimises conflict between pedestrians, cyclists and vehicles. For example, cyclists and pedestrians are separated on major routes.	Consistent
Q8 Public domain is well-lit.	Consistent
Access to Usable Open Space, with Facilities for different Ages, Abilities and Ethnicities	
Q9 Adequate levels of usable open / communal space located in prominent and accessible locations.	Consistent
Q10 The size, layout and facilities within open / communal space provide for socialisation and activity and are capable of accommodating a variety of uses which reflect the likely demography and social needs of residents.	Consistent
Opportunities to Interact	
S1 Provision of an on-site focus for social interaction (e.g. communal open space, meeting room, communal garden (possibly roof-top/ podium)).	Consistent
S2 For larger scale development, access provided to facilities which satisfy residents' social, cultural, recreation and health needs (on-site where possible).	Consistent
S3 Provision of visually interesting, safe places to stop and rest - internally and along frontages in the public domain.	Consistent
S4 Provision of a new residents' "Welcome Pack".	To be detailed at DA stage.
S5 Promotes a street focus (e.g. active land uses, building addresses the street).	Compliant

OUTCOME SOUGHT	COMMENT
Barrier Free Movement and Entry	
S6 Compliance with Disability Discrimination Act (DDA) requirements and local accessibility standards, demonstrated by an Accessibility Assessment.	Upon receiving Gateway approval for this Planning Proposal, an Accessibility Assessment will be included as a component of a DA for the site

6.9 PUBLIC BENEFIT OFFER

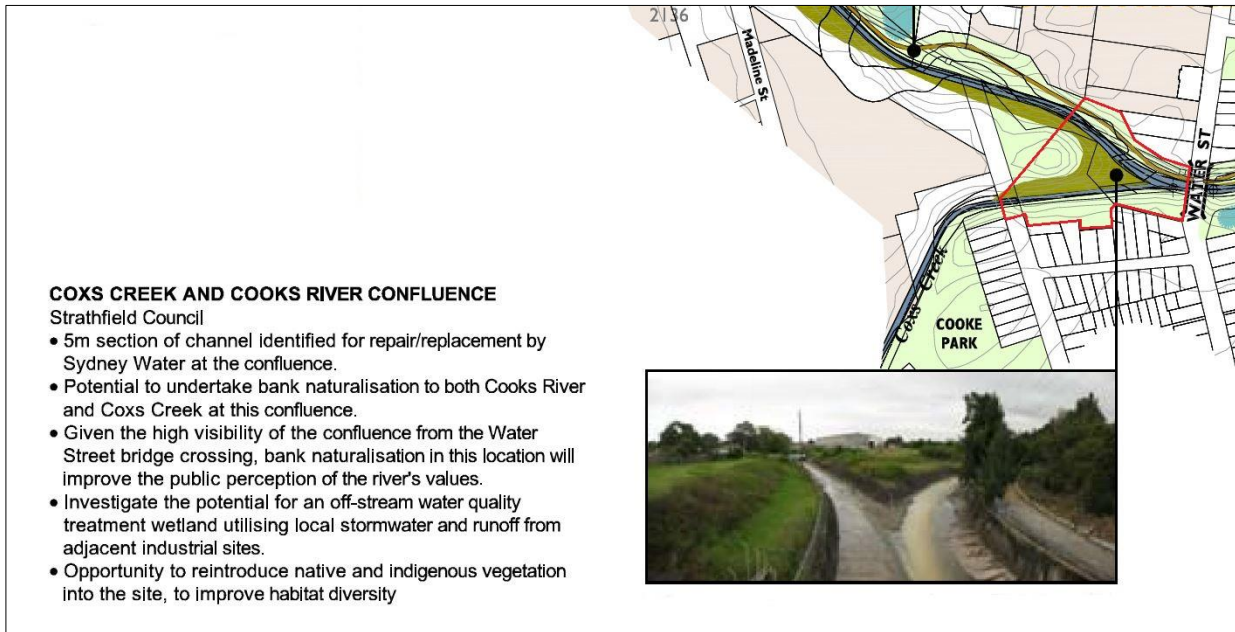
Under section 93F of the EP&A Act, a proponent may enter into a Voluntary Planning Agreement (VPA) where a change is sought to an environmental planning instrument, under which the developer agrees to dedicate land, pay a monetary contribution and/or provide any other material public benefit in association with the change to the environmental planning instrument. A draft VPA is normally prepared following 'Gateway' approval of a Planning Proposal and the associated Public Benefit Offer.

The proponent is prepared to enter into discussions with Council to contribute to a range of Public Benefits in association with this Planning Proposal, which may include:

- Funding a portion of the implementation of Sydney Water's Cooks River Bank Naturalisation Project, along Cox's Creek between Chisholm and Water Streets and along that section of the Cooks River immediately adjacent to the site (see **Figure 34**).
- Enhancement works to the Cooks River foreshore reserve and cycleway adjacent to the site.
- Relocation and replacement of the existing north bound and south bound Water Street bus stops adjacent to the site with improved covered facilities and associated landscaping.
- Funding of a widened pedestrian/cycle path cantilevered off the existing Water Street Bridge over Cooks River.

