



PLANNING PROPOSAL

7 Concord Avenue,
Concord West

F.T.D Holdings Pty. Ltd.
and Floridana Pty. Ltd

August 2018

www.elton.com.au

consulting@elton.com.au

Sydney | Canberra | Melbourne | Darwin

ABN 56 003 853 101

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Acronyms

Acronym	Description
ABCB	Australian Building Codes Board
ADG	Apartment Design Guideline
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
ARI	Annual Recurrence Interval
CBD	Central Business District
DA	Development Application
DDA	Disability Discrimination Act
DCP	Development Control Plan
DPE	Department of Planning and Environment
DSI	Detailed Site Investigation
EP&A Act	Environmental Planning and Assessment Act 1979
FPA	Flood Planning Area
FPL	Flood Planning Level
FSR	Floor Space Ratio
GSC	Greater Sydney Commission
IGS	Integrated Group Services
km	Kilometres
LAeq	A-weighted equivalent noise level represents the logarithmic average noise energy during the measurement period
LGA	Local Government Area
LEP	Local Environmental Plan
m	Metres
NBN	National Broadband Network
OSD	Onsite Detention System
PSD	Permissible Site Discharge
PMF	Probable Maximum Flood

Acronym	Description
RAP	Remediation Action Plan
REP	Regional Environmental Plan
RPA	Relevant Planning Authority
RL	Registered Level
RMS	Roads and Maritime Services
SOPA	Sydney Olympic Park Authority
SIC	Special Infrastructure Contribution
SEPP	State Environmental Planning Policy
SREP	Sydney Regional Environmental Plan
UAIP	Urban Amenity Improvements Program

EXECUTIVE SUMMARY

Executive summary

This report has been prepared to accompany a planning proposal on behalf of F.T.D Holdings Propriety Limited (Pty. Ltd.) and Floridana Pty. Ltd. to facilitate the redevelopment of land at 7 Concord Avenue, Concord West, 2138 (Lot 1 DP 219742) for medium density housing.

The planning proposal received a Gateway Determination in January 2018 and has been updated to address the conditions of the Gateway Determination to enable public exhibition.

The planning proposal seeks to amend the Canada Bay Local Environmental Plan (LEP) 2013 to:

- » Rezone the site from IN1 General Industrial to R3 Medium Density Residential
- » Increase the maximum building height from 12m to 25m
- » Increase the floor space ratio (FSR) for buildings at the site from 1:1 to 1.6:1
- » Identify the site as a "Flood Planning Area" as per Clause 6.8 to apply flood related development controls
- » Identify the site as an "Intensive Urban Development Area" as per Clause 6.9 and 6.10 to ensure adequate arrangements for designated State public infrastructure and delivery of utility infrastructure.

The Master Plan for the site is illustrated in the figure below. Key features include:

- » A new north / south street through the site and new cycle/pedestrian linkages integrating into the existing neighbourhood fabric
- » Transition of building heights from three storeys to interface with existing residential to eight storeys along Homebush Bay Drive to have minimal impact on neighbouring lots
- » A sound flood mitigation solution that:
 - > Preserves the current flood storage on the site
 - > Provides enhanced amenity as common areas, private courtyards and internal roads are raised substantially above the 100-year Average Recurrence Interval (ARI)
 - > Does not increase flood levels, velocities or hazards in surrounding area
- » Private communal open space areas and courtyards for the residents, including a roof top garden and publicly accessible open space that is adequately drained, sunlit and landscaped to be enjoyed by residents and the community.

The planning proposal has been informed by both local and state strategic planning framework and studies (socio-economic, urban design, flooding and traffic) as well as site specific studies.

This report demonstrates that the planning proposal:

- » Is consistent with the local and state strategic planning documents that identify the site for renewal
- » Delivers a high-quality residential development that responds to its context, topography and constraints
- » Provides additional housing in line with demand and infrastructure delivery that will support the growth of surrounding centres

- » Contributes achieving housing target (2016-2021) for the Eastern City, providing approximately 260 dwellings of the 2,150 dwellings
- » Will have the services and infrastructure available to meet the demands arising from the proposal including future agreement for additional infrastructure requirements by way of Special Infrastructure Contributions (SIC) Levy and Local Contributions Plan (7.11)
- » Provides a range of accommodation including housing types and price points to meet the needs of the community, including five percent affordable housing
- » Adequately addresses and mitigates the hazards at the site including geotechnical issues, contamination, acid sulfate soils and flooding
- » Enhances the amenity and environment of the site and local area through:
 - > The provision of high quality public landscaped areas and communal open space
 - > New public access and improvements to the public domain connecting to wider area including Powell's Creek Reserve and Homebush Bay
 - > Remediation of soils and ground water that will assist in improving health of nearby waterways.

Master Plan Concept



Source: Antoniades Architects 2018

PROJECT OVERVIEW

Introduction

This report has been prepared to support a proposed amendment to the Canada Bay Local Environmental Plan (LEP) 2013 to allow for medium density housing at 7 Concord Avenue, Concord West (Lot 1 DP 219742) (the site). The changes will:

- » Rezone site from IN1 General Industrial to R3 Medium Density Residential Development
- » Increase the maximum building height from 12m to 25m and floor space ratio (FSR) for any building from 1:1 to 1.6:1
- » Identify the site as a “flood planning area” as per Clause 6.8 to apply flood related development controls
- » Identify the site as an “Intensive Urban Development Area” as per Clauses 6.9 and 6.10 to ensure adequate arrangements for designated State public infrastructure and delivery of public utility infrastructure, respectively.

This report comprises a planning proposal that has been prepared in accordance with:

- » Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act)
- » *A Guide to Preparing Planning Proposals* and *A Guide to Preparing Local Environmental Plans* (Department of Planning and Infrastructure, 2016).

The planning proposal is to be read in conjunction with the accompanying documents **Table 1** and has been updated to address the following:

- » Conditions of the Gateway Determination issued on the 8 January 2018 (**Attachment A**)
- » Requirements of relevant Regional, District and Precinct Wide Plans
- » Findings of a revised Flood Impact and Risk Assessment
- » Pre-exhibition feedback from certain public agencies.

The planning proposal is submitted to the Department of Planning and Environment (DPE) as the administrative body for the Sydney Central City Planning Panel for review and approval for exhibition in accordance with the Gateway Determination.

Table 1 Supporting documentation

Supporting documentation	Prepared by	Date
Acid Sulfate Soils Management Plan	Douglas Partners	September 2016
Concept Master Plan	Antoniades Architects	July 2018
Detailed Site Investigation for Contamination	Douglas Partners	November 2015
Engineering Services Report	Integrated Group Services	December 2015
Flood Impact Assessment	Integrated Group Services	September 2016
Geotechnical Investigation	Douglas Partners	December 2015
Landscape Master Plan	Stuart Noble Associates	August 2016
Noise Impact Assessment	SLR Consulting (SLR)	December 2015
Remediation Action Plan	Douglas Partners	September 2016
Revised Flood Impact and Risk Assessment	Hydro Spatial and Catchment Simulation Solutions	June 2018
Supplementary Flood Advice	Integrated Group Services	April 2017
Survey	Project Surveyors	March 2010
Traffic and Transport Study	Traffic and Transport Associates	December 2015
Traffic Impact Assessment	Thompson Stanbury and Associates	August 2018

Background

Planning Proposal not supported by Council

The planning proposal was originally submitted to Canada Bay Council (Council) in December 2015. Following feedback from Council relating to concerns about the proposed flood solution and amenity issues, extensive modelling and testing by Integrated Services Group (IGS) was undertaken. The modelling and report were then peer reviewed by Dr Brett Phillips at Cardno. A copy of the Flood Impact Assessment prepared by IGS accompanies this report. A revised planning proposal was submitted in September 2016.

In April 2017 a Rezoning Review Request was lodged following a resolution by Council in February 2017 (**Appendix B**) not to support the planning proposal.

The Flood Impact Assessment was supplemented by further documentation addressing issues raised by Council in their assessment and was utilised by the project team in the Rezoning Review. A copy of this documentation accompanies this report.

Rezoning Review

On the 8 June 2017, the Rezoning Review Request was considered by the Sydney Central Planning Panel who determined that the planning proposal should proceed because the proposal has demonstrated strategic and site-specific merit. The Panel further recommended that:

- » Investigations be made to find a precinct solution to both the flooding for the area north of Concord West train station, and local transport east of Powell's Creek and north of Pomeroy Street
- » Any FSR and height of buildings be consistent with the Parramatta Road Urban Transformation Strategy.

A copy of this decision is provided in **Appendix C**.

Panel Relevant Planning Authority

Following the review, City of Canada Bay Council was advised of the Panel's decision and given the opportunity to continue in the role of relevant planning authority (RPA) for the proposal. On the 24 July 2017, the Panel advised that the:

- » Council did not accept the role of RPA to progress the matter
- » Panel as delegate of the Greater Sydney Commission (GSC) would be the RPA to finalise this matter in accordance with section 3.32(2) (formerly s54(2)) of the EP&A Act.

Refer to **Appendix C** for a copy of the Panel's correspondence.

Gateway Determination

On the 8 January 2018, the Gateway determined that the planning proposal (Department Reference: PP_2017_CANAD_005_00) should proceed subject of a number of conditions.

The planning proposal has now been updated to address the conditions in the Gateway Determination as outlined in **Table 2** below.

A copy of the Gateway Determination is provided in **Appendix A**.

Table 2 Gateway Determination Conditions

Gateway condition	Assessment
1. Prior to community consultation, the planning proposal is to be updated to:	
a. Address the requirements of the Parramatta Road Corridor Urban Transformation Strategy by: <ul style="list-style-type: none"> - reducing the proposed floor space ratio to 1.6:1; - confirming how adequate arrangement for providing affordable housing at the site and contributions to designated State public infrastructure will be made; and - demonstrating consistency with any available findings of the Burwood - Concord Precinct Wide Traffic Review. 	The planning proposal has been updated to address the requirements of the Parramatta Road Corridor Urban Transformation Strategy: <ul style="list-style-type: none"> » FSR has been reduced to 1.6:1 – refer Section 2 of this report » Affordable housing (5%) will be provided. Refer Section 3.3.4 and Section 3.9.2 of this report » The site will be identified on the Intensive Urban Development Area under the Canada Bay LEP 2013 as per Clause 6.9 that will ensure arrangements for designated State public infrastructure prior to development occurring – refer Section 2 of this report » At the time of updating the planning proposal, the Burwood - Concord Precinct Wide Traffic Review was still being prepared. The planning proposal will be updated with any available findings should the information be available prior to the LEP amendment being made.
b. Include the site on Council's LEP Flood Planning Map to identify the site as being within the 'flood planning area' (in accordance with the standard technical requirements for spatial datasets and maps);	The planning proposal has been updated to propose that the site be identified as being located within the flood planning area under the LEP – refer Section 2 of this report.
c. Demonstrate consistency with the Draft Greater Sydney Region Plan and the Revised Draft Eastern City District Plan;	The planning proposal demonstrates consistency with the now finalised Greater Sydney Region Plan and Eastern City District Plan. Refer Section 3.3.1 and Section 3.3.2 of this report, respectively.

Gateway condition	Assessment
<p>d. Demonstrate consistency with any available findings of the precinct wide flooding study associated with the Burwood, Strathfield and Homebush Planned Precinct.</p>	<p>A Precinct wide Flood Study is yet to be prepared by the various Councils together with DPE. The planning proposal will be updated with any available findings should the information be available prior to the LEP amendment being made.</p>
<p>e. Provide an updated timeline for the completion of the proposed amendment. The revised planning proposal is to be provided to the Department for review and approval for public exhibition.</p>	<p>An updated timeline is provided at Section 6 of this report.</p>
<p>The revised planning proposal is to be provided to the Department for review and approval for public exhibition.</p>	<p>This revised planning proposal is provided to DPE for the review and approval for exhibition.</p>
<p>2. Consultation is required with the following public authorities:</p> <ul style="list-style-type: none"> » Transport for NSW » Roads and Maritime Services (RMS) » Office of Environment and Heritage » Department of Education » NSW State Emergency Service » NSW Health » Department of Family and Community Services » Ambulance Service of NSW » NSW Police Force » Fire and Rescue NSW » Jemena » Sydney Water. <p>Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment.</p>	<p>Feedback was sought from public authorities' pre-exhibition based on advice from the DPE. Submissions were received from the following agencies:</p> <ul style="list-style-type: none"> » Fire and Rescue » Land and Housing Corporation » NSW Police » RMS » TfNSW. <p>Refer to Section 3.11 of this report for an overview of the submissions and our responses to the issues raised.</p> <p>Nominated agencies will also be provided with the opportunity to provide feedback on the planning proposal during the formal exhibition period.</p>

Gateway condition	Assessment
<p>3. Community consultation is required under section 56(2)(c) and 57 of the Act as follows:</p> <ul style="list-style-type: none"> a. the planning proposal must be made publicly available for a minimum of 28 days; and b. the relevant planning authority must comply with the notice requirements for exhibition of planning proposal and the specifications for material that must be made publicly along with planning proposal as identified in section 5.5.2 of A guide to preparing local environmental plans (Department of Planning and Environment 2016) 	<p>Formal consultation with agencies and community consultation will be undertaken and managed by DPE including resolving agency objections.</p>
<p>4. A public hearing is not required to be held into this matter by any person or body under section 56 (2) (e) of the Environmental Planning and Assessment Act 1979.</p>	<p>Noted.</p>
<p>5. Prior to LEP being made, the proposal is to be updated to reflect any available precinct-wide findings or solution to traffic and flooding, as informed by the Burwood, Strathfield and Homebush Planned Precinct and Burwood-Concord Precinct Study.</p>	<p>At the time of preparing the planning proposal there were no further precinct wide studies completed for traffic or flooding. The planning proposal will be updated with any available findings should the information be available prior to the LEP amendment being made.</p> <p>Arrangements for state infrastructure clause is made applicable to the site to ensure resolution of any further flooding and traffic at DA stage.</p>
<p>6. The timeframe for completing the LEP is to be 18 months from the week following the date of the Gateway determination.</p>	<p>The project timeline provided at Section 6 of this report demonstrates that this timeframe is achievable.</p>

The site

Context

The site is located in Concord West, at the corner of Station Avenue and George Street, within the densely populated western corridor of the City of Canada Bay Local Government Area (LGA).

Concord West is strategically located 11 kilometres (km) west of the Sydney Central Business District (CBD) and 7 km east of Parramatta CBD with good road and rail access to several of Sydney's key destination such as Sydney Olympic Park, Homebush Bay and Rhodes. It is situated on the TI North Shore, Northern and Western Line with connections to Epping, Hornsby Berowra, Central, Chatswood, Macquarie University, Strathfield, Emu Plains, Schofields, Richmond. The site is also strategically positioned within close proximity to major regional roads including the M4 Motorway, Parramatta Road, Concord Road and Homebush Bay Drive.

Homebush Bay Drive, elevated above a retaining wall, forms the western boundary of the site. The site's north and east boundaries are surrounded by a mix of residential uses, to the south is an industrial property and to the far west is extensive open space.

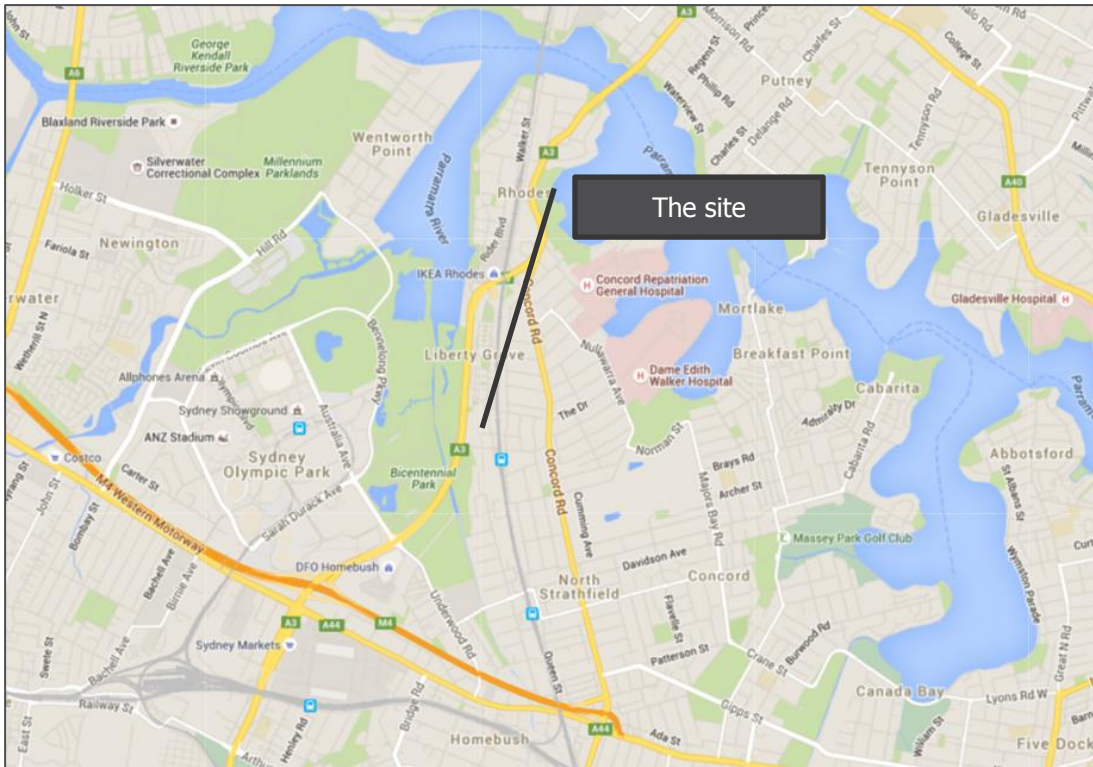
The site is located about 300-400 metres (m) from the site Concord West Station and over 400m to Concord West 'main street' neighbourhood centre (at the corner of Victoria and Queen Streets) which comprises a range of services and retail and commercial uses including Hotel Concord, cafes, a pharmacy, a medical centre, dry cleaners and the like.

The site has good access to open space and recreational facilities. This includes Bicentennial Park and Homebush Bay parklands, Sydney Olympic Park and Stadium to the west with Powells Creek Reserve, Bressington Park to the south and Loftus Park to the north. Approximately 100m south of the site is a pedestrian and vehicular underpass to access the Bicentennial Park and Homebush Bay parklands.

The site is within close proximity to Concord Repatriation General Hospital and is easily accessible to a range of educational establishments including local schools, Ryde TAFE and Macquarie University.

Figure 1 illustrates the location of the site within its local context.

Figure 1 Site context



Source: Nearmap (2016)

Site description

The site is located at No. 7 Concord Avenue, Concord West and legally described as Lot 1 DP 219742. The site has an area of 1.5 hectares approximately. It is a regular shaped allotment with diagonal frontage to northern boundary and has the following characteristics:

- » Southern boundary of 91m adjacent to industrial building
- » Northern boundary of 105m adjacent to Liberty Grove development and Loftus park
- » Western boundary of 143m adjacent to Homebush Bay Drive
- » Eastern boundary of 196m adjacent to single and double storey dwellings and two storey townhouses.

The site currently comprises a warehousing facility and attached two-storey brick office building (approximately 5,400sqm) surrounded by sealed and unsealed pavements and vegetation.

Spitfire Paintball currently uses the majority of the building for indoor paintball skirmish and indoor karting. A company called, Firmstone uses the northern end of the building for storage of equipment used for concreting. Spitfire Paintball and Firmstone both use office space at the southern end of the building.

The site is relatively level (at approximately 4.5m Australian Height Datum (AHD) however, the land to the east slopes up from the site. Powells Creek is approximately 200m to the west of the site. The inferred groundwater flow at the site is therefore to the west, towards Powells Creek.

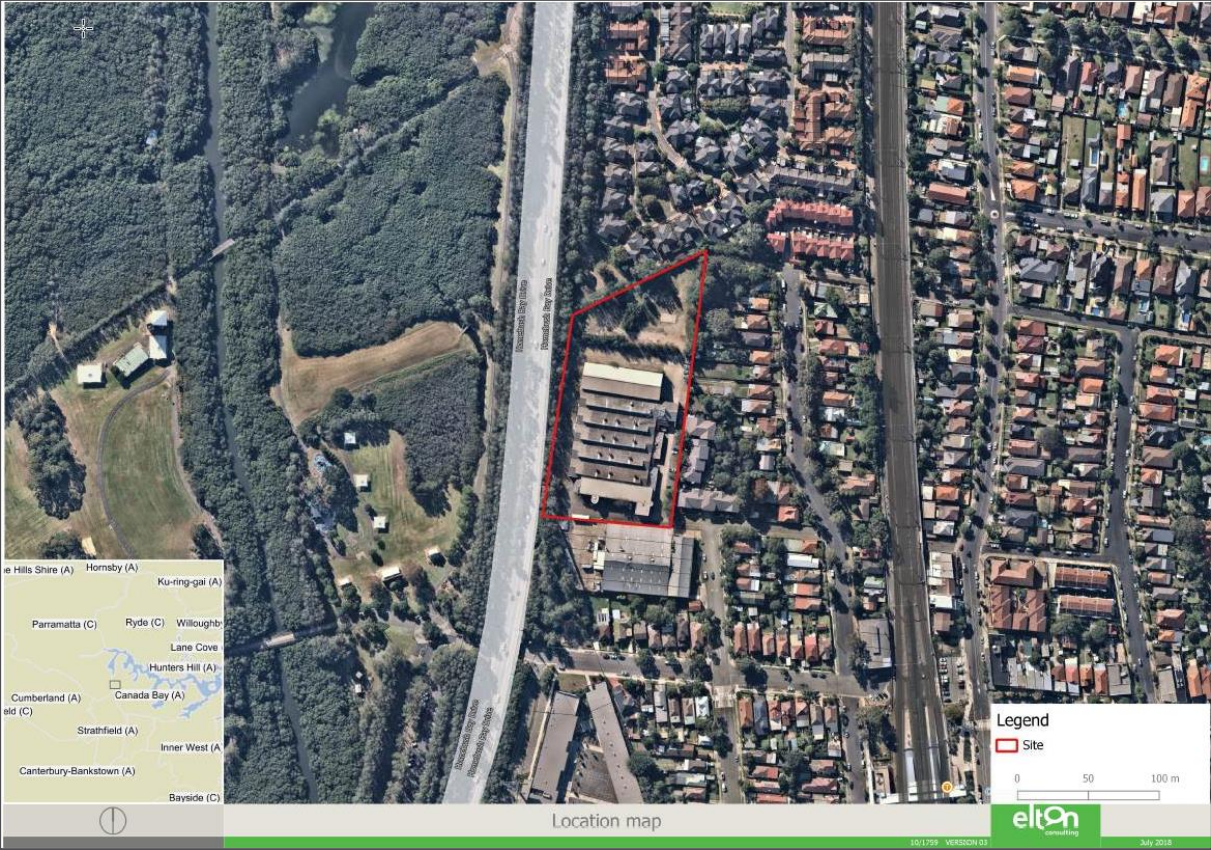
Access to the property is via Station Avenue in the south-eastern corner. Concord Avenue connects to the site at the north-eastern boundary however there is currently no access to the site.

Along the western edge, the site's property fence is elevated by a retaining wall and setback approximately 10m from the property boundary which forms Homebush Bay Drive road edge. The setback zone comprises trees, plantings and ground cover forming a visual and acoustic buffer to Homebush Bay Drive.

Several easements are located within the site's western and southern boundaries (refer to the Survey Plan accompanying this report).

An aerial view of the site is shown in **Figure 2**.

Figure 2 Site location



Source: Nearmap July 2018

Surrounding development

Development surrounding the site consists predominantly of mixed residential form with increased densities and housing types to the north and east. There are isolated pockets of older industrial uses and emerging commercial / mixed use developments in the vicinity, predominantly to the south.

A detailed description of development surrounding the site is detailed below.

Eastern

The housing along the eastern boundary of the site consists of two main types. This includes:

- » Two storey townhouses (21-dwelling development) at 2 Station Avenue. The dwellings are setback approximately three to five metres from the site fence and are a compact design
- » Older single storey dwellings at 42 - 28A King Street are situated on large elongated lots with small building footprints. The size of the lots provides a large setback (over 20 metres) to the site fence.

Western

The site is bordered by barrier of trees and Homebush Bay Drive. Bicentennial Park is located further west across Homebush Bay Drive.

Northern

Adjoining the north-western boundary of the site is a small parcel of vegetated land known as Loftus Park which forms part of the Liberty Grove master planned estate. This private development, fenced off from the area with vehicle access only at two points on Homebush Bay Drive, consists of a mix of attached terraces, townhouses, and detached dwellings ranging from one to two storeys, and apartments averaging three and four storeys (with the highest at ten storeys). There are a number of private recreational, sporting and retail services within the estate.

Concord Avenue connects to the site at the north-east corner via unsealed portion of road. There is currently no vehicular access onto the site via Concord Avenue. However, there is a pedestrian/cycle link from Concord Avenue to Liberty Grove.

Along Concord Avenue there is a 26-dwelling development of two storey attached duplexes located at 1-5 Concord Avenue known as Kings Court and a couple of single detached dwellings which have frontage to King Street.

Southern

To the south is George Street, which is the site's main access road. It is a two-way local road, north south in orientation, with the exception of two 90-degree bends. George Street is characterised by a mix of old and new residential and non-residential developments. The following types of development are observed:

- » A two-storey warehouse and office building adjoining the subject site (204 George Street) is typical of the older style local industrial development
- » Mixture of single and double storey dwellings (with the predominant type being single storey) occupy the remaining northern section of George Street
- » A 'hub' of co-located industrial and warehouse buildings located approximately 350-400 metres south of the site at George Street/ Rothwell Avenue (North Strathfield) form a well-defined area of small and large-scale industrial developments, as well as childcare centres, ranging in height from 10-12 metres. These sites have been identified for redevelopment
- » Mixed use development located at 27 George Street. This site is predominantly multi-storey apartments with ground floor retail and residential uses above, and also includes a childcare facility and substation.

Further south, George Street is characterised by a mix of single and double storey dwellings and two to three storey apartment buildings predominantly on the eastern side.

Figure 3 Aerial panorama view northern elevation



Source: Nearmap (2017)

Figure 4 Aerial panorama view of site and surrounds western elevation



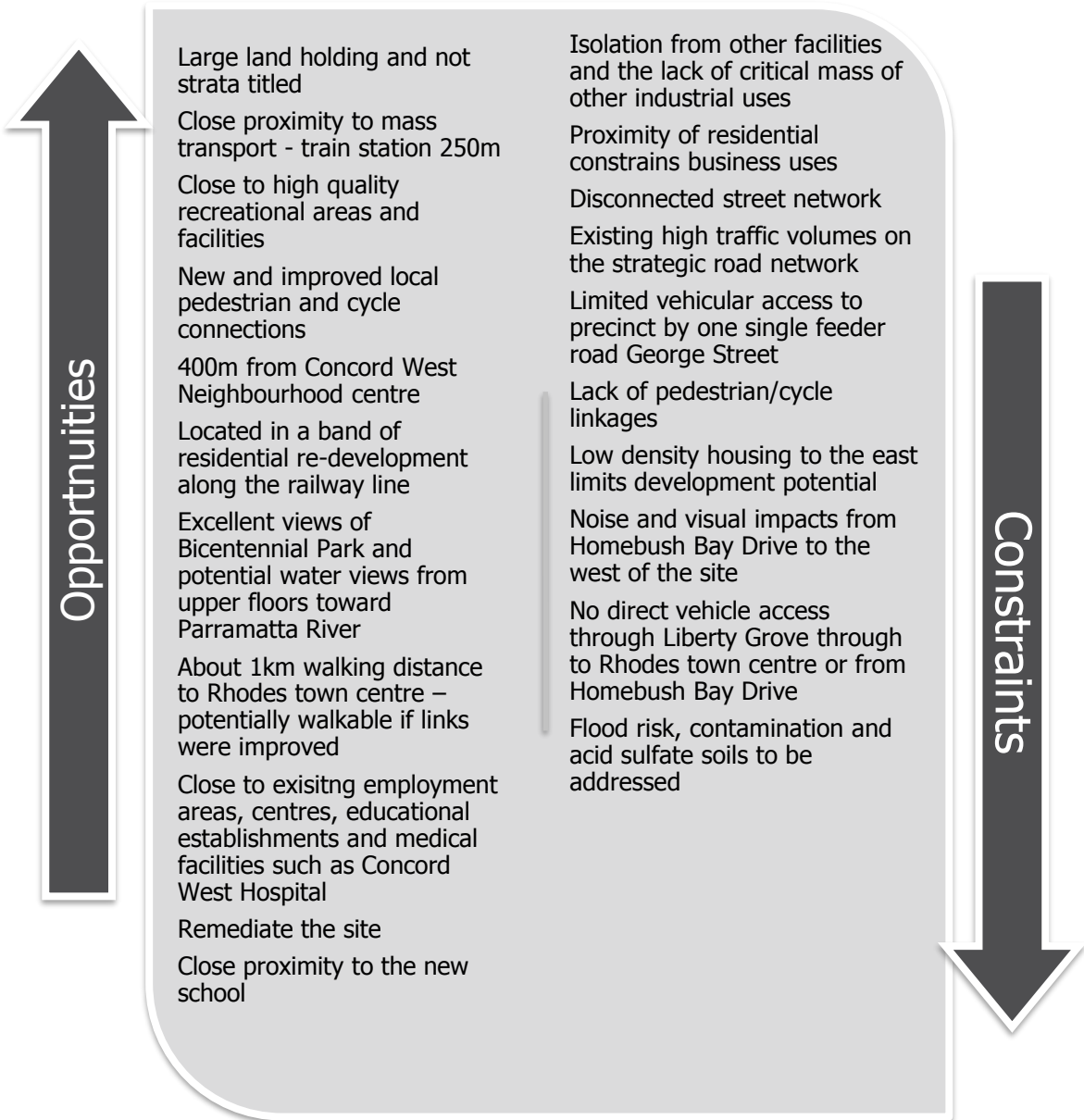
Source: Nearmap (2017)

Existing planning controls

Currently under the Canada Bay LEP 2013, the site:

- » Is zoned IN1 General Industrial (**Figure 23**)
- » Has a maximum building height of 12 metres (**Figure 24**) and FSR of 1:1 (**Figure 25**)
- » Minimum subdivision lot size for development of 450 square metres
- » Is not a heritage item or located within a conservation area. Powell's Creek Reserve a local heritage item No 467 connects to the site at the south-western border. Refer **Figure 26**
- » Affected by Acid Sulfate Soils Class 2 (**Figure 27**)
- » Not affected by any land reservations or the foreshore building line, identified as having any terrestrial biodiversity (**Figure 28**) or located within a flood planning area (**Figure 29**) or an intensive urban redevelopment area (**Figure 30**).

Opportunities and constraints



The Concept Master Plan

Overview

The master plan was developed around a number of guiding principles:

- » Improve access and circulation via through site shared way and new pedestrian/cycle connections
- » Modulate building heights and massing across the site to create a relationship with the streetscape and existing development patterns
- » Enhance the amenity of the site through integration of open space and landscaping
- » Respond to and manage flood risk.

The concept plan translates the principles into a feasible development proposal incorporating proposed building footprints, areas of open space, pedestrian and cyclist connectivity and a flood solution.

It is noted that the Concept Master Plan has been updated to respond to the conditions of the Gateway determination to ensure consistency with the findings of the Parramatta Road Urban Transformation Strategy, submission from Fire and Rescue as well as the refined flood design solution developed for the site.

Key features

- » A new north / south street through the site and new cycle/pedestrian linkages integrating into the existing neighbourhood fabric
- » Residential flat buildings, a larger building located at the southwest portion of the site, an L shaped building at the northwest portion of the site and three storey townhouse style apartments in three buildings along the eastern boundary of the site; providing a mix of studios and one to four-bedroom units
- » A range of building heights and setbacks that work together to ensure excellent amenity, within the site and minimise adverse impacts to surrounding properties:
 - > Six to eight storeys concentrated at the south-west area of the site scaled down to four storeys towards shared zones and open space areas
 - > Three storey buildings located along the eastern boundary at the interface with existing lower density residential dwellings to the east
 - > Four to six storey buildings located on the north-west boundary of the site
- » Buildings orientated north-south and east-west to achieve excellent outlook and solar access for future occupants and mitigate an adverse overshadowing or privacy impacts
- » Acoustic mitigation measures incorporated to address road noise along Homebush Bay Drive
- » Private communal open space areas and courtyards for the residents, including a roof top garden and publicly accessible open space that is adequately drained, sunlit and landscaped to be enjoyed by residents and the community (**Figure 6**)
- » Landscaped buffer zones along the boundaries of the site that assist in screening pollution, noise and appearance of Homebush Bay Drive; providing privacy to adjoining residents, softening the appearance of the buildings as well as an important resource for local wildlife.

- » Flood mitigation solution (**Figure 7**):
 - > Common areas, private courtyards and internal roads raised above the one percent Annual Recurrence Interval (ARI) (also known as the Annual Exceedance Probability (AEP)) flood level with sufficient freeboard to comply with council requirements as well as potential impact of climate change to provide a safe and usable public domain
 - > On-site areas have been allowed for in the upper levels of the development to provide refuge in the unlikely event of a Probable Maximum Flood (PMF)
 - > A swale is designed inside the eastern boundary, which will capture any potential overland flow that could enter from the east. A flood storage void has been designed above the basement carpark. Any potential flood water will be directed into the flood storage void and drain into existing culverts under Homebush Bay Drive.

Based on Master Plan Concept the proposal will:

- » Provide a high-quality residential development with an indicative residential yield of approximately 260 residential apartments, catering for single person households through to families
- » Improve access, connections and circulation for vehicles, pedestrian and cyclists through the site and to surrounding areas
- » Provide new and enhanced linkages to local and regionally significant recreational resources
- » Address flooding and drainage issues at the site as well as improving flood management issues within the surrounding area.

