

Planning Report



2-32 Junction Street, Forest Lodge

Planning Proposal

Submitted to City of Sydney Council

On Behalf of Fitzpatrick Investments Pty Ltd

March 2015 ■ 14253

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1.0 Introduction

This report has been prepared by JBA on behalf of Fitzpatrick Investments Pty Ltd in relation to land at 2-32 Junction Street, Forest Lodge (the site).

This Planning Proposal has been prepared for the purpose of section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and has been drafted in accordance with the guidelines prepared by the Department of Planning dated October 2012 entitled “A guide to preparing Planning Proposals”. In particular, this Planning Proposal addresses the following specific matters in the guideline:

- Objectives and intended outcomes;
- Explanation of provisions;
- Justification;
 - Need for the Planning Proposal;
 - Relationship to strategic planning framework;
 - Environmental, social and economic impact;
 - State and Commonwealth interests; and
- Community consultation.

The site is located within the City of Sydney LGA and is therefore subject to the Sydney Local Environmental Plan 2012 (SLEP 2012). The current height and floor space ratio (FSR) planning controls under SLEP 2012 restrict the ability to achieve the optimum design and development outcome that reflects the site’s full development potential, taking into consideration its local context. The Planning Proposal will allow for the timely redevelopment of the site.

This planning proposal describes the site, the proposed changes to SLEP 2012 and provides an environmental assessment of the proposal. The report should be read in conjunction with the Urban Design Analysis and Indicative Masterplan prepared by Bates Smart Architects at **Appendix A** and specialist consultant reports appended to this proposal (refer Table of Contents). The report is also written in accordance with the Department of Planning and Infrastructure’s “A guide to preparing local environmental plans” (April 2013).

2.0 Background

2.1 Previous Development Consent

The site has a previous development consent (DA-1997/59) for the erection of a new warehouse complex with 16 units and for the use of the existing building as office space. It is believed that some minor demolition and construction works commenced following the approval and as such, the development consent remains active to date.

2.2 Draft Sydney LEP 2011

The site and immediately adjoining property to the north at 1 Kimber Lane were subject to a rezoning from Industrial (under Leichhardt LEP 2000) to B4 Mixed Use (under the Draft Sydney LEP 2011), which was endorsed by Council and gazetted under the Sydney LEP 2012.

Whilst preparing the Draft Sydney LEP 2011 representations were made by the proponent with regard to the potential changes to the planning controls for the subject site. Specifically the submission to the draft LEP at the time sought an increase in the floor space ratio to 2.5:1 and maximum building heights of 12-22m across the site.

In response to this submission Council issued a letter on 28 November 2013 which stated that the proposed controls could not be supported and that Council's initial work indicated that a lower floor space ratio could be achieved on the site. In addition to this the correspondence advises that any proposed height, floor space ratio or other planning control amendments would need to address:

- *"Ability to comply with SEPP65 and the Residential Flat Design Code, including building depth, separation and orientation;*
- *Amenity standards under the Residential Flat Design Code and Sydney Development Control plan 2012;*
- *Appropriate setbacks and building heights, particularly to the buildings to the north and south of the site;*
- *Adaptation of the former warehouse at 12 Junction Street and an appropriate relationship between any development and any heritage conservation area;*
- *Integration with public domain including the through site link and open space to the west and south of the site; and traffic and access."*

This planning proposal has been prepared taking the above feedback into consideration.

3.0 The Site

3.1 Site Location

The site is located at 2-32 Junction Street, Forest Lodge within the City of Sydney Local Government Area. It is located along the eastern side of the suburb boundary between Forest Lodge and Camperdown.

Forest Lodge has historically been a mixture of industrial and residential uses developed since the late 1880s. Since this time a large portion of the area has been comprehensively redeveloped for medium to high-density residential purposes. The remainder of Forest Lodge generally consists of low density attached or semi-detached one and two storey dwellings.

The site itself is located approximately 150m to the north of Parramatta Road, 500m to the north-west of University of Sydney and 2.5km west of Sydney's Central Business District as shown within **Figure 1**.

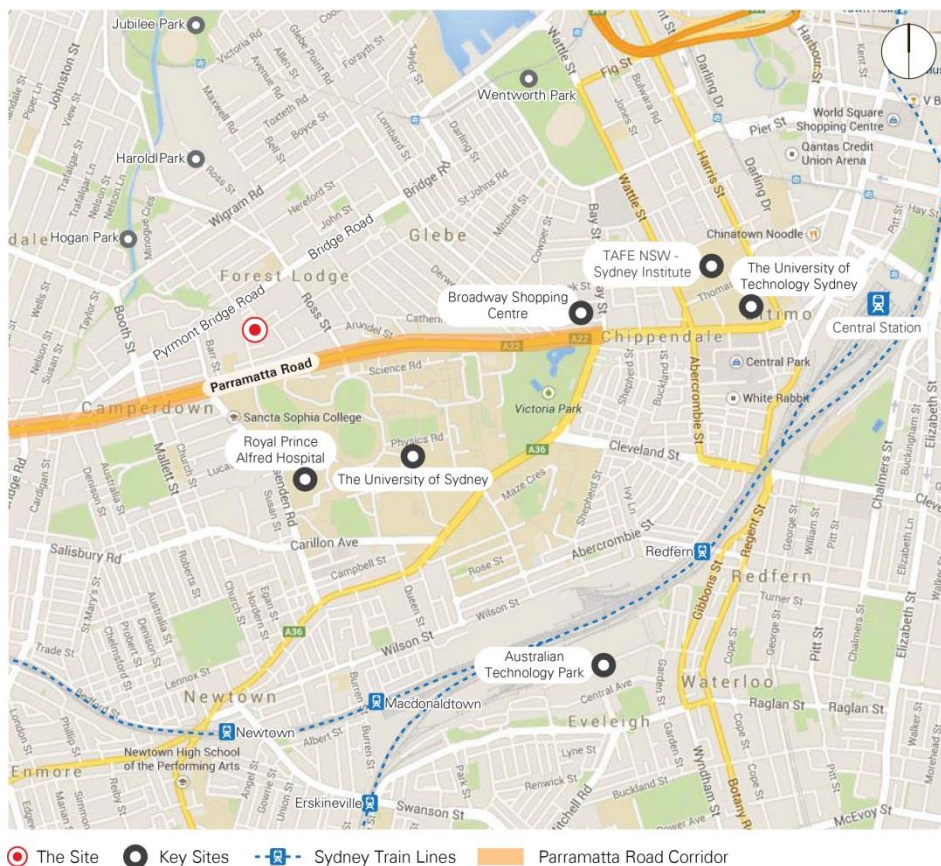


Figure 1 – Site location and context

Source: Google Maps & JBA, 2015

3.2 Site Description

The site is irregular in shape and has a total area of approximately 4,824m². It has a primary frontage to Junction Street of approximately 97m and a variable depth of between 29m and 65m. The rear of the site fronts onto Larkin Street.

The site has a general slope towards the south-west. The south-eastern portion of the site fronting Junction Street has a pronounced fall from the retaining wall along the street boundary in the order of 1.8m which gently reduces to nil along

the remainder of the frontage to Junction Street. The site does not contain any significant view corridors or outlooks. An extract of a cadastral map identifying the site is provided at **Figure 2** below.



Figure 2 – Cadastre of the subject site (outlined red)

Source: SIX Maps, NSW Government 2015

The site comprises a number of allotments that together form the larger single landholding. Details of each allotment are provided within **Table 1** below.

Table 1 – Legal description of site

Street address	Legal description
2-10 Junction Street	Lot A in DP 439209
	Lot B in DP 439209
	Lot C in DP 439209
	Lot 1 in DP 1092420
12-16 Junction Street	Lot 1 in DP 103720
18-32 Junction Street	Lot 1 in DP 613650
	Lot 1 in DP 584394
	Lot B in DP 87371
	Lot 1 in DP 575200

A Survey prepared by Land Partners is attached at **Appendix B** which provides full details of the lot boundaries, levels and easements.

The majority of the site is covered by asphalt and concrete paved areas that are access via dual gated driveway connection to Junction Street. Within the centre of the site and fronting Junction Street is a 2-3 storey commercial building. A detached single storey workshop is located to the south of the primary building. The commercial building and wider site is presently occupied by FDC Group together with BluePrint and Bishops Real Estate as smaller tenants, for the purposes of offices, parking and storage.

Vegetation is limited to a select number of small to medium sized mature trees located along Junction Street and in close proximity to the south-eastern side and south-western rear boundaries.

These attributes are depicted in the aerial photograph at **Figure 3**, and site photos at **Figures 4 to 8**.



Figure 3 – Aerial photograph of the site (outlined in red)
Source: NearMaps, 2015



Figure 4 – Northern portion of the site as viewed from Junction Street



Figure 5 – Southern portion of the site as viewed from Junction Street



Figure 6 – View from the site looking towards Larkin Street



Figure 7 – Existing commercial building within the centre of the site fronting Junction Street



Figure 8 – Northern portion of the site looking towards Junction Street

3.3 Surrounding Development

The surrounding locality comprises a mix of land uses. To the west and south are relatively recent medium to high density residential apartments, with an interspersing of older style light industrial and commercial properties towards Parramatta Road. Low density residential dwellings are generally located to the north and east. Further detailed descriptions are provided below, with accompanying photographs provided at **Figures 9 to 12**.

Adjoining directly to the north is a property known as 1 Kimber Lane and the Kimber Lane roadway itself. The property is a battle-axe arrangement and is presently utilised for storage, with a small workshop facility at the rear (visible within the left hand side of **Figure 8**). Located further to the north are three attached dwellings at 34-36 Junction Street.



Figure 9 – Adjoining terrace houses to the north of the site (right side of photo)

Opposite the site on the north-east side of Junction Street are approximately 12 attached terrace houses varying from 1 to 2 storeys (**Figure 10**). An additional terrace house at 225 St Johns Road, to the east of the site, features secondary frontages to Junction Street and David Street as shown at **Figure 11**.