Following preliminary review of this Planning Proposal, the proponent will confirm further details of the proposed Public Benefit Offer, and provide a Quantity Surveyor's confirmation of their cost. Once the Planning Proposal receives 'Gateway' approval, this Public Benefit Offer will be translated into a Draft VPA for exhibition with the Draft LEP Amendment.

FIGURE 34 – COOKS RIVER BANK NATURALISATION PROJECT MAP EXTRACT



7 Planning Proposal

It is proposed to rezone the site from IN1 General Industrial to R4 High Density Residential, to increase the Building Height from 11 metres to 28 metres and to increase the FSR standard from 1:1 to 1.85:1. Details of the concept design can be seen in **Figure 30**, **Figure 31** and **Figure 32** and in **Appendix A**.

The Planning Proposal seeks to amend the current provisions of the SLEP2012 in order to facilitate a residential development including a range of conventional residential apartments and associated landscaping through the site. It is also envisaged that a VPA with Strathfield Council will be negotiated and agreed so as to create a future plan to naturalize the Cooks River and to improve adjacent pedestrian and bicycle access within the vicinity of the site.

This Planning Proposal has been prepared in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* with consideration of the Department of Planning and Infrastructure 'Guide to Preparing Planning Proposals' (2012). Accordingly, the Planning Proposal is addressed in the following four parts:

- **Part 1:** A statement of the objectives or intended outcomes of the proposed amendment.
- **Part 2:** An explanation of the provisions that are to be included in the proposed amendment.
- **Part 3:** The justification for those objectives, outcomes and the process for their implementation.
- **Part 4:** Maps, where relevant to identify the intent of the Planning Proposal and the area to which it applies.
- **Part 5:** Details of community consultation that is to be undertaken for the planning proposal.

Discussion for each of the above parts is presented in the following sections.

7.1 PART ONE: OBJECTIVES AND INTENDED OUTCOMES

The key objective of this Planning Proposal is to amend the provisions of SLEP 2012 to enable the redevelopment of 7-33 Water Street, Strathfield South. The proposed amendments to the 'land zoning', 'height of buildings' and 'floor space ratio' maps aim to facilitate a development which achieves the following:

- Delivering residential housing in response to the identified need outlined by State and Local planning strategies situated close to facilities and services.
- Providing opportunities for improvement to the wider public domain including relocation and replacement of the existing Water Street bus stops adjacent to the site.
- Providing a catalyst to further renewal of the Water Street/Dunlop Street Precinct.
- Transformation of an underutilised industrial site into a vibrant residential development.
- Provisions of a range of dwelling types in close proximity to transport, schools, open space, retail and support services.
- Utilisation of existing infrastructure and services.

The intended outcome of this Planning Proposal is to amend the SLEP 2012 to allow for the redevelopment of 7-23 & 25-33 Water Street, Strathfield South, incorporating residential flat buildings, associated communal open space and basement parking, a community room and enhancement and expansion of the adjacent Cooks River Open Space Corridor.

Conceptual designs for the redevelopment of the site have been prepared and are discussed in **Section 6** of this Report. However, the scheme will be refined as part of the DA process once the Planning

Proposal has been endorsed by Council and the DPI 'Gateway' issue a determination that supports the preparation of an LEP amendment.

7.2 PART TWO: EXPLANATION OF PROVISION

The objectives and intended outcomes of the Planning Proposal will be achieved by amending the 'land zoning', 'height of buildings' and 'floor space ratio' maps of the Strathfield Local Environmental Plan 2012 as they apply to the site as follows:

- Amendment to the Strathfield LEP 2012 Land Zoning Map, rezoning the site R4 High Density Residential.
- Amendment to the Strathfield LEP 2012 Building Height Map allowing new built form up to 28 metres in height.
- Amendment to the Strathfield LEP 2012 Floor Space Ratio Map allowing new built form up to an FSR of 1.85:1.

Existing Land Zoning, Building Height and Floor Space Ratio Maps are shown in **Section 5, Figure 26, Figure 27 and Figure 28** of this Planning Proposal.

SITE SPECIFIC DEVELOPMENT CONTROL PLAN

It is also anticipated that the Planning Proposal will be accompanied by the preparation of a site specific development control plan or Stage 1 DA that would further detail the key parameters of development on the site including matters such as:

- Building massing
- Building typologies
- Active frontages
- Site remediation

However, it is anticipated that the above document will be developed following preliminary review of this Planning Proposal by Council.

7.3 PART THREE: JUSTIFICATION

7.3.1 SECTION A – NEED FOR THE PLANNING PROPOSAL

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

This Planning Proposal has been prepared with reference to the Strathfield Economic Land Use and Employment Strategy and the Strathfield Residential Land Use Study which both propose a medium density outcome for the site and adjacent allotments.

The findings and recommendations of this report and attachments will inform an update to Council's planning controls for the site. The concept designs, attached at **Appendix A** are the product of feasibility studies involving an economic analysis of the indicative design and relevant policies.

In addition to the alignment with the findings of the Strathfield Economic Land Use and Employment Strategy and the Strathfield Residential Land Use Study, the proposal is also consistent with *A Plan for Growing Sydney* that set out goals to respond to housing demand by creating additional dwellings. This document is detailed further in **Section 4.1** of this report.