Excerpts of the Concept Master Plan, Landscape Master Plan and Flood Mitigation Solution is provided below. For further detail refer to the accompanying Concept Master Plan, Landscape Master Plan and Revised Flood Impact Assessment.

Figure 5 Master Plan Concept



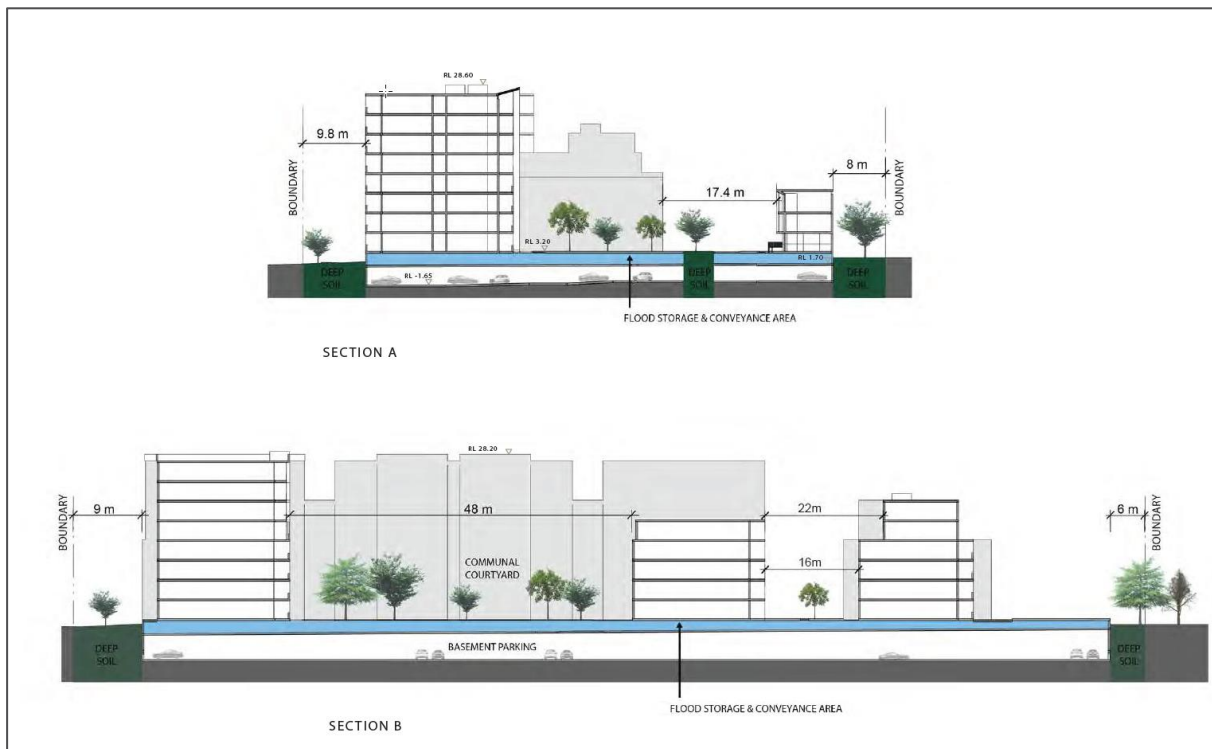
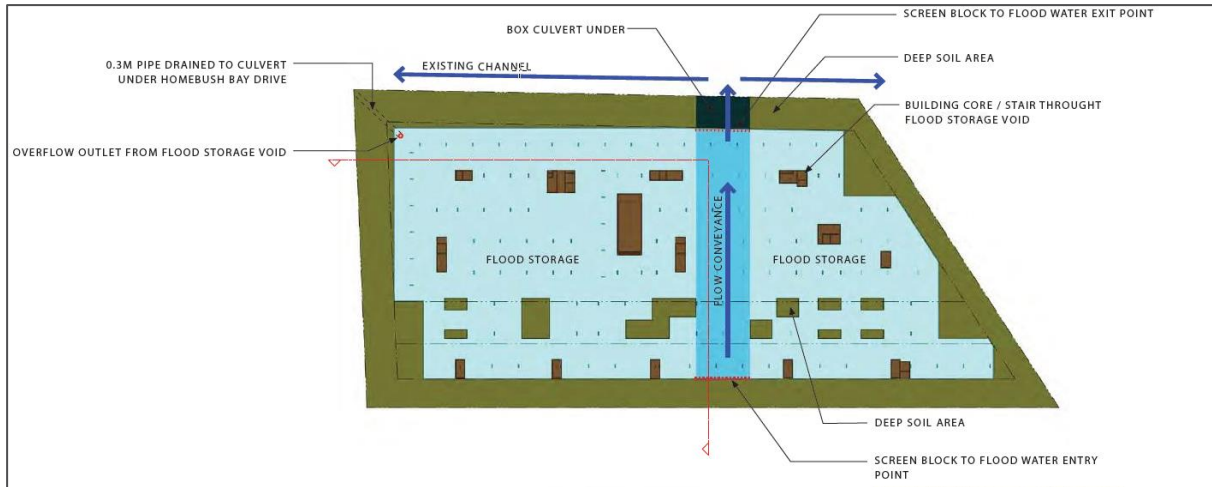
Source: Antoniades Architects 2018

Figure 6 Landscape Master Plan



Source: Stuart Noble 2016

Figure 7 Flood Mitigation Solution



Source: Antoniadis Architects and Hydro Spatial 2018



PLANNING PROPOSAL

1 Part 1 Objectives and intended outcomes

The main objective of this planning proposal is to amend the Canada Bay LEP 2013 to support the future redevelopment of the former industrial warehouse site at 7 Concord Avenue, Concord West for medium density residential development.

The intended outcomes of the planning proposal are:

- » To facilitate redevelopment of the site in a prime location in close proximity to mass public transport
- » To provide a high-quality medium density residential development, that will renew the site in line with the Concord West Master Plan, Parramatta Road Urban Transformation Strategy, GOPP Vision and Greater Parramatta Land Use and Infrastructure Plan
- » To facilitate a built form which would relate to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm
- » To facilitate redevelopment of the site that takes advantage of the site's characteristics and minimises any adverse impacts on surrounding environment and development
- » To provide high quality residential development with a sound flood mitigation design solution for the site
- » To provide public domain improvements that will integrate with the surrounding area and precinct
- » To assist in achieving State and local government's housing targets including affordable rental housing.

2 Part 2 Explanation of provisions

2.1 Proposed amendments Canada Bay LEP

The planning proposal seeks to achieve the intended outcomes outlined in Part 1 of this report by proposing amendments to the Canada Bay LEP 2013 as follows:

- » Land Zoning Map, from IN1 General Industrial to R3 Medium Density Residential
- » FSR Map, from a maximum FSR of 1:1 to 1.6:1
- » Height of Building Map, to from a maximum building height 12m to 25m (eight storeys)
- » Flood Planning Map, to include the site as a "Flood Planning Area" as per Clause 6.3 Flood Planning
- » Intensive Urban Development Area Map, to identify the site "Intensive Urban Development Area" as per Clause 6.9 Arrangements for designated State public infrastructure and Clause 6.10 Public utility infrastructure.

The new planning controls provide:

- » R3 zone to allow for medium density residential uses proposed which comprises residential flat buildings ranging that will include courtyard terrace style apartments
- » FSR control of 1.6:1 across the site to guide the future development yield outcomes and ensure that buildings are compatible with the bulk and scale of the desired future character of the locality
- » Building height that would allow a transition of building heights across the site. The taller buildings would be located towards internal areas of the site, up to a maximum of 25m (4 – 8 storeys) and 9m (3 storey buildings) at the interface to the existing lower density residential properties to mitigate overshadowing and privacy impacts
- » Clause 6.3 Flood Planning includes matters to be satisfied at the development application (DA) stage to ensure that:
 - > Flood hazards, flood behaviour and potential detrimental impacts of flooding on the environment or other development are managed
 - > Appropriate measures to manage risk to life from flood are incorporated
 - > The proposal will not result in unsustainable social and economic costs to the community as a consequence of flooding.
- » Clause 6.9 Arrangements for designated State public infrastructure requires that satisfactory arrangements to be made for the provision of designated State public infrastructure (state and regional roads, bus interchanges and bus lanes, land required for regional open space, and social infrastructure and facilities) before the development of land for residential purposes to satisfy needs that arise from development
- » Clause 6.10 Public utility infrastructure would need to be satisfied at the DA stage. The clause requires Council to be satisfied that any public utility infrastructure (supply of water and electricity, and the disposal and management of sewage) that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.

If the planning proposal is approved the Canada Bay LEP will be amended to include the changes to the maps described in **Table 3** below and shown in **Section 4** of this report.

Table 3 Proposed LEP amendments to Canada Bay LEP 2013 maps

Map	Description
Land Zoning	This map will show that zone R3 Medium Density Residential Zone applies to the site. Refer Figure 31 .
Height of Building	This map will show the maximum height of buildings AHD Reduced Levels at the site to be 25m (equivalent to 8 storeys). Refer Figure 32 .
Floor Space Ratio	This map will show the maximum FSR for the site being 1.6:1. Refer Figure 33 .
Flood Planning	This map will identify the site as a Flood Planning Area. Refer Figure 34 .
Intensive Urban Development Area	This map will identify the site as an Intensive Urban Development Area. Refer Figure 35 .

2.2 Site specific development controls

Section 2.15 Concord West Precinct of the Council’s Development Control Plan (DCP) 2017, provides development controls for specific areas addressed within the adopted Concord West Precinct Master Plan, Urban Design Study (May 2014).

Site specific development controls can be prepared for inclusion into (subject to Council’s agreement) Section 2.15 or alternatively a new DCP can be prepared for the site.

It is proposed that site-specific controls could establish detailed design controls for built form, private and communal open space, site access, parking, servicing and bicycle facilities, building design and the public domain well as address a range of other design issues to ensure a transition in height from three to eight storeys and appropriate building setbacks.

Site-specific controls would ensure that future redevelopment:

- » Is of excellent design
- » Provides development that minimises environmental impacts through the application of total energy efficiency, water sensitive urban design and the principles of Ecologically Sustainable Development
- » Responds to the adjacent lower scale properties through suitable setback and building storey controls
- » Provide certainty to the community about the future redevelopment of the site.

It is proposed that a site specific DCP be developed at a later stage with the DA,

3 Part 3 Justification

Section A – Need for the planning proposal

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

Yes. Council identified several industrial sites for redevelopment and defined a study area within the Concord West Precinct, which included the site. A number of studies were commissioned by Council for the precinct which support this planning proposal. These included:

- » Socio-economic study prepared by Hill PDA (June, 2013)
- » Draft Concord West Precinct Master Plan prepared by JBA (May, 2014)
- » Draft Traffic, Transport, Accessibility and Parking Report by GTA Consultants (May, 2014)
- » Draft Flood Study for the Concord West Precinct (March, 2015).

Following on from Council's work the industrial sites within the Concord West precinct were subsequently identified for renewal in the Parramatta Road Urban Transformation Strategy finalised in November, 2016 (refer **Section 3.3.4**) of this report that was supported by further traffic studies.

Additional work has also been commissioned as part Burwood, Homebush and Strathfield Planned Precinct. In particular the Precinct Wide Traffic Review and Flooding Study.

Further urban design analysis and site-specific studies have been prepared in respect of the traffic and flooding to further build on the studies aforementioned to support this proposal.

An overview of the studies and an assessment of the proposal against these is provided below.

3.1.1 Concord West Socio-Economic Study

Overview

In 2013, Hill PDA consultants were appointed by Council to prepare a Socio-Economic Study for three clusters of employment land located within the Concord West Precinct including the site located within Cluster 1 (Refer **Figure 8**).

This followed on from the Canada Bay Local Planning Strategy 2010-2031 (Refer **Section 3.4.2** of this report) which recognised that the Precinct was not a major employment generating area however it recommended its retention for General Industrial uses for the medium term. It also recommended a review and potential rezoning within five years of the Strategy's adoption (as of 2010).

The study aimed to determine the most appropriate zoning and land use controls to apply to the Precinct as part of a coordinated approach for the area's redevelopment. It gathered evidence-based investigations of appropriate land uses for the Precinct and their possible social and economic implications. This included site visits, public consultation workshops and discussions with the DPE, trend analysis, market assessments and employment land modelling in addition to feasibility testing.

Key findings

A summary of the key findings of the study are provided in the table below:

Table 4 Key findings of the Concord West socio-economic study

How the Concord West Precinct is changing?
Audit by Council
An Audit of the Precinct and its land uses was undertaken and compared with results in an Audit undertaken by Council in 2006.
The Precinct
<ul style="list-style-type: none">» Since 2006 two major printing businesses, employing an estimated 350 persons had relocated from the Precinct (one of which included the subject site see below). As a consequence, there is no industry cluster or predominant theme to the industrial Precinct» Since 2006 Westpac has leased the largest single site in the Precinct (41% of land area). The data centre employs an estimated 1,000 persons representing 89% of all jobs generated in the Precinct as of 2013» The Precinct is now predominantly occupied by commercial uses (46%) with a notable increase in residential and recreational uses since 2006 (+13%) and a corresponding decline in uses that are typically permissible within the IN1 General Industrial Zone» Since 2006 the number of vacant properties and the proportion of vacant land has increased from 2 to 4 and from 4% to 13% respectively.
The site
<ul style="list-style-type: none">» Has a land area of 14,971sqm with estimated floor space of 11,122sqm with 38 car spaces» Fred Hosking's Pty Ltd printing business (a larger employer) had relocated from the site. It was estimated in 2006 that the two printing companies (Fred Hoskings and Chippendale Printing Company) employed an estimated 350 people» By 2013 the site was partially occupied by Spitfire Paintball (60%) and a building materials importer/exporter (40%) with 2 employees. Spitfire Paintball is Sydney's Largest Indoor Paintball Venue, and the only facility in NSW with multiple fields/scenarios spread over a huge 3000sqm indoor warehouse» The notable decline of printing industry in the Precinct between 2006 and 2013 could be attributed to broader changing consumer preferences and the growing success of information mediums such as the internet leading to a decline in the preference for printed materials. This demonstrated that there has been a shift away from traditional industrial land uses to more diverse employment generating opportunities and a growing level of vacancies.

How the Concord West Precinct is changing?

Stakeholder consultation

The results of the 2013 Audit were reviewed by landowners and business representatives (Stakeholders) interviewed during the course of the Study. Landowners generally recognised the changing character of the area to residential with some having bought land in the Precinct from which to operate their businesses in the short to medium term with longer term aspirations to redevelop to residential. Others had bought their sites with the intention of redeveloping to residential imminently.

Stakeholders identified the challenges associated with finding industrial tenants largely relate to ageing building stock in the Precinct; the limited road access in and out of the Precinct and the need for trucks and servicing vehicles to travel via residential streets into the area. Another concern related to the proximity of residential uses and the perceived impact this would have to the likelihood of gaining planning approval and in turn operating industrial business.

A submission was made by Elton Consulting on behalf of the site owners. The key issues raised in the submission relate to:

- » Requested rezoning of the site to residential. It was argued that the residential redevelopment of the site will facilitate investment in the area and encourage future rejuvenation of broader Concord West Area
- » It was stated that retention of an industrial zoning at the site will not provide an appropriate outcome for employment generation in the Precinct. It was put forward that the site is becoming increasingly redundant and sterilised as an industrial zoning and it is difficult to attract genuine industrial land uses
- » Planning controls that provide incentives to redevelop the sites that are line with market demand
- » The site's long-term vacancy and failure to attract genuine industrial land uses suggests that continued protection of the industrial zone will further exacerbate the underutilisation of the site
- » The underutilisation of the site has resulted in the site being frequently vandalised with graffiti.

In addition to this in May 2013 Elton Consulting provided further information to explain that it had taken 12 -18 months to find a tenant and 6-8 months to secure planning consent for a tenant for the site (partially as a result of objections from neighbours regarding traffic and amenity issues). The current tenant pays \$60/sqm rent and benefitted from rent free incentives. The first-floor office has been difficult to rent and has remained vacant for the past 5 years.

How the Concord West Precinct is changing?

Market Research

The issues raised by Stakeholders during the consultation workshops were reinforced by Hill PDA's market research that identified Concord West as a secondary industrial location. It was also found that interest in industrial properties in the Precinct is poor, with smaller properties taking 3-6 months to lease and larger sites at least 6-12 months. Tenant enquiries have been limited to local interest with poor access to major freeways and truck access seeming to be the dominant reasons for poor demand from a broader market.

Furthermore, there was a strong perception that the industrial properties were old and had very little to offer in the way of rental growth for an investor. This perception was reinforced by local agents who indicated that current industrial rents in the Precinct were as low as the rents achieved ten years ago with broader trends such as the global financial crisis having a compounding effect on the Sydney industrial property market. As a result, our research found that Concord West has achieved limited sale transactions over the last ten years.

The effects of the surrounding areas being successfully rezoned over the past two decades and hence a prospective rezoning for land within the Precinct should also be acknowledged. Interviews with Stakeholders shows that there is market expectation that the Precinct may eventually be permitted for mixed use development (residential and local commercial), translating into a cycle of a "wait-and-see" attitude by owners not committing capital expenditure to upgrade or refurbish the existing stock which is tired and ageing and in turn causing poor demand and returns for existing space, the latter also arguably the cause of the former.

Employment Forecasts

Despite the challenges of finding tenants in the precinct, the Bureau of Transport Statistics forecasts a notable increase in jobs over the study period. On closer investigation, the vast majority of forecast job growth relates to the printing industry (which has subsequently entirely relocated from the Precinct) and jobs in the finance and insurance sector (which are not permissible within the IN1 General industrial Zone).

Adjusting for these two industries, the Precinct would experience a notable decline in industrial jobs and thereby demand for employment lands.

Feasibility Analysis

The study also investigated the financial viability of redeveloping a "typical site" within the Precinct for industrial, commercial and residential uses. In essence it was found that in the current market, rents and capital values are generally below that of replacement cost and therefore there is no financial incentive to refurbish or redevelop for general industrial purposes.

The modelling also showed that should the same "typical" site be rezoned to permit medium density residential, its redevelopment would be marginal with the existing parking controls being a defining factor. In this regard, once the parking controls were reduced by 0.5 spaces per unit, the development becomes a far more attractive option from a financial point of view. Therefore, if given the choice, is it likely a developer would opt for Option 3 – redevelopment to residential with less car parking.

Overall the feasibility modelling found that for sites that Council considers appropriate for re-development for residential purposes, or seeks to attract significant development to, an FSR of at least 1.3:1 (and likely higher) would be required. More specifically Hill PDA's modelling found that an FSR over 1.3:1 would be required if the full extent of Council's existing car parking rate was to be secured or if development sites required remediation (a likelihood) or other environmental improvements (i.e. traffic improvement measures etc.).

How the Concord West Precinct is changing?

Testing

In light of the research by Hill PDA, discussed above, three planning scenarios were tested in order to ascertain the implications and ramifications of altering the IN1 General Industrial zone which currently applies to the employment sites. Scenarios included:

- » Scenario 1: The No Change or Base Case Scenario - this Scenario does not alter the Precinct's existing General Industrial land use zone
- » Scenario 2: The B7 Business Park Scenario - this Scenario seeks to intensify employment generating uses within the Precinct by allowing for higher yield commercial and light industrial uses
- » Scenario 3: Mixed Use Scenario - this Scenario allows for the rezoning of parts of the Precinct for residential uses (Cluster 1 and part of Cluster 2 excluding 1 King Street), parts for commercial (1 King Street in Cluster 2) and the retention of some industrial lands for general industrial uses (Cluster 3 – 25 George Street).

Scenario Three – Mixed Employment with Residential was found to have the best overall economic and social outcomes for the City of Canada Bay as well as the Inner West. Scenario Three was found to be best as it:

- » Protects some existing employment lands, recognising and protecting the major employment generator in the Precinct (Westpac) with a zone that better reflects the nature of its existing use
- » Protects existing land that provides urban support services and land for local businesses whilst providing a range of local employment and service options
- » Maximises opportunities for additional investment and housing provision making best use of scarce resources in Canada Bay LGA whilst leveraging off the Precinct's infrastructure strengths including Concord West Station, Bicentennial Park, Powells Reserve, existing school and the proposed new primary school (which has now been built).

Source: Hill PDA 2013

Figure 8 Clusters of employment land within the Concord West Precinct



Source: Hill PDA 2013

Conclusion/Recommendations

The challenge for this study was to determine whether there was good cause to retain the existing industrial zone for the benefit of employment lands in the Inner West.

The economic analysis revealed that the retention of the IN1 General Industrial Zone across the Precinct would result in limited employment growth and redevelopment. In turn this would lead to the ongoing stagnation of the Precinct and a missed opportunity for additional housing.

The following recommendations were made:

- » The rezoning of General Industrial land within Cluster 1 of the Precinct to R3 Medium Density Residential
- » The rezoning of land at 1 King Street in Cluster 2 to B7 Business Park Zone
- » The rezoning of all other General Industrial land within Cluster 2 to R3 Medium Density Residential
- » The retention of land within Cluster 3 (25 George Street) as General Industrial land for urban support services.

Additional recommendations made included:

- » Preparation of a comprehensive master plan for not only the Precinct but the broader area
- » Involvement of economic development officer to work with any existing businesses that may choose to relocate from the Precinct
- » Submission of a comprehensive planning proposal for the proposed changes to the Precinct, subject to support for the master plan.

On the 6 August 2013 Council considered the findings of Hill PDA's study made the the following resolution (as detailed in the box below).

In response to this resolution, Council prepared a master plan for the precinct together with a Draft Traffic, Transport, Accessibility and Parking Report and Draft Flood Study. An overview and assessment of these studies is provided below.

Assessment

The proposed planning proposal is consistent with the recommended zoning outlined in the Socio-Economic Study and subsequent master plan

At the time of the study the land use audit found that the site was currently being leased to Spitfire Paintball as well as an importer / exporter of building materials with only two persons being employed. The first floor of the office was vacant. This is still the case today.

Council resolution

- » *Council endorse the future rezoning of the following properties from IN1 General Industrial to R3 Medium Density Residential:*
 - 1. 7 Concord Avenue, Concord West**
 2. *202-210 George Street, Concord West*
 3. *172-184 George Street, Concord West*
 4. *2-10 Rothwell Avenue; Concord West*
- » *Council endorse the future rezoning of 1 King Street, Concord West from IN1 General Industrial to B7 Business Park.*
- » *Council review the rezoning of 25 George Street, Concord West in conjunction with the owners of 25 George Street.*
- » *The planning for the precinct occurs on the assumption that new development will prioritise pedestrians, bicycles and the use of public transport and it be noted that the Urban Design and Traffic studies are to include principles and opportunities that seek to minimise traffic and rates of private car parking*
- » *Council proceed to administer independent studies to address urban design and traffic arising from the potential rezoning of the above sites subject to funding provided by all the property owners.*
- » *A scoping brief for the Urban Design and Traffic Studies be prepared, for discussion at a future Councillor Workshop, prior to the engagement of consultants to undertake these studies.*

3.1.2 Concord West Precinct Master Plan

In May 2014, JBA prepared the Draft Concord West Precinct Master Plan. The purpose of the Master Plan was to guide the future development of residual industrial sites within the study area and develop a coordinated planning approach for these sites. Specific objectives of the Master Plan are detailed in the box below.

The draft Master Plan proposes R3 Medium Density zone for all land within the precinct except for Site 4 (Westpac) to be rezoned B7 Business Park consistent with the Socio-Economic Study.

The Master Plan provides an overview of the precinct's context, opportunities and constraints and detailed design process that involved local community, landowners and Council. The Master Plan also establishes development principles for the precinct. These relate to height, interface, front setbacks, connections, passive surveillance, building articulation and consideration of State and Local Environmental Planning Polices.

The figures below illustrate the key components of the Master Plan with respect to the site (identified as No.1 in the northern precinct).

Draft Concord West Precinct Master Plan

Objectives

- » *Deliver high quality urban design and appropriate built form controls that are considerate of surrounding built form.*
- » *Mitigate impacts in relation to the use of private motor vehicles and promote the use of public transport, walking and cycling.*
- » *Identify opportunities for public domain improvements and connections.*
- » *Balance city-wide and regional goals with the existing community and its context.*
- » *Provide a co-ordinated planning approach to the redevelopment of the area.*
- » *Provide a sound methodology and a thorough evidence-based justification for planning, urban design and traffic recommendations provided.*
- » *Undertake the study with Council, community and stakeholder engagement.*

Figure 9 North Precinct Detailed Master Plan



Source: JBA, Draft Concord West Precinct Master Plan (2014)

Note: Refer to **Table 3** below to references in the above figure.

Figure 10 Building heights principles plan

Figure 11 Setback plan



Source: JBA, Draft Concord West Precinct Master Plan, 2014

Assessment

The Concept Master Plan has been informed by further technical documentation including detailed urban design and architectural analysis, landscaping, geotechnical, contamination, traffic and flooding. Notwithstanding this, the concept proposed is generally consistent with JBA's Master Plan:

- » A new street has been provided within the site to connect Station Avenue to Concord Avenue
- » New pedestrian/cyclist linkages will be provided that link in with surrounding networks
- » Building footprints, densities and layouts are similar
- » Proposed LEP controls are consistent with what was proposed

Minor differences include:

- » Reduced setback along the southern boundary of the site instead of 15m, 9m is proposed. The 9m is considered to be an acceptable design solution as vehicle entrance to the basement parking is proposed from the new north/south road within the site rather than an extension of Station Avenue. Moreover, the 9m complies with building separation requirements under the Apartment Design Guideline (ADG).
- » A large C shaped building in the south-western area of the site is proposed rather than two separate buildings
- » Three separate rectangular buildings are proposed in the eastern area of site instead of four
- » Proposal provides 261 apartments compared to an indicative development yield of 255 units (based on average gross unit size 80m²).

Refer **Appendix D** for a detailed assessment of the proposal against the Master Plan.

The Concord West Master Plan and supporting studies informed the preparation of the Parramatta Road Urban Transformation Strategy including the Planning and Urban Design Guidelines (refer **Section 3.3.4** of this report).

3.1.3 Traffic, Transport, Accessibility and Parking Studies

Draft Traffic, Transport, Accessibility and Parking Report (2014)

Overview

GTA consultants were appointed by Council to prepare a draft Traffic, Transport, Accessibility and Parking Report (2014) for the Concord West Precinct, based on the draft Master Plan.

The draft Report sets out an assessment of the anticipated transport implications of the proposed rezoning, including consideration of the following:

- » Existing traffic conditions surrounding the study area
- » Identification of future residential car parking rates
- » Pedestrian and bicycle requirements
- » The traffic generating characteristics of the lands proposed for rezoning
- » The transport impact of the redevelopment proposal on the surrounding road network.

The study is based on indicative development yield for the precinct of 785 dwellings as set out in the JBA Master Plan.

Key findings/recommendations

Key findings of the assessment are detailed in the table below.

Table 5 Key findings Traffic, Transport, Accessibility and Parking Report

Issue	Summary of key findings/recommendations
Parking Considerations	
Car Parking Rates	<p>Multi-dwelling residential developments within the study area are to be subject to maximum car parking rates, as follows:</p> <ul style="list-style-type: none"> » Maximum one resident car parking space per dwelling » One visitor space per 5 to 10 dwellings (based on block size and parking layout). <p>In order to ensure the effective implementation of the above car parking rates it is recommended that the following measures are implemented:</p> <ul style="list-style-type: none"> » Introduction of a resident car parking scheme (details to be confirmed) » Introduction of time restricted on-street car parking in the vicinity of the railway station to discourage commuter car parking as well as at strategic locations within the study area » Provision of appropriate end of trip bicycle facilities.
Sustainable Transport Infrastructure	
Bicycle End-of-Trip Facilities	<p>Part 3.7 of the City of Canada Bay DCP recommends that bicycle parking be provided for residential uses, as follows:</p> <ul style="list-style-type: none"> » Resident: 1 space per apartment » Visitor: 1 space per 12 apartments <p>It is recommended that the residential bicycle parking rates specified above be applied for future development of the rezoned lands and treated as a minimum provision.</p>

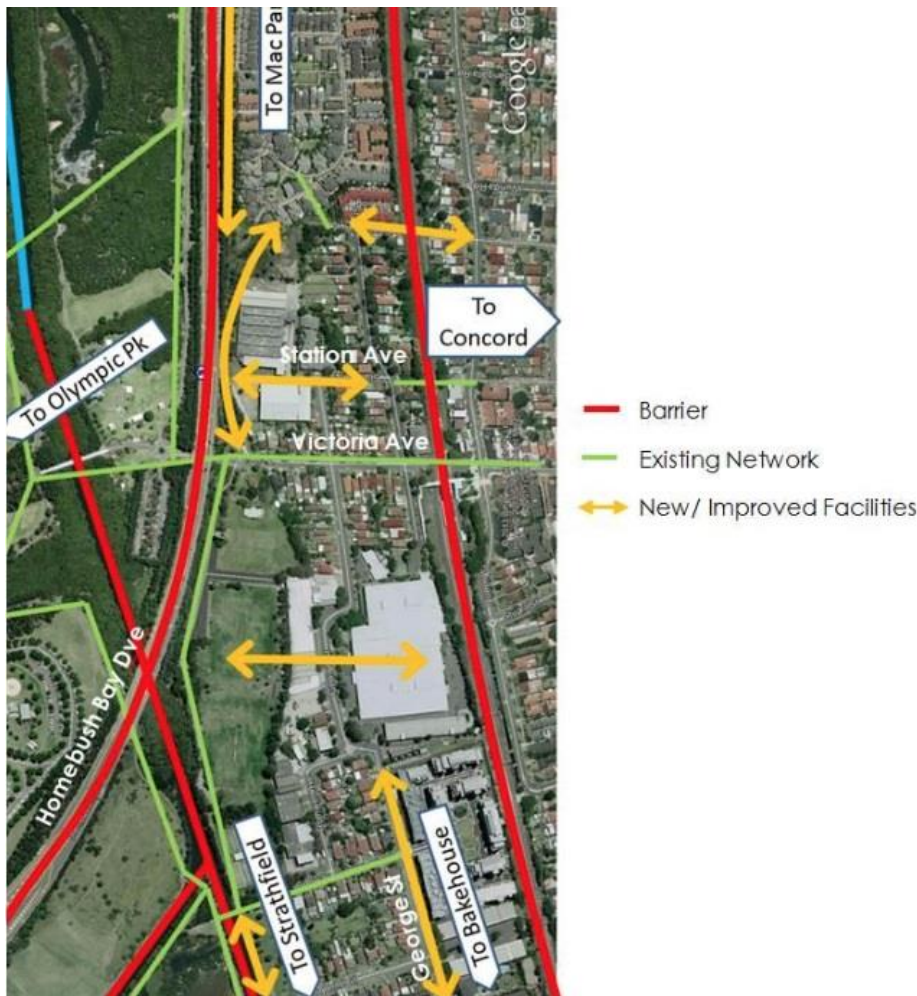
Issue	Summary of key findings/recommendations
Walking and Cycling Network	<p>The following opportunities to improve the local pedestrian and cycle network were identified:</p> <ul style="list-style-type: none"> » Improved streetscape (including an upgrade of existing footpaths) » New off-road link to the west of sites 1 and 2 » New off-road link between Liberty Grove and Homebush Bay Drive » Improved north-south link on George Street (e.g. cycleway, shared path, on-road lanes) » Continuation of above George Street facilities along King Street, should Site 4 (Westpac Data Centre) be redeveloped in the future » Improved east-west link on Victoria Avenue between Homebush Bay and the rail crossing (potential for integration with broader street improvements) » Improved links to Powell’s Creek Reserve » Powell’s Creek crossing on the north side of Pomeroy Street » Provision of future formal Shared Zone treatments within rezoned lands to prioritise pedestrian and bicycle movements over vehicles. <p>The report notes that ideally new east-west links would be provided across the railway line; but states these would likely be cost prohibitive.</p> <p>An overview of the potential upgrades is provided in Figure 12.</p>
Shared zones	<p>A number of shared zone treatments are earmarked in the master plan for a number of the development sites within the study area.</p> <p>To be considered for a Shared Zone treatment, each location is required to comply with the TfNSW Policy and Guidelines for Shared Zones.</p> <p>A high-level review by GTA suggests that Shared Zones provided within the future development sites would be able to meet the criteria for shared zone. However, a detailed review would be required at the design stage.</p>
Public transport	<p>The study area has good public transport accessibility with the Concord West Railway Station located within a short walking distance of the majority of the study area. The rail services are complemented by bus services that operate along Concord Road to the east of the site. The study also notes that Concord West railway station is being upgraded to be compliant with the Disability Discrimination Act, standards and guidelines and offer improved accessibility for future users of the station.</p> <p>Public transport accessibility would be further enhanced with any public domain upgrades (including the proposed new station square), in addition to the bicycle and pedestrian network improvements identified above.</p>

Issue	Summary of key findings/recommendations
Traffic Impact assessment	
Intersection Upgrades	<p>The George Street/ Pomeroy Street intersection is to be upgraded (via a consent condition) as part of the primary school (Victoria Avenue) development within the study area. A new left turn slip lane and 30m short auxiliary left turn lane will be provided on George Street (north approach).</p> <p>Additional intersection upgrades are recommended based on the likely traffic capacity required for the indicative site yields on George Street. It is proposed to lengthen the 'No Parking' restriction on the south approach from 40m to 120m (i.e. to Malta Street) during the AM peak periods, consistent with the existing 'No Parking' restriction during the PM peak periods (3:00 to 7:00pm). The works will increase the capacity of the north (additional intersection approach lane) and south (additional queuing area and more capacity for the right turn) approaches to the intersection during the AM peak hour. The above works are considered satisfactory to cater for the development of 785 dwellings within the study area.</p> <p>Beyond this level of development, additional intersection works would be required to accommodate additional dwelling numbers.</p> <p>Figure 13 illustrates the intersection upgrades.</p>
Traffic generation	<p>The rezoned lands are proposed to be developed as transit-oriented developments. Reference has been made to the <i>RMS Guide to Traffic Generating Developments (2002)</i> which indicates a peak hour traffic generation rate of 0.29 movements per dwelling for high density residential developments in metropolitan subregional centres.</p> <p>The study notes that the more recent RMS Technical Direction (August 2013) indicates lower traffic generation rates than those quoted in the 2002 document. However, based on the traffic generation of each of the sites surveyed as part of the update, including a breakdown of the traffic generated by dwelling (unit) and car space, GTA recommends that the traffic generation rate of 0.29 trips per peak hour is considered appropriate. This also confirms that limiting car parking provision (i.e. to 1 space per dwelling) should in turn reduce trip generation to and from the site.</p> <p>The peak hour and daily traffic volumes for the post-development scenario indicate that rezoned lands could be expected to generate some 230 and 2,300 peak hour and daily vehicle movements, respectively.</p> <p>Traffic generated from other development in the area including the new Victoria Public School has also been considered.</p>

Issue	Summary of key findings/recommendations
Traffic impact	<p>Against existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed rezoning of land within the master plan area, in conjunction with the proposed intersection works, would not compromise the safety or function of the George Street/ Pomeroy Street and Pomeroy Street/ Beronga Street/ Queen Street intersections.</p> <p>Additional capacity is required at the nearby Pomeroy Street/ Underwood Road intersection to adequately cater for the existing traffic demands as well as the future demands at this intersection. Alternatively, additional future capacity could be provided at the intersection by limiting the amount of through traffic along the Pomeroy Street-Underwood Road corridor. This could be achieved by introducing a number of local area traffic management treatments along the corridor that would slow vehicles and in turn discourage non-local vehicle trips.</p> <p>Furthermore, the WestConnex project will increase the capacity of the east-west road network and should in turn reduce the number of non-local trips along this corridor.</p>

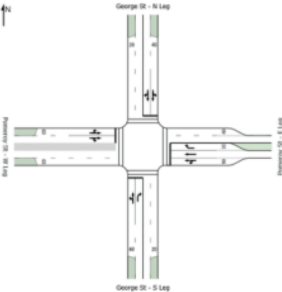
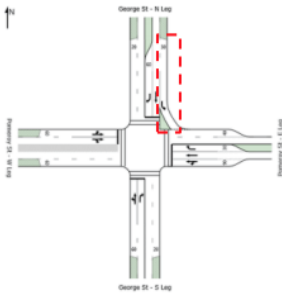
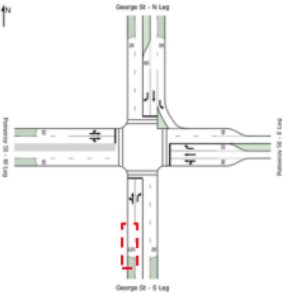
Source: GTA 2015

Figure 12 Potential Bicycle Network Upgrades



Source: Draft Traffic, Transport, Accessibility and Parking Report, GTA Consultants (2015)

Figure 13 George Street / Pomeroy Street Intersection Upgrades

Stage	Intersection Layout	Summary of Intersection Works
Existing Conditions		<ul style="list-style-type: none"> No change
Post Primary School		<ul style="list-style-type: none"> 30m left turn short lane and slip lane provided on the north approach
Post-Development (+785 dwellings)		<ul style="list-style-type: none"> Extension of 'No Parking' restriction from 40m to 120m on the south approach during the AM peak hour

Source: GTA Consultants 2015

The GTA assessment made the following conclusions:

- » All traffic to and from the study area is required to pass through the George Street/ Pomeroy Street intersection
- » The study area has good accessibility to nearby public transport services and the surrounding walking and cycling network
- » There are opportunities to improve the existing pedestrian and cycle networks, for the benefit of future sustainable transport mode choice
- » In order to minimise traffic generation, a maximum average car parking rate of one space per dwelling should be imposed on the rezoned lands
- » On-street parking restrictions should be implemented, with a resident parking scheme to cater for existing resident car parking demands
- » The master plan area is expected to generate up to 228 and 2,280 vehicle movements in any peak hour and daily respectively
- » A capacity assessment of the George Street/ Pomeroy Street intersection indicates that the study area could accommodate the traffic generation associated with the indicative dwelling yield of 785 dwellings.