Figure 10 – Located on the opposite side of Junction Street is a line of terrace houses



Figure 11 – Terrace housing to the east at the corner of David and Junction Streets

A further row of several two storey attached terrace dwellings are located to the south-east of the site at 244-256 St Johns Road (**Figure 12**). An additional group two storey terrace dwellings are located to the south of the site with access provided via a laneway connection to Sparkes Lane (not pictured).

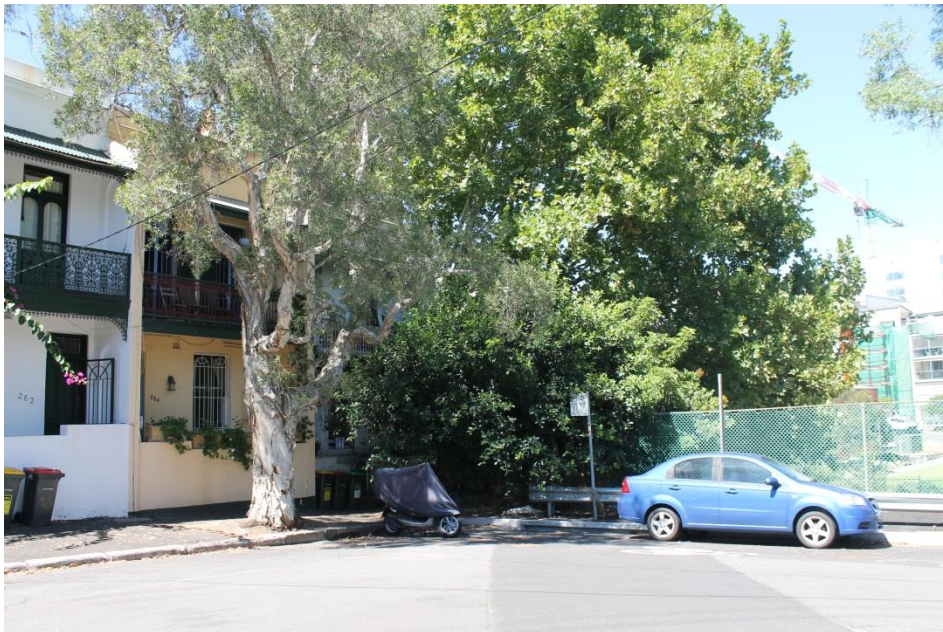


Figure 12 – Terrace housing to the south-east at the corner of St Johns Road and Junction Street

Larkin Street Park adjoins the site to the south and south-west and runs along approximately half of the site's rear boundary. This small scale public park features mature trees, grassed areas and benches and has a frontage to the cul-de-sac termination of Larkin Street, as depicted at **Figure 13**.



Figure 13 – Larkin Street Park adjoining to the south of the site

Adjoining to the north-west is a seven storey residential flat building located at 1-3 Larkin Street. This property is also adjacent to the Larkin Street cul-de-sac and runs adjacent to the site's western boundary (**Figure 14**). By virtue of the site's irregularly shaped allotment boundaries(**Figure 2** and **Figure 3**) this residential building has a varying separation to the site's rear boundary of between 6m and 17m. A variety of mature vegetation is located within the setback zone.



Figure 14 – Residential flat buildings located to the west and north-west of the site

3.4 Land Use Capability

Our analysis of the capability of the physical attributes and context of the site to support redevelopment for the purposes of a mix of residential and non-residential uses is summarised in **Table 2**.

Table 2 – Land use capability

Site Attributes	Capability for a medium density mixed residential and commercial redevelopment
Urban and subregional context	The urban and subregional context of the site is suitable for residential and non-residential uses at a medium density.
Surrounding properties	Subject to an appropriate urban design response, the proposed use and density is compatible with the properties and built form that surrounds and adjoins the site.
Land size and topography	The topography of the site lends itself to achieving a future development outcome as illustrated in the Indicative Master Plan. The site is of a sufficient size capable of supporting development of a medium density and scale that transitions west to the larger scale development along Larkin Street.
Existing vegetation	Minimal vegetation is located on the site at present. New landscaping and vegetation will be provided as part of any new mixed-use development and will be above and beyond that which presently exists.
Existing buildings and infrastructure	The site contains a 2-3 storey commercial building fronting Junction Street and surface level bitumen car park. Under the Indicative Master Plan it is proposed to retain the existing commercial building while the ancillary workshop and shed structures are touted for removal. Existing infrastructure is available to service the future development and further investigations will be undertaken post 'Gateway Determination' to identify if any upgrades are required.
Access and transport	The site has direct road access from Junction Street however the Indicative Master Plan seeks to relocate road access to Larkin Street. Public transport is available in the form of frequent bus services along the Parramatta Road corridor. The surrounding road network is capable of supporting the type of development proposed.
Heritage significance	No items of heritage significance are located on or adjacent to the site. The site is located within a Heritage Conservation Area and the existing commercial building fronting Junction Street is intended to be retained. Any future redevelopment of the site will be appropriately designed to be complement the site's setting within the conservation area.
Contamination	The site is presently being used for parking, storage and office purposes and may have the potential for relatively low level contaminants that can be remediated and made suitable for the proposed development.
Stormwater and flood risk	The site is considered to be flood prone. This Planning Proposal is accompanied by Preliminary Flood Assessment prepared by WMAwater and provided at Appendix C . This report concludes the site is capable of accommodating residential dwellings with a floor level set above 1% AEP events plus 0.5m freeboard. A management plan would be employed together with safety warning devices for the parking level to ensure safety for building occupants. The proposal would be developed in a way which would allow the future stormwater upgrades specified within the Johnsons Creek Catchment Floodplain Risk Management Study 2014.

In light of the above the physical context and attributes of the land, the site is capable of supporting residential and non-residential uses at a medium density scale of development.

3.5 Current Planning Controls

The *Sydney Local Environmental Plan 2012* (**Sydney LEP**) is the primary environmental planning instrument applying to the site. The current planning controls that are applicable to the site are set out below.

Land Use Zoning

The site is zoned 'B4' Mixed Use under SLEP 2012. It is not proposed to change the zoning of the land. The current zoning is shown in **Figure 15**.

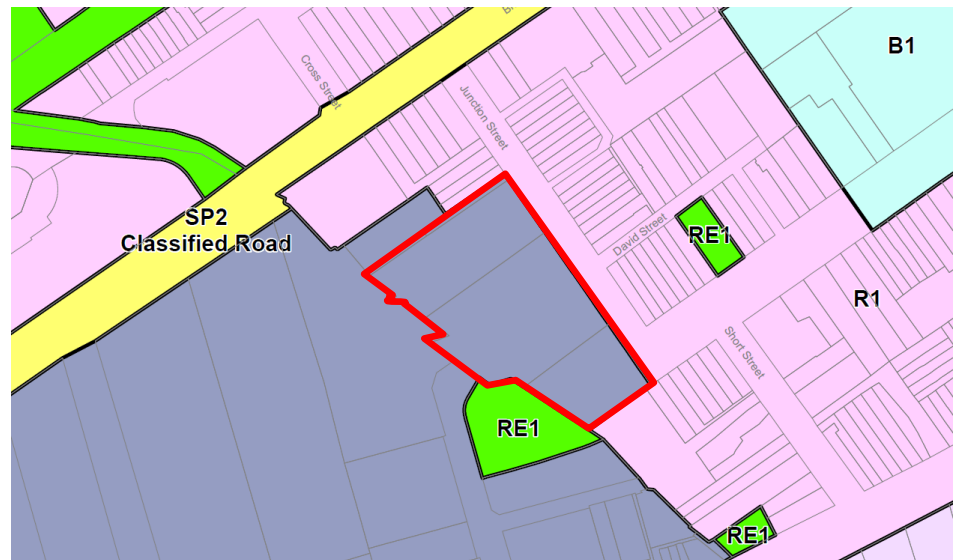


Figure 15 – Sydney LEP Zoning Map

Building Height

The site has a height limit of 12m applied under the Sydney LEP, as shown in **Figure 16**.



Figure 16 – Sydney LEP Building Height Map

Floor Space Ratio

The site has a maximum floor space ratio of 1:1 applied under the Sydney LEP, as shown in **Figure 17**.

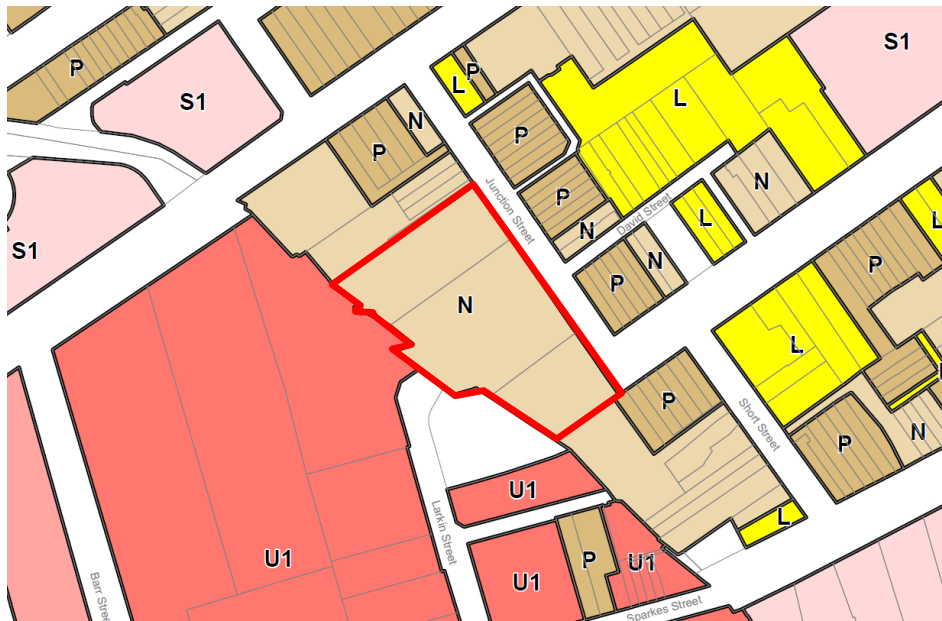


Figure 17 – Sydney LEP FSR Map

4.0 Objectives and Intended Outcomes

The objectives and outcomes of the draft Planning Proposal are to:

- Contribute to achieving important objectives and directions in Government planning strategies and policies including achieving housing targets within the Sydney Central Subregion and City of Sydney LGA in a location that is well serviced with infrastructure, transport, education, recreation and centres of employment;
- Provide a variety of different housing typologies and products to meet the varying needs of the community, and improve housing affordability in the local area;
- Provide planning controls that will enable the site to realise its full development potential whilst ensuring minimal impact on the surrounding area;
- Provide the opportunity to retain a portion of non-residential land uses within the site; and
- Generate investment in the construction sector.