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

If the current controls remain, industrial activity and employment will continue to decline. The proposed rezoning and concept medium density residential scheme is the most appropriate way of increasing housing opportunities in the LGA, whilst subsequently improving amenity on the site and the immediate vicinity through the naturalization of the Cooks River bank.

The proposed rezoning and subsequent changes to the SLEP 2012 Zoning, Building Height and Floor Space Ratio standards are therefore the best means of achieving the aforementioned development objectives.

7.3.2 SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

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

A PLAN FOR GROWING SYDNEY

A *Plan for Growing Sydney*, released by the Department of Planning and Environment in December 2014, is the NSW Government's strategic planning vision for metropolitan Sydney. The Plan is focused on creating a competitive economy and accelerating housing supply, choice and affordability.

The Planning Proposal's consistency with the relevant *Goals* and associated *Directions* outlined in the Plan is addressed in the following table.

TABLE 11 – A PLAN FOR GROWING SYDNEY GOALS, DIRECTIONS AND ACTIONS

GOALS, DIRECTIONS AND ACTIONS	RESPONSE
GOAL 2: A city of housing choice, with homes that meet our needs and lifestyles	
<u>Directions / Actions:</u> - Accelerate Housing Supply Across Sydney - Accelerate Urban Renewal Across Sydney – Providing Homes Closer To Jobs - Improve Housing Choice To Suit Different Needs And Lifestyles	- The proposal will deliver appropriately located housing to meet Sydney's growth. - The proposal will accelerate urban renewal by converting existing underutilized light industrial land to medium density residential within a 35 minute commute to Sydney CBD. - The proposal will deliver a variety of housing options that complement the detached houses that currently characterise the locality, and will include options for both first home buyers and older locals seeking to downsize from larger houses in the area.
GOAL 3: A great place to live with communities that are strong, healthy and well connected	
<u>Directions / Actions:</u> - Revitalise Existing Suburbs - Create A Network Of Interlinked, Multipurpose Open And Green Spaces Across Sydney - Create Healthy Built Environments	- The proposal will contribute to the revitalisation of the Strathfield South residential area. - The proposal will contribute to enhancing and expanding the existing open space network in the immediate area by making improvements to the Cooks River bank, the Cooks River Cycleway and by improving access to these spaces from within the site.
GOAL 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources	

GOALS, DIRECTIONS AND ACTIONS	RESPONSE
<u>Directions / Actions:</u> Manage The Impacts Of Development On The Environment	The proposed naturalization of the Cooks River bank aligns with this priority. The asset will be enhanced to meet the goals of Sydney Water and Strathfield Council and will provide increased amenity for the local community.

The Plan identifies six subregions of Sydney that will be subject to further subregional planning. The site is situated within the Central Subregion and is identified as part of an Urban Renewal Investigation Corridor, earmarked for revitalisation in order to provide for a greater range of housing within close proximity to employment, services, and social infrastructure.

One of the key priorities for the Central Subregion is stated as follows: “Accelerate housing supply, choice and affordability and build great places to live”.

The Planning Proposal is consistent with this key priority.

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

The following Local Planning Studies have been undertaken to inform the forward land use planning policies for the Strathfield Local Government Area. The key issues and directions arising from these studies relevant to the Planning Proposal are summarised in **Table 12** below.

TABLE 12 – CONSISTENCY WITH LOCAL PLANNING STUDIES

PLANNING STUDY & DESCRIPTION	COMMENT
Strathfield Residential Land Use Study - November 2011 <i>The Strathfield Residential Land Use Study assisted Strathfield Council in accommodating the state dwelling target, i.e. 75% of 8,300 target (2025) being 6300 units. It recommended the areas where residential growth is to occur, and where the character of existing neighbourhoods is to be maintained. The Strathfield Residential Land Use Study informed the preparation of the SLEP 2012.</i>	The Strathfield Residential Land Use Study indicates that the total existing capacity and recently constructed / approved dwellings within the Strathfield LGA equates to approximately 4,900 (as at the time of the report). This represents just under 60% of the overall target for new residential development in the LGA as stipulated in the IWSS (8,300 dwellings by 2031) and a shortfall of approximately 900 dwellings to reach the Stage 1 housing target. The Study indicates that the Water/Dunlop Street industrial area is somewhat isolated from the bulk of Strathfield's industrial and employment lands and recommends that this land be converted for residential purposes. The proposed amendment to SLEP 2012 implement this recommendation.
Strathfield Economic Land Use and Employment Strategy - June 2010 <i>The purpose of this study is to improve the knowledge of Strathfield's economic base and hence to investigate the economic issues facing Strathfield. It focuses on how new jobs can be encouraged through appropriate land use planning and to protect business and industrial areas. The recommendations of the Study were</i>	The Strathfield Economic Land Use and Employment Strategy indicates that the Water / Dunlop Street industrial area is somewhat isolated from the bulk of Strathfield's industrial and employment lands and access to it is via residential streets. The conversion of this land for residential purposes is supported, subject to acceptable management of flooding and contamination issues. The Strategy recommends rezoning the existing Water Street / Dunlop Street light industrial area to high quality, medium density

PLANNING STUDY & DESCRIPTION	COMMENT
used to inform the preparation of the SLEP 2012.	residential with improved open space links along the Cooks River. The proposed amendment to SLEP 2012 implement this recommendation.