Other precinct transport studies

Since the preparation of the GTA's report, there has been further work undertaken in support of the Parramatta Road Urban Transformation Strategy (site is located in the Homebush Precinct – refer **Section 3.3.4** of this report) and Greater Parramatta Priority Growth Area (refer **Section 3.3.5** of this report). This includes:

- » Sydney CBD to Parramatta Strategic Transport Plan (November 2016)
- » Precinct Transport Report (November 2016)
- » Burwood – Concord Precinct Wide Traffic Study (currently being prepared).

A summary of the studies and key findings (where available) is detailed below.

Sydney CBD to Parramatta Strategic Transport Plan

The Strategic Transport Plan included an analysis of current demands within the Parramatta Road Corridor which indicates that overall mobility can be enhanced through actions that promote sustainable travel choices as part of a transport mix that includes private car use:

- » An increasing proportion of local trips of up to 2km can be made on foot or by bicycle
- » Intermediate trips of up to 10km will continue to make up the majority of travel within the Corridor and, with the support of appropriate land use changes, represent a key growth market for higher capacity and more efficient public transport services, including service improvements delivered in advance of significant new infrastructure investment
- » Longer-distance regional trips through the Corridor can be made by train and WestConnex.

Parramatta Road Corridor Precinct Transport Report

The Precinct Transport Report builds on the vision and principles articulated in the Strategic Transport Plan and the consultation outcomes from the exhibition of the draft Parramatta Urban Transformation Strategy in late 2015.

The Precinct Transport Report presents the following for each Precinct:

- » An assessment of existing land use, traffic and transport conditions
- » A review of the likely future character of the Precinct
- » Recommendations for future improvements for the Precinct.

The key findings of this study in relation to the Homebush Precinct and the site is detailed below.

Future character of Homebush Precinct

- » A major high-density mixed-use precinct strategically located between Sydney's two main CBDs focused on providing employment and housing opportunities supported by an extensive open space network and efficient vehicular, active, and public transport linkages.

Future Strategic Transport Network:

- » The majority of streets within the Homebush Precinct are categorised as Local Streets. These streets are focused on facilitating local access and do not have a high movement or place function.

Future Road Network

- » Analysis of the Parramatta Road Corridor traffic model has provided an indication of future traffic performance. The model showed high delays at the intersection of Homebush Bay Drive and Underwood Road, long delays at the intersection of Parramatta Road and Concord Road and inefficiency of split approach phasing arrangement at the intersection of Parramatta Road and George Street.

- » Recommends that prior to any rezoning commencing, a Precinct Wide Traffic Study and supporting modelling will be required to be completed which considers the proposed land uses and densities, as well as future WestConnex conditions, and identifies the necessary road improvements and upgrades that will be required to be delivered as part of any proposed renewal in the Homebush Precinct.
- » The following intersections will require investigation and likely upgrades in order to better facilitate future movements in and through the Precinct and Frame Area and should be specifically modelled as part of future rezoning proposals, including:
 - > George Street/Parramatta Road
 - > George Street/Pomeroy Street and Underwood Road/Pomeroy Street
 - > Cooper Street/Parramatta Road
 - > Derowie Avenue/Parramatta Road
 - > Homebush Bay Drive/Underwood Road

Proposed Public Transport Network

- » Preferred light rail network announced in 2015 will connect Parramatta CBD to the key hubs of Westmead Hospital, Camellia, Carlingford, Sydney Olympic Park and Strathfield – providing a reliable, high frequency public transport service to wider rail and bus networks as well as walking and cycling routes.
- » Opportunities:
 - > Improve rail frequencies at Homebush, North Strathfield and Concord West Stations to support growth in the Precinct. Demand modelling will be required to ascertain the exact needs
 - > Investigate provision of a new bus route connecting Parramatta to Burwood via Parramatta Road. This could assist in providing access between the areas of Granville, Auburn and Homebush closer to Parramatta Road than rail stations, and also to/from these areas to the strategic centres of Parramatta and Burwood and to the major interchange at Strathfield Station.

Proposed Walking and Cycling Networks

- » New and upgraded walking and cycling links have been developed as part of the proposed walking and cycling networks. Those in proximity to the site include:
 - > Prioritised Walking Links: Concord West Rail Station to Rothwell Avenue eastern extension
 - > Desired Through Site Links: Victoria Avenue to Concord West Rail Station
 - > Proposed Strategic Cycle Links
 - New link alongside the western side of Powells Creek, connecting through to George Street and Railway Lane
 - New bridge link across the railway corridor from Queen Street, including a connection with the Powells Creek link above, providing access to the Queen Street / Gipps Street regional cycle link.

Proposed Parking Controls

- » Homebush Precinct is proposed to fall under the Category 2 Medium Accessibility Location with the following parking rates as detailed in **Table 6**.

Table 6 Parking rates for Homebush Precinct

Use	Parking rates
Residential (spaces per dwelling)	
Studio	0.3
1 Bedroom	0.5
2 Bedroom	0.9
3 bedrooms	1.2
Visitor	0.1
Other (spaces GFA)	
Commercial	100
Retail	70
Industrial	120

Source: Urban Growth 2016

Infrastructure Schedule

The Infrastructure Schedule prepared for the Parramatta Road Urban Transformation Strategy subsequently identifies the active transport network, road/ intersection upgrades, urban amenity improvements program items (UAIP), public transport networks improvements and upgrades for the precinct.

Burwood, Homebush and Strathfield Precinct Wide Traffic Review

A Precinct Wide Traffic Review is currently being prepared for the Burwood, Homebush and Strathfield Planned Precinct and will expand on and review the findings of the Precinct Transport Report.

The study and supporting modelling will consider the proposed land uses and densities, as well as future WestConnex conditions, and identify the necessary road improvements and upgrades that will be required to be delivered as part of any proposed renewal in the precinct.

Canada Bay Council have advised that the Precinct Wide Traffic Review is due to be completed by the end of 2018.

Assessment

A Traffic Impact Statement has been prepared by Thompson Stanbury and Associates to support this proposal in order to address the work completed to date.

The report identifies the performance of the existing and proposed road, public transport, walking and cycling networks, to ensure the future land uses are adequately catered for.

In summary, the proposal is generally consistent with the recommendations proposed in GTA's report and Precinct Traffic Report as:

- » The proposed reduced car parking rates detailed in the Parramatta Road Urban Transformation Strategy Precinct Transport Report have been adopted
- » Bicycle rates in GTA's are supported
- » A new street through the site will be provided linking Station Avenue to Concord Avenue

- » A new pedestrian/cycle link is proposed along the boundaries of the site and integrate into existing and planned connections
- » The existing road, transport and pedestrian infrastructure is considered to be adequate in supporting the additional traffic generated by the proposed development, without the need for additional upgrades other than those specified in the GTA report (**Figure 13**)
- » The planning proposal will be updated prior to the LEP being finalised with the findings of the Precinct Wide Traffic Review (if available).

Of note is the upgrades to the George Street / Pomeroy Street Intersection required to be undertaken by the Department of Education, which are still being resolved. It is expected that this will be sorted out prior to the amendment to the LEP being finalised. In any case, as the proposed development is projected to have a lower peak traffic generating capacity compared with the existing/previous land uses. The existing road infrastructure and intersection controls in the immediate vicinity of the site are capable of accommodating the peak traffic generated by the proposed development during the interim period.

Further, the master plan has been updated to comply with the relevant requirements for emergency service vehicles in response to a submission by Fire and Rescue NSW (Refer **Section 3.11** of this report).

The following conclusions were made:

- » The road network surrounding the subject site currently provides motorists with a good/satisfactory level of service
- » The proposed development is expected to generate 52 morning and 41 evening peak hour vehicle trips to and from the site, being significantly less than that capable of being generated by the previous and existing operational uses occupying the site
- » The subject development is therefore not projected to have any unreasonable impacts on the level of safety and efficiency afforded by the existing surrounding road, pedestrian and public transport network to warrant any potential improvements
- » The strategic planning process for the Concord West and other surrounding Precincts forming part of the Parramatta Road Urban Corridor Strategy has considered the broader traffic and transport infrastructure requirements to service the additional demand generated by future land uses including the proposal. This is detailed in previously prepared traffic studies and are to be further refined in new precinct specific studies currently being undertaken by the relevant Councils.

The assessment determined there aren't any traffic related matters of significance, and accordingly, the proposed rezoning application to permit a residential use for the site is supported.

Moreover, the identification of the site as an Intensive Urban Redevelopment Area as per Clause 6.9 and 6.10, and SIC and local contributions frameworks will ensure that new road and public domain and improvements will be funded and delivered prior to development occurring at the site.

3.1.4 Flood studies

Draft Concord West Flood Study

Overview

Jacobs Consultants were appointed by Council to prepare a draft Flood Study and concept design for flood mitigation measures for the Concord West Precinct Master Plan.

The Flood Study identified the existing conditions for the Concord West Precinct adjacent to the Powells Creek channel to the west of the site. The site was included as part of this flood study.

Key objectives of the study were to:

- » Define existing mainstream and overland flood levels along the eastern bank of Powells Creek and the local catchments to the east of the creek, as well as under the proposed redevelopment conditions. The draft Flood Study will also need to consider the impact of upgrades and drainage modifications associated with the nearby North Strathfield Railway Underpass project to the south of the Precinct, which is currently under construction
- » Consider the potential impact of climate change on flooding for the Precinct, to assist Council with future planning decisions
- » Consider the flood impact of the draft Master Plan on the existing conditions and determine whether the development proposed is acceptable
- » Identify options for mitigating flood impacts and prepare concept designs and cost estimates for the preferred options.

Jacobs undertook detailed hydrologic and hydraulic modelling using the available and additional data to define flooding behaviour for the study area. The hydraulic model developed using TUFLOW, was calibrated and verified against existing flood levels. The model was used to define the flood behaviour for the full range of flooding events between 50% Annual Exceedance Probability (AEP) and the Probable Maximum Flood (PMF) events for baseline conditions.

A climate change sensitivity analysis was also undertaken for the baseline conditions both for increased rainfall intensity and sea level rise scenarios.

Key findings

The flooding assessment for the baseline conditions shows that some parts of the precinct are affected by flooding during frequent storm events, most notably the trapped low-lying area located north of Victoria Avenue. This relates to the subject site. There are also trapped sag points on George Street which is subject to more than 1m depth of flooding in the 50% AEP event.

A Flood Planning Area (FPA) map prepared for the precinct indicates that approximately two-thirds of the precinct is at, or below, the Flood Planning Level (FPL) for residential development. This includes the subject land identified as Site No. 1.

Flood mitigation strategy

A flood mitigation strategy was developed by Jacobs to mitigate potential flood impacts of the Master Plan redevelopment in addition to existing flood problem areas where practical. A number of mitigation options were tested by Council and Jacobs with the TUFLOW model, including stormwater upgrades, construction of floodways and land regrading.

Analysis of the various options indicated that surface treatments are more effective than pit and pipe upgrades given the constraints of low site elevations, minimal grades and depths of cover. The options included: upgrade and amplification of the existing pipe network, or providing overland path Victoria Avenue sag point through Olympic Park land to Powells Creek and amplification of drainage

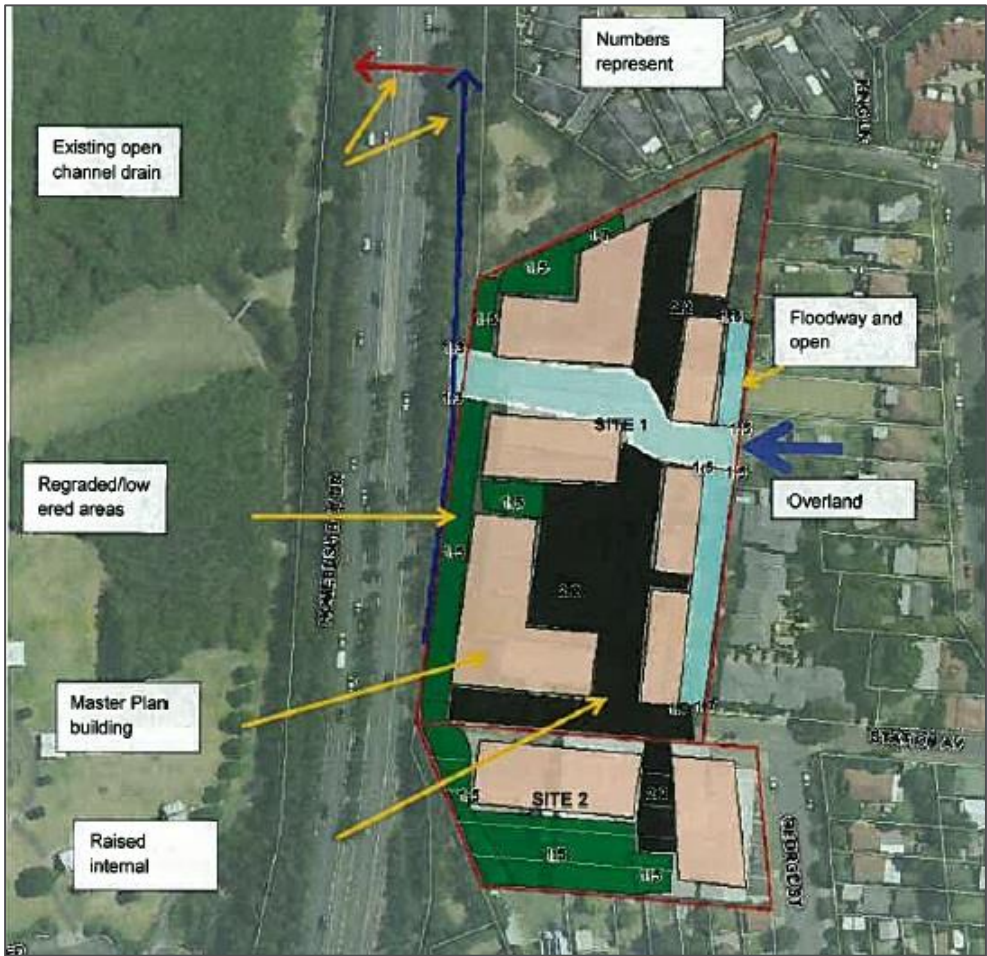
culverts under Homebush Bay Drive (this was not considered in detail due to presence of existing underground services and potential opposition from stakeholders (i.e. RMS)).

The mitigation strategy identified for the subject site and Site No. 2 (204 – 210 George Street) is detailed in the **Figure 14** and the box below.

The proposed mitigation strategy however was not considered sustainable in the long term and the following recommendations were made:

- » Further design development and investigations are recommended to ensure the long-term viability of the mitigation options and strategies as assessed in this study, particularly in relation to potential loss of flood detention capacity from ponded water due to potential rising groundwater levels, and sea level rise, and acid sulphate soils and soil contamination
- » Stakeholders (including Sydney Olympic Park Authority, Sydney Water and NSW Office of Environment and Heritage) are to be consulted on the mitigation option involving an overland flow path from Victoria Avenue sag point through Sydney Olympic Park land to Powells Creek
- » The proposed development (buildings) on Site 1 and 2 could be consolidated further to minimise flood impacts without requiring excavation of low-lying lands
- » Investigate alternative vehicular access to Site 1 and 2: In order to facilitate emergency evacuation during floods, alternative vehicular access route to Site 1 and 2, such as off Homebush Bay Drive, is to be investigated if George Street sag point is not trafficable in the PMF event.

Figure 14 Proposed mitigation strategy - Site 1 and 2



Source: Concord West Precinct Master Plan Flood Study, Jacobs (2015)

Jacobs Mitigation strategy – Site 1 and 2

- » *The site is located in a low-lying area which experiences ponding of floodwaters during storm events. Overland flows approach the site from the east, with flows from the Station Avenue underpass discharging onto Station Avenue then flows westward along the street and through residential properties on King Street and then onto the sites. In particular, there is an overland flow path located on 28A and 30 King Street which concentrates overland flows before discharging onto Site 1. Ponded water in this area drains out via an existing open drain to the west of the site along Homebush Bay Drive embankment to a 2.1m x 0.9m box culvert under the embankment, which discharges into the mangroves to the west of Homebush Bay Drive.*
- » *Redevelopment of the sites would most likely entail filling to provide a flood-free pad for proposed buildings and internal roads. Filling has the potential to reduce flood storage in the area and result in peak flood level increases on neighbouring residential properties, which are already sensitive to baseline flood conditions. A regrading and filling strategy has therefore been developed to minimise flooding impacts, based on the following features:*
 - > *A 10m wide floodway channel from east to west through site 1 (subject site), conveying flows from the existing overland flow path on 28A and 30 King Street to the existing open drain. Culverts were not considered practical due to the flat grades and minimal available cover*
 - > *The footprints of the two buildings in the Master Plan need to be separated by several metres to accommodate the floodway*
 - > *Regrade areas to lower finished floor levels on Sites 1 and 2, typically at the rear of the proposed buildings, to counter any loss of flood storage. Levels range from 1.5-1.7m AHD, a lowering in ground levels of typically 0.3m-0.5m*
 - > *Open channel catch drains along the eastern side of Site 1 to intercept dispersed overland flows off the King Street residential properties, discharging them into the proposed floodway*
 - > *Internal roads and parking areas would be on fill with finished surface level of minimum 2.1m AHD*
 - > *A vehicular bridge over the flood way would be required.*

Flood Impact Assessment, IGS 2016

Using the flood plain model and based on a concept prepared by Jacobs in 2015 for the Concord West Precinct Master Plan, Integrated Group Services prepared a Flood Impact Assessment of three development options for the proposed development that was presented to Council in September 2016. Feedback on the flood impact assessment provided by Jacobs in March 2016 was also addressed.

The assessment modelled three options, with option three being the preferred and consisting of:

A swale and culvert system to capture overland flow at the eastern boundary and carry this through a flood storage void (airspace) to culvert/pipes at the western boundary of the site. Flows will then be directed to the south-west corner of the site to existing culverts under Homebush Bay Drive.

The void is situated between the basement carpark which is wholly in the ground and the raised ground floor across the entire development footprint. Benefits of this option include:

- » Preserves the current flood storage on the site
- » Provides enhanced amenity because common areas, private courtyards, internal roads are raised substantially above the 100-year ARI flood level
- » Does not increase flood levels, velocities or hazards elsewhere on the floodplain
- » The void can be easily maintained due to height of the ground floor above the ground level (and through the provision of access openings at regular intervals).

Under this, the basement is protected from flooding in events up to the 100-yr flood. The basement and ground floor however are subject to inundation in extreme events that exceed the 100-yr flood i.e. the PMF which has a 0.0001% chance of occurring in any one year (1 in 1,000,000 AEP) and 0.008% change over an 80-year lifetime.

Access to the site by emergency vehicles can be accommodated during a 100-yr flood event however during a PMF event access to the site would be restricted, in part due to closure of major roads elsewhere in the catchment.

In the very rare occasion that flooding threatens to inundate the ground floor a vertical evacuation plan and shelter-in-place strategy for residents and visitors is adopted (similar to what has been adopted for the nearby school site). This will form part of the Flood Emergency and Response Plan for the development and aims to avoid the need to call on the NSW State Emergency Services.

It was proposed that residents of ground floor apartments would evacuate to the lobbies above Level 1 for few hours until flood waters recede. These lobbies will be made larger to accommodate the site occupants temporarily.

Revised Flood Impact and Flood Risk Assessment 2018

A revised Flood Impact and Flood Risk Assessment has been prepared by HydoSpatial and Catchment Simulation Solutions to support the planning proposal and respond to the conditions of the Gateway Determination.

The Flood assessment has been undertaken using data provided by Canada Bay Council that was developed for the 'Concord West Flood Study' (Jacobs, 2015) and reviews the flood mitigation option and modelling completed by IGS that supported the planning proposal pre-gateway.

A summary of the key findings of the assessment is provided below.

Existing conditions

The assessment determined that flooding from the railway tracks (to the east of the site) is conveyed along Station Avenue before it splits into two branches; with the first branch continuing along Station Avenue and the second branch flowing into King Street (to the north of Station Avenue). The Station Avenue flow path enters the site from the south-eastern site corner and the King Street flow path enters the site at the mid-point of the eastern site boundary. Both the Station Avenue flow path and the King Street flow path reach the site at approximately the same time.

Overland flooding exiting the site is obstructed by the Homebush Bay Drive roadway embankment located along the western site boundary. This results in flood water stagnating in and around the site until the culverts under the roadway embankment can discharge into the Powells Creek parklands and/or the roadway embankment is overtopped (the latter as is the case in the Probable Maximum Flood (PMF) event).

Under existing conditions, the site is affected by depths of approximately 0.8 m in the 1% Annual Exceedance Probability (AEP) event and 2.4 m in the PMF event; and velocities of approximately 1.4 m/s in the 1% AEP event and 2.0 m/s in the PMF event.

The 1% AEP flood is the standard flood for development assessment while the PMF presents the likely worst-case scenario for flooding. In any given year the 1% AEP event has a 1% chance of occurring, or a 55.25% chance of occurring over an 80-year time frame. It is reasonable expectation that a flood of this magnitude will occur over a lifetime.

A PMF conversely has 0.0001% chance of occurring in any given year and a 0.008% chance of occurring over an 80-year time frame. Therefore, it is very unlikely that a flood with the magnitude of a PMF will occur over a lifetime.

Mitigation options

The assessment considered two potential mitigations options to ensure the flood risk due to overland flow across the site could be appropriately managed and also ensure that the flood risk across adjoining properties is not increased as a result of the development. Both Option 1 (developed by IGS) and Option 2 (developed by HydoSpatial and Catchment Simulation Solutions) involved underfloor drainage through the site with storage areas beneath the ground floor.

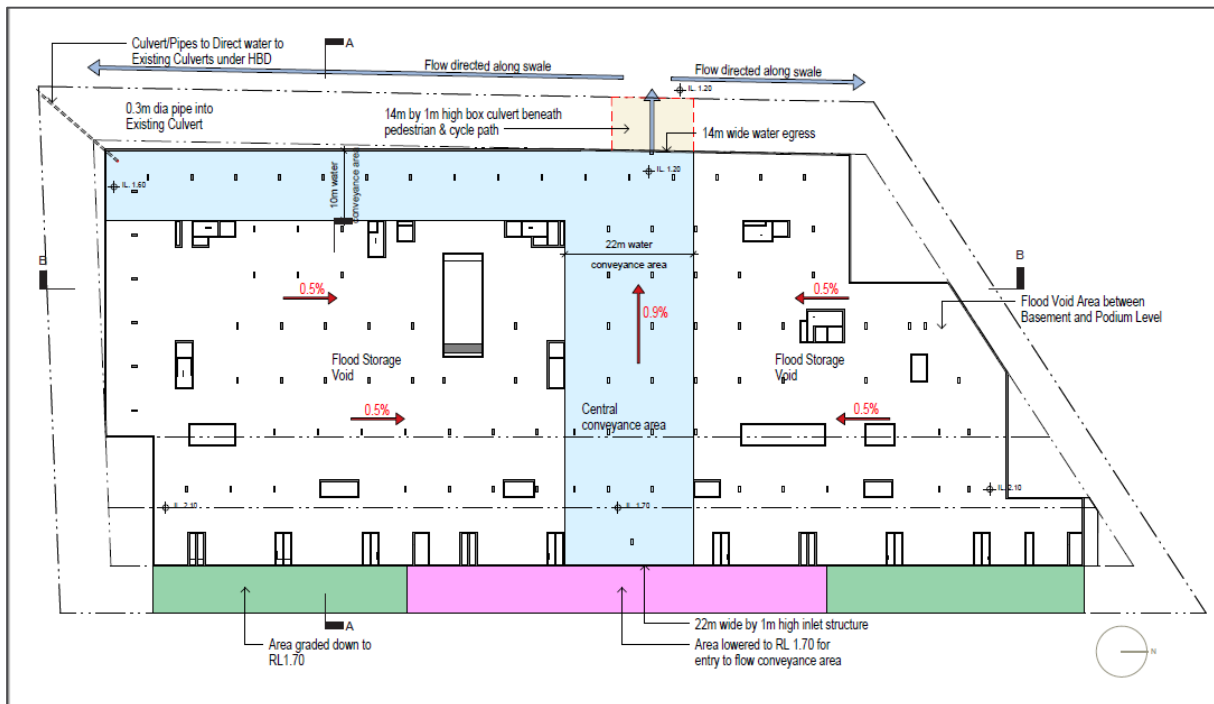
Option 2 (refer **Figure 15**) was found to be the preferred option and includes the following components:

- » Provision of a 14-metre wide by 1 metre high central conveyance area extending beneath the elevated ground floor of the development (the conveyance area is designed to allow water to move from the eastern side of the site to the western side of the site beneath the ground floor).
- » A 22-metre wide by 1 m high inlet structure to allow water near the eastern site boundary to enter the conveyance area. A 50% blockage factor was included to reflect that this opening would have a reduced aperture to prevent access into the conveyance areas (a 14-metre wide entrance was

originally trialled in line with the IGS proposal, however, the inclusion of blockage required the entrance to be upsized).

- » Inclusion of a 14-metre wide opening along the western site boundary to allow water to “escape” from the conveyance area towards Homebush Bay Drive.
- » Provision of an additional 10-metre wide by 1 m high conveyance area running from the central conveyance area to the south-western corner of the site.
- » Inclusion of a 0.3m diameter low flow pipe to allow flow from the additional conveyance area to discharge into the existing culvert system across Homebush Bay Drive.
- » Additional flood storage areas were included to the north and south of the central conveyance area. The following storage volumes were adopted as part of the assessment (the storage volumes incorporate a 5% reduction factor to account for internal stairwells, elevator shafts, piers/supports etc.):
 - > Northern storage area = 3,340 m³
 - > Southern storage area = 5,760 m³

Figure 15 Flood mitigation option No. 2



Source: Antoniadis Architects and Catchment Simulation Solutions 2018

Other specific issues

The report addresses previous concerns raised by Council. A summary of these responses to these concerns are addressed below.

Sedimentation build up and cleaning of the void

Concerns were raised that the flow conveyance and storage areas may be difficult to access for maintenance purposes and sediment will accumulate in the area. However, if the flow conveyance areas are implemented with a minimum grade (1% suggested) this will assist in providing a “self-cleansing” velocities ensuring sediment is not deposited in the area (velocities of about 0.8 m/s are predicted through the area at the peak of the 1% AEP flood).

It is also noted that flow velocities immediately upstream (i.e., east) of the conveyance area are typically low (i.e., less than 0.5 m/s at the peak of the 1% AEP flood). Therefore, it is likely that much of the sediment will drop out of suspension before entering the conveyance area.

It is also recommended that a sediment deposition area (essentially a flat, grassed area that is located slightly below the invert of the inlet) be provided near the entrance to the conveyance area that can serve to capture sediment that falls out of suspension (as well as gross pollutants that cannot fit through the entrance structure) before entering the conveyance area. This area can be maintained/cleaned following rainfall events without requiring access into the conveyance/storage area.

Cleaning of the conveyance/storage area will still be required, but this will only need to be completed very periodically (noting that the size of the conveyance/storage area is quite substantial relative to the likely thickness of a layer of sediment). The responsibility for maintenance should rest with the strata/body corporate for the proposed development however access will be provided to Council for inspection if required.

Developed examples

Previous reporting by IGS provided some examples of developments where similar mitigation options were implemented. Council subsequently raised concerns that these examples were not actually implemented and that "most importantly they are not subject to the speed of rise experienced by the subject site".

A brief review of areas that have similar flooding conditions and examples of similar flood mitigation solutions has been undertaken and the most similar example that we can find is along the Clay Cliff Creek area of Parramatta. This is detailed in the Revised Flood Impact Assessment.

Impacts to Mangroves

In recognition of the potential for any changes in flood behaviour to impact on these mangroves and the associated habitat, further detailed interrogation of the model results was completed. This aimed to verify:

- » The magnitude of any increases in flow velocity across the mangroves
- » The magnitude of any increases in freshwater (i.e., flood) inundation time across the mangroves

The results of the design simulations indicate that the proposed development is not predicted to increase the total amount of time that the mangroves would be exposed to freshwater inundation during future floods.

Climate change impacts

In response to Council's concerns about the impacts that climate change induced rainfall intensity and ocean level increases may have on the proposed development, additional 1% AEP simulations were completed with an allowance for climate change (incorporating the preferred mitigation option).

The assessment determined although climate change is predicted to increase flood level across the site, the ground floor of the development will be located at an elevation of 3.2 m AHD. This is roughly 1 metre higher than current 1% AEP flood level estimates and will also be well elevated above potential future elevated flood levels. Therefore, the development is considered to be relatively robust with regard to potential climate change impacts.

Conclusions/recommendations

The assessment concluded that if Option 2 is implemented, there is predicted to be no adverse flood impacts on neighbouring properties and ensures the site is developable.

A qualitative flood risk assessment was undertaken and it was found that due to the flash flood nature of the catchment, there would be negligible opportunity for vehicular escape from the site prior to or during the flood. There are two potential overland escape routes, however these are cut off by high hazard flood waters for approximately 2.3 hours in the PMF and are cut within 30 minutes of rainfall beginning. Even if vehicular evacuation were feasible, the evacuees would be escaping into extreme rainfall that would be too intense to possibly drive through.

Given the short nature of the flooding (less than 4 hours in the PMF) and the lack of warning time, a Shelter in Place Plan is the safest option. Above floor flooding will only occur in floods much rarer than the 1% AEP flood, such as the PMF and the development will include multi-storey buildings so that a publicly available PMF refuge should be easily incorporated in the design of each of the buildings, ideally these will be located on the first floor. The occupants would only need to wait for a maximum of around 4 hours, so no special provisions would need to be provided at the PMF refuge. In order for Shelter in Place to be successful, a robust flood emergency management plan would need to be developed and implemented as part of the development. This should be developed with any future DA for the site.