5.0 Explanation of Provisions

This section provides an explanation of the provisions proposed to apply to the subject land under the Sydney LEP 2012.

5.1 Sydney LEP 2012

The site falls within B4 Mixed-Used zoning under the Sydney LEP 2012, which is proposed to remain unchanged. The following provisions are proposed to apply to the site in the Sydney LEP 2012 under this Planning Proposal.

5.1.1 Land to which the Plan will apply

The Planning Proposal applies to the site known as 2-32 Junction Street, Forest Lodge, and formerly described as Lots A, B and C in DP 439209, Lot 1 in DP 1092420, Lot 1 in DP 103720, Lot 1 in DP 613650, Lot 1 in DP 584394, Lot B in DP 87371 and Lot 1 in DP 575200.

5.1.2 Maximum FSR

The Planning Proposal is to amend Sydney LEP 2012 Floor Space Ratio Map as follows:

- **Current** – A floor space ratio of 1:1 currently applies to the site.
- **Proposed** – A floor space ratio of 1.75:1 is proposed to apply to the site.

5.1.3 Maximum Building Height

The Planning Proposal is to amend Sydney LEP 2012 Building Height Map as follows:

- **Current** – A maximum building height of 12m currently applies to the site.
- **Proposed** – A primary maximum building height of 22m is proposed to apply to the site, with a 12m maximum building height strip retained fronting Junction Street with a depth of 7m from the boundary.

6.0 Indicative Master Plan

6.1 Overview

Taking into consideration the site specific opportunities and constraints, a number of planning and design principles were established to guide and inform how the site might be redeveloped in the future. Specifically it was established that any future redevelopment of the site was to:

- Continue to provide a number of permanent jobs on the site.
- Improve the site's frontage and contribution to Junction Street, recognising and responding to the form and character established by the existing terrace dwellings.
- Contribute to the local housing stock with the provision of a range of dwellings of different sizes.
- Incorporate buildings of varying form and heights that facilitate an appropriate transition in scale from west to east and minimise overshadowing and view impacts to CBD.
- Increase landscaping and vegetation provision along Junction Street and throughout the site.
- Contribute to public connectivity through the provision of cross-site linkages for pedestrians.
- Deliver a high quality environment for residents in accordance with SEPP 65.
- Ensure minimal adverse environmental and amenity impacts on the existing surrounding buildings.

6.2 Description of Indicative Masterplan

Using the above principles Bastes Smart prepared an Indicative Master Plan for the site (**Appendix A** and **Figure 18**) that set out to achieve the aforementioned 'Objectives and Intended Outcomes'. The Indicative Master Plan illustrates how the site could be redeveloped in the future under the proposed height and floor space ratio controls. The key components of the scheme include:

- Three new residential buildings configured in a 'U' shape across the site and which are primarily aligned to the front and rear boundaries of the site;
- Building form that transitions from six to three storeys from west to east;
- Retention of the existing three storey commercial building fronting Junction Street;
- A single level of undercroft car park accessed from Larkin Street;
- Centrally located communal open space areas for residents at podium level (above lower ground/basement parking);
- New through-site public pathways; and
- Three storey terrace style building façade fronting Junction Street to complement and reinforce the existing streetscape.

The Indicative Master Plan represents the preferred solution for how the site might be redeveloped in the future under the proposed planning controls, it does not however represent the only possible solution to the site's future design.



Figure 18 – Indicative Layout Plan

Indicative Master Plan - Key Development Statistics

Key development information is summarised in **Table 3**.

Table 3 – Key development information for Indicative Master Plan

Component	Proposal
Site area	4,824 m ²
GFA	8,466 m ²
FSR	1.75:1 (based on total site area)
Heights	■ Existing Commercial Building - 3 storeys - RL 28.36 (Max roof extent) - 1,635m² GFA (approx.) ■ Building A - 5 storeys (above undercroft parking) - RL 31.61 (Lift Overrun) - RL 29.81 (Roof) - RL 14.81 (Podium open space) ■ Building B - 4 storeys (above undercroft/basement parking) - RL 25.61 (Lift Overrun) - RL 27.11 (Roof) - RL 23.81 (Level 3 parapet) ■ Building C - 3 storeys (above undercroft parking) - RL 25.61 (Lift Overrun) - RL 23.81 (Roof)

Component	Proposal
	- RL 14.81 (Podium open space)
Boundary Setbacks	
▪ North	▪ 3m
▪ South	▪ 6m
▪ East (Junction St)	▪ 3m
▪ West	▪ Nil to 11m (variable)
Car spaces	100
No. of residential apartments	89
Apartment Mix	
▪ Studio	▪ 1 (1%)
▪ 1 bedroom	▪ 33 (37%)
▪ 2 bedroom	▪ 48 (54%)
▪ 3 bedroom	▪ 7 (8%)
Landscaped Area	1,875m ²
Deep Soil Area	480m ²
Communal Open Space	744m ²

Built Form

A key priority for the Indicative Master Plan was to ensure that built form appropriately transitioned in scale and height from the taller Larkin Street buildings to the lower rise terrace buildings on Junction Street.

As shown in **Figure 19** this has been achieved by stepping the height of buildings across the site starting with a five storey building along the western boundary and stepping down to three storeys fronting Junction Street. The southern part of the site is occupied by a single three storey 'U' shape building while the existing three storey commercial building is proposed to be retained. It is noted that due to the site's cross-fall the buildings appear as 4 and 6 storeys when viewed from Larkin Street.

Figures 20 and 21 provides a cross section views of the building height transition and clearly show the relationship between the site and the adjacent existing built form.

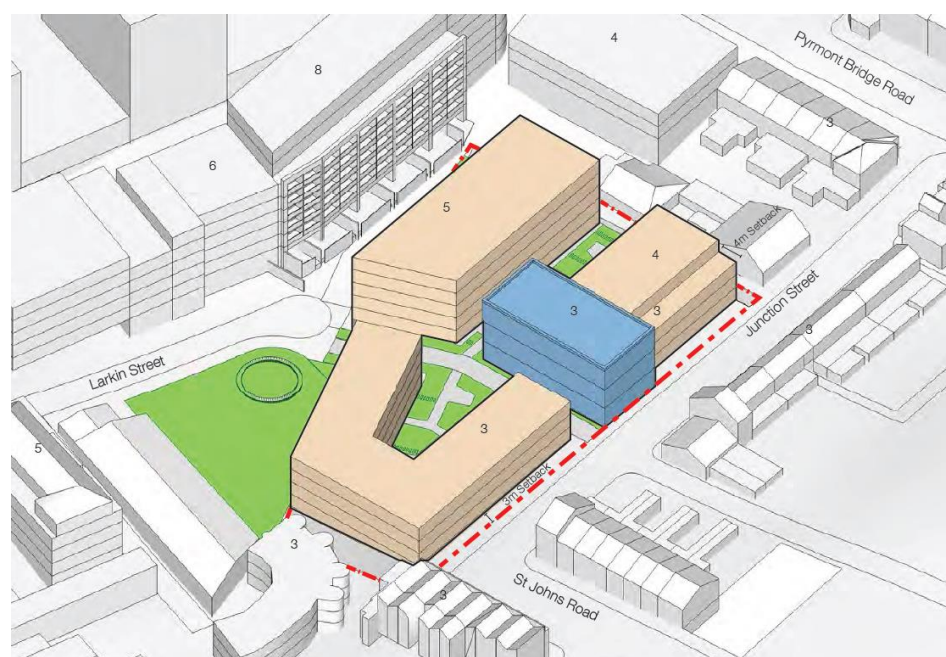


Figure 19 – Indicative 3D Masterplan



Figure 20 – Indicative Section – Northern half of site

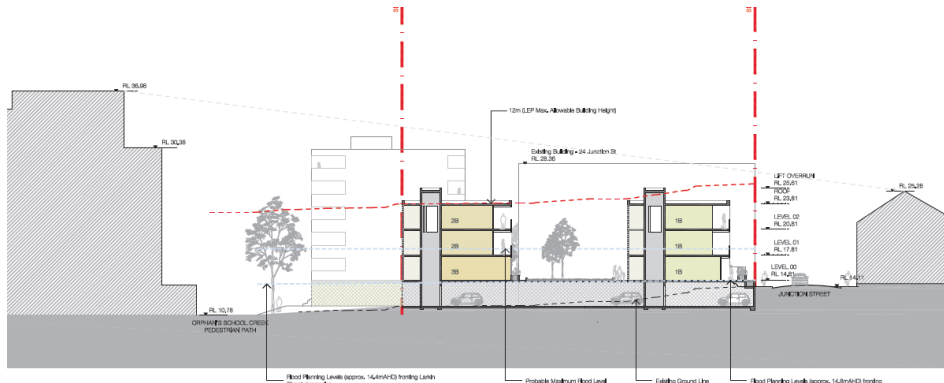


Figure 21 – Indicative Section – Southern half of site

Some key observations with regard to the Indicative Master Plan and the surrounding area are that:

- The building at 1-3 Larkin Street has a maximum height of 27m compared to the terrace houses that are circa 10m in height. Whilst being some 17m taller from ground level the sloping nature of the topography means that the relative difference in RL's between the two buildings is only 12m (i.e. RL36.96 to RL24.65).
- The height of the proposed buildings step down some 7m-8m across the site from Larkin Street to Junction Street.
- Proposed buildings fronting Junction Street have a parapet height of RL23.81, being largely consistent with the existing terrace buildings that have parapet heights of RL23.11. The proposed building form along Junction Street would therefore largely mirror the scale of the terraces.
- The level four of the northern building fronting Junction Street has a roof height of RL 27.11 but is setback 4m from the front façade which will ensure that it has a minimal prominence when viewed from Junction Street.
- The existing three storey commercial building fronting Junction Street will continue to be the tallest building along the street at RL28.36. This building is also built to boundary compared to the minimum 3m setback proposed for the new buildings, it will therefore continue to be the most prominent building in the street.
- The building occupying the southern half of the site presents as a continuous three storey façade to Junction Street.
- The taller building (Building A) that occupies the site's north-west corner has a roof level of RL29.81, which is significantly below the height (RL36.98) of the adjacent eight storey building at 1-3 Larkin Street, and below the level of the sixth storey parapet (RL30.36) of this building.

Residential Flat Design Code

Table 4 lists the relevant RFDC 'Rules of Thumb' and assesses the Indicative Master Plan's consistency with those standards. The assessment demonstrates that the Indicative Master Plan complies with the majority of the 'Rules of Thumb' and that the scheme is capable of providing a high standard of amenity for future residents. Where departures are proposed to the 'Rules of Thumb' they are discussed in further detail below the table.

Table 4 – Assessment against the relevant 'Rules of Thumb' in the RFDC

Rule of Thumb	Proposal
Deep Soil Zones	
A minimum of 25% of the open space area of a site should be a deep soil zone; more is desirable. Exceptions may be made in urban areas where sites are built out and there is no capacity for water infiltration.	10% of the landscaped area is deep soil. This is due to the requirement of a single, partially undercroft parking level due to flooding constraints within the site.
Open Space	
The area of communal open space required should generally be at least between 25 and 30 percent of the site area. Where developments are unable to achieve the recommended communal open space, such as those in dense urban areas, they must demonstrate that residential amenity is provided in the form of increased private open space and / or in a contribution to public open space.	15% approximately. However, approximately 40% of the site is treated as open space through landscaping, cross-site links and private terraces/balconies. This figure will be further revised through the detailed DA phase.
The minimum recommended area of private open space for each apartment at ground level or similar space on a structure, such as on a podium or car park is 25m ² ; the minimum preferred dimension in one direction is 4m.	✓ The Indicative Master Plan is capable of complying with this requirement
Visual Privacy	
Up to four storeys/12 metres: 12 metres between habitable rooms/balconies 9 metres between habitable/balconies and non-habitable rooms 6 metres between non-habitable rooms Five to eight storeys/up to 25 metres: 18 metres between habitable rooms/balconies 13 metres between habitable rooms/balconies and non-habitable rooms 9 metres between non-habitable rooms	✓ Appropriate separation between apartments and buildings has been provided. Refer to Appendix A for further details.
Pedestrian Access	
Identify the access requirements from the street or car parking area to the apartment entrance.	✓ The Indicative Master Plan is capable of complying with this requirement.
Follow the accessibility standard set out in Australian Standard (AS 1418 (Parts 1 & 2) as a minimum.	✓ The Indicative Master Plan is capable of complying with this requirement.
Provide barrier free access to at least 20% of dwellings in the development.	✓ The Indicative Master Plan is capable of complying with this requirement.
Vehicle Access	
Generally limit the width of driveways to a maximum of six metres.	✓ Driveway with a 6m width provided.
Locate vehicle entries away from main pedestrian entries and on secondary frontages.	✓ Driveway located at the rear
Apartment Layout	
Single-aspect apartments should be limited in depth to 8m from a window.	✓ The Indicative Master Plan is capable of complying with this requirement
The back of a kitchen should be no more than 8m from a window.	✓ The Indicative Master Plan is capable of complying with this requirement
The width of cross-over or cross-through apartments over 15m deep should be 4 metres or greater to avoid deep narrow apartment layouts.	✓ Width in excess of 4m provided.

Rule of Thumb	Proposal
If Council chooses to standardise apartment sizes, a range of sizes that do not exclude affordable housing should be used. As a guide, the Affordable Housing Service suggest the following minimum apartment sizes which can contribute to housing affordability: (apartment assize is only one factor influencing affordability) ▪ Studio 38.5m² ▪ 1 Bedroom apartment 50m² ▪ 2 Bedroom apartment 70m² ▪ 3 Bedroom apartment 95m²	✓ Apartment sizes used within the Indicative Master Plan exceed the minimum RFDC requirements.
Balconies	
Minimum dimension of private balconies 2m.	✓
Ceiling Heights	
Minimum 2.7m for all habitable rooms. (living and bedrooms)	✓ (2.7m)
Ground Floor Apartments	
Optimise the number of ground floor apartments with separate entries and consider required an appropriate percentage of accessible units.	✓
Provide ground floor apartments with access to private open space, preferably as a terrace or garden.	✓
Internal Circulation	
In general where units are arranged off a double-loaded corridor, the number of units accessible from a single core corridor should be limited to eight.	✓ Between 3 and 5 units accessed off a single internal core.
Storage	
In addition to kitchen cupboards and bedroom wardrobes, provide associated storage facilities at the following rates: ▪ Studio apartments 6m³ ▪ One bedroom apartments 6m³ ▪ Two bedroom apartments 8m³ ▪ Three plus bedroom apartments 10m³	✓ The Indicative Master Plan is capable of complying with this requirement
Daylight Access	
Living rooms and private open spaces for at least 70 percent of apartments in a development should receive a minimum of three hours direct sunlight between 9 am and 3 pm in mid-winter. In dense urban areas a minimum of two hours may be acceptable.	✓ (92%)
Limit the number of single-aspect apartments with a southerly aspect (SW-SE) to a maximum of 10 percent of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and how energy efficiency is addressed (see Orientation and Energy Efficiency).	✓ Nil.
Natural Ventilation	
Building depths, which support natural ventilation typically, range from 10 to 18m.	✓ Depths range between 10-18m
Sixty percent (60%) of residential units should be naturally cross-ventilated.	✓ (83%)
Twenty five percent (25%) of kitchens within a development should have access to natural ventilation. Developments which seek to vary from the minimum standards must demonstrate how natural ventilation can be satisfactorily achieved, particularly in relation to habitable rooms.	✓ The Indicative Master Plan is capable of complying with this requirement

Dwelling Mix

The Indicative Master plan illustrates that the site has the potential to accommodate for approximately 89 new dwellings comprising a mix of types and sizes, these being:

- 1 x studio;
- 33 x 1 bedroom units;
- 48 x 2 bedroom units; and
- 7 x 3 bedroom units.

A comparison of the proposed dwelling mix against Council's DCP controls is provided in **Table 5**. As shown, a greater proportion of one bed apartments is provided by the Indicative Master Plan, notwithstanding this the proposal will still provide an acceptable mix that meets the objectives of the DCP and the RFDC as it will provide a diversity of apartments which cater to differing household needs both now and in the future.

Table 5 – Dwelling mix assessment

Type of dwelling	% of dwelling types	DCP Control
Residential apartments		
Studio	14%	5 – 10%
1 bedroom	37%	10 – 30%
2 bedroom	54%	40 – 75%
3+ bedroom	8%	10 – 100%

Landscape

The Indicative Masterplan provides a landscape concept design to reduce the amount of hardscape within the site through extensive new plantings, to improve green connections to the surrounding locality and to increase the permeability of the site. In addition, the proposal provides enhanced public connectivity which has been appropriately treated with unified material selections to reflect the surrounding streetscape. Private and communal open space areas within the site have been treated with plantings to soften the built form, maintain solar access and to offer high levels of amenity to future occupants.

Pedestrian Accessibility

As illustrated in **Figure 22** and contained in the Urban Design Report prepared by Bates Smart the Indicative Scheme will provide three new pedestrian connections through the site that will significantly improve the area's pedestrian permeability and the overall accessibility of Larkin Street park. Overall redevelopment of the site in a consistent manner with the Indicative Scheme could deliver substantial benefits in this regard.