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

An assessment of the Planning Proposal against the relevant and applicable *State Environmental Planning Policies* (SEPP) is provided in **Table 13** below.

TABLE 13 – ASSESSMENT AGAINST SEPP

SEPP	CONSISTENT	COMMENT
SEPP No.1 - Development Standards	N/A	SEPP No. 1 is not applicable to the SLEP 2012 nor is it applicable to the Planning Proposal.
SEPP No.32 - Urban Consolidation (Redevelopment of Urban Land)	Yes	The Planning Proposal provides the opportunity for the development of housing in an area where there is existing public infrastructure, transport, employment, recreational and community facilities.
SEPP No.55 Remediation of Land	N/A	Refer to Contamination Report at Appendix G .
SEPP No.65 Design Quality of Residential Flat Development	Yes	The concept design has been prepared with regard to SEPP 65 and the NSW Apartment Design Guide (see Section 7.3.2.1 of this report). In particular, the concept design achieves a high level of solar access and cross-ventilation, and is consistent with the 'rules of thumb' in relation to separation distances, apartment sizes and related controls. Detailed compliance with SEPP 65 will be demonstrated as part of the future development application.
State Environmental Planning Policy No 70—Affordable Housing (Revised Schemes)	N/A	SEPP No. 70 is not specifically relevant to the Planning Proposal but may be a consideration for the future development application.
SEPP (Building Sustainability Index: BASIX) 2004	Yes	The future development application will be accompanied by a BASIX assessment and certificate.

7.3.2.1 SEPP NO 65 DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT

An assessment of the concept design against the residential amenity provisions of SEPP 65 and the accompanying Apartment Design Guide (ADG) has been undertaken by Robertson + Marks and is included at **Appendix C**. The assessment demonstrates compliance with all relevant Design Criteria and key Design Criteria are considered below.

Building Separation

To achieve the ADG building separation Design Criteria, the habitable-room to habitable-room distance between each building is 18m for building A, B and C, with 24m separation at upper floors. At only 3+1

storeys, Building D & E are separated by only 9m and 12m separation respectively, noting that the side of the buildings are non-habitable.

Communal Space and Deep Soil Zones

The Concept Design achieves a communal area of 60% of site area and deep soil zones of 28%, which easily exceed the ADG Design Criteria of 25% and 7% respectively.

Natural Ventilation

Under the Concept Design 270 out of 361 apartments (75%) may be regarded as cross ventilated or achieving equivalent natural ventilation amenity. The ADG Design Criteria is a minimum of 60%.

Sunlight Access

Under the Concept Design 71.5% of the apartments achieve a minimum of 2 hours of direct sunlight to their principal living spaces between 9am and 3pm on June 21. The proportion required by the ADG is a minimum of 70%.

Solar access diagrams have been prepared by Robertson + Marks and are included in the architectural package provided at **Appendix A**.

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

There are various Ministerial Directions under Section 117 of the EP&A Act that provide guidance in the assessment of Planning Proposals and making of LEPs that pertain to the land and / or type of development contemplated on the site. The applicable Section 117 directions and relevant objectives are discussed in **Table 14** below.

TABLE 14 – SECTION 117 DIRECTIONS

DIRECTION AND OBJECTIVE	COMMENT
1.1 BUSINESS AND INDUSTRIAL ZONES	
Objectives (1) 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 strategic centres.	▪ The Strathfield South Industrial Precinct is diminishing as an industrial centre given its location within the inner west and increasing Sydney rents which have pushed industrial uses further west. As highlighted within this report, the proposal will provide benefits for the local community from a strategic point of view as it will allow residential apartments which align with existing market demand. ▪ See Section 7.3.3.7 below. ▪ See Section 7.3.3.7 below.
A planning proposal should protect existing employment capacity within each LGA, in accordance with adopted strategies.	See Section 7.3.3.7 below.

DIRECTION AND OBJECTIVE	COMMENT
Notwithstanding the above, a Planning Proposal can reduce employment land if it is <i>justified by a strategy or a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction.</i>	See Section 4.3 and 4.4 of this report that discuss Council Economic and Residential strategies and the Economic Impact Assessment by Hill PDA at Appendix I.
3.1 RESIDENTIAL ZONES	
Objectives (1) The objectives of this direction are: (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) to minimise the impact of residential development on the environment and resource lands.	▪ The proposal encourages a variety of housing choice including 'market entry' properties and will positively add to the existing below average supply of apartments within Strathfield South. Refer to the concept plans attached at Appendix A of this report. ▪ The proposed site borders existing residential land uses. The proposed LEP amendments will encourage the development of new housing stock in an appropriate location with adequate access to services, infrastructure and great public amenity. ▪ The Planning Proposal will have a positive impact on the surrounding environment. A VPA to naturalize the Cooks River bank is proposed which will create a defining amenity adjacent to the proposed apartment development.
A planning proposal must include the provision of housing that will broaden the choice of building types and locations available in the housing market.	The proposal will improve the variety of housing choice within the Strathfield South housing market by adding to the existing below average supply of apartments within the area. Refer to the concept plans attached at Appendix A of this report and Section 7.3.3.6 below.
Notwithstanding the above, a planning proposal may be inconsistent with the terms of this direction if it is <i>justified by a strategy which identifies the land which is the subject of the planning proposal and is in accordance with the relevant Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this direction.</i>	See Sections 4.3 and 4.4 of this report that discuss Council Economic and Residential strategies and Section 4.1 that