The assessment made the following conclusions with respect to the site:

- » If Mitigation Option 2 is incorporated into the design of the development, then there are predicted to be no adverse flood impact on neighbouring properties
- » The planning proposal is inconsistent with Clause 6(C) of the Section 9.1 Direction 4.3 Flood Prone Land. However, this inconsistency is considered to of minor significance as:
 - > The site has been identified for renewal through master planning processes and subject to several studies which have identified solutions to the flood risk on the site
 - > The site is classified as medium flood risk category and development controls and flood emergency management provide effective flood risk management for events up to the PMF to enable change in land use without increase in overall flood risk
 - > A further detailed assessment of the flood risk and flood emergency response will be undertaken at the DA stage
 - > There are a number of planning proposals with similar flooding conditions and mitigation measures to address flood risk that were found to be acceptable significance.
- » The recommended flood response on site is Shelter in Place. This is due to the flash flood nature of the flooding. Evacuation of the site is likely to be infeasible and present a greater risk to the occupants than sheltering in place, which will typically require occupants to shelter for less than an hour with a maximum of around 3 hours.

The following recommendations were made for the design of the site:

1. Mitigation Option 2 is incorporated into the design of the development.
2. A robust Flood Emergency Response Plan that uses a Shelter in Place strategy is developed for the site.
3. A publicly available PMF refuge is incorporated into the design of each of the buildings
4. The entrance into the basement car parking is set no lower than the PMF level or otherwise flood gates are implemented to ensure that the basement carpark is not flooded during any design flood.

5. The building is designed such that it can withstand the depth and velocity of floodwaters during all floods up to and including the PMF and the building is constructed from flood compatible material at least up to the 1% AEP plus freeboard.
6. The building is in line with the Australian Building Codes Board (ABCB) fire safety requirements for "high rise buildings" regardless of whether it is considered high rise.
7. The design meets all other requirements as outlined by the Canada Bay DCP (2017).

The report concluded that the proposed solution manages the flooding and overland flow on the site, resulting the site being developable.

In response to the above recommendations:

- » The Master Plan Concept has been updated to incorporate Mitigation Option 2
- » A publicly available PMF refuge is incorporated into the design of each of the buildings with the exception of the 3 storey terrace style apartments along the western boundary as occupants can take refuge in the floors above
- » A robust Flood Emergency Response Plan will be developed at the DA stage
- » A flood gate is proposed to the entrance to the basement car park
- » Requirements relating to the construction and use of building materials, and compliance the ABCB fire safety requirements and Canada Bay DCP will be addressed as part of the DA.

Refer to accompanying Revised Flood Impact and Flood Risk Assessment for further detail.

Precinct Wide Flood Study Burwood, Homebush and Strathfield

In response to recommendation by the Sydney Central Panel as well as precinct planning for Burwood, Homebush and Strathfield, a Floodplain Risk Management Study and Plan for the precinct is to be prepared. Based on advice from Canada Bay Council, we understand that work relating to this project is yet to commence.

The Flood Impact and Flood Risk Assessment can be updated prior to the LEP being finalised to reflect the findings of Precinct Flood Study or Flood Risk Management Plan if available. In any case this planning proposal will adopt relevant Council flood clauses for development assessment.

Advice from Dr Brett Phillips of Cardno, noted the following:

- » The DPE Priority Precinct is located within the Powells Creek catchment. Likely higher density uses are not expected to lead to a substantial increase in imperviousness and consequently to not markedly increase peak flows in Powells Creek. It is expected that any potential increases in peak flows would be mitigated by On-Site Detention and/or other measures to avoid adversely impacting landowners on the downstream floodplain.
- » In relation to any interaction between Powells Creek and Concord West, it is noted from the maps prepared by Jacobs that in events up to a 0.5% AEP (200-year ARI) flood there is only minor interaction via local overland flow along George St (which in my view would not be influenced by any planned development in the DPE Priority Precinct). In the PMF there appears to be some interaction with PMF flows upstream of Homebush Bay Drive partially spilling northwards. It is considered that the interaction in an extreme flood would not be influenced by any planned development in the DPE Priority Precinct.
- » The DPE Priority Precinct does not impact on Concord West and assessments of flooding in Concord West could be undertaken ahead of any future DPE flooding assessments in the Priority Precinct.

Moreover, the identification of the site as an Intensive Urban Redevelopment Area as per Clause 6.9 and 6.10, and SIC and local contributions frameworks will ensure that any precinct flood and drainage infrastructure will be funded and delivered prior to development occurring at the site.

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

A planning proposal seeking to amend Canada Bay LEP is considered the best means of achieving the objectives for the redevelopment of the site and the most effective way of providing certainty for Council, the local community and the landowner. The existing zoning, height and FSR controls do not permit the development envisaged or respond to the local or state studies and strategies that identify the site for renewal and growth.

The proposal removes an existing restriction on residential uses and permits medium density residential development. It aligns with state and local strategic planning objectives, and is considered appropriate for the site, given its proximity to existing and planned public transport connections, Concord West Neighbourhood Centre, open space and surrounding residential uses.

Section B – Relationships to strategic planning framework

3.3 Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?

Yes. This section outlines how the planning proposal has strategic merit being consistent with the objectives and actions of:

- » Greater Sydney Region Plan "*A Metropolis of Three Cities*" (March, 2018)
- » Central City District Plan (March, 2018)
- » Greater Parramatta Olympic Peninsula (GPOP) Vision (October 2016)
- » Parramatta Road Urban Transformation Strategy (September, 2015)
- » Greater Parramatta Interim Land Use and Infrastructure Implementation Plan (July, 2017).

An assessment of the proposal against the above plans and strategies is provided below.

3.3.1 Greater Sydney Region Plan “A Metropolis of Three Cities”

Overview

In March 2018, the NSW Government released the Greater Sydney Region Plan (the Plan), *A Metropolis of Three Cities*, which outlines directions and objectives to achieve the Government’s vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The Plan:

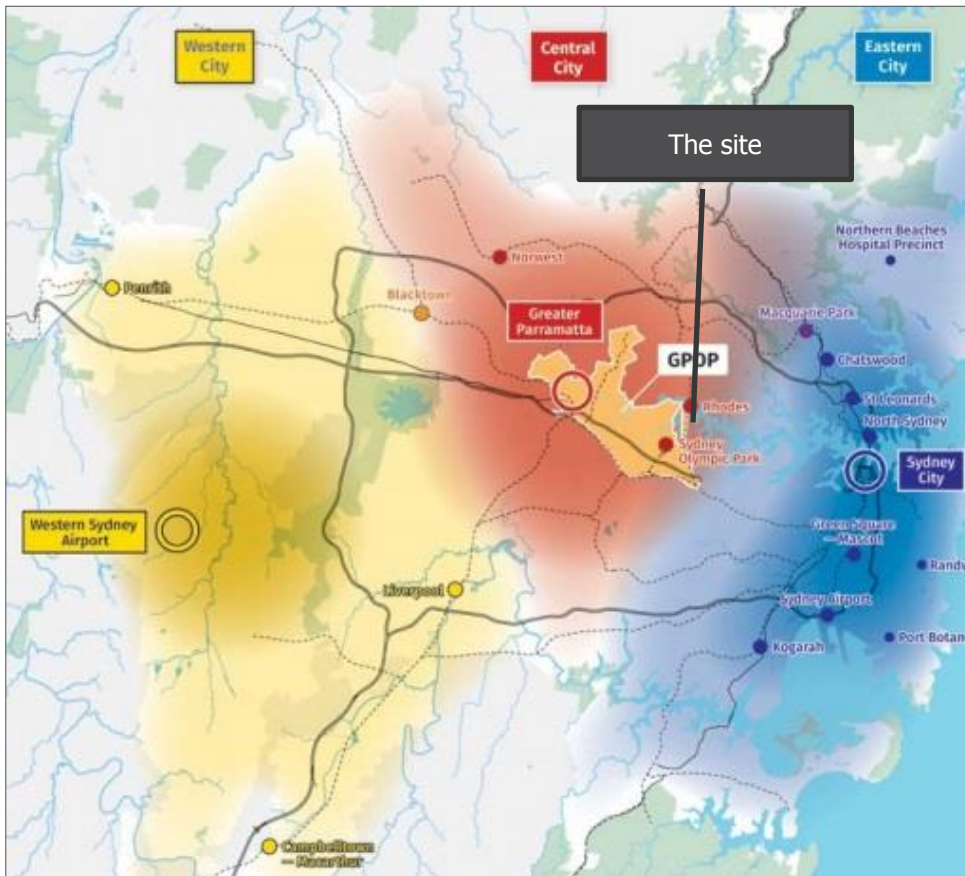
- » Sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters
- » Provide the overarching strategic plan for Sydney Metropolitan region
- » Integrates land use, transport and infrastructure planning between the three tiers of government and across State agencies, having been prepared concurrently with Future Transport 2056 and State Infrastructure Strategy 2018–2038.

Assessment

The site is located in the City of Canada Bay LGA which is part of the Eastern City District. The site, however form parts of the Central River City and is located within the GOP urban renewal area as illustrated in **Figure 16**.

The proposal is consistent with the relevant actions and directions of the Plan as demonstrated in **Table 7**.

Figure 16 Location of the site within the context of metropolitan region



Source: Greater Sydney Commission (November, 2016)

Table 7 Consistency with the Greater Sydney Region Plan and Eastern District Plan

Directions and objectives	Planning Priority	Assessment
A city supported by infrastructure		
Objective 1: Infrastructure supports the three cities	E1 Planning for a city supported by infrastructure	Redevelopment is in line with sequencing of development for the Homebush Precinct as detailed in the Action Plan 2016-2023 as part of the Parramatta Road Urban Transformation Strategy.
Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact		Further infrastructure requirements will be addressed by way of SIC levy (currently being prepared) associated with the Greater Parramatta Interim Land Use and Infrastructure Plan (refer Section 3.3.5 of this report) and well as local contributions.
Objective 3: Infrastructure adapts to meet future needs		Infrastructure planning for the Parramatta Road Corridor has considered the adaptability of infrastructure and its shared use within the precinct. Further work is also being undertaken as part of the reparation of SIC.
Objective 4: Infrastructure use is optimised		The proposal will facilitate the redevelopment of a site within close proximity of existing mass transport system in conjunction with maximum parking rates and pedestrian/cycle connections will encourage sustainable transport choices.
A collaborative city		
Objective 5: Benefits of growth realised by collaboration of governments, community and business	E2 Working through collaboration	Planning for the area has been subject of a culmination of extensive collaboration since 2013 between State and local government and has been informed by a broad program of stakeholder consultation, and a range of technical studies and investigations.
A City for People		
Objective 6: Services and infrastructure meet communities’ changing needs	E3 Providing services and social infrastructure to meet people’s changing needs	The SIC and Council’s Local Contributions Plan (7.11) will provide the mechanisms to ensure that growth in the precinct is supported by the necessary social infrastructure.

Directions and objectives	Planning Priority	Assessment
Objective 7: Communities are healthy, resilient and socially connected	E4 Fostering healthy, creative, culturally rich and socially connected communities	<p>The proposal provides opportunities for healthy, resilient and socially connected community through:</p> <ul style="list-style-type: none"> » Its proximity to public transport (rail and bus) providing access to jobs rich areas, services, and commercial and retail opportunities as well as recreational and educational facilities » Provision of high quality public landscaped area, new public access and improvements to the public domain; providing opportunities for people to interact, socialise, exercise and relax. <p>These characteristics will reduce car dependency, encourage the use of more active forms transport and social interaction; all of which will contribute to the health and well-being of the residents and community.</p>
Housing the city		
Objective 10: Greater housing supply	E5 Providing housing supply, choice and affordability with access to jobs, services and public transport	Contributes to housing supply (approx. 261 dwellings) within the identified Greater Parramatta growth area and achieving housing targets for the Eastern City.
Objective 11: Housing is more diverse and affordable		Deliver a mix of housing including five percent affordable housing to suit individual household needs, preferences and budgets within close proximity to mass transport with links to employment areas and services.
A city of great places		
Objective 12: Great places that bring people together	E6 Creating and renewing great places and local centres, and respecting the District's heritage	Delivers a well-designed high-quality residential development with generous landscape areas, communal open space, new pedestrian/cyclist connections that will be socially inclusive, safe, clean and encourages the use of more sustainable travel options.

Directions and objectives	Planning Priority	Assessment
A well-connected city		
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	E10 Delivering integrated land use and transport planning and a 30-minute city	Facilitates the redevelopment of site that is within 30-minutes via train (within 5mins walking distance) to Sydney’s two strategic centres Sydney and Parramatta CBDs as well a number of other centres and employment areas. Proximity of bus services and planned infrastructure metro and light rail will further enhance connections along with public domain improvements that will encourage walking and cycling.
Objective 15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive		The site has been subject of detailed planning as part of the Parramatta Road Urban Transformation Strategy and Concord West Precinct Planning. The GPOP collaboration will look to wider opportunities improve liability outcomes in the area.
Jobs and skills for the city		
Objective 19: Greater Parramatta is stronger and better connected	E11 Growing investment, business opportunities and jobs in strategic centres	Within 30mins by train to Greater Parramatta. Future planned public transport metro and light rail will ensure Greater Parramatta is stronger and better connected.
Objective 22: Investment and business activity in centres		Delivers additional housing in line with demand that will support the growth of surrounding centres such as Parramatta, Rhodes and Sydney Olympic Park.
Objective 23: Industrial and urban services land is planned, retained and managed	E12 Retaining and managing industrial and urban services land	The site is identified for redevelopment to residential uses in local and state strategic planning documents.
A city in its landscape		
Objective 25: The coast and waterways are protected and healthier	E14 Protecting and improving the health and enjoyment of Sydney Harbour and the District’s waterways	The site will be remediated and acid sulfate soils managed that will assist in improving health of nearby waterways. Further stormwater and flooding will be managed onsite to ensure any adverse impacts are managed.

Directions and objectives	Planning Priority	Assessment
Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced	E15 Protecting and enhancing bushland and biodiversity	<p>Landsaped buffer zones along the boundaries of the site as well as open space that integrate with the surrounding Powells Creek Reserve and Bicentennial Parklands, which includes Badu mangroves and wetlands of international significance under the Ramsar Convention.</p> <p>These landscaped areas will assist in supporting biodiversity and wildlife and also screening pollution, noise and appearance of Homebush Bay Drive as well as reducing the urban heat island effect.</p>
Objective 30: Urban tree canopy cover is increased	E17 Increasing urban tree canopy cover and delivering Green Grid connections	<p>Contribute to tree canopy through the provision of generous landscaping in the public domain and communal open spaces. Refer to Landscape Concept for further detail.</p>
Objective 31: Public open space is accessible, protected and enhanced	E18 Delivering high quality open space	<p>New connections across the site will integrate with the existing public domain networks and provide walking and cycling links to surrounding recreational areas and existing and planned bicycle/pedestrian networks and public transport.</p> <p>High quality communal open space as well as areas are provided at the site and include communal area in the centre of the development and roof top garden.</p> <p>Refer to Concept Master plan and Landscape Concept for further detail.</p>
Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths		
An efficient city		
Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	E19 Reducing carbon emissions and managing energy, water and waste efficiently	<p>A Sustainability Implementation Plan was prepared for the Parramatta Road Urban Transformation Strategy which details sustainability targets for the corridor and individual precincts to ensure future buildings are high performance. This will be addressed as part of the DA process.</p> <p>Maximum parking rates have been adopted and will aim to reduce car use and new pedestrian cycle connections will aim to encourage sustainable travel choices.</p>
Objective 34: Energy and water flows are captured, used and re-used		<p>Initiatives will be investigated as part of the DA process with the objective of achieving sustainability targets in the Sustainability Implementation Plan. This will include use of rainwater and recycled water and measures to reduce water and energy consumption.</p>

Directions and objectives	Planning Priority	Assessment
Objective 35: More waste is re-used and recycled to support the development of a circular economy		Waste management measures and initiatives to reduce waste the volume of waste will be investigated as part of the DA process.
A resilient city		
Objective 36: People and places adapt to climate change and future shocks and stresses	E20 Adapting to the impacts of urban and natural hazards and climate change	<p>The provision of open space, green infrastructure and networks (such as water sensitive urban design) provides the potential to create a cooler urban environment that is resilient against a changing climate and, furthermore, the effects of urban heat island.</p> <p>As part of the DA process investigations will be made to the use recycled water and accommodating future energy infrastructure and emerging technologies such as battery storage.</p> <p>The proposal incorporates appropriate measures to manage risk to life from flood and ensure that the development will not significantly adversely affect the environment.</p> <p>Further building footprint (hardstand areas) will be reduced and additional landscaping will be provided. Materials that reduce the urban heat island effects such as cool pavements and roofs as well as reflective glass will be investigated.</p>
Objective 37: Exposure to natural and urban hazards is reduced		
Objective 38: Heatwaves and extreme heat are managed		
Implementation		
A collaborative approach to city planning	No relevant priority.	The proponent is supportive of the collaborative process working with state agencies, liaising with Canada Bay Council and other stakeholders to deliver this project.

3.3.2 Eastern City District Plan

Overview

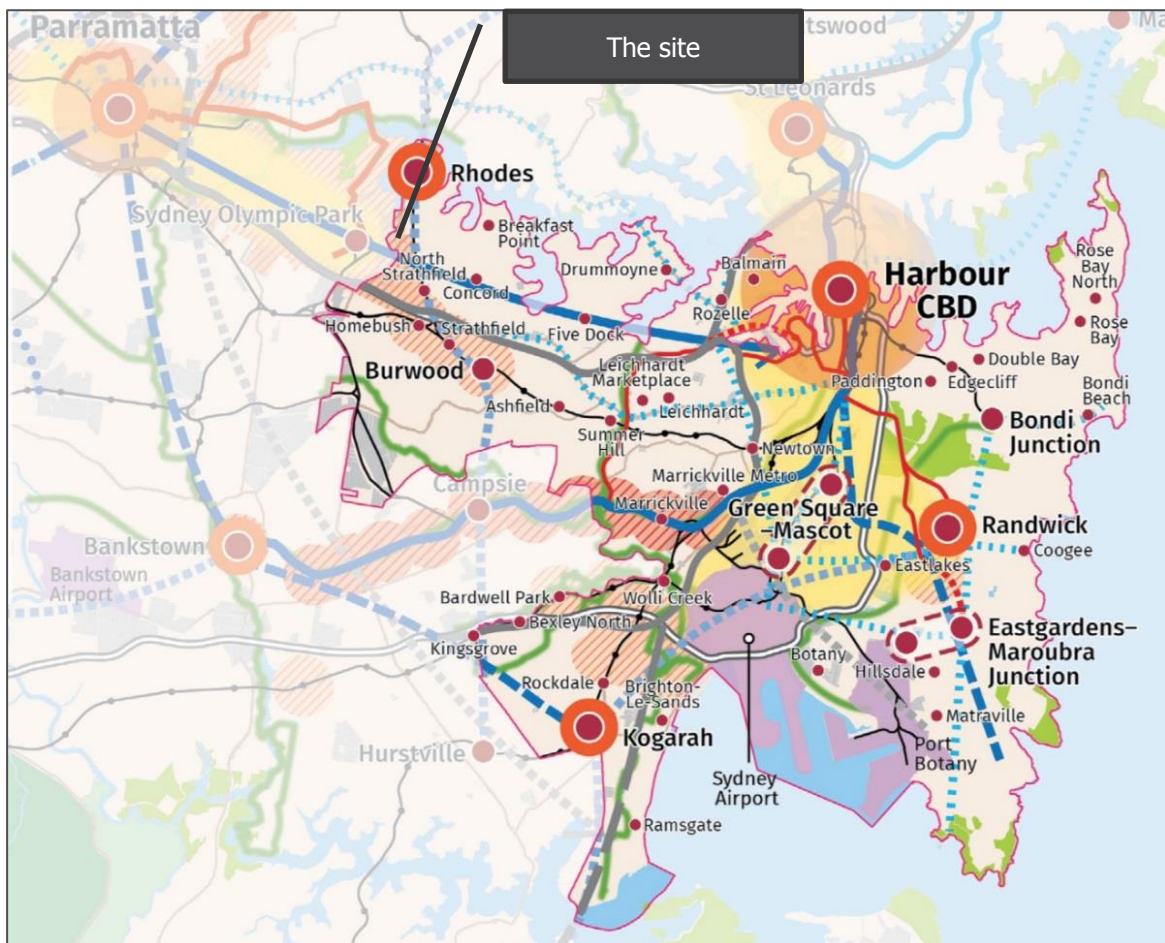
The finalised District Plans were released in March 2018 in conjunction with the Greater Region Plan. They are 20-year plans to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney

It contains the planning priorities and actions for implementing the Greater Sydney Region Plan, at a district level and is a bridge between regional and local planning.

Assessment

The site is located within the Eastern District as shown in **Figure 17**. As demonstrated in **Table 7** above the proposal is consistent with the priorities of the Eastern District Plan.

Figure 17 Site within the context of the Eastern District



Source: GSC 2018

3.3.3 GPOP Vision

Overview

Prior to the release of the draft District Plans and draft region plan, in October 2016 the Greater Sydney Commission released a Visioning document for the GPOP area. GPOP is a centrepiece of the Greater Sydney Commission's Central District Plan, within which the bulk of GPOP is located.

The vision for GPOP is: "Our 2036 vision: GPOP will be Greater Sydney's true centre – the connected, unifying heart". The key components of the vision are four major opportunities:

- » Parramatta CBD and Westmead Health and Education Super Precinct
- » Next Generation Living from Camellia to Carlingford
- » Essential Urban Services, Advanced Technology and Knowledge Sectors in Camellia, Rydalmere, Silverwater and Auburn
- » Olympic Park Lifestyle Super Precinct.

The document identifies 12 directions to deliver the GPOP Vision.

In addition, the document notes that the GPOP area is the subject of several land use planning activities which are to progress alongside, and consistent with, the developing GPOP Vision, including:

- » Parramatta Road Urban Transformation Strategy – addressed in **Section 3.3.4** of this report.
- » Greater Parramatta Interim Land Use and Infrastructure Implementation Plan – addressed in **Section 3.3.5** of this report.

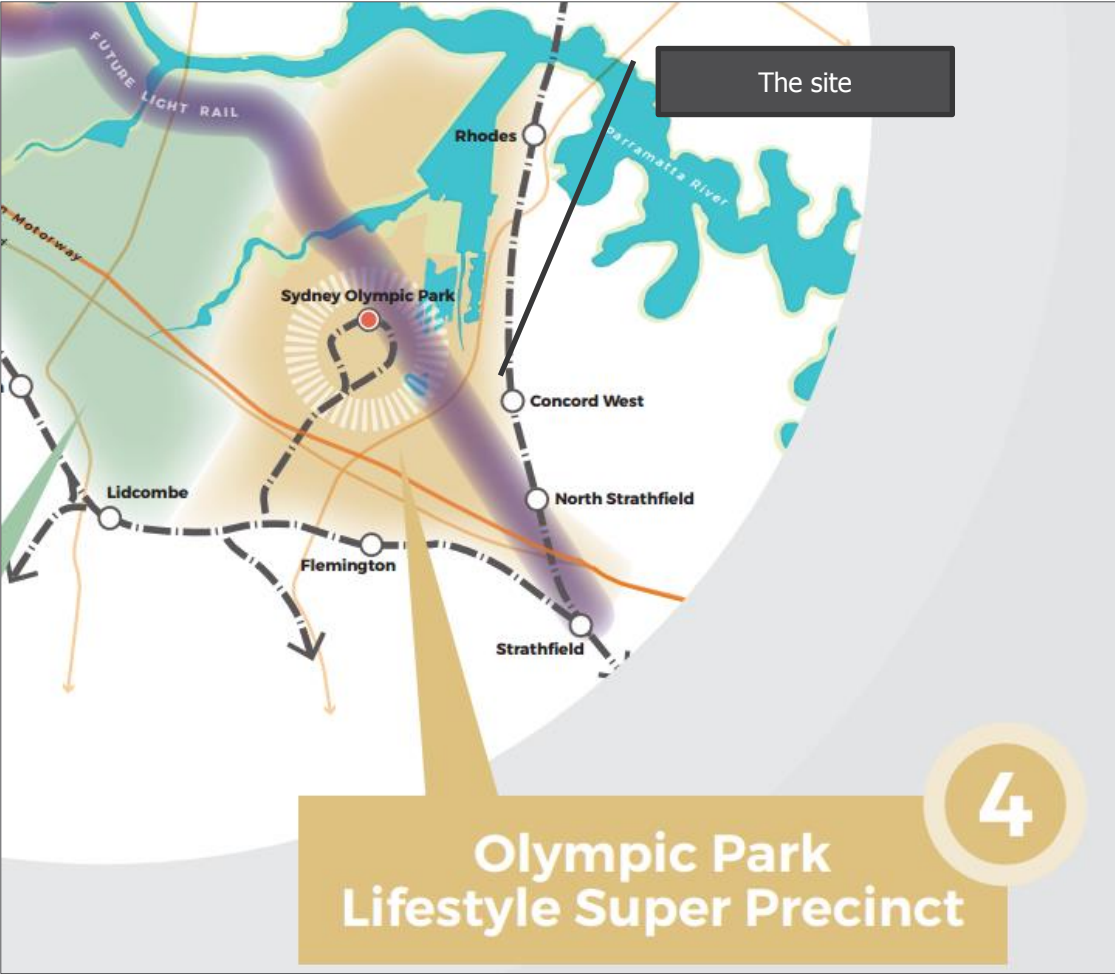
Assessment

The site is located in the Olympic Park Lifestyle Super Precinct as illustrated in **Figure 18**.

The planning proposal is consistent with the vision and directions of GPOP in that it will:

- » Integrate architectural, landscaping and flood solutions to deliver a high-quality development that responds to its context, topography and constraints
- » Provide an inclusive place for active and green living, health and wellness through the provision of communal and private open space, improved streetscapes and new pedestrian/cycle linkages to surrounding areas including Powells Creek Reserve
- » Deliver a mix of housing (studios and one to four-bedroom units) to suit individual household needs, preferences and budgets
- » Provide five percent for affordable rental housing
- » Facilitate the redevelopment of site that is within 30-minutes via train to Sydney's two CBD Sydney and Parramatta as well a number of other centres and employment areas.

Figure 18 GOP Olympic Park Lifestyle Super Precinct



Source: GSC (November 2016)

3.3.4 Parramatta Road Urban Transformation Strategy

Overview

The Parramatta Road Urban Transformation Strategy (the Strategy) was released by the NSW Government in November 2016. The Strategy sets out the vision and land use and transport principles to accommodate 27,000 new homes and 50,000 new jobs in a range of industries across the Corridor over the next 30 years.

The Strategy seeks to facilitate the coordinated transformation of Parramatta Road and its adjoining lands by integrating land use and built form with transport initiatives and public domain improvements.

It has been informed by a number of reference reports including a Precinct Transport Report, Strategic Transport Plan, Social Infrastructure Analysis, Economics Report and Fine Grain Study.

It is supported by an Implementation Tool Kit comprising the following documents:

- » Implementation Plan 2016-2023
- » Infrastructure Schedule
- » Planning and Design Guidelines
- » Urban Amenity Improvement Plan.

The Implementation Tool Kit responds to community priorities for more open space and more appealing streets, reduced traffic congestion, improved public transport and a better environment for residents and business. These documents guide where and when rezoning should occur, and identify the infrastructure that is required to support land use change in the Corridor.

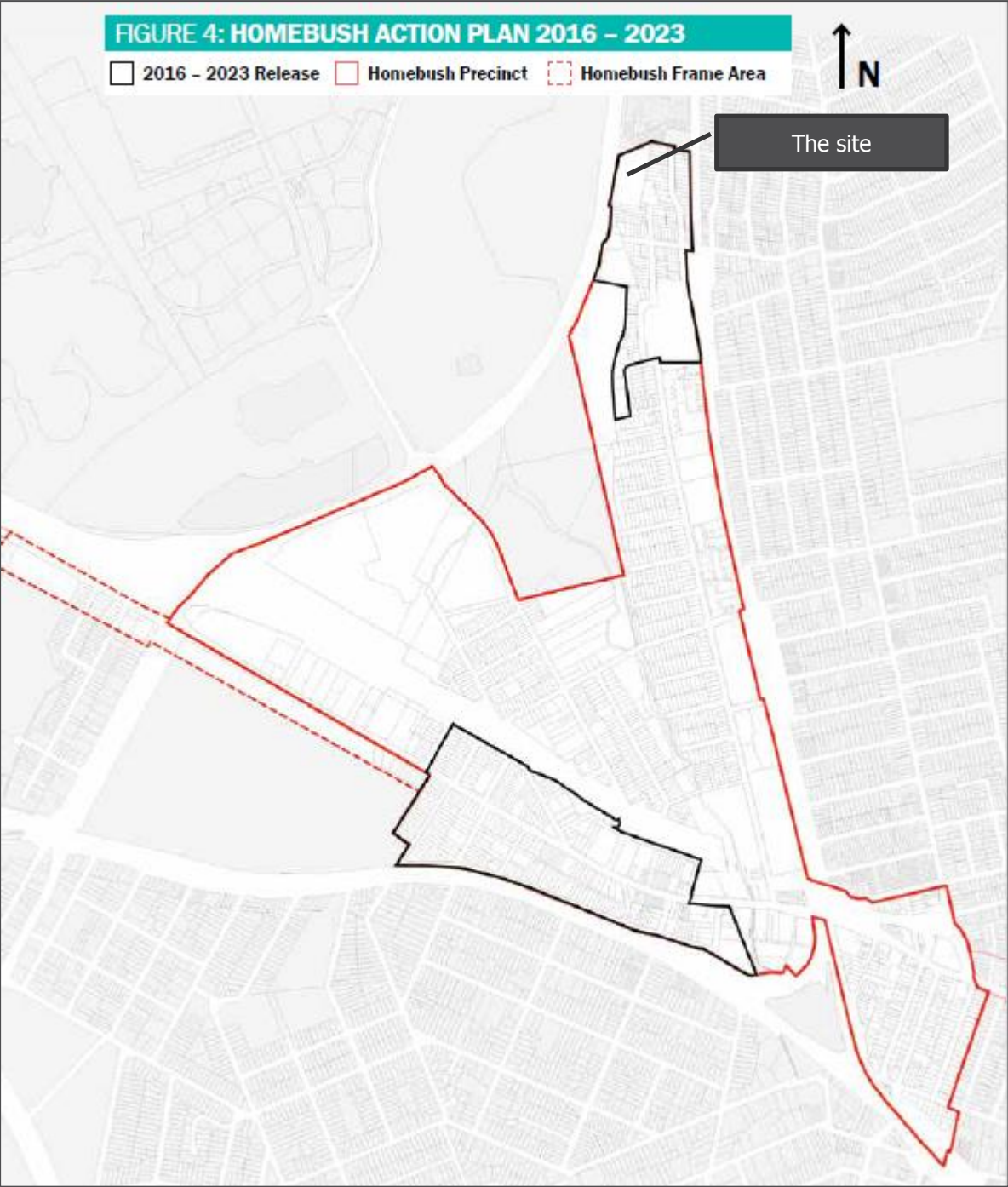
The Strategy and Implementation Tool Kit is given statutory weight through Ministerial Direction 7.3 addressed in **Section 3.6** of this report.

Assessment

The site is located within the Homebush Bay Precinct, the largest of the eight precincts along the Parramatta Road Corridor. The proposal is consistent with the Parramatta Road Urban Transformation Strategy and the supporting Implementation Tool Kit as it:

- » Provides for the redevelopment of site connected to existing and planned mass public transport that will encourage sustainable travel
- » Seeks to rezone the site to R3 Medium Density Residential with a maximum building height of 25m and FSR of 1.6:1
- » Provides three storey buildings (11m) at the interface to the residential dwelling to the east to minimise adverse amenity impacts
- » Provides for approximately 261 additional dwellings equating to around 24,451sqm of residential gross floor area in line with sequencing of development for the Homebush Precinct as detailed in the Action Plan 2016-2023 (**Figure 20**)
- » Contributes to infrastructure improvements within the precinct through Council's Local Contributions Plan (7.11) consistent with the Strategy
- » Complements the open space and active transport networks including connections to Powells Creek reserve and Homebush Bay through the provision of new streets and pedestrian and bicycle connections
- » Delivers a mix of dwelling types at different price points including five percent affordable rental housing
- » Provides parking and bicycle parking in line with the maximum rates in the Precinct Transport Report.

Figure 19 Homebush Action Plan 2016 -2023



Source: Parramatta Road Corridor Implementation Plan 2016 – 2023

3.3.5 Greater Parramatta Interim Land Use and Infrastructure Implementation Plan

Overview

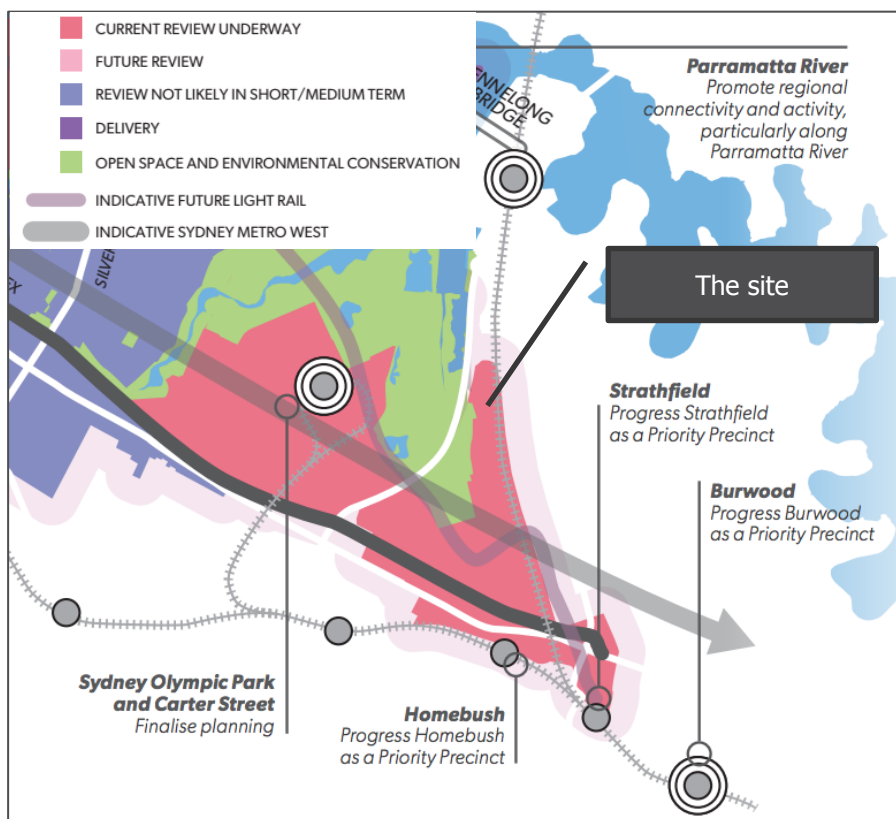
In July 2017, following the release of the vision for GOP, Draft District Plans and Towards our Greater Sydney 2056 by the Greater Sydney Commission (which have since been finalised), the DPE, in collaboration with City of Parramatta and Greater Sydney Commission, prepared an Interim Land Use and Infrastructure Implementation Plan for the Greater Parramatta Growth Area (the Interim Plan).