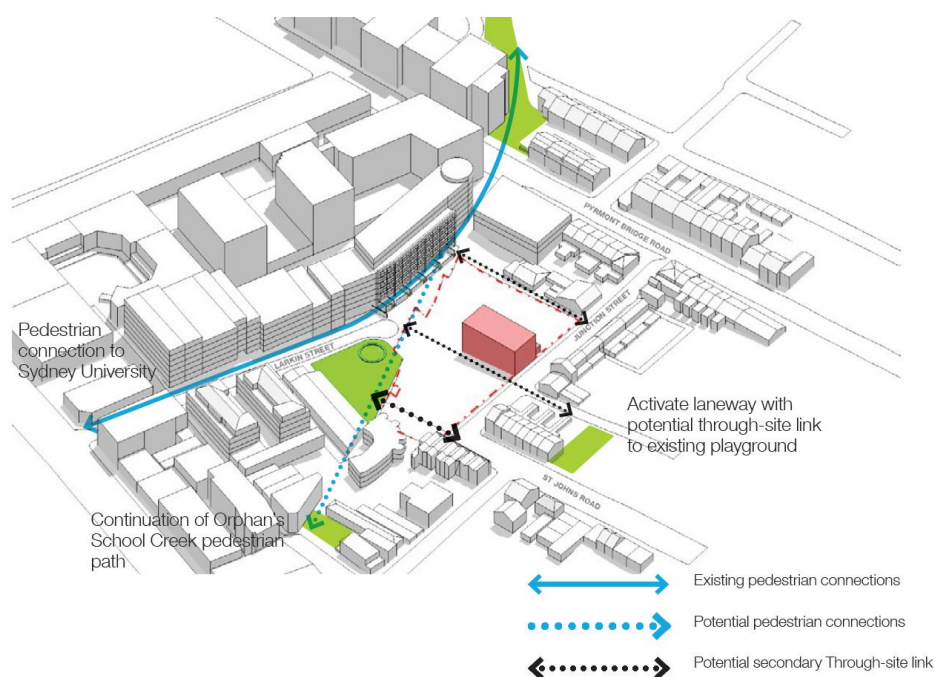


Figure 22 – Excerpt from the Indicative Masterplan indicating pedestrian accessibility

Summary

The Indicative Master plan illustrates that a high quality design outcome is able to be achieved under the proposed planning controls. In particular the Master Plan demonstrates that a scheme designed with a FSR of 1.75:1 and a maximum building height of circa 22m (with 7m wide strop fronting Junction Street at a maximum of 12m) will sit comfortably within its surrounding context and will not result in an unacceptable adverse impact on the local area. Furthermore it also illustrates that the apartments within the indicative scheme will support a high level of residential amenity in accordance with SEPP65 and the Sydney DCP 2012.

7.0 Strategic and Statutory Planning Framework

This chapter outlines the strategic and statutory planning framework within which the development outcomes for the land have been considered and provides commentary on how the proposal responds to each of these documents.

7.1 Strategic Planning Policies

7.1.1 A Plan for Growing Sydney

The *A Plan for Growing Sydney* is the current strategic plan for the Sydney metropolitan area. Having been recently published in December 2014, it represents the most up to date strategic framework and sets out the Government's vision for Sydney as a strong global city and a great place to live. To achieve this vision it sets out four overarching goals for the region, these being:

- *A competitive economy with world-class services and transport;*
- *A city of housing choice with homes that meet our needs and lifestyles;*
- *A great place to live with communities that are strong, healthy and well connected; and*
- *A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.*

A series of more detailed directions and actions provide the framework for realising the goals and overall vision. We discuss these in further detail below.

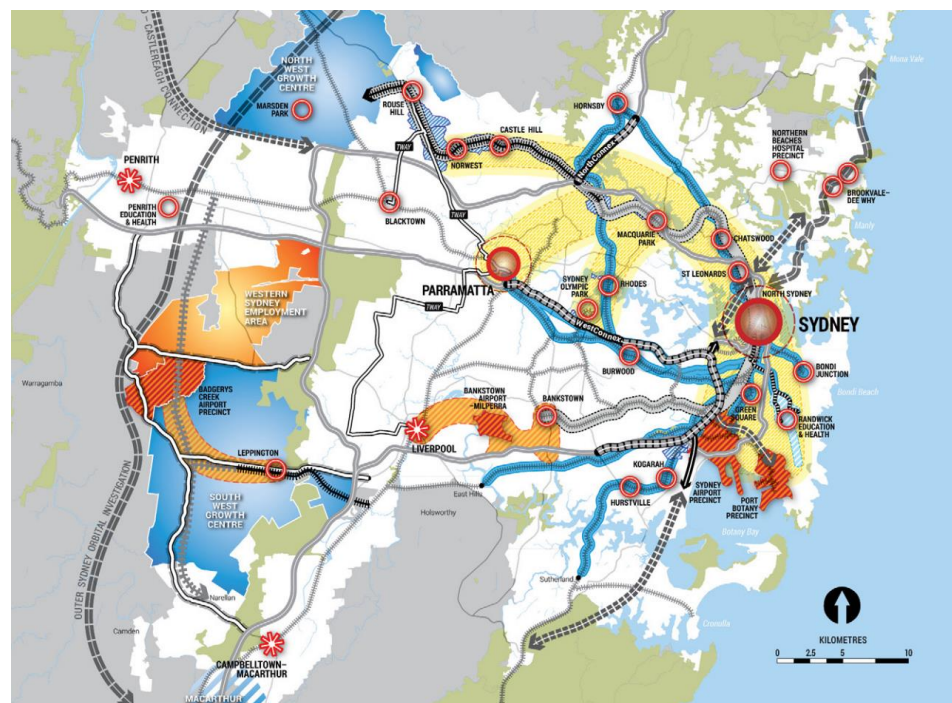


Figure 23 – A Plan for Growing Sydney, NSW Government 2014

Goal 1 – *A competitive economy with world class services and transport*

To ensure that Sydney has a competitive economy with world class services and transport the Plan sets out a number of key priorities including but not limited to:

- Creating new and innovative opportunities for growing and expanding the Sydney CBD office space;
- Diversifying the CBD by enhancing the cultural ribbon that surrounds the CBD including Barangaroo, Darling Harbour, Walsh Bay and the Bays Precinct;
- Growing greater Parramatta as Sydney's second CBD;
- Transforming the productivity of Western Sydney through growth and investment
- Enhancing the capacity of Sydney's gateways and freight networks;
- Expanding the global economic corridor; and
- Growing strategic centres and providing more jobs closer to home.

By carrying out the above, The Plan seeks to support and ensure that Sydney will continue to be a premier location for global commerce, business and investment with strong ties to its region and with world class infrastructure that supports growing, efficient and innovative industries. Of particular relevance to this Planning Proposal is Direction 1.7 which seeks to *'Grow strategic centres – providing more jobs closer to home.'*

The site is located at the eastern end of the Parramatta Road Corridor, which has frequent public bus services and has excellent access to jobs, education, and community facilities and services. Accordingly the Plan notes that *"Focusing future growth in both strategic centres and transport gateways will provide the greatest benefits to Sydney in terms of land and infrastructure costs, social infrastructure and social and environmental outcomes."*

Direction 1.7 also states that *"Delivering more housing through targeted renewal around centres on the transport network will provide more homes closer to jobs and boost the productivity of the city."*

Goal 2 – A city of housing choice with homes that meet our needs and lifestyles

The Plan identifies that some 664,000 additional homes need to be built over the next 20 years to meet forecast demand and highlights that *"The Government must accelerate the delivery of new housing in Sydney to meet the needs of a bigger population and to satisfy a growing demand for different types of housing"*

To achieve this it sets out a number of strategic directions including:

- Accelerate housing supply across Sydney;
- Accelerate urban renewal across Sydney – providing homes closer to jobs;
- Improve housing choice to suit different needs and lifestyles; and
- Deliver timely and well planned greenfield precincts and housing.

Of particular relevance to this Planning Proposal is Action 2.2.2 which seeks to, *"Undertake urban renewal in transport corridors which are being transformed by investment and around strategic centres"*.

The proposal is located within the Parramatta Road Corridor and will provide new housing within an established urban area. The Planning Proposal will facilitate increased housing supply in the local area and in this regard will make a significant contribution to enhancing the local economy and diversifying housing choice to meet the needs of the growing population.

Goal 3 – A great place to live with communities that are strong, healthy and connected

To create a city with strong, healthy and connected communities the plan highlights the importance of creating more vibrant places and revitalised suburbs where people want to live, and welcoming centres with character and vibrancy that offer a sense of community and belonging. The key Directions for achieving this goal include:

- Revitalise existing suburbs;
- Create a network of interlinked, multipurpose open and green spaces across Sydney;
- Create healthy built environments;
- Promote Sydney's heritage, arts and culture;

Of particular relevance to the Planning Proposal is Direction 3.1 which is to 'revitalise existing suburbs' and under this direction the Plan notes that *"research has found that new housing within Sydney's established suburbs brings real benefits to communities and makes good social and economic sense."*

According to the Plan directing new housing to existing urban areas will reduce the impact of development on the environment and protect productive rural land at the urban fringe. It also improves residents' access to jobs, services and recreation which enhances the liveability of the city.

The Planning Proposal will provide for an outcome that is directly consistent with this goal and direction.

Goal 4 – A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources

The Plan notes that as the city grows, good urban design and planning will be more critical than ever to make the city's built environment sustainable and energy efficient while also protecting the environment. To do this it sets out a number of key strategic directions, these being:

- To protect our natural environment and biodiversity;
- To build Sydney's resilience to natural hazards; and
- To manage the impacts of development on the environment.

The above Directions are relevant to the Planning Proposal and will be supported by the site's future redevelopment as shown in the indicative scheme. It will minimise the need for urban sprawl and will be designed in accordance with ESD principles thus ensuring the effective management of impacts of the development on the environment.

With regard to the above goals we note that this Planning Proposal is consistent with 'A Plan for Growing Sydney' in that it will:

- Promote increased density in a highly appropriate and sustainable location in close proximity to existing transport infrastructure, community facilities and jobs;
- Promote urban renewal of a well located urban block by enabling a built form outcome that respects the surrounding area, is consistent with the locality's transitional status, and which will be capable of providing high residential amenity for future occupants;
- Will release pressure on the urban fringe and support a balanced approach to the use of land and resources by locating new housing and employment opportunities within an existing built up area; and

- Be appropriately design in accordance with latest ESD initiatives thus minimising impacts on the environment.

Subregional Delivery

The site is included in the Central Subregion which is expected to continue to play the dominant role in the economic, social and cultural life of Sydney. A Plan for Growing Sydney notes that the variety and diversity of activities and centres in the subregion will be key to creating liveable communities and ensuring that the subregion is a desirable place to live, work and visit. To achieve this, the plan sets a number of priorities for the subregion, of particular relevance to the site are the following:

- Support education-related land uses and infrastructure around Sydney University, University of Technology Sydney, and Notre Dame University.
- Support health-related land uses and infrastructure around Royal Prince Alfred Hospital.