DIRECTION AND OBJECTIVE	COMMENT
	discusses A Plan for Growing Sydney.
3.4 INTEGRATING LAND USE AND TRANSPORT	
Objective (1) 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: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services.	The Planning Proposal incorporates the provision of new residential apartments within close proximity to both public transport and to the Cooks River Cycleway. See Transport Impact Assessment by GTA at Appendix E and see Section 2.6 of this report which discusses public transport facilities within the vicinity of the site.
(4) A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of: (a) <i>Improving Transport Choice – Guidelines for planning and development</i> (DUAP 2001), and (b) <i>The Right Place for Business and Services – Planning Policy</i> (DUAP 2001).	See Transport Impact Assessment by GTA at Appendix E.
Notwithstanding the above, a planning proposal may be inconsistent with the terms of this direction if it is justified by a strategy which identifies the land which is the subject of the planning proposal and is in accordance with the relevant Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this direction.	See Transport Impact Assessment by GTA at Appendix E and see Section 2.6 of this report which discusses public transport facilities within the vicinity of the site.
4.3 FLOOD PRONE LAND	
Objectives (1) The objectives of this direction are: (a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the <i>Floodplain Development Manual 2005</i>, and (b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.	A Flood Impact Assessment Report was prepared by WMA Water and is included at Appendix F. See Section 2.2.2 of this report which addresses flooding on the site.

DIRECTION AND OBJECTIVE	COMMENT
(4) A planning proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the <i>Floodplain Development Manual 2005</i> (including the <i>Guideline on Development Controls on Low Flood Risk Areas</i>). (5) A planning proposal must not rezone land within the flood planning areas from Special Use, Special Purpose, Recreation, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone. (6) A planning proposal must not contain provisions that apply to the flood planning areas which: (a) permit development in floodway areas, (b) permit development that will result in significant flood impacts to other properties, (c) permit a significant increase in the development of that land, (7) A planning proposal must not impose flood related development controls above the residential flood planning level for residential development on land, unless a relevant planning authority provides adequate justification for those controls to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-General).	A Flood Impact Assessment Report was prepared by WMA Water and is included at Appendix F. The measures to mitigate flood risk and impact on flood patterns are included in the Flood Impact Assessment Report. See Section 2.2.2 of this report which addresses flooding on the site.
A planning proposal may be inconsistent with this direction only if the planning proposal is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the <i>Floodplain Development Manual 2005</i>.	A Flood Impact Assessment Report was prepared by WMA Water and is included at Appendix F. See Section 2.2.2 of this report which addresses flooding on the site.
6.2 RESERVING LAND FOR PUBLIC PURPOSES	
(1) The objective of this direction are: (a) to facilitate the provision of public services and facilities by reserving land for public purposes.	The Planning Proposal and Public Benefit Offer (Section 6.9 of this report) outline enhancements to existing public land and services in the vicinity of the subject site. The Planning Proposal does not seek to remove any existing reservations of land for public purposes. No reservations apply to the site.
7.1 IMPLEMENTATION OF A PLAN FOR GROWING SYDNEY	
(1) The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.	The Planning Proposal's consistency with <i>A Plan for Growing Sydney</i> is discussed in Section B above.

7.3.3 SECTION 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 site is situated within an urban context and is currently used for industrial / commercial purposes. The site is highly modified and we are not aware of any critical habitat or threatened species, populations or ecological communities on or in the vicinity of the site.

Implementation of the Cooks River Bank Naturalisation Project adjacent to the site will increase available habitat for threatened species and populations in the area.

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

7.3.3.1 CONTAMINATION

A Contamination Report was prepared by Ramboll Environ in March 2016 (**Appendix G**) for the current development concept plan and applies to 7-23 and 25-33 Water Street. Ramboll Environ considers the concept plan to be adequately consistent with a previous concept plan from 2007 for the purposes of remediation planning. The previous Remedial Action Plan (RAP) addressed a larger area which encompassed the site. The existing RAP documentation is considered suitable to support a rezoning application for the site with respect to the requirements of SEPP 55.

In accordance with the findings of the previous Site Audit Report, preparation of a detailed RAP is required. Prior to any remediation, Ramboll Environ will audit the detailed RAP to confirm that the site can be made suitable for the proposed use by implementing the detailed RAP. Ramboll Environ notes that this can be documented in a Section B Site Audit Statement or Interim Audit Advice if required. At the completion of the remediation works, a Section A Site Audit Statement can be issued certifying that the site is suitable for its proposed use.

7.3.3.2 FLOODING & DRAINAGE

A Flood Impact Assessment Report was prepared by WMA Water and is included at **Appendix F**. The report includes measures for managing the risk of flooding in the residential units, the basement car park and in all of the vehicular and pedestrian access areas.