The primary objectives of the Interim Plan are to:

- » Implement the GOP Vision and 20-year forecasts for additional housing and jobs growth through targeted precinct-level actions and priorities
- » Identify areas for and guide future growth based on a strategic analysis of opportunities and constraints
- » Prepare an Infrastructure Schedule, which will form the basis of a SIC levy for the priority growth area
- » Develop and communicate appropriate planning pathways for the implementation of change by establishing land use, infrastructure, environmental and social benchmarks within the growth area.

The Interim Plan outlines actions to support the delivery of new homes and jobs as detailed in **Table 8** and is given statutory weight through Ministerial Direction 7.5 addressed in **Section 3.6** of this report.

Figure 20 Key actions Interim Land Use and Infrastructure Implementation Plan



Source: DPE and City of Parramatta Council 2017

Table 8 Key actions Interim Land Use and Infrastructure Implementation Plan

Action	Description
<p>1. Declare Greater Parramatta as a 'Growth Area'</p>	<p>Declare Greater Parramatta as a 'Growth Area', reflecting its importance as a major economic opportunity for the West Central District and Greater Sydney.</p>
<p>2. Deliver Key Infrastructure</p>	<p>Facilitate the delivery of key infrastructure to support growth. A SIC will fund State and regional infrastructure including roads and public transport, community facilities, health facilities, schools, parks and other public spaces and identification of additional projects for potential Housing Acceleration (HAF) funding.</p>
<p>3. Commence New Precinct Investigations</p>	<p>Progress work on new Precincts:</p> <ul style="list-style-type: none"> » Commence planning for a world class health, education and research 'super' precinct at Westmead in conjunction with the Westmead Alliance. » Work with Land and Housing Corporation and City of Parramatta to rejuvenate and transform Telopea into a vibrant neighbourhood which includes more social and affordable housing. » Commence planning investigations for Wentworthville, Burwood, and Strathfield and Homebush precincts.
<p>4. Finalise Planning</p>	<p>Finalise planning for Sydney Olympic Park and Carter Street:</p> <ul style="list-style-type: none"> » Finalise the 5-year review of the Sydney Olympic Park Master Plan 2030 (2016 Review) with the Sydney Olympic Park Authority, offering new opportunities for retail, office and residential space at Sydney Olympic Park and a more active and vibrant town centre, outside of major events. » Amend the plans for Carter Street to accommodate the westbound Hill Road Off Ramp.
<p>5. Promote Regional Connectivity and Activity</p>	<p>Enhance the area's open spaces, walkways and cycleways by providing funding through Special Infrastructure Contribution and Precinct Support Scheme for more open space along the Parramatta River for people to enjoy, as well as improving access with new and upgraded walking and cycling paths.</p>
<p>6. Enhance Transport and Connectivity Infrastructure</p>	<p>Continue to work with Transport for NSW and Roads and Maritime Services to create an accessible and well-connected accessible city including:</p> <ul style="list-style-type: none"> » Planning for future major projects such as the Parramatta Light Rail and Sydney Metro West. » Developing a traffic and transport solution for the Camellia Precinct so that planning for additional jobs and homes can progress.
<p>7. Collaborate with City of Parramatta</p>	<p>Work with the City of Parramatta to advance the planning proposal for Parramatta CBD to strengthen its commercial core, provide additional jobs and homes to promote Parramatta CBD as Sydney's central city.</p>

Source: DPE and City of Parramatta Council 2017

Draft Infrastructure Schedule

The Background Analysis report also included a Draft Infrastructure Schedule which relates to Action 2. Items identified for the Homebush Precinct are listed below.

Table 9 Draft Infrastructure Schedule – Homebush Precinct

Infrastructure
PUBLIC TRANSPORT – LIGHT RAIL
Parramatta Light Rail (including grade separation of James Ruse Drive, Church Street and Hawkesbury Road upgrades and public domain works)
ROADS, INTERSECTIONS AND BRIDGES
» George Street/Parramatta Road (corridor extension or duplication of westbound right turn bay)
» George Street / Pomeroy Street and Underwood Road / Pomeroy Street (intersection upgrade)
» Cooper Street/Parramatta Road intersection upgrade
» Derowie Avenue/Parramatta Road intersection upgrade
ACTIVE TRANSPORT
North-South and East-West Regional Cycleways (Parramatta CBD, Camellia, Parramatta North, Granville, Auburn, Rydalmere, Harris Park, Homebush)
EDUCATION
New and/or upgraded primary and secondary schools across the priority growth area as necessary
HEALTH
Community health facilities
EMERGENCY SERVICES
SOCIAL AND AFFORDABLE HOUSING
OPEN SPACE, RECREATION AND CONSERVATION
Sydney Olympic Park - upgrade to Woo-La-Ra Park

Source: DPE and City of Parramatta Council 2017

Ministerial direction and amendment to Growth Centres SEPP

Accompanying the release of the Interim Plan, was a Ministerial Direction to give legal effect to the Plan (refer **Section 3.6** of this report) and a proposal to amend State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP) by:

- » Identifying a new growth centre – The Greater Parramatta Priority Growth Area
- » Making consequential amendments to the operative provisions of the Growth Centres SEPP, to reflect the inclusion of the proposed growth centre.

The proposed SEPP amendments do not rezone land and local planning instruments will continue to apply after the proposed amendments are published (if approved). According to the DPE's website the Interim Plan and amendments to the SEPP are under consideration.

Assessment

Under the Interim Plan, the site is located in Parramatta Road Homebush Precinct. Homebush is projected to provide an additional 9,450 new homes and 12,853 new jobs by 2050. As detailed above, a key action of the plan is to commence planning investigations for the Homebush Precinct. Progress Homebush (along with Burwood and Strathfield) as a Priority Precinct by commencing technical investigations.

DPE is currently working with the City of Canada Bay, Burwood and Strathfield Councils to plan for this precinct. Precinct planning has commenced and will involve:

- » Completing detailed studies including: Urban design and planning, Traffic and transport, Heritage, Social infrastructure and open space, Environmental Market and economic analysis, Engineering services
- » Review of Flood Studies completed in the precinct
- » Seeking community and stakeholder feedback on the plan at key stages of the planning process.

DPE are also working closely with State government agencies, the City of Parramatta City, the Sydney Olympic Park Authority (SOPA) and UrbanGrowth NSW to identify the infrastructure requirements Greater Parramatta to enable the preparation of the SIC framework.

The background report also identifies another action (next 12 months) for the precinct as follows: *“Work with Councils to implement the Parramatta Road Corridor Urban Transformation Strategy”*.

Based on the above, we confirm that the proposal is consistent with the Interim Plan:

- » The proposal is consistent with Parramatta Road Corridor Urban Transformation Strategy as detailed in **Section 3.3.6** of this report
- » The planning proposal will be updated prior to being finalised to consider the findings of precinct studies in respect of flooding and traffic, if available
- » The planning proposal seeks to identify the site as an “Intensive Urban Development Area” and as a result will be subject of Clause 6.9 Arrangements for designated State public infrastructure. This clause will ensure that before development occurs satisfactory arrangements to be made for the provision of designated State public infrastructure.

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

This section outlines how the planning proposal is consistent with City of Canada Bay's local strategic planning strategy and strategic plans:

- » FuturesPlan20 (2013)
- » Canada Bay Local Planning Strategy 2010-2031 (2010)

An assessment of the proposal against the FuturesPlan20 and Canada Bay Local Planning Strategy 2010-2031 is addressed below.

3.4.1 FuturesPlan20

Overview

FuturesPlan20 is Council's community strategic 20-year plan developed to reflect the Vision that "*The people of the City of Canada Bay can enjoy where they live and work*".

The Plan was first developed in 2008 based on what the community saw as its vision for the City. It was updated in 2010 and revised and readopted in 2013 after extensive community and stakeholder consultation and engagement.

FuturesPlan20 is built around four key themes:

- » Our community wants the City of Canada Bay to be an active and vibrant city
- » Our community wants the City of Canada Bay to be a city of sustainable spaces and places
- » Our community wants the City of Canada Bay to be an innovative and engaged city
- » Our community wants the City of Canada Bay to be a thriving and connected city.

The Plan notes that the population in the LGA has increased. It states that the recent growth has been largely due to the redevelopment of previous industrial sites into residential developments as well as the pressure to accommodate the increasing population moving into urban areas.

Assessment

The proposed development is consistent with the vision and achieving outcomes in social, environmental, economic and civic leadership areas.

Redevelopment of the site and other industrial sites will rejuvenate the Concord West Precinct; providing a productive, liveable and sustainable environment through good urban design outcomes. The proposal creates public benefits such as connectivity and new open space enhancing liveability and contributing to an active and vibrant community.

The site is also in a prime location, well serviced by public transport and cycle networks with good connections to surrounding centres, job rich areas and recreational areas. This will assist in reducing travel times by providing jobs closer to homes (30-minute city), reducing car dependency, encouraging the use of more active forms transport and social interaction all of which contribute to the health and well-being of the residents and community.

Further the proposal includes landscaped buffer zones along the boundaries of the site as well as open space that will integrate with the surrounding Powells Creek Reserve and Bicentennial Parklands, which includes Badu mangroves and wetlands of international significance under the Ramsar

Convention. These landscaped areas will assist in supporting biodiversity and wildlife and also screening pollution, noise and appearance of Homebush Bay Drive.

3.4.2 Canada Bay Local Planning Strategy 2010 –2031

Overview

The Canada Bay Local Planning Strategy sets the strategic framework for the City of Canada Bay towards 2031. The outcomes of the Canada Bay FuturesPlan20 are supported by objectives in the Canada Bay Local Planning Strategy.

The overarching vision of the Canada Bay Local Planning Strategy is: *Working together, we can create a Canada Bay that is engaged, green, healthy, liveable, moving, prosperous and vibrant. The Strategy has seven key areas, these include: housing, employment, transport and access, recreation and open space, natural environment, heritage and special planning areas.*

A summary of the key strategic planning issues in relation to housing, employment and retail development in the planning strategy is provided below.

Table 10 Canada Bay Local Planning Strategy - key strategic planning issues

Summary of issue
Employment
<ul style="list-style-type: none"> » There is high demand for small storage and distribution warehouses in the LGA. » Older style industrial lands have the potential to be developed into newer, hi-tech light industrial developments, although there continues to be strong demand for this land for use as 'older' light industry. » There is concern about a shortage of appropriate light industrial land in the future. » Demand projections estimate 24,250m² of local light industrial floor space will be required to 2031. » The George Street/ North Strathfield areas have 23,109m² of net potential. Therefore, one action (E8) is to <i>retain industrial zones at <u>George Street</u>, <u>North Strathfield</u>, <u>Leeds Street Rhodes</u> and the <u>Freshfood Site (Bushells) Concord</u></i>. The Strategy states: <ul style="list-style-type: none"> > <i>"The IN1 General Industrial zoning is likely to be the most appropriate land use zone for these areas. Council supports the retention of these areas for industrial purposes for the medium term with further investigation to occur within the following timeframes:</i> <ol style="list-style-type: none"> 1. <i>George Street 5 years (site is located within this area)</i> 2. <i>Leeds Street 10 years</i> 3. <i>Freshfood Site 10 years."</i> > <i>"Although the retention of these sites does not translate into significant employment growth for the LGA, these sites are important to support growth in local business activity associated with population growth and have a level of strategic significance at both a local and sub-regional level".</i> > <i>"Small isolated pockets of industrial land that are unlikely to support any future employment uses due to their size and location are likely to be rezoned for non-employment uses over the timeframe of this strategy."</i>

Summary of issue

Housing

- » Increased residential densities within and in the immediate vicinity of the existing centres of Drummoyne, Five Dock, Concord, Concord West and North Strathfield.
- » Maximum allowable densities in appropriate village and neighbourhood centres, particularly those with good public transport and services, should be increased to stimulate growth required to ensure vibrant and viable mixed-use centres.
- » Improved housing affordability and an adequate supply of low cost housing in the private market.
- » Concord West centre is set to accommodate 500 - 999 dwellings in the medium to long term.

Retail

- » There is healthy demand for retail floor space in local centres in the LGA.
- » There is strong demand for office space and retail floor space from businesses seeking to relocate from the CBD, including local businesses.
- » It is important to ensure that new jobs in commercial and retail-related industries are located within existing centres that are well serviced by public transport.
- » An action for retail growth is to promote a complementary business mix in smaller centres to support successful neighbourhood hubs.

Assessment

The proposal is consistent with findings of the strategy. The proposal seeks to rezone the site for residential purposes five years from the date of the strategy in accordance with strategic studies undertaken by Council (Refer **Section 3.1** of this report).

The proposal will deliver a mix of approximately 261 dwellings within the Concord West Centre. An area serviced by public transport and cycle networks with good connections to surrounding centres, job rich areas and recreational areas.

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

Various State Environmental Planning Policies (SEPPs) and Regional Environmental Plans (REPs) now deemed SEPPs are relevant to the site.

The proposal is consistent with the relevant SEPPs as detailed in **Table 11**.

Table 11 Assessment against relevant SEPPs

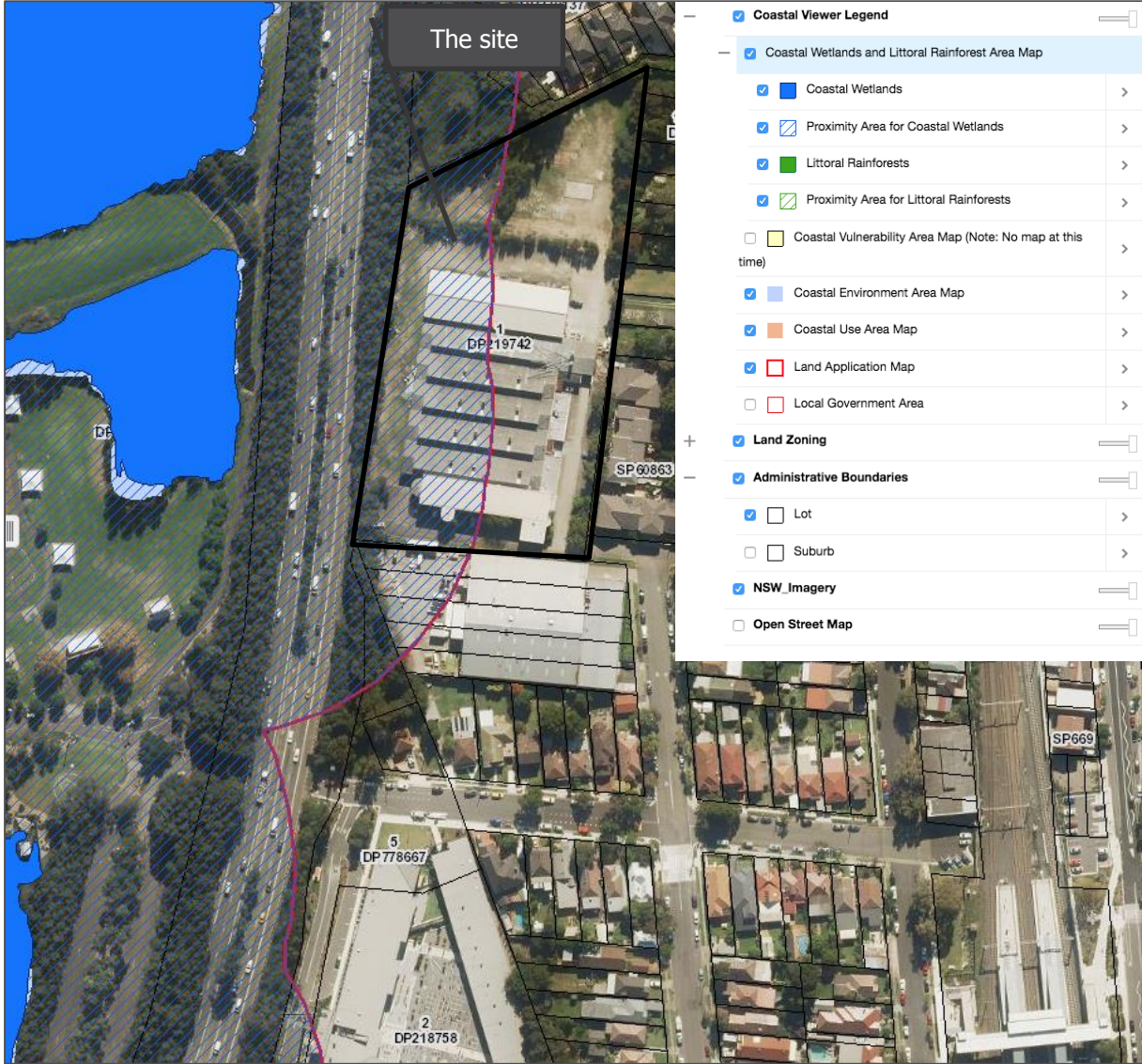
SEPP Description	Assessment
SEPP No.19 — Bushland in Urban Areas	
Protects and preserves bushland within certain urban areas, as part of the natural heritage or for recreational, educational and scientific purposes. The policy is designed to protect bushland in open space zones and reservations, and to ensure that bush preservation is given a high priority when local environmental plans for urban development are prepared.	The proposal does not seek to remove any bushland in open space zones and reservations. The proposal includes landscaped buffer zones along the boundaries of the site as well as open space that integrate with the surrounding Powells Creek Reserve and Bicentennial Parklands. These landscaped areas will assist in supporting biodiversity and wildlife and also screening pollution, noise and appearance of Homebush Bay Drive.
SEPP No. 55 —Remediation of Land	
Provides state-wide planning controls for the remediation of contaminated land. Clause 8 states that land must not be rezoned unless contamination has been considered and, where relevant, land has been appropriately remediated.	A Detailed Site Investigation (DSI) has been undertaken by Douglas Partners and indicates the site contains contaminants in the soil and ground water. The site also contains Class 2 acid sulfate soils. The assessment concludes that remediation is required to make the subject site suitable for the proposed development. A Remediation Action Plan (RAP) and Acid Sulfate Soils Management Plan (ASSSMP) is now complete and will ensure the site can be remediated for its intended future purpose.
SEPP No 65—Design Quality of Residential Apartment Development	
Raises the design quality of residential apartment development across the state through the application of a series of design principles and an accompanying guideline Apartment Design Guideline (ADG) which are required to be considered as part of the assessment process for residential flat buildings.	Preliminary urban design analysis has demonstrated that the proposal can achieve compliance with SEPP 65 and accompanying ADG. Subsequent future DA(s) would need to demonstrate how the proposal satisfies SEPP 65.

SEPP Description	Assessment
SEPP No 70—Affordable Housing (Revised Schemes)	
<p>This Policy:</p> <ul style="list-style-type: none"> » Identifies that there is a need for affordable housing in certain local government areas including the City of Canada Bay » Describes the kinds of households for which affordable housing may be provided being very low to moderate income households » Makes a requirement with respect to the imposition of conditions relating to the provision of affordable housing. 	<p>The proposal seeks to provide five percent of the total uplift of gross floor area at the site for affordable housing. Refer Section 0 of this report for further consideration about.</p>
SEPP (Affordable Rental Housing) 2009	
<p>Provides a consistent planning regime for the provision of affordable rental housing and aims to facilitate the effective delivery of new affordable rental housing through incentives.</p>	<p>In principle, the site is likely to comply with the Affordable Rental Housing SEPP for the provision of affordable Housing.</p>
SEPP (Building Sustainability Index: BASIX) 2004	
<p>Operates in conjunction with provision of the EP&A regulation to encourage sustainable residential development (BASIX scheme).</p> <p>The SEPP ensures consistency in the implementation of BASIX throughout the State by overriding competing provisions in other environmental planning instruments and development control plans, which would otherwise add to, subtract from or modify any obligations arising under the BASIX scheme.</p>	<p>Subsequent future DA(s) would need to demonstrate design principles and objectives consistent with BASIX requirements.</p> <p>Consideration of the targets for the Homebush Precinct in the Sustainability Implementation Plan for the Parramatta Road Corridor would also need to be considered which exceed BASIX requirements.</p>

SEPP Description	Assessment
SEPP (Coastal Management) 2018	
<p>The SEPP gives effect to the objectives of the Coastal Management Act 2016 from a land use planning perspective, by specifying how development proposals are to be assessed if they fall within the coastal zone.</p> <p>It defines the four coastal management areas in the Act through detailed mapping and specifies assessment criteria that are tailored for each coastal management area. Councils and other consent authorities must apply these criteria when assessing proposals for development that fall within one or more of the mapped areas.</p>	<p>The site is partly identified as a Proximity Area for Coastal Wetlands on the Coastal Wetlands and Littoral Rainforests Area Map as illustrated in Figure 21.</p> <p>Clause 11 of the SEPP states that development consent must not be granted to development on land identified as “proximity area for coastal wetlands” unless the consent authority is satisfied that the proposed development will not significantly impact on:</p> <ul style="list-style-type: none"> » The biophysical, hydrological or ecological integrity of the adjacent coastal wetland or littoral rainforest, or » The quantity and quality of surface and ground water flows to and from the adjacent coastal wetland or littoral rainforest. <p>The accompanying revised Flood Impact and Risk Assessment assessed the potential for any changes in flood behaviour to impact on these mangroves and the associated habitat. Refer Section 3.7 of this report.</p> <p>Subsequent future DA(s) would need to demonstrate that future development at the site satisfies the provision of this clause.</p>
SEPP (Infrastructure) 2007	
<p>This policy aims to facilitate the effective delivery of infrastructure across the State along with providing for consultation with relevant public authorities during the assessment process. The SEPP supports greater flexibility in the location of infrastructure and service facilities along with improved regulatory certainty and efficiency.</p> <p>In particular, the SEPP requires specific consideration of the following clause given the location of Homebush Bay Drive at the site’s western boundary:</p> <ul style="list-style-type: none"> » Development with frontage to classified road (clause) 101 » Impact of road noise or vibration on non-road development (clause 102). 	<p>The proposal will not compromise the effective and ongoing operation and function of Homebush Bay Drive. Access will be provided from Concord Avenue. Impacts associated with the demolition and construction will be addressed in a future DA for the site.</p> <p>A Noise Impact Assessment has been prepared to assess the potential noise emissions generated by Homebush Bay Drive on future residential development at the site. The assessment indicates that the development can accommodate and achieved acceptable internal noise levels within residential apartments subject to implementation of certain treatments. Refer Section 3.8.3 of this report.</p> <p>In any case, subsequent future DA(s) would need to demonstrate that future development at the site satisfies the provision of this clause.</p>

SEPP Description	Assessment
SREP (Sydney Harbour Catchment) 2005	
<p>The Plan covers the area of Sydney Harbour, including the Parramatta River and its tributaries and the Lane Cove River. The plan aims to establish a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways. It establishes planning principles and controls for the catchment as a whole.</p> <p>The SREP includes a range of matters for consideration by consent authorities assessing development within the Foreshores and Waterways Area of the Plan. These are aimed at ensuring better and consistent development decisions and include such issues as ecological and scenic quality, built form and design, maintenance of views, public access and recreation and working harbour uses. The REP includes provisions relating to heritage conservation and wetlands protection and provides planning controls for strategic foreshore sites.</p>	<p>The whole Canada Bay Council LGA is covered by the SREP. The site is located within the Foreshores and Waterways Area of the Plan. The matters for consideration will be addressed as part of any future DA.</p> <p>In accordance with Clause 29 any future DA will be referred to the Foreshores and Waterways Planning and Development Advisory Committee.</p> <p>The site is also located within close proximity to wetlands identified for protection in Bicentennial Park and Homebush Bay. Any adverse environmental impacts that may arise as a result of the proposed development will be managed through Council's planning policy framework as part of any subsequent development assessment process.</p>

Figure 21 Coastal Wetlands and Littoral Rainforest Area Map – SEPP (Coastal Management) 2018



Source: DPE 2018

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

The Ministerial Directions under section 9.1 of the EP&A Act requires planning proposals to be consistent with the terms of the relevant direction. The relevant directions are considered below.

Table 12 Assessment against relevant Ministerial Directions

Ministerial Direction Objectives	Assessment
1. Employment and Resources	
<p>1.1 Business and Industrial Zones</p> <ul style="list-style-type: none"> » Encourage employment growth in suitable locations » Protect employment land in business and industrial zones » Support the viability of identified strategic centres. 	<p>Justified inconsistency</p> <p>This direction requires that a planning proposal must retain existing business and industrial zones and not reduce the potential floor space area for employment uses and related public services in a business zone.</p> <p>Council undertook detailed Socio-Economic Study and Master Plan assessment for the area. The assessment demonstrated that only 1 King Street should be retained for employment. Subsequent to this the Parramatta Road Urban Transformation Strategy identifies the site for renewal in addition to the state government plans with the site being located in the Greater Parramatta renewal area.</p> <p>The site has been zoned in line with local and state strategic studies and plans. Refer Section 3.1 and 3.3 of this report for consideration of these documents.</p> <p>As confirmed in the Gateway Determination (Appendix A) this inconsistency has been justified and agreed, and no further approval is required in relation to this direction.</p>
2. Environment and Heritage	
<p>2.2 Coastal management</p> <ul style="list-style-type: none"> » To protect and manage coastal areas of NSW. 	<p>Not applicable</p> <p>This direction applies to land that is within the coastal zone, as defined under the <i>Coastal Management Act 2016</i> – comprising the coastal wetlands and littoral rainforests area, coastal vulnerability area, coastal environment area and coastal use area – and as identified by the State Environmental Planning Policy (Coastal Management) 2018.</p> <p>As illustrated in Figure 21 part of the site is identified as being "Proximity Area Coastal Wetlands" as such this direction does not apply to the site.</p>

Ministerial Direction Objectives	Assessment
<p>2.3 Heritage Conservation</p> <ul style="list-style-type: none"> » To conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance. 	<p>Consistent</p> <p>There are no heritage items or heritage conservation within close proximity to the site.</p> <p>Future works as part of subsequent DA(s) will consider the potential for European or Aboriginal relics to be disturbed.</p>
<p>3. Housing, Infrastructure and Urban Development</p>	
<p>1.1 Residential Zones</p> <ul style="list-style-type: none"> » To encourage a variety and choice of housing types to provide for existing and future housing needs, » To make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and » To minimise the impact of residential development on the environment and resource lands. 	<p>Consistent</p> <p>The proposal seeks to rezone the land for residential development to address existing and future housing needs. A mix of dwelling types (studios, one-four bedroom) apartments will be provided.</p> <p>The site is in a location that can make efficient use of existing and proposed infrastructure and services and preliminary investigations confirm the site has the capability of being adequately serviced.</p> <p>Future development will be informed by the Master Plan and Landscape Concept for the site that ensure good design outcome along with supporting development controls.</p> <p>Environmental impacts of intensified development at the site will be managed through Council's planning policy framework as part of any subsequent development assessment process.</p>
<p>1.2 Home Occupations</p> <ul style="list-style-type: none"> » To encourage the carrying out of low-impact small businesses in dwelling houses 	<p>Consistent</p> <p>Home occupations are permissible with consent in the R3 Zone. Home occupations that do not involve the manufacture of food products or skin penetration procedures are permissible without consent via Codes SEPP so long as certain requirements are satisfied.</p> <p>The planning proposal will not restrict the carrying out of low-impact small businesses in dwellings as no change to the permissibility of home occupations is proposed.</p>

Ministerial Direction Objectives	Assessment
<p>1.3 Integrating Land Use and Transport</p> <p>To ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> » Improving access to housing, jobs and services by walking, cycling and public transport, and » Increasing the choice of available transport and reducing dependence on cars, and » Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and » Supporting the efficient and viable operation of public transport services, and » Providing for the efficient movement of freight. 	<p>Consistent</p> <p>The planning proposal is consistent with the aims, objectives and principles of:</p> <ul style="list-style-type: none"> » Improving Transport Choice – Guidelines for planning and development » The Right Place for Business and Services – Planning Policy <p>The planning proposal seeks to increase development intensity through residential development within walking distance of existing and proposed public transport.</p> <p>It is expected that increased development intensity in this area would result in increased patronage of public transport, reduced travel demand and increased accessibility to housing, jobs and services.</p> <p>The site is strategically located to maximise the use of existing rail services at Concord station and local bus services. As such the planning proposal is likely to reduce trip generation and distance travelled by car; supporting the efficient and viable use of public transport services.</p>
<p>3.5 Development Near Licensed Aerodromes</p> <ul style="list-style-type: none"> » To ensure the effective and safe operation of aerodromes, and » To ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and » To ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise. 	<p>Not applicable</p> <p>The site is not located within close proximity to any licensed aerodromes and is not situated on land within the ANEF contours of between 20 and 25.</p>

Ministerial Direction Objectives	Assessment
4. Hazard and Risk	
4.1 Acid Sulfate Soils » To avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	Consistent The site is identified as Class 2 on the Acid Sulfate Soils Map. An Acid Sulfate Soils Management has been prepared to ensure any impacts are managed as part of future redevelopment of the site. Refer Section 3.8.1 of this report.
4.2 Mine Subsidence and Unstable Land » To prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence.	Not applicable The site is not located within an area proclaimed to be a mine subsidence district.
4.3 Flood Prone Land » 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 » 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.	Minor inconsistency with 6 (c). The site is flood prone. The proposal is consistent with the requirements of this direction with the exception of 6(c). Refer Table 13 . See accompanying Revised Flood Impact and Flood Risk Assessment for further information.
6. Local Plan Making	
6.1 Approval and Referral Requirements » Ensure that LEP provisions encourage the efficient and appropriate assessment of development	Consistent The planning proposal does not include provisions that would require the concurrence, consultation or referral of development applications to a Minister or Public Authority.
6.3 Site Specific Provisions » To discourage unnecessarily restrictive site-specific planning controls	Consistent The planning proposal does not propose to include any site-specific provisions in the Canada Bay LEP. Council has prepared site-specific development controls for the Concord West Precinct. Site specific development controls can be prepared for inclusion into Council's DCP (subject to their agreement) or alternatively a new DCP can be prepared for the site. This will provide more detailed controls to guide the future redevelopment of the site.

Ministerial Direction Objectives	Assessment
7. Metropolitan Planning	
<p>7.1 Implementation of A Plan for Growing Sydney</p> <p>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</p>	<p>Consistent</p> <p>As detailed in Appendix E of this report the planning proposal is consistent with A Plan for Growing Sydney.</p> <p>It is noted A Plan for Growing Sydney has been superseded by the new Greater Sydney Region Plan "A Metropolis of Three Cities" addressed in Section 3.3.1 of this report.</p>
<p>7.3 Parramatta Road Corridor Urban Transformation Strategy</p> <ul style="list-style-type: none"> » To facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit, » To provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community, and » To guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure. 	<p>Consistent</p> <p>The proposal is consistent with Direction 7.3 as it:</p> <ul style="list-style-type: none"> » Facilitates the redevelopment of a site in line with the Parramatta Road Corridor Urban Transformation Strategy and the Parramatta Road Corridor Implementation Tool Kit (Refer Section 3.3.4 of this report) » Provides a diversity of housing to meet the needs of a broad cross-section of the community including affordable housing » Is consistent with the Strategic Actions within the Strategy, Parramatta Road Corridor Planning and Design Guidelines and staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (Figure 19) » Proposed to identify the site as an Intensive Redevelopment Area under the Canada Bay LEP 2013 and as such subject of requirements that development is not to proceed until land is adequately serviced and arrangements for state and regional contributions have been made » Is consistent with the Eastern District Plan (refer Section 0).
<p>7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan</p> <ul style="list-style-type: none"> » To ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan dated July 2017 (the interim Plan). 	<p>Consistent</p> <p>As detailed in Section 3.3.5 of this report the planning proposal is consistent with the Interim Plan.</p>

Table 13 Assessment Ministerial Direction 4.3 Flood Risk

Direction 4.3 Flood Risk	Assessment
<p>(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 Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas).</p>	<p>Consistent</p> <p>The planning proposal has undergone a thorough risk assessment process and complies with the flood controls outlined Canada Bay LEP (2013) and DCP (2017) which has been developed in line with the NSW Flood Prone Land Policy and Floodplain Development Manual 2005. The Planning Proposal will not alter land provisions within the DCP.</p>
<p>(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.</p>	<p>Consistent</p> <p>The planning proposal rezones land from IN1 (industrial) to R3 (residential).</p>
<p>(6) A planning proposal must not contain provisions that apply to the flood planning areas which:</p>	
<p>(a) permit development in floodway areas,</p>	<p>Consistent</p> <p>The planning proposal area does not contain a floodway for either the baseline or developed case as shown Figure A8 and D10 of the revised Flood Impact and Risk Assessment.</p>
<p>(b) permit development that will result in significant flood impacts to other properties,</p>	<p>Consistent</p> <p>The planning proposal will have no flood impacts (under mitigation scenario 2) to other properties as shown in Section 5 of the revised Flood Impact and Risk Assessment.</p>

Direction 4.3 Flood Risk	Assessment
<p>(c) permit a significant increase in the development of that land,</p>	<p>Justified inconsistency</p> <p>The rezoning from IN1 to R3 provides the opportunity for increased development at the site.</p> <p>While the development would increase the population at risk, it would reduce the risk presented to the population and therefore the development will not result in an increase to the overall flood risk. This is due to the application of flood controls and implementation of a flood emergency response plan.</p> <p>This is considered to be of minor significance as:</p> <ul style="list-style-type: none"> » The site: <ul style="list-style-type: none"> > Has been identified for renewal through master planning processes and subject to several studies which have identified solutions to the flood risk on the site > >Is classified as medium flood risk category and development controls and flood emergency management provide effective flood risk management for events up to the PMF to enable change in land use without increase in overall flood risk » A further detailed assessment of the flood risk and flood emergency response will be undertaken at the DA stage and need to comply with the requirements of the LEP, DCP and precinct study findings (if available) » There are a number of planning proposals with similar flooding conditions and mitigation measures to address flood risk were found to be acceptable significance. <p>Refer to revised Flood Impact and Risk Assessment.</p>
<p>d) are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services, or</p>	<p>Consistent</p> <p>The proposed flood emergency response plan for the site will not require additional assistance from the emergency services and no external flood mitigation measures or infrastructure are required.</p>

Direction 4.3 Flood Risk	Assessment
<p>(e) permit development to be carried out without development consent except for the purposes of agriculture (not including dams, drainage canals, levees, buildings or structures in floodways or high hazard areas), roads or exempt development.</p>	<p>Consistent</p> <p>A DA will be lodged seeking consent for the proposed development following the approval of the planning proposal. Development controls would require consideration of potential adverse flood impact in the development assessment process.</p>
<p>(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).</p>	<p>Consistent</p> <p>The planning proposal will not impose flood related development controls above the residential flood planning level.</p>
<p>8) For the purposes of a planning proposal, a relevant planning authority must not determine a flood planning level that is inconsistent with the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas) unless a relevant planning authority provides adequate justification for the proposed departure from that Manual to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-General).</p>	<p>Consistent</p> <p>The proposed flood planning level is the 1% AEP flood plus 500 mm freeboard, which is consistent with the Floodplain Development Manual 2005.</p>

Section C – Environmental, social and economic impact

3.7 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 has not been identified as containing critical habitat or threatened species, populations or ecological communities, or their habitats.