While the subregional plan under *A Plan for Growing Sydney* outlines the framework for growth, it is yet to provide specific details on future growth expectations. In the absence of this we refer to the previous Draft Metropolitan Strategy which set out the following growth targets for the central subregion:

- A population increase of 242,000 people to 2031;
- The provision of 138,000 new residential dwellings by 2031; and
- The provision of 230,000 new jobs by 2031.

The proposed development will support these growth targets through the provision of quality housing and renewed commercial opportunities in close proximity to existing infrastructure and services such as the Royal Price Alfred Hospital, the University of Sydney, Broadway and the Ultimo-Pyrmont precinct.

7.1.2 Draft Parramatta Road Urban Renewal Strategy

The Draft Parramatta Road Urban Renewal Strategy has been recently placed on exhibition by Urbangrowth NSW. This Strategy aims to increase the quantity and diversity of housing, job opportunities and transport within the Parramatta Road corridor. The site is located within the eastern extremity of the Camperdown precinct which is expected to see between 1,500 and 2,100 new dwellings over the next 35 years period.

As such, the proposal is consistent with the aims and objectives of the Draft Parramatta Road Urban Renewal Strategy as it seeks new housing in a highly suitable location in close proximity to a frequent public transport corridor.

7.1.3 Sustainable Sydney 2030 – Community Strategic Plan

The City of Sydney's Sustainable Sydney 2030 sets the goals and aspirations for the development of the Sydney LGA over a 20 year period. The plan expresses the vision and the City's commitment to a Green, Global, Connected City, specifically:

- *"Green with a modest environmental impact, green with trees, parks, garden and linked open spaces, green by example and green by reputation.*
- *Global in economic orientation, global in link and knowledge exchange, global and open minded in outlook and attitude.*

- *Connected physically by walking, cycling and high quality public transport, connected 'virtually' by world class telecommunications, connected communities through a sense of belonging and social well-being, and connected to other spheres of government and to those with an interest in the City."*

The Plan sets out 10 Strategic Directions to achieve Sustainable Sydney. Described as a 'Framework for Action' these Strategic Directions are:

- A globally competitive and innovative city;
- A leading environmental performer;
- Integrated transport for a connected city;
- A city for walking and cycling;
- A lively, engaging city centre;
- Vibrant local communities and economies;
- A cultural and creative city;
- Housing for a diverse population;
- Sustainable development, renewal and design; and
- Implementation through effective governance and partnerships.

This planning proposal will facilitate the site's regeneration and in doing so will deliver new residential accommodation and commercial opportunities in an inner urban area with good access to existing transport networks. It will therefore help reinforce the city's global role and identity by contributing to its urban renewal in a sustainable matter and will support the creation of a new vibrant, creative and diverse community in the local area.

7.2 State Legislation

7.2.1 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the *Environmental Planning and Assessment Regulation 2000* (EP&A Reg) set out amongst other things:

- Requirements for rezoning land;
- Requirements regarding the preparation of a local environmental study as part of the rezoning process;
- Matters for consideration when determining a development application; and
- Approval permits and/or licences required from other authorities under other legislation.

7.2.2 State Environmental Planning Policies

The State Environmental Planning Policies directly applicable to the Planning Proposal are addressed in **Table 6** below.

Table 6 – Applicable State Environmental Planning Policies

State Environmental Planning Policies (SEPPs)	Consistent		N/A	Comment
	YES	NO		
SEPP No 1 Development Standards			✓	SEPP 1 does not apply to the Sydney LEP 2012.
SEPP No 32 Urban Consolidation (Redevelopment of Urban Land)	✓			The planning proposal is consistent with SEPP 32 in providing for the opportunity for the development of additional housing in an area where there is existing public infrastructure, transport, and community facilities, and is close to employment, leisure and other opportunities.
SEPP No 55 Remediation of Land	✓			The site is presently utilised for commercial and light industrial type uses and has the potential to be contaminated. Notwithstanding, a Preliminary Site Investigation will be undertaken in conjunction with a future Development Application package.
SEPP No 64 Advertising and signage			✓	Not relevant to proposed amendment. May be relevant to future DAs
SEPP No 65 Design Quality of Residential Flat Development	✓			Full compliance with SEPP 65 will be demonstrated at the time of making a development application. Notwithstanding, a high level assessment of the Indicative Master Plan has been carried out at Section 6.0 .
SEPP No.70 Affordable Housing (Revised Schemes)			✓	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009			✓	Not relevant to proposed amendment
SEPP (BASIX) 2004	✓			Compliance with SEPP (BASIX) will be demonstrated at the time of making a development application.
SEPP (Exempt and Complying Development Codes) 2008	✓			May apply to future development of the site.
SEPP (Infrastructure) 2007			✓	Not applicable as this proposal only envisages approximately 86 dwellings. In addition, the access to Larkin Street is approximately 150m from Parramatta Road (classified).

7.2.3 Is the Planning Proposal consistent with applicable S.117 Ministerial Directions?

Consistency with the Ministerial Directions for LEPs under Section 117 of the Environmental Planning and Assessment Act 1979 is provided in **Table 7**.

Table 7 – Consistency with Ministerial Directions

No.	Title	Consistency with Planning Proposal
1. Employment and Resources		
1.1	Business and Industrial Zones	The site is located in the B4 Mixed Use Zone. The proposal does not seek to change the zoning of the site, but rather the FSR and height controls. The Indicative Master Plan retains the existing commercial building on-site.
1.2	Rural Zones	Not Applicable
1.3	Mining, Petroleum Production and	Not Applicable

No.	Title	Consistency with Planning Proposal
	Extractive Industries	
1.4	Oyster Aquaculture	Not Applicable
1.5	Rural lands	Not Applicable
2. Employment and Heritage		
2.1	Environmental Protection Zones	Not Applicable
2.2	Coastal Protection	Not Applicable
2.3	Heritage Conservation	Not Applicable
2.4	Recreation Vehicle Areas	Not Applicable
3. Housing, Infrastructure and Urban Development		
3.1	Residential Zones	The Planning Proposal is consistent with Clauses 4 and 5 of this direction. The proposed amendment will allow for the provision of additional housing in a highly appropriate location.
3.2	Caravan Parks and Manufactured Home Estates	Not Applicable
3.3	Home Occupations	Not Applicable
3.4	Integrating Land Use and Transport	The Planning Proposal is consistent with this direction and the relevant government policies that apply to the Direction. The site is well served by public transport and the proposal will maximise the use of these facilities.
3.5	Development near Licensed Aerodromes	Not Applicable
3.6	Shooting Ranges	Not Applicable
4. Hazard and Risk		
4.1	Acid Sulfate Soils	An Acid Sulfate Soils study will be undertaken post Gateway if required.
4.2	Mine Subsidence and Unstable Lands	Not Applicable
4.3	Flood Prone Land	A Preliminary Flood Assessment has been undertaken and is provided at Appendix C .
4.4	Planning for Bushfire Protection	Not Applicable
5. Regional Planning		
5.1	Implementation of Regional Strategies	Not Applicable
5.2	Sydney Drinking Water Catchments	Not Applicable
5.3	Faerland of State and Regional Significance on the NSW Far North Coast	Not Applicable
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable
5.5	Development on the vicinity of Ellalong	Not Applicable
5.6	Sydney to Canberra Corridor	Not Applicable
5.7	Central Coast	Not Applicable
5.8	Second Sydney Airport: Badgerys Creek	Not Applicable
6. Local Plan Making		
6.1	Approval and Referral Requirements	Not Applicable
6.2	Reserving land for Public Purposes	Not Applicable
6.3	Site Specific Provisions	Not Applicable
7. Metropolitan Planning		
7.1	Implementation of the Metropolitan Plan for Sydney 2036	The Planning Proposal will provide an outcome consistent with this Direction and the provisions of the Metropolitan Plan for Sydney 2036 and the recently published Plan for Growing Sydney.

7.3 Sydney LEP 2012

7.3.1 Consistency with overall aims

The proposal's consistency with the overall aims of the SLEP 2012 is demonstrated in **Table 8** below.

Table 8 – Consistency with overall aims of SLEP 2012

Aim	Proposal	Consistency
(a) to reinforce the role of the City of Sydney as the primary centre for Metropolitan Sydney,	The proposal will facilitate delivery of housing in a highly appropriate location in close proximity to the CBD and strategic facilities such as RPA Hospital and the University of Sydney.	✓
(b) to support the City of Sydney as an important location for business, educational and cultural activities and tourism,	The proposal will provide new housing and employment opportunities that will support local business, educational, cultural and tourism activities in the local area.	✓
(c) to promote ecologically sustainable development,	The proposal will result in the redevelopment of a key landholding in the Pyrmont Bridge Road precinct and will be designed to achieve relevant ESD requirements. Further details will be provided at the development application stage.	✓
(d) to encourage the economic growth of the City of Sydney by: (i) providing for development at densities that permit employment to increase, and (ii) retaining and enhancing land used for employment purposes that are significant for the Sydney region,	The proposal will provide opportunities for additional residential and non-residential floor space and in this regard will support the future growth of Sydney.	✓
(e) to encourage the growth and diversity of the residential population of the City of Sydney by providing for a range of appropriately located housing, including affordable housing,	The site is in a highly appropriate inner-urban location and its future growth and diversity of housing to suit the market's needs. Detailed design will be explored at DA stage. The Indicative Scheme prepared by Bates Smart demonstrates that the site can be redeveloped in a way that embodies the principles of achieving good amenity and design for future residents and the local community.	✓
(f) to enable a range of services and infrastructure that meets the needs of residents, workers and visitors,	The proposal provides housing in close proximity to existing transport links and jobs. It will therefore meet the future needs of residents, workers and visitors.	✓
(g) to ensure that the pattern of land use and density in the City of Sydney reflects the existing and future capacity of the transport network and facilitates walking, cycling and the use of public transport,	The proposal will facilitate the intensification of a highly accessible inner-urban site and in this regard will maximise the use of public transport, walking and cycling facilities.	✓
(h) to enhance the amenity and quality of life of local communities,	The proposal will support the renewal of an existing brownfield site as a new high quality mixed use development and in this regard will enhance the quality of the built form and amenity of the area.	✓
(i) to provide for a range of existing and future mixed-use centres and to promote the economic strength of those centres,	The proposal will facilitate a future mixed use development that will reinforce and support the Parramatta Road corridor and Camperdown area precinct.	✓

(j) to achieve a high quality urban form by ensuring that new development exhibits design excellence and reflects the existing or desired future character of particular localities,	Future development will be subject to a detailed DA and will be required to respond to DCP controls. The Indicative Master Plan demonstrates that a high quality and appropriate urban form can be achieved.	✓
(i) to conserve the environmental heritage of the City of Sydney,	The future redevelopment of the site will not result in any environmental heritage impacts.	✓
(i) to protect, and to enhance the enjoyment of, the natural environment of the City of Sydney, its harbour setting and its recreation areas,	The future redevelopment of the site will not result in any impacts on the harbour and its setting.	✓

7.3.2 Consistency with height objectives

The proposal's consistency with the relevant height objectives under the SLEP 2012 is demonstrated in **Table 9** below.