7.3.3.3 VEGETATION

A Preliminary Arboricultural Assessment was prepared by Tree Consulting by Jo and is located at **Appendix H**. A total of forty four (44) trees are included in this preliminary tree assessment which also discusses the preservation of the six significant Eucalyptus trees allocated along the north east property boundary adjacent to Water Street.

The assessment concludes that:

The site itself has relatively few trees in relation to the size of the site. The majority of trees are located to the front eastern boundary that adjoins Water Street, with some trees extending into the site along the allotment boundary between Lot 1 & 2 in D.P.603465 from the front boundary. The remaining trees included in this assessment are located close to the southern boundary, located either on the site or immediately adjacent to the site in the Cooks River reserve which forms a riparian corridor. A large stand of mature Casuarina glauca (Swamp She-Oaks) stretch along the extent of the southern boundary. Swamp She-Oak is a locally occurring tree species, which is commonly found growing along the Cooks River.

All trees located on adjacent land must be retained. If any trees on the site with a moderate retention value are to be considered for removal, then compensatory tree planting should be implemented as part of any future proposed works.

A total of two (2) groups of trees are considered to have a moderate to high retention value, comprising the large, dense stand of Swamp She-Oak located to the southern end of the site. These trees are mostly locally occurring species and in their entirety make a significant contribution to amenity and canopy cover on and near the site. These trees should be retained and protected as part of any future development on the site.

7.3.3.4 CAR PARKING AND TRAFFIC GENERATION

A Transport Impact Assessment has been prepared by *GTA Consultants* and is included at **Appendix E**. The assessment provides an overview of the site location, road network, proposed development, expected traffic generation and resultant traffic impacts.

The assessment by GTA makes the following conclusions:

- *The proposed development generates a statutory parking requirement of 579 spaces.*
- *Car parking would be provided to comply with Council's requirement.*
- *The residential development would generate approximately 2.5 vehicles per minute during the peak hour. The comparison of the traffic generation from an industrial use and the proposed residential use indicates that the proposed development would generate about 101 additional vehicle trips during the peak hour compared to the existing use (which is approximately 1.5 vehicles per minute).*
- *Although the increase in additional vehicle trips is relatively minor, it is expected that intersection modelling would be required in any subsequent development application to assess the impacts of the residential traffic on nearby intersections.*
- *The proposed residential development would generate predominantly light vehicle movements and these would replace the relatively high proportion of heavy vehicle movements generated by an industrial use. As the surrounding properties are generally low and medium density residential uses, the removal of heavy vehicle movements to and from the site would enhance the amenity for existing residents.*

7.3.3.5 VISUAL IMPACT

A Visual Impact Analysis of the concept plan was prepared by GMU Design in the Urban Design Report provided at **Appendix D**. The two views analysed by GMU Design were the approach to the site from Strathfield South along Homebush Road and from the southern bank of the Cooks River along Water Street looking north (see **Figure 35**).

FIGURE 35 – PHOTOMONTAGES OF INDICATIVE DEVELOPMENT CONCEPT (SOURCE: GMU DESIGN)



PICTURE 14 – PROPOSED VIEW FROM HOMEBUSH ROAD



PICTURE 15 – PROPOSED VIEW FROM WATER STREET BRIDGE

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

7.3.3.6 SOCIAL EFFECTS (RESIDENTIAL DEMAND)

The demographic information provided in **Figure 36** (Source: ABS Census of Population and Housing 2011; Urbis) identifies an above average supply of detached housing within 1km of the site and a correspondingly below average supply of apartments. This limited housing choice within 1km of the site does not relate well to the quite balanced spread of population across various age groups, as demonstrated in **Figure 37**.