The site is however adjacent to land identified as containing terrestrial biodiversity being Bicentennial and Homebush Bay which includes Badu mangroves and wetlands of international significance under the Ramsar Convention (refer **Figure 28**). The site is also partly identified as a Proximity Area for Coastal Wetlands on the Coastal Wetlands and Littoral Rainforests Area Map under SEPP (Coastal Management) 2018 (**Figure 21**).

Clause 11 of the SEPP states that development consent must not be granted to development on land identified as “proximity area for coastal wetlands” unless the consent authority is satisfied that the proposed development will not significantly impact on:

- » The biophysical, hydrological or ecological integrity of the adjacent coastal wetland or littoral rainforest, or
- » The quantity and quality of surface and ground water flows to and from the adjacent coastal wetland or littoral rainforest.

In recognition of the potential for any changes in flood behaviour to impact on these mangroves and the associated habitat, further detailed interrogation of the flood model results was completed by HydroSpatial and Catchment Solutions. This aimed to verify the magnitude of any increases in:

- » Flow velocity across the mangroves
- » Freshwater (i.e., flood) inundation time across the mangroves.

The assessment found that:

- » The proposed development is predicted to cause small increases in flow velocity during the 1% AEP flood and PMF across part sections of the mangroves located between Homebush Bay Drive and Powells Creek
- » Not predicted to increase the total amount of time that the mangroves would be exposed to freshwater inundation during future floods.

Any other adverse environmental impacts as well as more detailed assessment of flooding impacts will be assessed and managed through Council's planning policy framework as part of any subsequent development assessment process.

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

Technical studies have investigated the potential for other likely environmental effects arising from the planning proposal and explore options for the mitigation and management of any environmental effects.

The following likely environmental effects have been considered in this planning proposal are discussed below, including:

- » Contamination and Acid Sulfate Soils
- » Geotechnical issues
- » Noise from Homebush Bay Drive.

Traffic and flooding impacts have been assessed in **Section 3.1.3** and **0** respectively.

3.8.1 Contamination and Acid Sulfate Soils

Environmental review 2010

In March 2010, Aargus conducted an environmental review of the preliminary findings of the geotechnical investigation and contamination assessment undertaken by Douglas Partners (2007). Aargus found that there are 11 key issues to manage on site including poor health based and environmental investigation levels, acid sulphate soils, heavy metals impact, underground storage tanks, asbestos and contamination from previous chemical operations.

The report recommended a number of remediation measures including removal of underground storage tanks, asbestos and contaminated soils, transportation and disposal of contaminated soils.

Detailed site investigation (DSI) 2015

In 2015 a DSI was undertaken by Douglas Partners. The DSI presents information and data obtained in 2007 relevant to the current site and provides an assessment of the data against current guidelines for the proposed development.

The objective of the detailed site investigation was to:

- » Present and assess relevant information obtained in 2007
- » Determine current site uses and changes to the site since 2007
- » Assess previously obtained data on the contamination status of the subsoils and groundwater present at the site
- » Develop a conceptual site model
- » Make recommendations for further investigations and remediation required to render the site suitable for the proposed development.

The findings of the investigation are consistent with previous reports. The majority of the contamination issues have arisen as a result of the former use of the site as a printing factory. There is also a potential for contamination associated with fill and dumping of chemicals adjacent to the site.

Records indicate that there had been a number of underground petrol storage tanks located at the site and the printing business stored chemicals.

Soil and ground water testing undertaken in 2007 revealed chemical contaminants in soil and ground water. Further the site is affected by Acid Sulfate Soils "Class 2" as identified in the Canada Bay LEP 2013. Analytical results suggest that acid sulfate soils are present at the site and that natural soils near the groundwater level are the most susceptible to being acid sulfate soils.

The investigation concludes that remediation will be required to make the site suitable for the proposed development. Given that an excavation for the proposed basement will result in the removal of much of the filling and soil from the site, some of the remediation can be tied in with this excavation process.

Remediation Action Plan (RAP) 2016

A RAP and ASSMP was prepared in 2016 by Douglas Partners and accompanies this report.

The RAP details known areas of concern at the site as well as potential areas of concern that require further remediation, the adopted Remediation Strategy, Remediation Acceptance Criteria, Soil Management requirements, Validation Plan and Sampling Plan, Site Management Plan and Unexpected Finds Protocol and Contingency Plan to ensure the site is remediated effectively.

The RAP identifies off-site disposal of contaminated soil (as well as existing underground and above ground storage tank infrastructure) as the preferred option for remediation given the proposed bulk earthworks to accommodate the proposed basement.

Although not anticipated at the time of preparing this report, on site landfarming of hydrocarbon impacted soils could be utilised in the case the gross contamination of soil limits off-site disposal options. The remediation option of landfarming has been included as a contingency (detailed in Section 13.2 of the RAP).

The RAP concludes that the site can be rendered suitable for the proposed development subject to appropriate remediation and management in accordance with the RAP.

At the time of preparing the RAP, the Acid Sulfate Soils Management Plan (ASSMP) was being prepared. The ASSMP should be referenced for the management of acid sulfate soils.

Acid Sulfate Soils Management Plan (ASSMP) 2016

The accompanying ASSMP details the requirements to manage ASS during the proposed development works.

The ASSMP details two options for management of ASS, namely either on or off-site treatment, as these options are considered to be the most suitable to the proposed development. Regardless of which option is adopted, careful on-site management of soils and water will be required.

If acid sulfate soils are not detected in soils to be disturbed by the proposed development (from pre-treatment testing), no further ASS management will be required.

The report concludes that implementation of this ASSMP will enable appropriate management of the potential risks associated with ASS to structures and surrounding water bodies, including the local groundwater and Powells Creek.

3.8.2 Geotechnical issues

Preliminary investigations 2007

A preliminary geotechnical investigation was undertaken by Douglas Partners in 2007. The purpose of the site investigation was to provide information on subsurface conditions for due diligence purposes in the pre-purchase planning of site works and the preliminary design of earthworks, retaining walls and foundations.

The field investigation was carried out in conjunction with a Phase 2 Contamination Assessment, the results of which were reported separately. The geotechnical investigation comprised the drilling of five test bores and associated laboratory on selected samples from the site.

Based on field and laboratory testing several issues have been found to affect the site. A summary of key issues raised are detailed below.

Presence of high groundwater level

- » Due to the high-water table, careful consideration during the excavation period will be required, as well as for future stormwater/sewer disposal systems. It will be necessary to ensure that a careful inspection and maintenance program is developed to prevent long-term problems. The extent to which such precautions will be necessary will depend upon the results of the groundwater testing.

Subsurface profile

- » A superficial layer of filling overlying soft sediments covers the site and therefore removal of any of top layers may result in instability on site. Careful site preparation measures would need to be considered.

This report preliminary only and therefore the report recommended that further investigation are undertaken to more accurately characterise the geological profile of the site once more detailed plans of the development are available.

Geotechnical investigation 2015

In 2015, Douglas Partners undertook a geotechnical assessment based on the current proposed design and review of available information from previous investigations.

The assessment was carried out to collect further available information on subsurface conditions for the preliminary planning and design of the excavations, retaining walls, foundations and floor slabs.

A summary of the key findings of the geotechnical assessment are outlined below and recommendations for the preliminary design detailed in the box below.

Geological profile – key findings

The geotechnical model developed for the site from previous investigations is broadly summarised below:

- » Unit 1 - Filling to depths of 0.6 m to 1.6 m (RL 2.7 – 3.7 m AHD) overlying
- » Unit 2 - Soft clays, peaty at some locations, to depths of 0.8 m to 2.5 m (RL 2.0 – 3.5 m AHD); overlying
- » Unit 3 - Residual clays, stiff to hard, to depths of 2.5 m to 4.9 m (RL -0.5 to 1.9 m AHD); overlying
- » Unit 4 - Weathered Shale, extremely low to very low strength, to depths of 4.1 m to 7.6 m (RL -2.7 to -1.4 m AHD); overlying
- » Unit 5 - Shale, low to medium and medium strength with some faulting; overlying

- » Unit 6 - Shale, high strength, at depths of 6.5 to 6.6 m (RL -2.3 to 0.1 m AHD) in Bores 104 and 105.

The groundwater monitoring from previous investigation indicates that the groundwater table varies from 1.0 m to 4.3 m (RLs 0.4 – 3.4 m AHD) and probably flow to the west. Groundwater levels measured in standpipes indicate the table varies from RL 2.0 to 3.6 m AHD. The measurements in the standpipes are considered more reliable than those measured in the test bores during the original investigation.

The presence of soft clays may also indicate the presence of an old backfilled creek bed(s) running through the site.

Faulting in the shale may be associated with the Homebush Bay Fault Zone.

The report made a number of recommendations and comments to be considered during the considered as part of the design and construction of the development in relation to the following matters Groundwater and Dewatering, Bulk Excavation, Excavation Support, Temporary Batters, Design of Lateral Support, Ground Anchors, Foundations, Design Parameters, Seismic Design, Vibrations, Pavements and Working Platforms, and Floor Slabs.

Conclusions and further work required

Douglas Partners concluded that the information presented is sufficient to proceed with preliminary design suitable for DA purposes. Further work, however is recommended prior to construction and detailed design:

- » Additional test boreholes at several locations across the proposed basement footprint. This investigation should include diamond core drilling to at least 4 m below the bulk excavation level in all boreholes and intersect the high strength shale (Unit 6)
- » Installation of additional groundwater monitoring standpipes for the subsequent permeability testing and monitoring of groundwater levels. Modelling of groundwater inflows will also be required
- » Preliminary Waste Classification Assessment of material proposed to be transported off site in accordance with the appropriate guidelines.

Such detailed investigations are required to confirm the geological profile and review the recommendations of the report.

3.8.3 Noise

Overview

Due to the proximity of Homebush Bay Drive at the boundary of the site, SEPP (Infrastructure) 2007 requires appropriate measures to be taken to:

- » Ensure noise and vibration impacts are mitigated
- » Ensure acoustic planning measures are implemented where necessary to protect amenity of residents.

Under the Infrastructure SEPP consideration must be given to the NSW Guideline "*Development near Rail Corridors and Busy Roads – Interim Guideline (2008)*" for residential development. The guideline establishes criteria for maximum noise levels and development control provisions to reduce adverse impacts such as building layout, location, design, orientation, room layout, noise shielding devices and building treatments.

Clause 87 (rail) and 102 (road), states that Council must not grant consent to development for a building with a residential use on land that is impacted by rail or road noise or vibration as per the

SEPP unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded:

- » In any bedroom in the building: 35dB(A) at any time 10:00 pm – 7:00 am
- » Anywhere else in the building (other than a garage, kitchen, bathroom or hallway): 40 dB (A) at any time.

Further, if internal noise levels with windows or doors open exceed the criteria by more than 10 dBA, the design of the ventilation for these rooms should enable occupants to close windows during noisier periods, and also meet the ventilation requirements of the National Construction Code 2014.

Where windows must be kept closed, the adopted ventilation systems must meet the requirements of the Building Code of Australia and Australian Standard 1668 – the use of ventilation and air conditioning in buildings.

Assessment

SLR Consulting has prepared a Noise Impact Assessment to assess the potential noise emissions generated by Homebush Bay Drive onto the site.

Road traffic noise intrusion has been assessed based on concept Master Plan. Noise levels incident upon the proposed future facades are summarised in **Figure 22**.

The assessment has examined the following areas of acoustical significance:

- » Road traffic noise intrusion to internal spaces
- » Noise emissions from mechanical plant
- » Internal sound insulation requirements between occupancy areas
- » Noise assessment presents an urban environment, with heavy traffic flows during peak periods
- » LAeq (15hour) of 69 dBA can be considered significant; however, façade walls and glazing can be designed to meet criteria.

The results of noise measurements conducted in the area have been used to determine:

- » In-principle measures that will be required to control road traffic noise intrusion to internal spaces
- » Appropriate intrusive industrial noise emission criteria.

The preliminary findings of assessment indicate that the development as proposed appears satisfactory in terms of its general planning arrangement. Acceptable internal noise levels may be achieved within residential apartments with the incorporation of the in-principle recommendations outlined in Section 6 of the SLR report (Refer **Table 14** and **Table 15** for results). These recommendations relate to glazing, roof and ceiling construction, external wall construction and plant material. However, building construction must be reviewed at detailed design stage in order to determine acoustical requirements specific to the final building design.

SLR concludes that the site is deemed suitable for residential rezoning and feasible on the basis of acoustics.

Further detail assessment will be undertaken at the DA stage.

Figure 22 Façade indicators



Source: SLR Consulting P/L (2015)

Table 14 Predicted façade incident noise levels

Façade Indicator	Daytime (7:00 am - 10:00 pm) LAeq(15hour)	Night (10:00 pm - 7:00 am) LAeq(9hour)
	69	65
	63	59
	63	57
	57	51

Source: SLR Consulting P/L (2015)

Table 15 Predicted internal noise levels – standard glazing

Facade Indicator	Occupancy Area	Descriptor	Internal Noise Level (dBA)		Internal Noise Level Criteria (dBA) ¹
			Windows Open	Windows Closed	
	Sleeping areas	LAeq(9hour)	55	45	35
	Other habitable areas	LAeq(15hour)	59	49	40
	Sleeping areas	LAeq(9hour)	49	39	35
	Other habitable areas	LAeq(15hour)	53	43	40
	Sleeping areas	LAeq(9hour)	47	37	35
	Other habitable areas	LAeq(15hour)	53	43	40
	Sleeping areas	LAeq(9hour)	42	32	35
	Other habitable areas	LAeq(15hour)	51	41	40

Note 1: Criteria to be achieved with windows closed.

Source: SLR Consulting P/L (2015)

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

This planning proposal has examined the following social and economic effects of the proposal:

- » Community benefits
- » Provision of affordable housing
- » Provision of social infrastructure
- » Economic impacts.

3.9.1 Community benefits

The site's proposed planning controls (zoning, FSR, building height controls) have also been informed by the Urban Design Report accompanying this report, the Concord West Precinct Master plan and the Parramatta Urban Transformation Strategy.

It is considered that a number of community benefits (listed below) would also arise from the redevelopment of the site.

- » Incorporates leading practice urban design to revitalise the northwest section of Concord West and creates an improved transition to the current residential community
- » Delivers additional housing within close proximity to mass public transport, open space, job-rich areas, centres, educational establishments and medical facilities
- » Provides residential accommodation for a wide social mix to meet future housing demand
- » Promotes connectivity within the site itself and surrounding area including recreational resources, Concord West railway station and neighbourhood centre, Liberty Grove and beyond
- » Reduces car dependency by providing reduced car parking rates and a range of sustainable transport options trains, buses and pedestrian and cycle routes
- » Enhances the amenity and environment of the local area through provision of safe and usable public domain and high quality public landscaped areas and communal and private open space, integrated with a sound flood mitigation solution
- » Provide places for active and passive recreation, social interaction (between residents and the local community) all of which assist in fostering a sense of place and contributing to the health and well-being of the residents and wider community
- » Landscaping will support biodiversity and wildlife and also screening pollution, noise and appearance of Homebush Bay Drive
- » Remediate contaminated land.

3.9.2 Affordable housing

The proposal seeks to provide five percent of the affordable housing in line with the Parramatta Road Urban Transformation Strategy as follows:

- » The proposed FSR for the site is 1.6:1 (uplift of 0.6).
- » The site area is 15,000sqm.
- » The additional permissible GFA is therefore 9,000sqm.

Applying the Affordable Rental Housing Target:

- » 5% of 9,000sqm = 450sqm = 6.4 x 2-bedroom units or 9 x 1-bedroom units

* Calculations based on 70sqm per 2-bedroom units unit and 50sqm per 1-bedroom

The Affordable Rental Housing Target for the site would provide 6 x 2-bedroom units or between 9 x 1-bedroom units (or a combination).

The affordable housing is proposed to be retained by the proponent and rented on the market at affordable levels through the management of a registered Community Housing Provider.

3.9.3 Social infrastructure

Key social infrastructure considerations are identified below. Further consultation with the appropriate public agencies will establish if there are sufficient community, education and health services available.

Health and welfare

The proposal includes well drained and sunlit landscaped areas as well as private and communal open space. A new pedestrian/cycle link will also be provided that will connect to the existing networks that link to open space resources within the area such as Powells Creek Reserve and Bicentennial Park. This will encourage social interaction, active lifestyles and foster a sense of community all of which contribute to health and well-being of the new residents and surrounding community.

The proposal will also deliver additional housing within close proximity to mass public transport, employment, and centres thereby reducing travel time by providing jobs closer to homes.

Further, the site is approximately 1.2km from Concord Repatriation General Hospital and within close proximity to medical centre and pharmacy located at Concord West Neighbourhood Centre.

Lastly, Emergency service facilities including Strathfield Police Station and Concord Fire Station are within close proximity.

Social infrastructure provision

The Infrastructure Schedule prepared as for the Parramatta Road Urban Transformation Strategy identified social infrastructure at the regional and local hierarchy to be delivered in the Homebush Precinct as detailed **Table 18**. As detailed this will be delivered through Council's Developer Contributions Plan or privately.

The SIC framework currently being prepared for the Growth Area will identify state and regional social infrastructure and provide the mechanism for funding.

Council's local contributions plan (7.11) identifies community and cultural facilities, recreational and public domain improvements that will be funded by way of new incoming residents at the development assessment stage.

Table 16 Homebush Precinct Community infrastructure and facilities

Item	Description	Responsibility	Hierarchy	Mechanism
SHORT (2016 - 2023)				
Meeting space	Embellishment of existing facility.	Council	Local	Developer Contributions Plan
Cultural space	Provision of exhibition space/facilities within the Burwood Community Hub and George Street Community Centre.	Council	Local	Developer Contributions Plan
Library	Additional 118m ² of floor space. Could be provided within an existing facility in either Strathfield, Concord or Burwood	Council	District	Developer Contributions Plan
Childcare	Support the provision of 332 places.	Private/Not for profit	Local	-
Outside of school hours (OOSH)	Support the provision of: 39 Before School Care Places 133 After School Care Places 95 Vacation Care Places	Private/Not for profit	Local	-
MEDIUM TO LONG TERM (2024 - 2054)				
Childcare	Support the provision of 691 places	Private/Not for profit	Local	-
Outside of school hours (OOSH)	Support the provision of: 93 Before School Care Places 316 After School Care Places 226 Vacation Care Places	Private/Not for profit	Local	-
Meeting Space	Development of a new multipurpose community centre within the centre of the Homebush Precinct near the Bakehouse Quarter. The facility should have sufficient space for at least two meeting rooms, with a total floor area of 120m ²	Council	Local	Developer Contributions Plan
Library	Development of a new library within the Bakehouse Quarter. To be 548m ² (this could be located within the potential multipurpose centre within the Precinct)	Council	Local	Developer Contributions Plan

Source: Urban Growth 2016

3.9.4 Economic Impacts

The change from the existing industrial zoning to enable residential uses on the site is considered consistent with market demand, local and state government policies and likely to generate positive economic outcomes for the surrounding area and Canada Bay LGA.

The loss of employment generating land has been justified in the Socio-Economic study. The study confirmed that the site was not a major employment generator and recognised the opportunity to make efficient use of land for housing in a highly accessible and suitable location (Refer **Section 3.1.1** of this report).

Section D – State and Commonwealth interests

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

Public transport

The site area has good accessibility to surrounding public transport facilities.

It is within a 5-minute walk to the recently refurbished Concord West railway station located on the T1 North Shore, Northern and Western Line, with services provided to Hornsby and Berowra via Central and to Epping. Services generally operate at 15 and 30-minute frequencies for the weekday and weekend periods, respectively. In addition to the rail services, several buses operate along Concord Road to the east of the study area: M41: Hurstville to Macquarie Park, 458: Burwood to Ryde via Rhodes Shopping Centre and 459: Strathfield Station to Macquarie University.

Pedestrian connections across the railway line to Concord Road are provided at Station Avenue. The proximity of public transport assists in reducing dependence on private car travel and pressures on the local road network.

Transport infrastructure

Section 3.1.3 of this report details the proposed transport infrastructure required to support the planning proposal as well as rezoning of other sites within the Concord West Precinct. This including intersection upgrades, strategies to reduce car travel as well as opportunities to improve the local pedestrian and cycle network.

The Traffic Impact Assessment accompanying this report demonstrates that the proposal that the existing and proposed road, public transport, walking and cycling networks will adequately catered for the proposed redevelopment of the site.

Other road upgrades will be funded through a SIC levy and local contributions.

Services

Engineering Services Due Diligence Report has been prepared by IGS to support this proposal. The report:

- » Provides an analysis of the existing utility services at or within proximity of the site – electricity, gas, telecommunications, stormwater, mains water and sewer
- » Assesses whether existing these services can cope with additional demand associated with the proposed development
- » Provides an overview or upgrades or services required to support the proposed development at the site.

A summary of the key findings of the assessment is provided in *Table 17*.

The report concluded that all utility services near the site have the required capacity to service the future development.

Further, the site is proposed to be identified as an Intensive Urban Development Area under the Canada Bay LEP and as a result subject of Clause 6.10 Public utility infrastructure that would need to be satisfied at the DA stage. The clause requires Council to be satisfied that any public utility infrastructure (supply of water and electricity, and the disposal and management of sewage) that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available before development consent is granted.

Table 17 Infrastructure capacity assessment

Summary of assessment
Electricity
<ul style="list-style-type: none">» A new onsite substation with a development load 1 x 1,000kVA will be required to accommodate the redevelopment of the site. The following items will need to be further considered with respect to the electrical services associated with establishing a new substation:<ul style="list-style-type: none">> The existing substation (S.007189) on site that will need to be decommissioned and associated easement extinguished. This requires negotiation and agreement by Ausgrid. New easements will then need to be created for the new substation(s)> Confirmation of any other customers being serviced from substation S.007189 and deciding for these customers to be alternatively serviced in the future> Confirmation of Temporary Builders Service (TBS) requirements and where this will be sources from when S.007189 is decommissioned> Location of new substation to fit in with the proposed building/development layout
Natural gas
<ul style="list-style-type: none">» Jemena have adequate infrastructure in the vicinity of the site to cater for the proposed new residential development. This includes a 50mm, 210kPa gas main in George Street.» Existing major gas services (primary and secondary gas mains) within the site that will need to be decommissioned and/or diverted. This will need to be confirmed against the existing boundary lines. Any minor supplies servicing the existing buildings can be readily decommissioned during demolition.

Summary of assessment

Telecommunications

- » Based on current estimate of apartments proposed for the development at least 500 pairs will be required to the site main distribution frame (MDF/BD).
- » Conduits are located along George Street and Station Ave. These services are expected to have the carrying capacity to suit the needs of the proposed development.
- » National Broadband Network (NBN) is not available yet in Concord West. The NBN will need to be brought to the site. With a site of this number of dwellings, it would be highly likely that NBN will be interested in entering into further negotiations.

Stormwater

- » The existing stormwater in the vicinity of the site should be adequate to accommodate the proposed new development, however with this extent of development an Onsite Detention System (OSD) and Water Sensitive Urban Design (WSUD) will be necessary.
- » The site is located within Sydney Water's catchment consequently the site's peak flow discharges are required to be regulated to meet Sydney Water's Permissible Site Discharge (PSD) rates.
- » This will be achieved by providing an (OSD) system located in the lowest portion of the site. The entire site shall pass through the OSD system prior to its discharge to Sydney Water's receiving stormwater main in Atchison Street. Specifications for the OSD system can be determined through the development of a site specific hydraulic and water quality model. Based on the site's area it is estimated that the OSD required will be in the order of 300 - 400m³.
- » The maintenance obligations and costs will need to be integrated into the development of the property.
- » There are no major existing stormwater services within the site that will need to be decommissioned and/or diverted. Any minor stormwater services within the site servicing the respective buildings can be readily decommissioned during demolition.

Mains water

- » Sydney Water is the responsible authority for the provision of potable water to the site. There is a 100mm water main reticulating along George Street and 150mm diameter water main reticulating along Station Ave.
- » It is likely that this main will be sufficient to cater for cold water and fire services requirements of the proposed new development. This will be confirmed by the Section 73 Compliance Certificate lodged at the development application stage.
- » Further to this, it is likely that the water flow and pressure will need to internally "boosted" to achieve the AS2419 fire services (hydrants/sprinkler) flow and pressure requirements. This will be confirmed by the Pressure/Flow Enquiry.
- » There are no major water services within the site that will need to be decommissioned and/or diverted. Any minor water services within the site servicing the respective buildings can be readily decommissioned during demolition.

Summary of assessment

Sewer

- » Sydney Water is also the responsible authority for the provision of sewer services to and through the site. Information provided by Sydney Water shows 225mm gravity sewer services reticulating along southern boundary and 750mm gravity sewer services reticulating along the western boundary.
- » The sewer main reticulating along the southern boundary are considered to be sufficient to cater for drainage services requirements of the proposed new development. This will be confirmed by the the Section 73 Compliance Certificate lodged at the development application stage.
- » Further the sewer mains reticulating to the southern and western boundaries will need considered with respect to the future development and location of the basement carparks.

Flooding infrastructure

As detailed in this report the void and associated flood infrastructure at the site will be maintained by the strata/body corporate. As such there is not expected to be any additional cost to Council.

Proposed financial arrangements for additional infrastructure provision

The Parramatta Road Urban Transformation Strategy, Implementation Plan 2016-2023 for the Homebush Precinct states the following with respect to Funding framework or satisfactory arrangements:

New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the State Infrastructure Contributions levy and/or works in kind. The value of the contribution shall be consistent with the Infrastructure Schedule.

The Infrastructure Schedule prepared as for the Parramatta Road Urban Transformation Strategy identifies local and regional active transport links, community infrastructure/facilities, road intersection upgrades and open space and recreational facilities, public transport network, education and medical facilities required to be delivered for the precinct to 2054. A range of mechanisms are identified including: Developer Contributions Plan, opportunity through the development, UAIP, Capital works program for NSW and satisfactory arrangements (works in kind and monetary contribution).

As detailed in this report, we understand that a SIC framework is currently being prepared for the precinct to fund state and regional infrastructure including roads and public transport, community facilities, health facilities, schools, parks and other public spaces. This means that a SIC will be captured by this site in the future through the satisfactory arrangements clause in the LEP.

The site is proposed to be identified as an Intensive Urban Development Area under the Canada Bay LEP to ensure satisfactory arrangements for State and Regional Infrastructure and local infrastructure have been made prior to development occurring.

Local infrastructure, will be funded through Council's Local Contributions Plan (7.11). This includes community and cultural facilities, civil infrastructure including footpath, roads and transport, drainage and recreational infrastructure.

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

Condition 2 of the Gateway Determination (**Appendix A**) specified the requirements for consultation with public authorities as follows:

Condition 2

Consultation is required with the following public authorities:

- » *Transport for NSW*
- » *Roads and Maritime Services*
- » *Office of Environment and Heritage*
- » *Department of Education*
- » *NSW State Emergency Service*
- » *NSW Health Department of Family and Community Services*
- » *Ambulance Service of NSW*
- » *NSW Police Force*
- » *Fire and Rescue NSW*
- » *Jemena; and*
- » *Sydney Water.*

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment.

Feedback was sought from the above public authorities' pre-exhibition based on advice from the DPE over February – April 2018.

Submissions were received from the following agencies:

- » Fire and Rescue
- » Land and Housing Corporation
- » NSW Police
- » RMS
- » TfNSW.

A summary of their comments and issues raised and responses to these matters is outlined in **Table 19**. Copies of their submissions are provided at **Appendix F**.

In addition, OEH advised that they do not want to comment on proposal until formal exhibition.