Table 9 – Consistency with height objectives of SLEP 2012

Objective	Proposal	Consistency
(a) to ensure the height of development is appropriate to the condition of the site and its context,	The proposal seeks to increase heights to create a suitable transition from the taller residential flat buildings to the west and to the existing terrace housing to the east. As demonstrated by the Indicative Master Plan the proposed height limits will not have an adverse impact on the surrounding area.	✓
(b) to ensure appropriate height transitions between new development and heritage items and buildings in heritage conservation areas or special character areas,	As demonstrated in the Indicative Master Plan, the site can be developed in accordance with the proposed height controls which are designed to facilitate an appropriate transition in height from west to east. The proposed heights will not have an unacceptable adverse impact on amenity and views.	✓
(c) to promote the sharing of views,		✓

7.3.3 Consistency with density objectives

The proposal's consistency with the floor space ratio objectives under the SLEP 2012 is demonstrated in **Table 10** below.

Table 10 – Consistency with FSR objectives of SLEP 2012

Objective	Proposal	Consistency
(a) to provide sufficient floor space to meet anticipated development needs for the foreseeable future,	The proposal will allow for a level of density which is appropriate for the site and which is consistent with future demand for housing needs.	✓
(b) to regulate the density of development, built form and land use intensity and to control the generation of vehicle and pedestrian traffic,	The proposed density of development is unlikely to create any undue pedestrian or vehicular impacts on the surrounding public domain area.	✓
(c) to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure,	The proposal has been designed to be compatible with existing infrastructure in the locality.	✓
(d) to ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality.	The proposed height is commensurate with the site's location and is integrated with the existing height of the building to be retained and the general height and scale of the immediate surrounding context.	✓

8.0 Environmental Assessment

8.1 Built Form

The height and built form controls sought by this planning proposal are the result of a site specific analysis involving the development and testing of a number of alternative site specific design options. These options were analysed in terms of their design outcome and impacts on the surrounding area, with the less favoured design alternatives dismissed for the following reasons:

- They resulted in a built form that was too high for the site and which had adverse shadowing impacts on the Larkin Street properties;
- They resulted in greater restrictions on view from the Larkin Street apartments due to the height and expanse of building mass at the upper levels;
- They resulted in reduced separation between buildings within the site, which increased overlooking opportunities and reduced residential amenity such as cross-ventilation and solar access;
- They resulted in a building mass that was inconsistent and incompatible with the Junction Street terraces; and
- They provided an extension to the Larkin Street Park which was determined to be unnecessary.

The built form illustrated in the Indicative Master Plan and facilitated by this planning proposal has therefore been deliberately designed to respond to the site's transitional location between higher density residential flat buildings on Larkin Street and lower density terrace homes on Junction Street.

In addition to the above we also note that the Urban Design Report prepared by Bates Smart also confirms that:

- The shadow footprint cast by the proposed buildings contained in the Indicative Scheme will not result in any unacceptable overshadowing impacts on the Larkin Street apartments;
- The additional height proposed will not result in any adverse visual impacts nor will it unreasonably restrict or block views from surrounding existing or future buildings; and
- The proposed changes will support a built form outcome that is consistent with its surroundings along all four boundaries and both street frontages.

In light of the above the proposed LEP height and FSR amendments are considered to be acceptable as they will allow the proposed to maximise the site's true development potential while providing greater flexibility to achieve a superior built form and public amenity outcome for the site than that of the current LEP controls.

8.2 Flooding & Stormwater

The site is considered to be flood prone. This Planning Proposal is accompanied by Preliminary Flood Assessment prepared by WMAwater and provided at **Appendix C**. This report concludes the site is capable of accommodating residential dwellings with a floor level set above 1% AEP events plus 0.5m freeboard. A Flood Risk and Management Plan would be prepared and submitted as part of any future Development Application which would include details on measures to ensure the safety of occupants and property. The potential for future stormwater infrastructure upgrades would also be investigated as part of this DA process with specific consideration given to the Johnsons Creek Catchment Floodplain Risk Management Study 2014.

8.3 Vehicular & Pedestrian Access

8.3.1 Vehicular Access, Parking & Traffic

Off street parking will be provided on site in accordance with Council's requirements. Under the current indicative concept, parking will be provided for the both the residential and commercial components in a single level lower ground/partial basement level assessed from Larkin Street.

A single level of parking has been adopted to respond to the site's flooding constraints as discussed within Section 8.2. All car parking spaces and manoeuvring zones will be designed in accordance with relevant Australian Standards.

The vehicular access is located from Larkin Street and as such, reduces the pressure on lower-order residential streets located to the north of the site, beyond Junction Street. For full consideration of this aspect refer to the Traffic and Parking Report prepared by Parking & Traffic Consultants at **Appendix D**. It is concluded that the proposed parking provisions are acceptable for the proposed use of the site and that any additional traffic generation will be able to be accommodated into the surrounding road network with negligible impacts.

8.3.2 Pedestrian Access

A number of separate through-site linkages and public pathways are proposed. Land along the northern site boundary with a width of approximately 3m is proposed to be dedicated to the future widening of Kimber Lane. This will allow 2-way vehicle passing and future extension towards the south-west to support the redevelopment of 1 Kimber Lane. A central pedestrian pathway with a width of approximately 6m is proposed to form a linkage from Larkin Street through to David Street. A pedestrian pathway adjacent to the southern site boundary with a width of approximately 6m, will connect the Larkin Street park through to St Johns Road.

In addition, land is proposed to be dedicated at the rear of the site for the purposes of the Orphan's School Creek floodway and possible future pedestrian link towards the north-west.

8.4 Contamination

Clause 6 of State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) requires that prior to the rezoning of land for residential, recreational, educational or child care purposes, the consent authority unless it has considered whether the land is contaminated and whether it is suitable or can be made suitable for the proposed uses.

This Planning Proposal seeks to amend the LEP building height and density controls and does not seek to change the zoning or permissible land uses on the site. Notwithstanding, a Contamination Assessment was previously undertaken for the site in April 1998 by Douglas Partners. This report concluded that no significant contamination concentration was found on the site. However, remediation is required within limited areas for Polycyclic Aromatic Hydrocarbons.

On this basis, full details including a Site Investigation Report and Remediation Action Plan will accompany the comprehensive development application for the site to be lodged in future.

9.0 Assessment of Planning Proposal against NSW Department of Planning and Infrastructure Guidelines

The following section includes an assessment against the requirements in *A guide to preparing planning proposals* published by the Department of Planning and Infrastructure in October 2012.

9.1 Parts 1 and 2

Parts 1 and 2 of the guide have been covered in **Section 4.0**, which outlines the objectives and intended outcomes of the proposal, as well as how the intended outcomes can be achieved through amendments to the LEP.

9.2 Part 3 - Justification

9.2.1 Need for a Planning Proposal

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

This planning proposal is not the result of a strategic study or report but rather an ongoing site specific urban design analysis undertaken by Bates Smart to determine the site's development potential taking into considering site specific constraints and opportunities and the site's immediately surrounding context. An Urban Design Report outlining the proposal's underlying design rationale is included at **Appendix A**. Built form is also discussed within **Section 6.1** of this report.

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

This planning proposal represents the best means of achieving the intended outcome and objectives as it allows the site to realise its full development potential in a building form that is most likely to achieve a high quality design. The changes to the applicable height and density controls will support the creation of a superior built form which transitions from existing lower density residential on the eastern side of Junction Street and to larger and more dense redevelopments completed to the west of Larkin Street. The additional height and density will not have any adverse or noticeable environmental impacts.

A comparison of the alternative design outcomes and the benefits of the proposed approach is illustrated in the accompanying Urban Design Report prepared by Bates Smart. As demonstrated in this document the amendments contained in the planning proposal will clearly provide the best means of achieving the objectives and intended outcomes for the site.

9.2.2 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)?

The Draft Metropolitan Strategy and Plan for Growing Sydney seeks to maximise housing delivery and development in locations with excellent access to public transport, services and facilities. The site is situated within the Parramatta Road corridor which is identified as a significant urban renewal precinct which is presently being subjected to a number of large in-fill redevelopments. The planning

proposal supports this policy by creating further additional housing to be delivered in a form that supports a better design and development outcome for the locality.

Consistency with the Plan for Growing Sydney and Draft Metropolitan Strategy 2031 are discussed further in **Section 7.0**.