FIGURE 36 – KEY DEMOGRAPHICS VARIATION FROM GREATER SYDNEY WITHIN A 1KM RADIUS

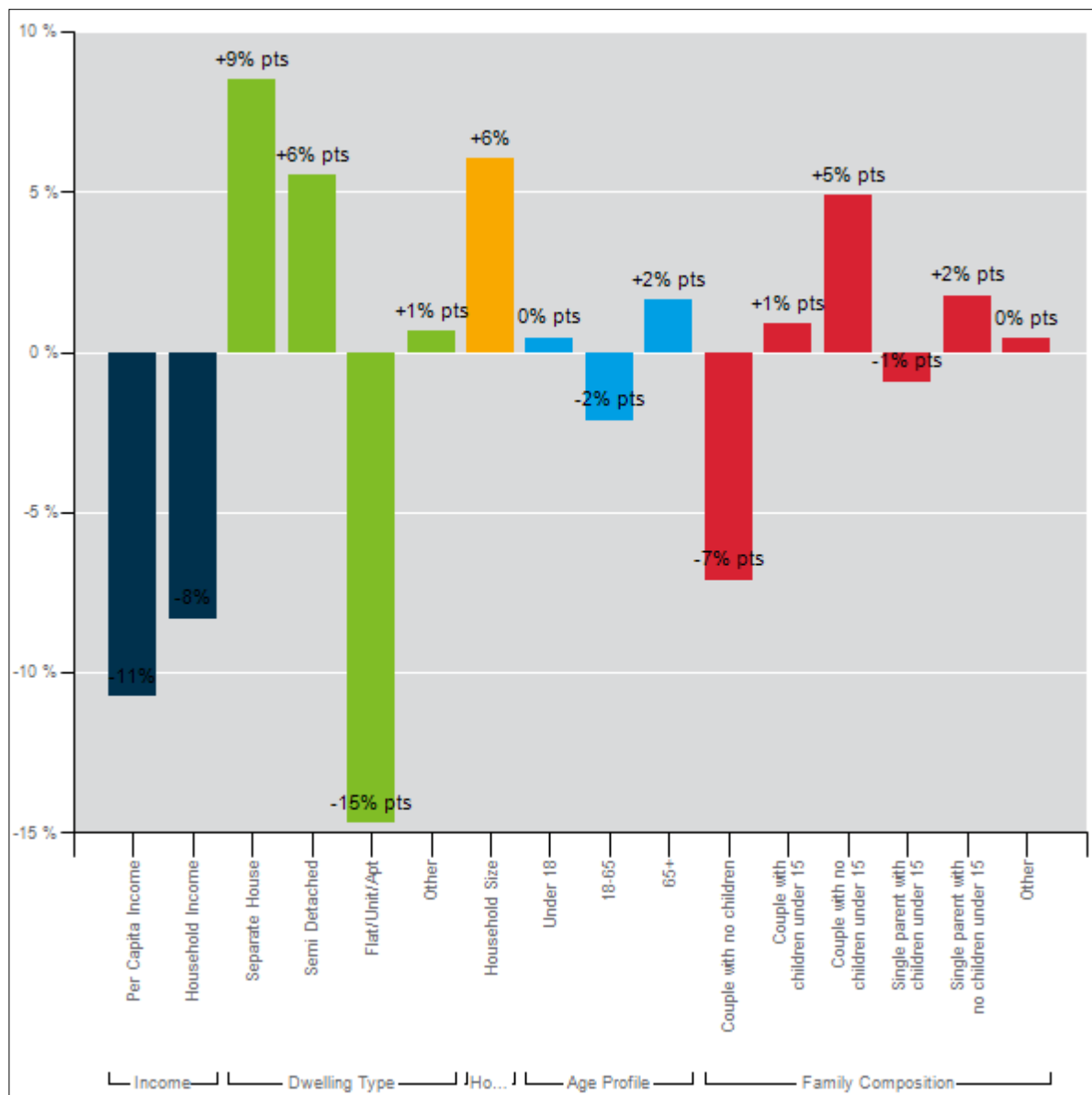
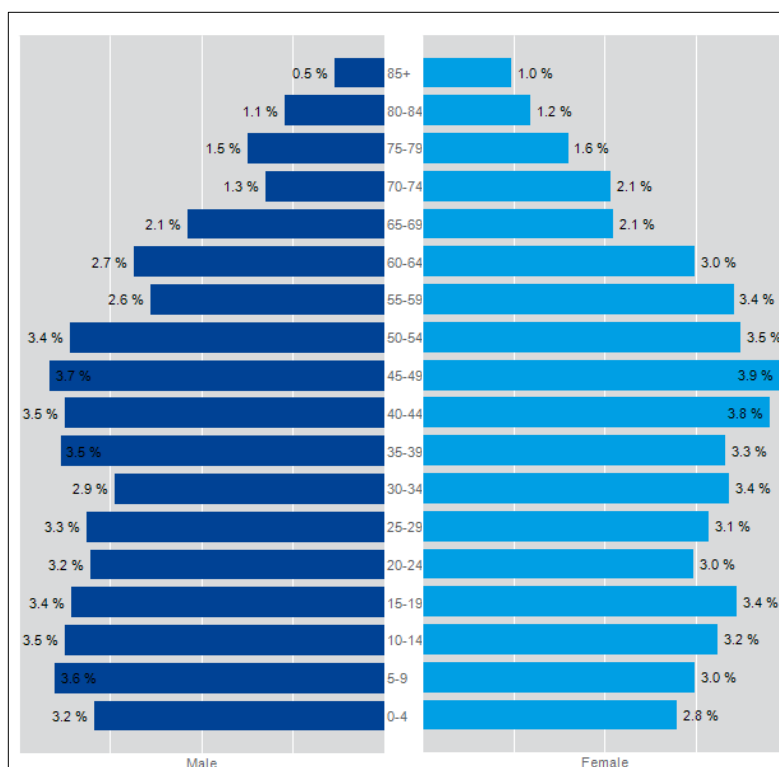


FIGURE 37 – GENDER DISTRIBUTION BY AGE WITHIN A 1KM RADIUS



7.3.3.7 ECONOMIC EFFECTS

An economic assessment has been prepared by Hill PDA and is included at **Appendix I**. The assessment provides an outline of the changing nature of employment within Strathfield and the surrounding sub-region, changing nature of surrounding land uses, the competitive positioning of the subject site within the broader residential development market, and the appropriate mix of development that will be required to ensure the viability of development on the site.