Table 18 Consideration of public authority submissions

Agency feedback	Response
Fire and Rescue	
<p>Recommended actions:</p> <ul style="list-style-type: none"> » The development's roadway design is reviewed for compliance with the minimum carriageway widths, turning radii, clearance heights and dynamic loads requirements (applicable to FRNSW aerial appliances) specified in our Vehicle Access Guideline (the Guideline). » If the review identifies non-compliances with the Guideline, that the roadway design be appropriately modified. 	<p>The design of the new road in the Master Plan has been updated to comply with the requirements of the Vehicle Access Guideline (the Guideline) to ensure adequate access for FNSW emergency vehicles.</p>
NSW Land and Housing Corporation	
<p>Raises no issues with respect to the proposed amendments to the Canada Bay LEP 2013.</p>	<p>Noted.</p>
Police NSW	
<p>Request to view the plans and related reports to provide a proper assessment.</p>	<p>The Concept Master Plan, supporting technical reports and planning proposal were provided to NSW Police for review.</p> <p>Further feedback will be sought from the Police during the public exhibition of the planning proposal and at the DA stage.</p>
<p>Due to over developments and over population of residential areas, the proposal is not supported by NSW Police.</p>	<p>The site and wider precinct have been identified for renewal and growth in local and strategic planning documents including Concord West Master Plan, Parramatta Road Urban Transformation Strategy, GOP Vision, the Greater Parramatta Interim Land Use and Infrastructure Implementation Plan and Burwood, Strathfield and Homebush Planned Precinct.</p>

Agency feedback	Response
<p>Concern of increase criminal activity, parking issues and over population given the number of boarding houses, affordable housing and other developments occurring within Concord West and the surrounding areas.</p>	<p>Proximity of the site to rail and bus services, adoption of maximum car parking rates, new cycle and pedestrian linkages will aim to reduce care use and encourage sustainable travel choices.</p> <p>CPTED principles have been considered in the design of the Concept Master Plan and Landscape Design and will be further considered as part of the detailed design of the development and will be supported by a Crime Risk Assessment.</p>
<p>Recommendations that should be considered if the proposal should proceed:</p>	<p>As below.</p>
<p>Letterboxes</p> <ul style="list-style-type: none"> » Letterboxes should be, if practicable, accessed from internal means only. This reduces the risk of stealing or identity theft. If this is not possible letterboxes should have sturdy combination padlocks or core locks to minimise the risk of mail theft through master key. 	<p>Noted. To be considered and addressed at the DA stage.</p>
<p>Lighting</p> <ul style="list-style-type: none"> » Main pedestrian point of the building to be illuminated when dark. » Vehicular access to be restricted by security roller door » Security alarm linked to the car park entry and pedestrian entry points » CCTV cameras to cover the vehicular entry point and pedestrian entry point, both for entering and exiting. » Vehicular access to car park illuminated by sensor light in evening 	<p>As above.</p>

Agency feedback	Response												
<p>Car parking</p> <ul style="list-style-type: none"> » Due to the location the amount of car space per dwelling should be considered. It is recommended to have 1 parking space per bedroom, this would help ease street parking for the existing residence and reduce the risk of vehicle theft. » Ceiling of car park painted in white to increase visibility and reflect light » Property manager to be responsible for the maintenance of common property including landscaping and removal of any graffiti. 	<ul style="list-style-type: none"> » The parking rates proposed in the PRUTS detailed in the table below which are less than 1 space per bedroom have been adopted. <table border="1" data-bbox="818 412 1390 741"> <thead> <tr> <th data-bbox="818 412 1114 465">Bedrooms</th> <th data-bbox="1114 412 1390 465">Rates</th> </tr> </thead> <tbody> <tr> <td data-bbox="818 465 1114 519">Studio</td> <td data-bbox="1114 465 1390 519">0.3</td> </tr> <tr> <td data-bbox="818 519 1114 573">One</td> <td data-bbox="1114 519 1390 573">0.5</td> </tr> <tr> <td data-bbox="818 573 1114 627">Two</td> <td data-bbox="1114 573 1390 627">0.9</td> </tr> <tr> <td data-bbox="818 627 1114 680">Three</td> <td data-bbox="1114 627 1390 680">1.2</td> </tr> <tr> <td data-bbox="818 680 1114 741">Visitor</td> <td data-bbox="1114 680 1390 741">0.2</td> </tr> </tbody> </table> <ul style="list-style-type: none"> » Colour of the ceiling in the basement will be addressed at the DA stage » A Property Manager or Body Corporate will be responsible for maintenance of common property. 	Bedrooms	Rates	Studio	0.3	One	0.5	Two	0.9	Three	1.2	Visitor	0.2
Bedrooms	Rates												
Studio	0.3												
One	0.5												
Two	0.9												
Three	1.2												
Visitor	0.2												
<p>Other security measures</p> <ul style="list-style-type: none"> » Swipe access to be used for all rooms, every entry and exit points including the communal areas and lift access » The closed-circuit television system (CCTV) needs to receive, hold or process data for the identification of people involved in anti-social or criminal behaviour. This storage should be in an area with restricted access. » CCTV coverage to include letterboxes to minimise risk of mail theft and covering bicycle racks and car park areas to minimise risk of theft. » Convex mirrors could be utilised at the entrance of the underground car park to increase the visibility of pedestrians to vehicles and vice versa » Warning signs could be strategically posted around the buildings to warn intruders of what security treatments have been implemented to reduce opportunities for crime. » Any sliding doors on balconies must be fitted with lockable bolts in the bottom and top of the door frame to minimise the risk of a break in. 	<p>Noted. Matters to be considered and addressed at the DA stage.</p>												
<p>Management</p> <p>Suggest that the "Plan of Management" document is kept in the manager's office and available to Police upon request.</p>	<p>Noted. Matters to be considered and addressed at the DA stage.</p>												

Agency feedback	Response
<p>Clarification is sought in relation to the toilet located in the basement. Concern is raised that this area could be used as a location for anti-social behaviour or criminal activity.</p>	<p>There is no toilet currently proposed in the basement. Refer Basement Plan is Master Plan Concept.</p>
<p>Consider that the proposed development can work successfully if the recommendations are implemented and strictly adhered to by residents and management.</p>	<p>Noted.</p>
<p>Notes that recommendations to be reviewed and reassessed after 12 months of operation by both the City of Canada Bay Council and Burwood Police.</p>	<p>The Police will have the opportunity to provide comments during the public exhibition of the planning proposal and at the DA stage.</p>
TfNSW	
<p>The project should be designed around no net increase in traffic generation as compared with existing use if it is to proceed in advance of a more holistic precinct wide study.</p>	<p>As detailed in the accompanying Traffic and Transport Assessment the traffic generating capacity of the proposed development represents approximately between 60 - 80% of that capable of being generated by the previous site development (and potentially less compared with the existing development). Accordingly, the subject proposal is not anticipated to generate any additional impact on the overall performance of the surrounding road network, which is consistent with the guidelines specified by Transport for NSW within their letter dated 13 March 2018.</p>
<p>The proposal suggests that higher parking rates compared to those recommended in the PRCUTS for the Homebush Precinct. The current traffic study should require further work to demonstrate travel demand management measures through an evidence base that reduces car dependent trips.</p>	<p>The parking rates in PRCUTS have been adopted and the planning proposal has been revised to reflect.</p>

Agency feedback	Response
<p>Prior to community consultation the planning proposal should be updated to demonstrate consistency with the findings of the precinct wide traffic study.</p>	<p>A Precinct Wide Traffic study was completed as part of the Parramatta Road Urban Transformation Study. The planning proposal has been updated to ensure consistency with the findings of this study. Refer to Section 3.1.3 of this report and accompanying Traffic Impact Assessment.</p> <p>More recently a Precinct Wide Traffic Study has been commissioned by DPE for the Burwood, Homebush and Strathfield Planned Precinct. This is being managed by Canada Bay Council and is anticipated to be completed at the end of 2018.</p> <p>As required by the Gateway Determination (Appendix A) the planning proposal is required to be updated to reflect the findings of the precinct wide traffic study if available prior to the LEP being made.</p>
<p>The proposal should identify appropriate funding mechanisms towards the regional infrastructure identified in the Implementation Plan of PRCUTS on an equitable basis as required by the relevant authority.</p>	<p>The planning proposal seeks to identify the site as "Intensive Redevelopment Area" and subject of Clause 6.9 in the Canada Bay LEP 2013 to ensure satisfactory arrangements are made for the designated state public infrastructure (includes regional roads and other infrastructure) before the development of land.</p>
<p>The proposal should identify any upgrades required to existing pedestrian and cyclist access such as the Concord West Station underpass, with consideration of the existing and planned walking and cycling network in the Precinct.</p>	<p>The proposal identifies the cyclist and pedestrian connections to be provided at the site that will connect to surrounding networks. Works planned for the wider precinct are identified in Council's contribution plan (7.11) and infrastructure schedule associated with the Parramatta Road Urban Transformation Strategy.</p>

Agency feedback	Response
<p>Roads and Maritime Services</p>	
<p>It is understood that the planning proposal must be consistent with the PRCUTS to ensure the future infrastructure system will be able to accommodate the planned growth and the value of the PRCUTS would not be undermined. The PRCUTS Implementation Plan 2016 — 2023 states that:</p> <p><i>"Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct."</i></p> <p>(p27).</p>	<p>A Precinct Wide Traffic study was completed as part of the Parramatta Road Urban Transformation Study. The planning proposal has been updated to ensure consistency with the findings of this study. Refer to Section 3.1.3 of this report and accompanying Traffic Impact Assessment.</p> <p>More recently a Precinct Wide Traffic Study has been commissioned by DPE for the Burwood, Homebush and Strathfield Planned Precinct. This is being managed by Canada Bay Council and is anticipated to be completed at the end of 2018.</p> <p>As required by the Gateway Determination (Appendix A) the planning proposal is required to be updated to reflect the findings of the precinct wide traffic study if available prior to the LEP being made.</p>
<p>Roads and Maritime is of the view that the public exhibition of the planning proposal should be postponed to ensure that the planning proposal is aligned with the Homebush Precinct transport study and infrastructure improvements to ensure:</p> <ul style="list-style-type: none"> » Adequacy of transport infrastructure to accommodate the additional demand generated by Homebush Precinct » Identification of a suite of improvements to road transport infrastructure and travel demand management measures required to support the Precinct and reduce car dependent trips » Identification of a suitable funding mechanism for the local and regional infrastructure identified (including provision of works and/or contributions to infrastructure identified) on » an equitable basis, including land components required to facilitate the provision of infrastructure 	<p>As above.</p> <p>Further, the planning proposal seeks to identify the site as "Intensive Redevelopment Area" as per Clause 6.9 in the Canada Bay LEP 2013 to ensure satisfactory arrangements are made for the designated state public infrastructure (includes regional roads and other infrastructure) before the development of land.</p>
<p>The following to be addressed in a revised traffic study to demonstrate consistency with the transport study for the broader Burwood-Concord and Homebush Precinct (once complete)</p>	<p>The planning proposal and Traffic Impact Statement will be updated prior to the LEP being finalised to address these matters if the Precinct Wide Study for Burwood, Homebush and Strathfield Precinct is available.</p>

Agency feedback	Response
<p>It is understood that Council previously prepared a Masterplan for the Concord West in 2013 and identified improvements to the road network in response to accommodate the planned additional dwellings in Concord West. However, at that time the traffic study did not address the future increase in traffic and cumulative impacts of the proposed density uplift in Homebush Precinct identified by the PRCUTS.</p>	<p>As above.</p>
<p>The traffic generation rates assumed for the existing land use of the site (average rate from Roads and Maritime's Guide to Traffic Generating Developments 2002) and proposed future residential use of the site should be further justified.</p> <p>It is noted that traffic generation rates assumed for the future land use are the Sydney average high-density residential trip rates from Roads and Maritime's Technical Direction TDT2013/04a, which are derived from sites with high accessibility to employment, shops and services, close proximity to public transport and high public and active transport mode share. Further detail should be provided to justify application of these rates with reference to journey to work mode share data for the subject locality.</p> <p>It is preferred that a trip generation rate is used from a comparable site with similar journey to work mode share and accessibility characteristics. Alternately a comparable site should be surveyed.</p>	<p>The peak hour traffic generation rates contained within TDT 2013/04 are considered to be appropriate for the following reasons:</p> <ul style="list-style-type: none"> » The rates are cognisant of the subject site's close proximity to public transport and the existing pedestrian infrastructure, which currently and is expected to continue to provide for safe and efficient pedestrian links between the subject site and public transport; and » The PRUTP Precinct Transport Report refers to the Bureau of Transport Statistics (BTS) Journey to Work (JTW) data, which indicates that almost half (48%) of residents within the surrounding precinct, currently journey to/from work via non-car forms of travel (e.g. train, walk/cycle, etc.). This trend is anticipated to grow with the implementation of the transport initiatives (presented within Section 3 of this report) forming part of the Parramatta Road Urban Corridor Strategy that is in line with the State Government's overall objective of reducing private vehicle utilisation. <p>Refer to revised Traffic Impact Assessment prepared by Thompson Stanbury and Associates.</p>
<p>Traffic distributions on the surrounding road network should be detailed and justified with reference to journey to work data for the subject locality.</p>	<p>As above.</p>

Agency feedback	Response
<p>The current traffic study would need to be amended to demonstrate travel demand management measures through an evidence base that reduces car dependent trips.</p> <p>It is noted that the subject traffic assessment proposes a higher parking rates than what recommended in the PRCUTS for the Homebush Precinct. The proposed parking provision should be in accordance with the PRCUTS documents.</p>	<p>At the time of preparing the planning proposal the Parramatta Road Urban Transformation strategy was in draft form and associated Precinct Wide Traffic Study had not been completed.</p> <p>The parking rates in PRCUTS have been adopted and the planning proposal and Traffic Impact Statement has been revised to reflect.</p>
<p>The proposal should identify any upgrades required to existing pedestrian and cyclist access including links to Concord West Station and the Concord West Station underpass.</p>	<p>The proposal identifies the cyclist and pedestrian connections to be provided at the site that will connect to surrounding networks. Works planned for the wider precinct are identified in Council's contribution plan (7.11) and infrastructure schedule associated with the Parramatta Road Urban Transformation Strategy.</p>
<p>The subject proposal should identify appropriate funding mechanism/s for developer contribution to the regional infrastructure identified in the Implementation Plan of PRCUTS and subsequent transport study for Burwood-Concord and Homebush Precinct on an equitable basis, as required by the relevant planning authority.</p>	<p>The planning proposal seeks to identify the site as "Intensive Redevelopment Area" as per Clause 6.9 in the Canada Bay LEP 2013. This clause will ensure satisfactory arrangements are made for the designated state public infrastructure (includes regional roads and other infrastructure) before the development of land.</p> <p>The DPE is currently preparing a SIC levy which will be the mechanism to fund the delivery of key of this infrastructure.</p>

4 Part 4 Maps

4.1 Existing LEP maps

Figure 23 Land zoning map



Source: Canada Bay Local Environmental Plan 2013, NSW Legislation

Figure 24 Building height map



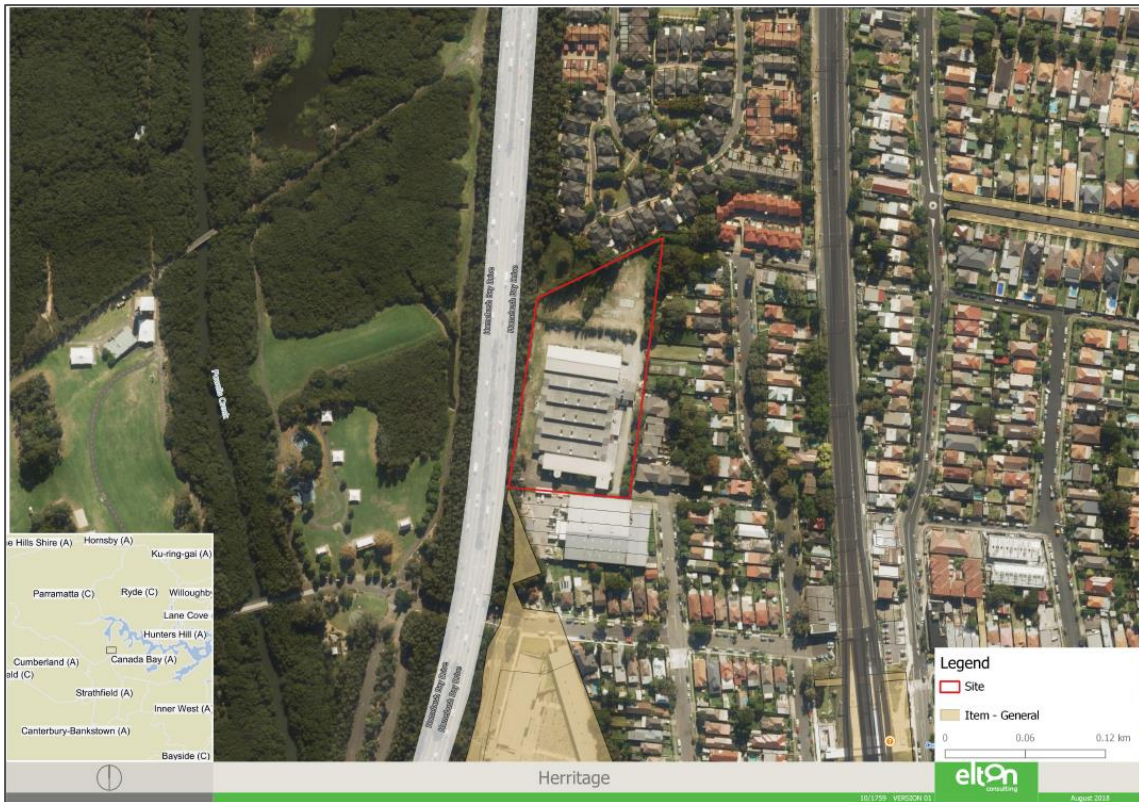
Source: Canada Bay Local Environmental Plan 2013, NSW Legislation

Figure 25 FSR map



Source: Canada Bay Local Environmental Plan 2013, NSW Legislation

Figure 26 Heritage map



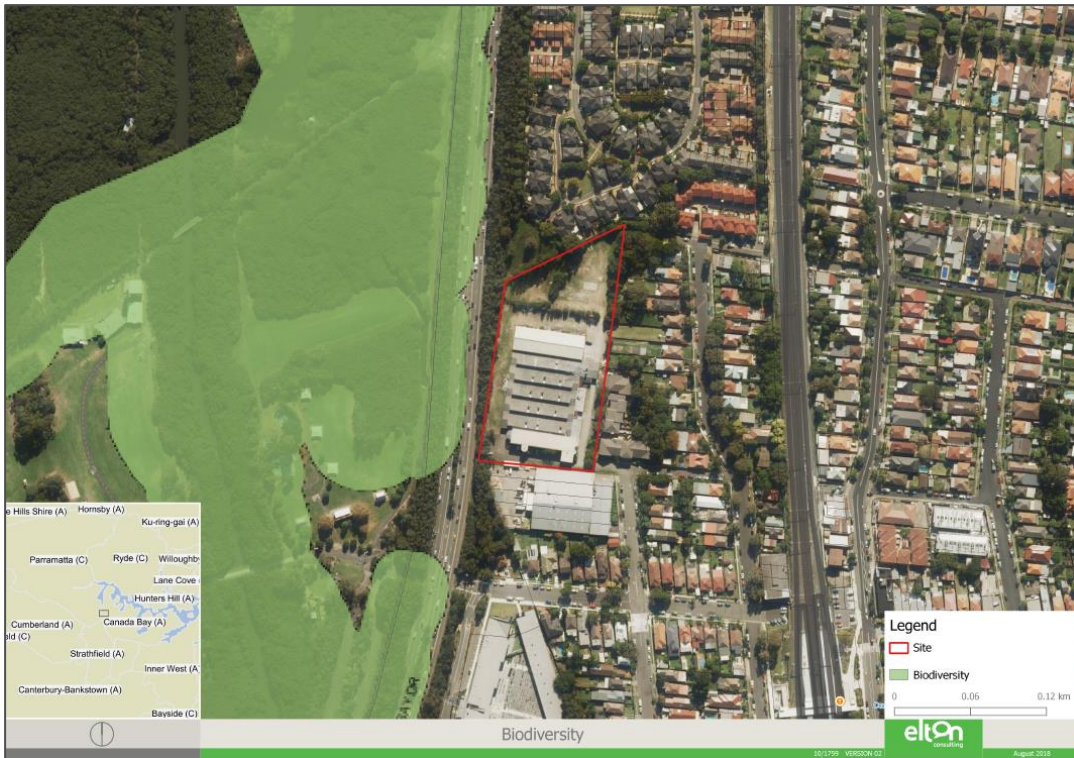
Source: Canada Bay Local Environmental Plan 2013, NSW Legislation

Figure 27 Acid Sulfate Soils Map



Source: Canada Bay Local Environmental Plan 2013, NSW Legislation

Figure 28 Terrestrial biodiversity map



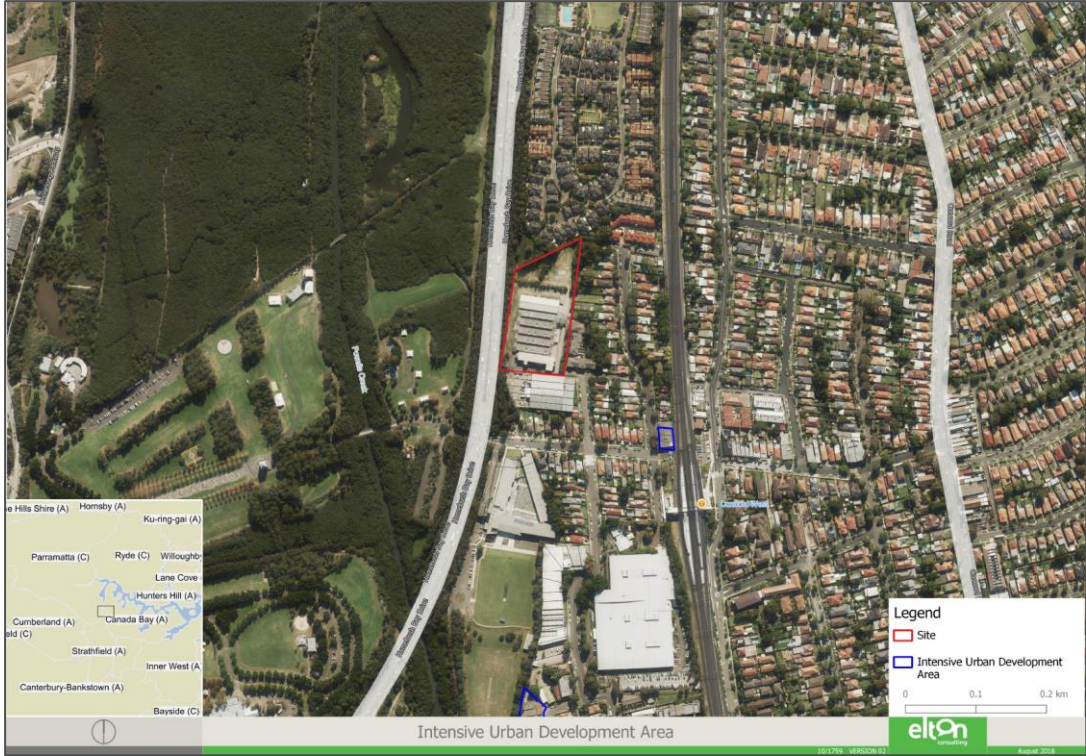
Source: Canada Bay Local Environmental Plan 2013, NSW Legislation

Figure 29 Flood Planning Map



Source: Canada Bay Local Environmental Plan 2013, NSW Legislation and Elton Consulting 2018

Figure 30 Intensive Urban Development Area Map



Source: Canada Bay Local Environmental Plan 2013, NSW Legislation and Elton Consulting 2018

4.2 Proposed LEP Maps

Figure 31 Proposed Land Zoning Map



Source: Elton Consulting 2018

Figure 32 Proposed Height of Buildings Map



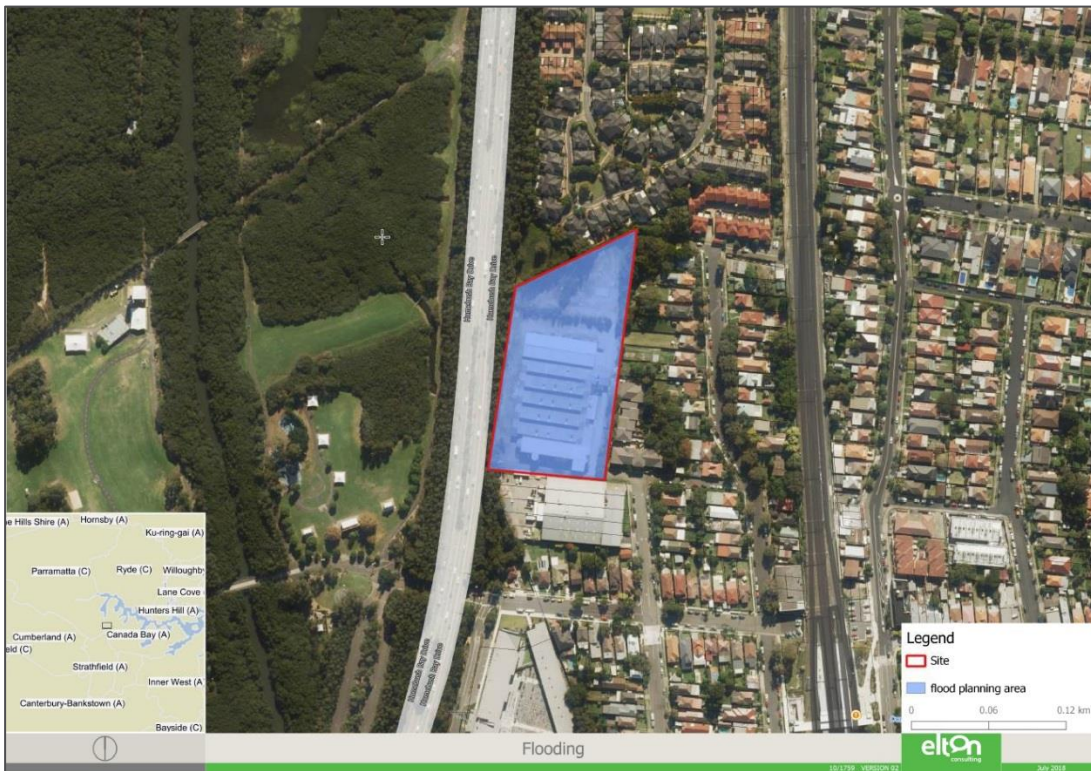
Source: Elton Consulting 2018

Figure 33 Proposed FSR Map



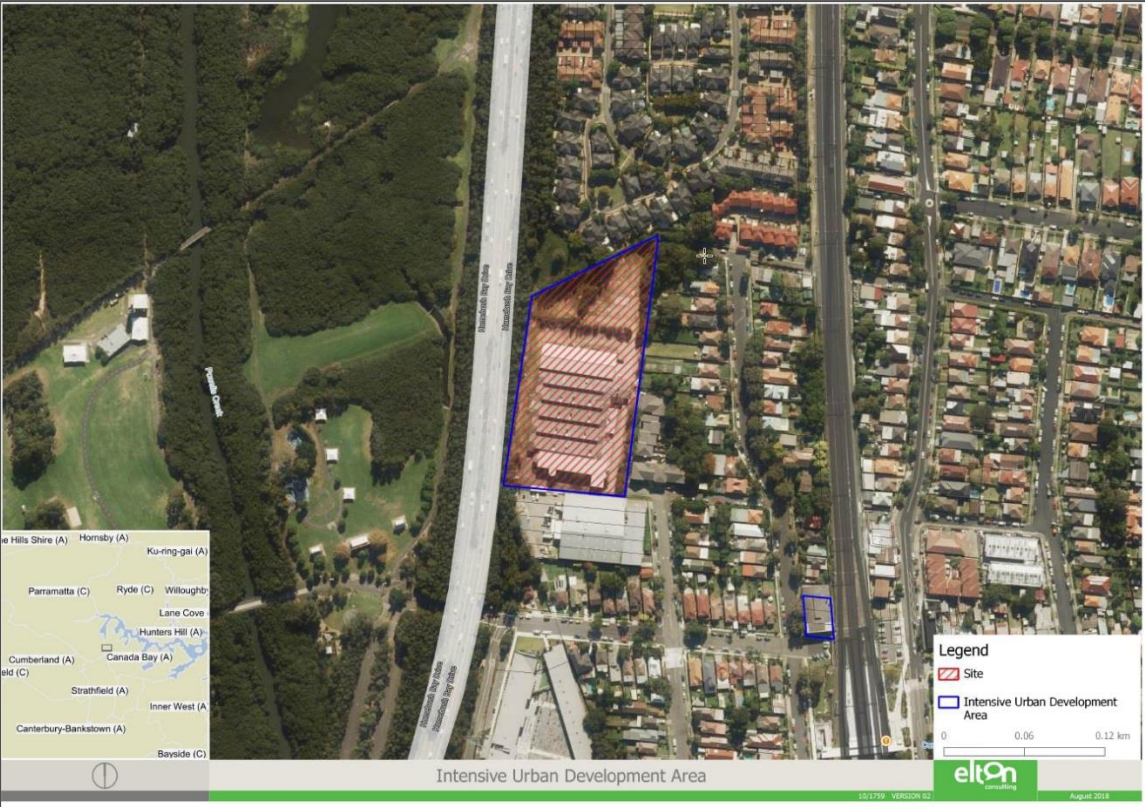
Source: Elton Consulting 2018

Figure 34 Proposed Flood Planning Map



Source: Elton Consulting 2018

Figure 35 Proposed Intensive Urban Development Area Map



Source: Elton Consulting 2018

5 Part 5 Community consultation

The Gateway Determination (**Appendix A**) specified the community consultation requirements that must be undertaken on the planning proposal as follows:

Condition 3

Community consultation is required under section 56(2)(c) and 57 of the Act as follows:

- » *the planning proposal must be made publicly available for a minimum of **28 days**; and*
- » *the relevant planning authority must comply with the notice requirements for exhibition of planning proposal and the specifications for material that must be made publicly along with planning proposal as identified in section 5.5.2 of A guide to preparing local environmental plans (Department of Planning and Environment 2016)*

Condition 4

A public hearing is not required to be held into this matter by any person or body under section 56 (2) (e) of the Environmental Planning and Assessment Act 1979.

Public exhibition of the planning proposal is generally undertaken in the following manner:

- » Notification in a newspaper that circulates in the area affected by the planning proposal
- » Notification on the website of the RPA
- » Notification in writing to affected and adjoining landowners, unless the planning authority is of the
- » Opinion that the number of landowners makes it impractical to notify them.

The RPA can undertake additional consultation if this is deemed appropriate or necessary. This may include, but is not limited to broad consultation by letter, open days or public forum.

The written notice must:

- » Give a brief description of the objectives or intended outcomes of the planning proposal
- » Indicate the land affected by the planning proposal
- » State where and when the planning proposal can be inspected and give the name and address of the RPA for the receipt of submissions
- » Indicate the last date for submissions and confirm whether delegation for making the LEP has been issued to the RPA.

During the exhibition period, the following material must be made available for inspection:

- » The planning proposal in the form approved for community consultation
- » The Gateway determination and any information or technical information relied upon by the planning proposal.

The community consultation is complete only when the RPA has considered any submissions made concerning the proposed LEP and the report of any public hearing into the proposed LEP.

The DPE will be responsible for managing the exhibition process and considering the submissions on behalf of the Panel who is the RPA.

6 Part 6 Project timeline

An estimated project timeline is outlined in the **Table 19** below. The timeframe is based on the Condition 6 of the Gateway Determination which states that the planning proposal is to be finalised within 18 months of the week following the gateway determination - being 30 July 2019.

This timeline assumes Council and DPE support for the project progressing. Further the timeline based on the project being determined by Council and submitted to DPE for gazettal.

Table 19 Estimated Project Timeline

Project Timeline	Proposed Dates
Gateway Determination	23 January 2018
Pre-exhibition government agency consultation (if required)	February – April 2018
Revised documentation prepared flooding, traffic and Master Plan	April – July 2018
Revised planning proposal submitted to DPE for sign off for public exhibition	August 2018
DPE assessment of the planning proposal and approve for public exhibition	August – September 2018
Planning proposal publicly exhibited	October – November 2018
DPE assess of submissions and resolve any agency objections	December – February 2018
Planning proposal updated to take into account findings of Traffic Wide Precinct study (if available)	January – February 2019
Finalisation of the LEP	March – May 2019
LEP amendment published on NSW legislation website	June 2019

Appendices

- A Gateway Determination
- B Council Resolution
- C Rezoning Review Decision
- D Assessment Concord West Master Plan
- E A Plan for Growing Sydney
- F Public agency submissions

A Gateway Determination



IRF17/47

Ms Maria Atkinson AM
Chair
Sydney Eastern City Planning Panel
GPO Box 38
SYDNEY NSW 2001

Dear Ms Atkinson

Planning Proposal (PP_2017_CANAD_005_00) to amend Canada Bay Council Local Environmental Plan 2013 to rezone land and amend height and floor space ratio controls at 7 Concord Avenue, Concord West.

I am writing in response to the Panel's request for a Gateway determination under Section 56 of the *Environmental Planning and Assessment Act 1979* (the Act) in respect of the planning proposal to rezone land and increase the maximum permissible building height and floor space ratio controls at 7 Concord Avenue, Concord West.

As delegate of the Greater Sydney Commission, I have now determined the planning proposal should proceed subject to the conditions in the attached Gateway determination.

I have also agreed, as delegate of the Secretary, that the planning proposal's inconsistency with section 117 Direction 1.1 Business and Industrial Zones is justified in accordance with the terms of the Direction. No further approval is required in relation to this Direction.

The Panel may still need to obtain the agreement of the Department of Planning and Environment's Secretary to comply with the requirements of section 117 Directions 4.3 Flood Prone Land and 7.3 Parramatta Road Corridor Urban Transformation Strategy. The Panel should ensure this occurs prior to community consultation.

The Department is satisfied that there is adequate information included in the proposal for the matter to proceed. The planning proposal will need to be updated however to address the requirements of the Gateway determination and ensure that the proposal reflects the requirements of the relevant Regional, District and Precinct Wide Plans.

The amending Local Environmental Plan (LEP) is to be finalised within 18 months of the week following the Gateway determination. The Panel should aim to commence the exhibition of the planning proposal as soon as possible. The Panel's request for the Department to draft and finalise the LEP should be made 10 weeks prior to the projected publication date.

COPY

The state government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage. To meet these commitments, the Greater Sydney Commission may take action under section 54(2)(d) of the Act if the time frames outlined in this determination are not met.

Should you have any further enquiries about this matter, I have arranged for Mr Andrew Watkins from the Department's Sydney Region East team to assist you. Mr Watkins can be contacted on 9274 6558.

Yours sincerely

 8/1/18

Oliver Holm
Acting Executive Director, Regions
Planning Services

Encl: Gateway determination

Gateway Determination

Planning Proposal (Department Ref: PP_2017_CANAD_005_00): to amend zoning, floor space ratio (FSR) and building height controls under Canada Bay Local Environmental Plan 2013 for land at 7 Concord Avenue, Concord West.

I, the Acting Executive Director, Regions at the Department of Planning and Environment, as delegate of the Greater Sydney Commission, have determined under section 56(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Canada Bay Local Environmental Plan (LEP) 2013 should proceed subject to the following conditions:

1. Prior to community consultation, the planning proposal is to be updated to:
 - a. address the requirements of the Parramatta Road Corridor Urban Transformation Strategy by:
 - reducing the proposed floor space ratio to 1.6:1;
 - confirming how adequate arrangement for providing affordable housing at the site and contributions to designated State public infrastructure will be made; and
 - demonstrating consistency with any available findings of the Burwood – Concord Precinct Wide Traffic Review.
 - b. include the site on Council’s LEP Flood Planning Map to identify the site as being within the ‘flood planning area’ (in accordance with the standard technical requirements for spatial datasets and maps);
 - c. demonstrate consistency with the Draft Greater Sydney Region Plan and the Revised Draft Eastern City District Plan;
 - d. demonstrate consistency with any available findings of the precinct wide flooding study associated with the Burwood, Strathfield and Homebush Planned Precinct.
 - e. provide an updated timeline for the completion of the proposed amendment.

The revised planning proposal is to be provided to the Department for review and approval for public exhibition.

2. Consultation is required with the following public authorities:

- Transport for NSW;
- Roads and Maritime Services;
- Office of Environment and Heritage
- Department of Education;
- NSW State Emergency Service;
- NSW Health
- Department of Family and Community Services
- Ambulance Service of NSW



- NSW Police Force
- Fire and Rescue NSW
- Jemena; and
- Sydney Water.

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment.

3. Community consultation is required under section 56(2)(c) and 57 of the Act as follows:
 - a. the planning proposal must be made publicly available for a minimum of **28 days**; and
 - b. the relevant planning authority must comply with the notice requirements for exhibition of planning proposal and the specifications for material that must be made publicly along with planning proposal as identified in section 5.5.2 of A guide to preparing local environmental plans (Department of Planning and Environment 2016)
4. A public hearing is not required to be held into this matter by any person or body under section 56 (2) (e) of the *Environmental Planning and Assessment Act 1979*.
5. Prior to LEP being made, the proposal is to be updated to reflect any available precinct-wide findings or solution to traffic and flooding, as informed by the Burwood, Strathfield and Homebush Planned Precinct and Burwood-Concord Precinct Study
6. The time frame for completing the LEP is to be 18 months from the week following the date of the Gateway determination.

Dated 8th day of January 2018.