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

The planning proposal is consistent with Sustainable Sydney 2030, which outlines a vision for Sydney and sets out a number of underlying Strategic Directions. The planning proposal will facilitate a future integrated mixed use development that will assist with achieving these goals by:

- Reinforcing Sydney as a globally competitive and innovative city;
- Supporting the future integration of transport and development;
- Encouraging and fostering a vibrant local community and economy;
- Providing a variety of housing products to meet the needs of a diverse population; and
- Being designed in accordance with the principles of sustainable development, renewal and design.

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

An assessment of the Planning Proposal against applicable State Environmental Planning Policies (SEPPs) is provided in **Table 4** above. As set out in that table the planning proposal supports an outcome that is consistent with the SEPPs.

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

An assessment of the Planning Proposal against the Section 117 Directions is provided in **Table 5** above. As shown in this table the planning proposal is consistent with the relevant directions for planning proposals issued by the Minister for Planning under Section 117(2) of the EP&A Act.

9.2.3 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 planning proposal will not result in any impact on critical habitat or threatened species, populations or ecological communities or their habitats, given the site's urban location.

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

A detailed assessment of the environmental impacts of the planning proposal is provided in **Section 8.0**. The proposal will result in a change in the mass, height and appearance of any future development of the site however this will not result in any unacceptable impacts on the surrounding area.

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

The proposed development will result in positive economic and social flow-on effects for the local area. The residential component will deliver valuable housing in a location close to public transport, community facilities and jobs. The re-use of

the commercial building and new public through-site linkages will contribute to integrating the site with the surrounding locality and providing improved permeability and accessibility. In addition, the development will result in the creation of jobs throughout the construction process.

Overall, the proposal will support the renewal of the Parramatta Road Corridor and the successful integration of new housing and employment opportunities within a socially diverse region.

9.2.4 State and Commonwealth Interests

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

The site is located in an established urban area and has access to a range of existing services and public infrastructure. Further investigations will be undertaken as part of the preparation of the DA material to determine whether any upgrade of existing facilities is required.

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

State and Commonwealth authorities will have the opportunity to provide comment on the Planning Proposal as part of its formal exhibition. Any future DA will be referred to the relevant authorities as required.

9.3 Part 4 – Mapping

The proposed amendments to the Sydney LEP 2012 will require changes to the LEP Maps. The current Sydney LEP 2012 controls and proposed amendments are shown in **Table 11** and **Figures 24** to **27** on the following pages.

Table 11 – Sydney LEP 2012 Map Amendments

Sydney LEP 2012 Map	Current	Proposed
▪ Floor Space Ratio	▪ 1:1	▪ 1.75:1
▪ Building Height	▪ 12m	▪ 22m, with a 12m height strip retained a maximum of 7m in width fronting Junction Street.

Current and Proposed FSR Maps

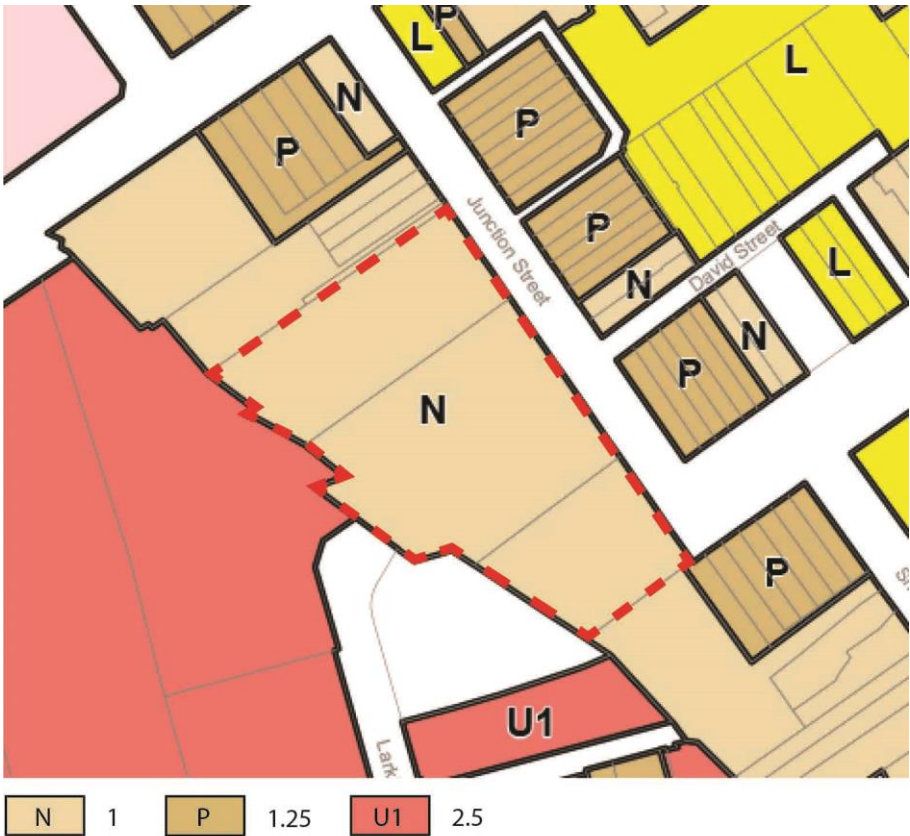


Figure 24 – Current FSR map under the Sydney LEP 2012

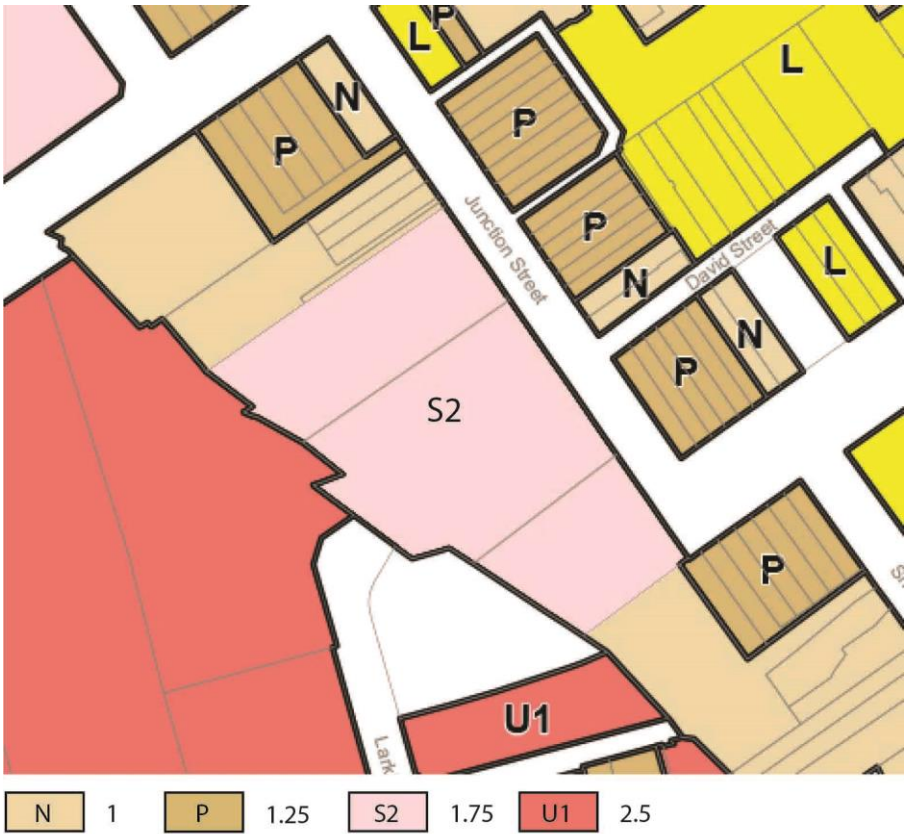


Figure 25 – Proposed FSR map under the Sydney LEP 2012

Current and Proposed Height Maps



Figure 26 – Current Height map under the Sydney LEP 2012



Figure 27 – Proposed height map under the Sydney LEP 2012

9.4 Part 5 – Community Consultation

Confirmation of the public exhibition period and requirements for consultation will be detailed as part of the LEP Gateway determination.

Any future DA for the site would also be exhibited in accordance with Council requirements, at which point the public and any authorities would have a further opportunity to make comment on the proposal.

10.0 Conclusion

This planning proposal seeks to make changes to the height and FSR controls relating the site at 2-32 Junction Street by:

- a) Increasing the maximum height limit for part of the site from 12m to 22m; and
- b) Increasing the maximum FSR for the site from 1:1 to 1.75:1.

These changes will facilitate the site's future redevelopment as a new high quality residential mixed use development as illustrated in the indicative concept prepared by Bates Smart.

The proposed changes would facilitate circa 89 new apartments along with a small amount of commercial floor space and would deliver a number of strategic planning, urban design and amenity benefits including but not limited to:

- Contributing to achieving important objectives and directions including provision of housing growth and delivery in a location that is well serviced with infrastructure, transport, education, recreation and centres of employment;
- Provide the opportunity to retain a portion of non-residential land uses within the site;
- Delivering new temporary and permanent job opportunities;
- Improve the site's contribution to Junction Street and the overall quality of built form in the local area;
- Increase landscaping and vegetation provision and improving connectivity and permeability through the provision of through-site linkages for pedestrians;
- Deliver a high quality environment for residents in accordance with SEPP 65 and the Residential Flat Design Code; and
- Maximising the re-use of a well located brownfield site for urban infill development whilst minimising adverse environmental and amenity impacts on the existing surrounding buildings.

In light of the above the planning proposal is consistent with relevant strategic and statutory planning documents and will deliver a number of public benefits. An environmental assessment of the impacts of the proposed built form facilitated by the planning proposal has been undertaken, and it is concluded that the planning proposal will not result in any unacceptable environmental impact.

Given the strategic planning merit of the proposed amendments, we request that Council forward this Planning Proposal to the Minister for Planning for a 'gateway determination' in accordance with Section 56 of the EP&A Act.