The Assessment concludes that:

The retention of the Subject Site for industrial uses would not meet market demand, would negatively impact amenity in what is predominantly a residential area north of the Cooks River and would maintain land use conflicts between industrial and residential uses, limiting further development of either use.

A rezoning of the Subject Site would not significantly impact on the supply of industrial lands in the LGA and broader Subregion given that the Dunlop / Water Street precinct does not represent a significant cluster of industrial activity. The Subject Site represents just 0.7% of total employment lands supply in the Strathfield LGA.

A rezoning to medium to high density residential and potential development of 350-400 strata units would contribute significantly to economic activity within the Strathfield LGA and broader region, notwithstanding the fact that around 71 jobs would be lost on the Subject Site.

The primary economic benefits of a rezoning for R4 High Density Residential and the development of 350-400 strata units includes the following:

- *Generation of approximately \$206m in direct construction costs with a further \$476m generated through economic multipliers;*
- *Creation of 2,161 jobs years, 588 from direct construction costs, with a further 1,573 jobs years created from economic multiplier impacts;*

- *An additional \$11.4m of retail expenditure from residents on the Subject Site;*
- *Creation of more affordable housing options for the Strathfield LGA and broader region population;*
- *Contribution to dwelling targets; and*
- *Increased passive surveillance, leading to improved pedestrian safety.*

7.3.4 SECTION D – STATE AND COMMONWEALTH INTERESTS

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

It is understood that the existing infrastructure at and surrounding the site has the capacity to accommodate development on the site, subject to any necessary expansion and augmentation at the detailed application stage. The adequacy of the road network has been discussed in Section C above and in the Transport Impact Statement prepared by *GTA Consultants* at **Appendix E**.

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

The Proponent has sought early engagement with Strathfield Council and this proposal responds to comments received during these meetings.

7.4 PART FOUR: COMMUNITY CONSULTATION

Section 57 of the *Environmental Planning and Assessment Act 1979* requires a Planning Proposal to be publicly exhibited for community consultation. It is anticipated that the Planning Proposal would be exhibited for a period of 14 or 28 days dependent on the outcome of the Gateway determination. This exhibition would be conducted in accordance with Council's policies for community consultation.

The proponent is willing to engage with Council following the lodgement of this Planning Proposal. This would include briefing councillors and Council staff, having workshops with Council officers and meeting with all relevant authorities or members of the public. Such an open and transparent attitude to the rezoning as outlined in this Planning Proposal, is aimed at creating better and clearer information and a more open process. It is also designed to provide for a better understanding of the Planning Proposal by the public and the Council, prior to it being considered for a Gateway determination.

8 Conclusion

This Planning Proposal has been prepared by *Urbis Pty Ltd* on behalf of *Westport Pty Ltd* and *RJ Green & Lloyd Pty Ltd* (the Proponent) and seeks to initiate the preparation of a Local Environmental Plan amendment for the land at **7-23 & 25-33 Water Street, Strathfield South** (the site). The intended outcome of this Planning Proposal is to amend SLEP 2012 as follows:

- Zoning: R4 High Density Residential for both sites A and B.
- Building Height Standard: 28 metres for both sites A and B.
- Floor Space Ratio Standard: 1.85:1 for both sites A and B.

Such rezoning is consistent with Council's Residential Land Use Strategy 2011 and Economic Land Use and Employment Strategy 2012. The Residential Strategy states that:

South Strathfield provides a high level of residential amenity The Water / Dunlop Street industrial area is somewhat isolated from the bulk of Strathfield's industrial and employment lands and access to it is via residential streets. The conversion of this land for residential purposes is supported, subject to acceptable management of flooding and contamination issues

The subsequent Economic Land Use and Employment Strategy states that:

Redevelopment of this precinct (Water Street/Dunlop Street precinct) would involve land 'pooling' to expand the open space corridor adjacent to the river, while allowing for comprehensive redevelopment for medium density residential.

This Planning Proposal provides the further level of planning analysis necessary to progress these recommendations. Flooding and contamination investigations have been undertaken and suitable mitigation measures identified. The preliminary Public Benefit Offer involves significant upgrade of the Cook's River corridor and the indicative development concept expands the corridor into the site.

While the Economic Land Use and Employment Strategy envisaged an R3 zoning to facilitate medium density development, the indicative development concept demonstrates how the proposed R4 zoning and associated controls will facilitate an appropriate development of the site. Design testing of this concept has demonstrated that no unreasonable environmental effects will arise from the proposed development, but significant public benefits are facilitated.

While this proposal only relates to the land controlled by the applicants, the Urban Design Study by GMU Design also indicates how a similar concept could potentially be applied to the rest of the Water and Dunlop Streets Industrial Precinct.

Following Council's preliminary assessment, it is intended that the indicative development concept will be developed into a Stage 1 DA or Development Control Plan to provide a further layer of detailed development control to be exhibited concurrently with this application.

On this basis, Council is therefore requested to initiate the amendment process under section 56 of the EP&A Act and seek a 'gateway determination' from the Department of Planning and Environment to permit public exhibition of a draft LEP amendment.

Disclaimer

This report is dated February 2016 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of *Westport Pty Ltd and RJ Green and L Loyd Pty Ltd* (**Instructing Party**) for the purpose of a Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.