Oliver Holm
Acting Executive Director, Regions
Planning Services
Department of Planning and Environment

Delegate of the Greater Sydney Commission

B Council Resolution

Excerpt Page 6 of the Minutes of the Council Meeting of City of Canada Bay Council held on 21 February 2017.

ITEM-3 PLANNING PROPOSAL - 7 CONCORD AVENUE CONCORD WEST NSW 2138

At 7.09pm, Councillors Fasanella & Megna returned to the meeting following consideration of Item 12, which was considered out of agenda sequence.

Mr M Chalak, representing FTD Holding Pty Ltd and Floridaa Pty Ltd, addressed Council.

M- 5318 RESOLVED

(Crs Tyrrell/Kenzler)

4. *THAT the Planning Proposal for 7 Concord Avenue, Concord West, prepared by Elton Consulting for FTD Holdings Pty Ltd and Floridaa Pty Ltd NOT proceed to the Department of Planning and Environment for Gateway Determination for the following reasons:*
 - a. *The Planning Proposal does not provide adequate justification to satisfy requirements of the Ministerial 117 Direction, 4.3 Flood Prone Land and is not considered to be a site suitable for residential development.*
 - b. *The Planning Proposal is inconsistent with the Ministerial 117 Direction, 4.3 Flood Prone Land, as the rezoning would result in a significant increase in the development of land in a Flood Planning Area. This will present a significant increase to the risk and safety concerns of the future resident population and is not in the public interest.*
 - c. *The Planning Proposal is inconsistent with the Concord West Master Plan due to the number of dwellings and Floor Space Ratio proposed, both of which give rise to traffic generation and impact the capacity of the George Street, Beronga Street & Pomeroy Street intersection.*
 - d. *The Planning Proposal does not demonstrate site specific merit as required by the A Guide to Preparing Planning Proposals, as adequate public infrastructure is not available to service the development in relation to flooding and traffic.*
 - e. *The Planning Proposal is inconsistent with the Parramatta Road Urban Transformation Strategy as the application exceeds the Floor Space Ratio, proposes an excessive amount of on-site car parking and does not provide for Affordable Housing.*

2. THAT adjoining residents be notified of any future planning proposals for Concord West.

(FOR: Crs Ahmed, Cestar, Fasanella, Kenzler, McCaffrey, Megna,

Parnaby and Tyrrell)

(AGAINST: Nil)

C Rezoning Review Decision

Jenny Rudolph
Elton Consulting
Level 6, 332-342 Oxford Street
Bondi Junction NSW 1355

9 June 2017

Dear Jenny,

Request for a Rezoning Review – 2017SCL025 - PGR_2017_CANAD_001_00

I refer to the request for a Rezoning Review for a proposal at 7 Concord Avenue Concord West to amend the Canada Bay Local Environmental Plan 2013 to Rezone the site from IN1 General Industrial to R3 Medium Density Residential increase the maximum building on the site from 12 metres to 25 metres and amend the maximum floor space ratio from 1:1 to 1.76:1.

The Sydney Central Planning Panel (Planning Panel) has determined that the proposal should proceed to Gateway determination stage. In making this decision, the Planning Panel considered the request and advice provided by Council. A copy of the Panel's decision is attached.

Council has been advised of this decision and has been asked to advise if it would like to be the Relevant Planning Authority (RPA) for this proposal within 42 days of the date of this letter.

If Council agrees to be the RPA, it will need to submit a planning proposal in accordance with section 55 of the *Environmental Planning and Assessment Act 1979*. If a planning proposal is not submitted by Council within 42 days of accepting the role of RPA, or the Council indicates that it will not submit a planning proposal within the timeframe, the Planning Panel will be appointed as the RPA to prepare the planning proposal.

In the event that the Planning Panel is appointed as the alternate RPA, an additional fee of \$25,000 plus any additional necessary charges to recover costs on a proposal-specific basis, will be payable. You will be advised of any such appointment by way of separate letter.

If you have any queries on this matter, please contact Stuart Withington, Manager, Planning Panels Secretariat on (02) 8217 2062 or via email to stuart.withington@planning.nsw.gov.au

Yours sincerely



Maria Atkinson
Chair, Sydney Central Planning Panel

encl. Rezoning Review Record of Decision

Jenny Rudolph
Elton Consulting
jennyr@elton.com.au

24 July 2017

Dear Jenny,

Rezoning Review – 2017SCL025 - PGR_2017_CANAD_001_00

I refer to the Rezoning Review for a proposal at 7 Concord Avenue Concord West to amend the Canada Bay Local Environmental Plan 2013 to rezone the site from IN1 General Industrial to R3 Medium Density Residential increase the maximum building on the site from 12 metres to 25 metres and amend the maximum floor space ratio from 1:1 to 1.76:1.

The Sydney Central Planning Panel (Planning Panel) determined on 8 June 2017 that the proposal should proceed to Gateway determination. Following the review, City of Canada Bay Council was advised of the Panel's decision and given the opportunity to continue in the role of relevant planning authority (RPA) for the proposal.

This letter is to advise that Council has not accepted the role of relevant planning authority (RPA) to progress the matter.

In accordance with section 54(2) of the *Environmental Planning and Assessment Act 1979*, the Planning Panel as delegate of the Greater Sydney Commission has considered the matter and determined to itself as the RPA to finalise this matter.

As an alternative RPA has been appointed, an additional fee of \$25,000 and any additional charges to recover the Planning Panel's costs on a proposal-specific basis is now payable.

Please provide the outstanding fee to the Department of Planning and Environment within 21 days of the date of this letter, being 14 August 2017. Please note that a planning proposal will not be forwarded for Gateway determination until the outstanding fee has been provided. If the outstanding fee is not provided by the designated date then the proposal will not be progressed and will be returned to you.

If you have any queries on this matter, please contact Stuart Withington, Manager, Planning Panels Secretariat on (02) 8217 2062 or via email to stuart.withington@planning.nsw.gov.au

Yours sincerely



Maria Atkinson
Chair, Sydney Central Planning Panel

D Assessment Concord West Master Plan

Master Plan Site 1	Assessment of consistency
Key Features:	
<p>2. Integration of Site 1 into the existing neighbourhood fabric through a new north / south shareway connecting Concord Avenue to Station Avenue. This shareway to be publicly accessible inviting pedestrians and cyclists to move through the site to connect to the broader pedestrian network.</p>	<p>Consistent</p> <p>A new street has been provided within the site to connect Station Avenue to Concord Avenue. This will provide a space to be shared safely between pedestrians and vehicles.</p>
<p>3. Station Avenue Extension to provide access to new pedestrian connection and vehicular access to adjacent buildings.</p>	<p>Variation</p> <p>Vehicle access is proposed from new north-south street within the site as opposed to an extended Station Avenue.</p> <p>A new pedestrian/cyclist linkage will be provided along southern boundary linking Station Avenue to the new pedestrian connection to the south of the site as well as the connection proposed along western boundary of the site.</p>
<p>4. Establishment of a new north / south pedestrian and bicycle connection that will link the extended Station Avenue to Victoria Avenue.</p>	<p>Consistent</p> <p>A new north-south pedestrian and bicycle path connection is proposed along the western boundary of site. This will link to Station Avenue to Victoria Avenue connections.</p>
Development principles	
<p>Lower Scale Buildings – to be located to the east of the site to interface with existing residential and have minimal impact on neighbouring lots.</p>	<p>Consistent</p> <p>Lower scale three storey townhouse style apartments will be provided along the eastern boundary of the site to minimise overshadowing and privacy impacts.</p>

Master Plan Site 1	Assessment of consistency
<p>Larger Scale Buildings – to be located to the west of the site and incorporate noise mitigation measures.</p>	<p>Consistent</p> <p>An eight-storey building is provided at the south-west area and a six-storey building in the north west, with interface heights at four storeys.</p> <p>Noise mitigation measures such as glazing will be incorporated into the design of the building.</p> <p>Refer Section 3.8.3 of this report and the accompanying Acoustic Assessment.</p>
<p>Internal Circulation – connects Station Ave to Concord Avenue with a publicly accessible street or share way. Also provide access to Site 2.</p>	<p>Consistent</p> <p>Refer to response at Point 1.</p>
<p>Flood Risk – will need to be assessed across the study area to consider potential impacts on new and existing development.</p>	<p>Consistent</p> <p>A Flood Study has been prepared by Jacobs to support the Master Plan. The proposed mitigation option developed for the site is builds on the work undertaken by Jacobs.</p> <p>Refer Section 0 of this report for a detailed overview of the flood design solution for the site.</p>
<p>Station Avenue – upgrade street as seamless continuation of the internal circulation of Site 1 through to King Street.</p>	<p>Consistent</p> <p>New street will seamlessly integrate into the surrounding streets.</p>
<p>Pedestrian Connection – landscaped path connecting the extended Station Avenue to Victoria Avenue.</p>	<p>Consistent</p> <p>A new pedestrian link will be provided along the southern boundary of the site connecting to the new street within the development, Victoria Avenue and the new pedestrian/cycle connections; linking into surrounding networks.</p>
<p>Proposed LEP controls</p>	
<p>Zoning: R3 Medium Density Residential</p>	<p>Consistent</p> <p>R3 Medium Density Residential</p>
<p>Maximum Building height: 11m (eastern area of the site) and 25m (western area of the site)</p>	<p>Consistent</p> <p>25m</p>
<p>Maximum FSR: 1.6:1</p>	<p>Consistent</p> <p>1.6:1</p>

Master Plan Site 1	Assessment of consistency
Built form controls	
Building footprint <ul style="list-style-type: none"> » Western: three separate buildings, L shaped building in the north, rectangular building in the middle of the site and L shaped in the south-west » Eastern: four rectangular buildings 	Generally consistent <ul style="list-style-type: none"> » Western: two separate buildings, north-west built form is consistent with a C shaped building proposed in the south-west » Eastern: three rectangular buildings.
Number of storeys <ul style="list-style-type: none"> » South-western buildings: ranges six to seven storeys to south west » North-western building ranges from four to six storeys » Eastern buildings: three storeys. 	Generally consistent <ul style="list-style-type: none"> » South-western building ranges from four to eight. » North-western building consistent ranging from four to six storeys. » Eastern building is consistent at three storeys.
Setbacks <ul style="list-style-type: none"> » Western boundary: 9m » Eastern boundary: 8m » Northern boundary: 6m » Southern boundary: 15m 	Partial variation <ul style="list-style-type: none"> » Western boundary: 9m » Eastern boundary: 8m » Northern boundary: 6m » Southern boundary: 9m to boundary.
Indicative Yield Plan	
255 dwellings	Generally consistent Approximately 260 dwellings

*The development yield was determined using the following calculations:

- » Building Envelope to GFA: 85%
- » GFA to NSA 85%
- » Average Gross Unit Size (80m²)

E A Plan for Growing Sydney

E-1 A Plan for Growing Sydney

A Plan for Growing Sydney was the metropolitan strategy released by the NSW Government in December 2014 to guide land use planning decisions for the next 20 years.

The vision for Sydney is a strong global city, a great place to live. To achieve this vision, the Government set down goals that Sydney will be:

- » 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
- » A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The planning proposal is consistent with the objectives of the Plan and can contribute to achieving several directions and actions particularly those related to housing as demonstrated in the table below.

E-1-1 Consistency with A Plan for Growing Sydney

Directions and actions	Assessment
Goal 1: A competitive economy with world-class services and transport	
Direction 1.3: Establish a new Priority Growth Area– Greater Parramatta to the Olympic Peninsula	
Action 1.3.3: Deliver priority revitalisation precincts	Delivers new housing within the Concord West Precinct that has been identified for renewal and located within the Homebush Precinct of the Greater Parramatta to Olympic Peninsula Priority Growth Area.
Direction 1.7: Grow strategic centres - providing more jobs closer to home	
Action 1.7.1: Invest in Strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity	Supports the nearby Strategic Centres of Parramatta and Sydney CBD, Sydney Olympic Park, Rhodes, Burwood and Macquarie Park.
Direction 1.9: Support priority economic sectors	
Action 1.9.2: Support key industrial precincts with appropriate planning controls	Industrial Lands Strategic Assessment Checklist guides the assessment of proposed rezonings of industrial lands. The Checklist allows for evidence-based planning decisions and aims to prevent encroachment on important industrial sites. This Checklist was addressed as part of the Socio-economic study by Hill PDA and is reproduced in Appendix E-1-2 .
Goal 2: A city of housing choice, with homes that meet our needs and lifestyles	
Direction 2.1: Accelerate housing supply across Sydney	
Action 2.1.1: Accelerate housing supply and local housing choices	<p>Helps to achieve and accelerate additional housing supply close to public transport and employment opportunities; assisting in providing jobs closer to homes.</p> <p>The proposed development will deliver a variety of housing options including studios, 1-4-bedroom apartments (including adaptable units).</p>
Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs	
Action 2.2.2: Undertake Urban Renewal in transport corridors which are being transformed by investment	<p>Within 5-minute walk from Concord West railway station located on the T1 North Shore, Northern, and Western Line; identified as an urban renewal corridor. Railway services generally operate at 15 and 30-minute frequencies for the weekday and weekend periods, respectively.</p> <p>New homes will connect to job-rich areas of Sydney including Concord Hospital, Sydney and Parramatta CBD, Strathfield, Burwood, Rhodes Shopping Village, Macquarie Business Park and University and Ryde as well as Burwood, Strathfield and Sydney Olympic Park.</p>

Directions and actions	Assessment
Direction 2.3: Improve housing choice to suit different needs and lifestyles	As outlined above, a variety of housing options will be delivered including studios, 1 – 4-bedroom apartments to suit different needs and lifestyles within close proximity to recreational, shopping and employment opportunities.
Goal 3: A great place to live with communities that are strong, healthy and well connected	
Direction 3.1: Revitalise existing suburbs	<p>Redevelopment of the site and other industrial sites within the precinct will:</p> <ul style="list-style-type: none"> » Rejuvenate the Concord West Precinct » Support good urban design outcomes, create public benefits such as connectivity and open space enhancing liveability » Contribute to infrastructure improvements » Reduce land use conflicts.
Direction 3.2: Create a network of interlinked, multipurpose open and green spaces across Sydney	Improves linkages to recreational resources including Loftus Park, Powells Creek Reserve and Bicentennial Park.
Direction 3.3: Create healthy built environments	<p>Landscaped areas, as well as communal open space and a new pedestrian/cycle link will also be provided that will connect to the existing networks and open space resources.</p> <p>These spaces will encourage active lifestyles, social interaction and create a sense of community all of which will contribute to the health and wellbeing of the community.</p>
Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources	
Direction 4.1: Protect out natural environment and biodiversity	
Action 4.1.1: Protect and deliver a network of high conservation value land by investing in green corridors and protecting native vegetation and biodiversity	<p>Contamination, acid sulfate soils and flooding issues will be addressed to ensure that any adverse impacts are managed (see Section 3.8).</p> <p>The proposal includes landscaped buffer zones along the boundaries of the site as well as open space that integrate with the surrounding Powells Creek Reserve and Bicentennial Parklands, which includes Badu mangroves and wetlands of international significance under the Ramsar Convention. These landscaped areas will assist in supporting biodiversity and wildlife and also screening pollution, noise and appearance of Homebush Bay Drive.</p>

Directions and actions	Assessment
Direction 4.2: Build Sydney's resilience to natural hazards	
Action 4.2.3: Map natural land hazard risks to inform land use planning decisions	<p>The site is in the Canada Bay LEP as being affected by Class 2 Acid Sulfate Soils. This proposal seeks to identify the site as a flood prone area in the Canada Bay LEP.</p> <p>Flooding has been a key consideration in the design of the proposed development to ensure that the development will not have any adverse impacts on flood water level both on and adjacent to the site.</p> <p>Further, acid sulfate soils will be addressed to ensure that any adverse impacts are managed.</p> <p>Refer Section 3.8 of this report for more information.</p>
Direction 4.3: Manage the impacts of development on the environment	<p>Provides a productive, liveable and sustainable environment. The urban design ensures a walkable neighbourhood linking existing networks and recreational resources. The site is also within close proximity to rail and bus services thereby reducing dependency on cars.</p> <p>Contamination, acid sulfate soils and flooding issues will be addressed to ensure that any adverse impacts are managed. Refer Section 3.8 for more information.</p>
Priorities for the Central Subregion	
A competitive economy	
Identify and protect strategically important industrial-zoned land.	<p>A Socio-Economic Study for the Concord West Precinct has been prepared that has recommended that the site be rezoned to residential.</p> <p>Refer Section 3.1.1 of this report and Industrial Lands Strategic Assessment Checklist in Appendix E-1-2.</p>
Accelerate housing supply, choice and affordability and build great places to live	
Work with Councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around Priority Precincts, established and new centres, and along key public transport corridors including the Airport; Inner West and South Line; the Eastern Suburbs and Illawarra Line; the Bankstown Line; Inner West Light Rail; CBD and South East Light Rail; and Sydney Rapid Transit	<p>The site is a prime location. It is well serviced by public transport and has good links to surrounding centres.</p> <p>As outlined in Section 3.1, several sites within the Concord West Precinct have been identified for rezoning to residential including the site. This was informed by a number of technical studies and master planning process. Since this time the site has been identified for renewal in the Parramatta Urban Transformation Strategy, GPOP Vision and Greater Parramatta Interim Land Use and Infrastructure Plan.</p>
Protect the natural environment and promote its sustainability and resilience	Contamination, acid sulfate soils and flooding issues will be addressed to ensure that any adverse impacts are appropriately managed. See Section 3.8 of this report.

E-1-2 Industrial lands strategic assessment checklist

Industrial lands strategic assessment checklist

Is the proposed rezoning consistent with State and/or Council strategies on the future role of industrial lands?

Scenario 3 responds to Objectives 3, 5, 6, 10, 14 and 24 of the draft Metropolitan Plan as well as actions A1.1.2, A1.2.3, A1.3, A1.9.1, A1.9.2, B4, C1 and C2 of the Draft Inner West Subregional Strategy. It is not consistent however with policies to retain all existing employment lands in the Subregion but balances these strategies with those that seek to promote growth, economic prosperity, investment and housing in highly accessible locations with good infrastructure.

Is the site near or within direct access to key economic infrastructure?

The Precinct is located in close proximity to Concord West rail station as well as regional open space. It is also within the broader vicinity of specialised centres such as Rhodes and Sydney Olympic Park.

Is the site contributing to a significant industry cluster?

The Precinct does not contribute to a significant industry cluster as following the relocation of various printing industries. It now accommodates a mix of uses that have not been attracted to the locality based on any one theme or industry cluster. In this regard the major share of land and jobs in the Precinct relates to a commercial use that would not be permissible within the General Industrial Zone. Please see Chapters 2 and 10 of Hill PDA's study for further discussion.

How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?

The Precinct constitutes 23% of all employment lands in the City of Canada Bay and 2% of all employment lands in the Inner West Subregion. Scenario 3 would therefore reduce these figures to 11.5% and 1.1% respectively. It would however retain 3.9ha (51%) of land for a range of local urban support services (General Industrial Zone) and business uses (B7 Business Park Zone) thereby not significantly impacting the main employment generators and service providers in the Precinct.

How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?

The retention of 3.7ha as employment lands would make negligible contribution to the Inner West job targets. The proposed rezoning would facilitate development and investment and a short term job generation through the construction industry. The proposed FSR uplift on the B7 Business Park Zone would have the greatest actual potential to increase job growth in line with the trends forecast for the Subregion by the BTS (i.e. forecast commercial job growth rather than industrial). Please see Chapter 8 for further discussion.

Is there a compelling argument that the industrial land cannot be used for an industrial purpose now or in the foreseeable future and what opportunities may exist to redevelop the land to support new forms of industrial land uses such as high-tech or creative industries?

Our market research and development feasibility analysis (Chapters 7 and 8) makes a compelling case that the viability of buying and redeveloping sections of the Precinct for industrial uses is marginal. Our stakeholder engagement (Chapter 3) also identified that there is little interest from existing owners to invest in the redevelopment of land for these uses as the significant capital outlay would not be offset by the return. Rather than let redundant land within a location with an excellent level of infrastructure provision stagnate, the Study recommends part of the Precinct is retained to recognise businesses that are performing well and part is redeveloped to make best use of land for housing.

Is the site critical to meeting the need for land for an alternative purpose identified in other New South Wales Government or endorsed Council planning strategies?

The Precinct has excellent potential to support Government objectives 5 and 6 of the draft Metropolitan Strategy to promote housing growth in highly accessible locations. It also has the potential to support Objective 14 that seeks to provide a good supply of office space as well as Objective 3 which seeks to make Sydney connected and balance growth in locations with good access to public transport.

Source: Concord West Socio-economic study, Hill PDA (2015)

F Public agency submissions



File Ref. No: BFS18/347 (8000002706)
 TRIM Doc. No: D18/9289
 Contact: Arthur Brown

14 February 2018

Jenny Rudolph
 Director – Urban and Regional Planning
 Elton Consulting
 Level 6, 332-342 Oxford Street
 BONDI JUNCTION NSW 1335
 E: jennyr@elton.com.au

Dear Ms Rudolph,

**Planning Proposal (PP_2017_CANAD_005_00)
 Lot 1 DP 219742, 7 Concord Avenue, Concord West**

I refer to your correspondence dated 12 February 2018 requesting Fire & Rescue NSW (FRNSW) comment on the above planning proposal.

The following referenced documents were reviewed and considered:

1. Letter from Oliver Holm, Acting Executive Director, Regions, Planning Services, Department of Planning and Environment to Ms Maria Atkinson AM, Chair of the Sydney Eastern City Planning Panel dated 8/1/18.
2. Letter from Jenny Rudolph, Director, Urban and Regional Planning, Elton Consulting to FRNSW dated 12 February 2018.
3. A Gateway Determination Report No. PP_2017_canad_005_00 FOR Lot 1 DP 219742, 7 Concord Avenue, Concord West issued by Catherine Van Laeren, Director, Sydney Region East Planning Services dated 21/12/17.
4. A Planning Proposal, Document No. 160913, for 7 Concord Avenue Concord West prepared by Vasiliki Andrews and dated 12 September 2016.
5. A request for a rezoning review from Maria Atkinson AM, Chair of the Sydney Central Planning Panel to Jenny Rudolph of Elton Consulting dated 9 June 2017.
6. A Rezoning Review – 7 Concord Avenue, Concord West, Planning Proposal No. 170406 prepared by Vasiliki Andrews and dated 6 April 2017.
7. A Rezoning Review letter from Maria Atkinson AM, Chair of the Sydney Central Planning Panel to Jenny Rudolph of Elton Consulting dated 24 July 2017.



FRNSW have reviewed the above documentation and note that the proposed development's roadways may have been designed without considering the minimum roadway access requirements of FRNSW emergency vehicles.

Therefore, FRNSW recommends that the following actions are undertaken:

1. That the development's roadway design is reviewed for compliance with the minimum carriageway widths, turning radii, clearance heights and dynamic loads requirements (applicable to FRNSW aerial appliances) specified in our Vehicle Access Guideline (the Guideline).
2. If the review identifies non-compliances with the Guideline, that the roadway design be appropriately modified.

The Guideline can be accessed from the following web page address:

http://www.fire.nsw.gov.au/gallery/files/pdf/guidelines/vehicle_access.pdf

For further information, please contact Arthur Brown of the Fire Safety Assessment Unit, referencing FRNSW file number BFS18/347 (8000002706). Please ensure that all correspondence in relation to this matter is submitted electronically to firesafety@fire.nsw.gov.au.

Yours faithfully



Station Officer Mark Castelli
Team Leader
Fire Safety Assessment Unit

CC: vas.andrews@elton.com.au
andrew.watkins@planning.nsw.gov.au



Ms Jenny Rudolph
Director, Urban and Regional Planning
Elton Consulting
Level 6, 332-342 Oxford St
Bondi Junction NSW 2022

SUB 18/25858

Dear Ms Rudolph

Re: Planning Proposal 7 Concord Avenue, Concord West (PP_2017_CANAD_005_00)

Thank you for giving NSW Land and Housing Corporation (LAHC) the opportunity to provide feedback on the planning proposal for the site at 7 Concord Avenue, Concord West.

LAHC has reviewed the subject planning proposal and raises no issues with the proposed amendments to the *Canada Bay Local Environmental Plan (2013)*.

Should you wish to discuss this feedback, please do not hesitate to contact Robert Stark, Principal Planner, Urban Planning on 8753 9000 or email robert.stark@facs.nsw.gov.au.

Yours sincerely

26/02/2018

Greg South
Executive Director Business Development and Communication
Land and Housing Corporation

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23/03/2018

Vasiliki Andrews
Project Manager – Urban and Regional Planning
Elton Consulting
Level 6, 332-342 Oxford St,
Bondi Junction NSW 2022



Attn: Vas Andrews,

I refer to the PP 2017 CANAD 005 00, 7 Concord Avenue, Concord West.

Canada Bay Council received the above mentioned planning proposal for the rezoning of the site from IN1 Industrial to R3 Medium Density Residential also to increase the maximum building site from 12 metres to 25 metres and amend the maximum floor space ratio from 1:1 to 1.6:1.

Police will like to view the plans and related reports in order to provide a proper assessment, due to over developments and over population of residential areas it is not supported by NSW Police to increase the amount of properties within a small suburb like Concord West.

Due to the amount of boarding houses, affordable housing and other developments occurring within Concord West and the surrounding areas, there is a concern of increase criminal activity, parking issues and over population.

If the proposal was to go ahead there are some recommendations that should be considered, however not limited to the following.

- The area and surroundings have on going issues with mail theft and street crime, particularly within residential premises with large mail box banks located within the property.
Security of any mail boxes must be considered significantly important;

Letter boxes

- Letterboxes should be, if practicable, accessed from internal means only. This reduces the risk of stealing or identity theft. If this is not possible letterboxes should have sturdy combination padlocks or core locks to minimise the risk of mail theft through master key.

Lighting

- Main pedestrian point of the building to be illuminated when dark.
- Vehicular access to be restricted by security roller door
- Security alarm linked to the car park entry and pedestrian entry points
- CCTV cameras to cover the vehicular entry point and pedestrian entry point, both for entering and exiting.
- Vehicular access to car park illuminated by sensor light in evening

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Car parking - Due to the location the amount of car space per dwelling should be considered. It is recommended to have 1 parking space per bedroom, this would help ease street parking for the existing residence and reduce the risk of vehicle theft.

- Ceiling of car park painted in white to increase visibility and reflect light
- Property manager to be responsible for the maintenance of common property including landscaping and removal of any graffiti

In addition to the above, Police recommend the following security measures as the proposed premises may be exposed to Break, Enter and Steals, Stealings, Malicious Damage, Steal from Motor Vehicle and mail theft:

- Swipe access to be used for all rooms, every entry and exit points including the communal areas and lift access
- The closed circuit television system (CCTV) needs to receive, hold or process data for the identification of people involved in anti social or criminal behaviour. This storage should be located in an area with restricted access.
- CCTV coverage to include letterboxes to minimise risk of mail theft and covering bicycle racks and car park areas to minimise risk of theft.
- Convex mirrors could be utilised at the entrance of the underground car park to increase the visibility of pedestrians to vehicles and vice versa
- Warning signs could be strategically posted around the buildings to warn intruders of what security treatments have been implemented to reduce opportunities for crime. These measures will assist in minimising the risk of unauthorised access and protect tenants and their property.
 - "Private Property" "Warning, trespassers will be prosecuted"
 - "Do Not leave valuables in vehicles"
 - "Warning, these premises are under electronic surveillance"
 - "Secure bicycles"
 - "Do not proceed until gate is shut" "No tailgating"
- Letterboxes should be, if practicable, accessed from internal means only. This reduces the risk of stealing or identity theft. If this is not possible, letterboxes should have sturdy locks to minimise the risk of mail theft through master key
- Any sliding doors on balconies must be fitted with lockable bolts in the bottom and top of the door frame to minimise the risk of a break in.

It is also suggested that the "Plan of Management" document is kept in the manager's office and available to Police upon request.

Clarification is sought by Police in relation to the toilet located in the basement. There is a concern that this area could be used as a location for anti-social behaviour or criminal activity.

Police believe that the proposed development can work successfully if the recommendations are implemented and strictly adhered to by residents and management.

All recommendations to be reviewed and reassessed after 12 months of operation by both the City of Canada Bay Council and Burwood Police.

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Please do not hesitate in contacting me if you require any further information,



Senior Constable Jessica McCUE
Crime Prevention Officer
Burwood Police Area Command
Mccu1jes@police.nsw.gov.au
02 9797 4048

Disclaimer

The NSW Police Force (NSWPF) has a vital interest in ensuring the safety of members of the community and their property. By using recommendations contained in this evaluation, any person who does so acknowledges that:

- It is not possible to make areas evaluated by the NSWPF absolutely safe for the community or their property
- Recommendations are based on information provide to, and observations made by the NSWPF at the time the evaluation was made
- The evaluation is a confidential document and is for use by the council or organisation referred to on page one.
- The contents of this evaluation are not to be copied or circulated otherwise than for the purpose of the Council or organisation referred to on the cover page.

The NSW Police Force hopes that by using recommendations contained within this document, criminal activity will be reduced and the safety of members of the community and their property will be increased. However, it does not guarantee that the area evaluated will be free from criminal activity if its recommendations are followed.

Crime Prevention through Environmental Design

Introduction

In April, 2001 the NSW Minister of Planning introduced the Environmental Planning & Assessment Act 1979, Section 79C Crime Prevention Guidelines. These guidelines require consent authorities to ensure any development within their Local Government provides safety and security to users and the community. If a development presents a crime risk, the guidelines can be used to justify modification of the development to minimise crime risk, or refusal of the development on the grounds that crime risk cannot be appropriately minimised.

In line with these guidelines, Burwood Local Area Command has conducted a Safer by Design Crime Risk Evaluation by Canada Bay Council, on the proposed development.

Crime Prevention through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. It reduces opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients from intersecting in time and space. Predatory offenders often make cost-benefit assessments of potential victims and locations before committing crime. CPTED aims to create the reality (or perception) that the costs of committing crime are greater than the likely benefits. This is achieved by creating social and environmental conditions that:

- Maximise risk to offenders (increasing the likelihood of detection, challenge and apprehension)
- Maximise the effort required to commit crime (increasing the time, energy and resources required to commit crime)
- Minimise the actual and perceived benefits of crime (removing, minimising or concealing crime attractors and rewards) and
- Minimise excuse-making opportunities (removes conditions that encourage/facilitate rationalisation of inappropriate behaviour).

The principles of Crime Prevention Through Environmental Design (CPTED) need to be considered for the proposed development to reduce opportunities for crime:

- Surveillance
- Lighting
- Territorial reinforcement
- Space/activity management
- Access control



Site Description

Existing commercial structure of two stories surrounded by residential homes, parkland and main road ways.



Figure 1: 7 Concord Ave, Concord. (source Google Maps – satellite view)

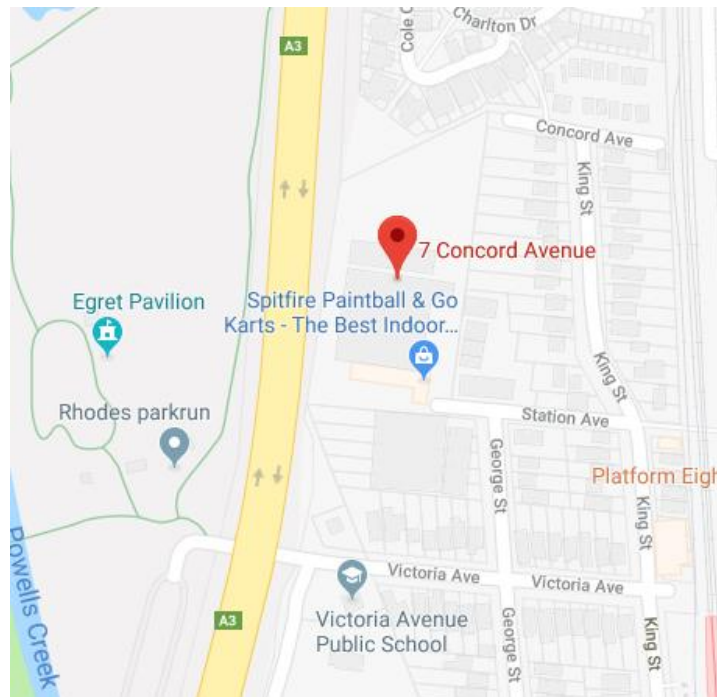


Figure 2: 7 Concord Ave, Concord. (source Google Maps – map view)

Surveillance

Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can see and be seen. Surveillance occurs by designing the placement of physical features, activities and people in such a way as to maximise visibility and foster positive interaction among legitimate users of private and public space. Potential offenders will often feel threatened by the increased scrutiny and limitations on escape ways.

Natural surveillance opportunities during construction for this development in the day will be acceptable with the substantial number of workers required. The issues will come overnight and the weekend. Building materials including copper wiring and piping are highly sought after as scrap metal due to their value, therefore measures should be put in place to deter offenders when there are no persons around.

With this in mind it may be necessary to increase surveillance opportunities by using either technical/mechanical (Closed Circuit Television Systems etc) or organised (using people to supervise areas) treatment options.

Recommendations:

1. As the premises may be exposed to Break Enter and Steals, Stealing, Steal from persons, Malicious Damage and Steal from Motor Vehicle offences, a closed circuit television system (CCTV) which complies with the Australian Standard – Closed Circuit Television System (CCTV) AS:4806:2006 needs to be implemented to receive, hold or process data for the identification of people involved in anti social or criminal behaviour. The system is obliged to conform with Federal, State or Territory Privacy and Surveillance Legislation.
2. CCTV Cameras should be strategically mounted at the entry and exit points to monitor unauthorised access and prevent opportunistic crime and anti-social behaviour, assaults etc. These areas should include but are not limited to:
 - ramp for underground car park to cover vehicular access
 - wide angle CCTV to cover bicycle/motorcycle parking as well as stairwell/life access
 - entrance to office area/sign in sheet and lobby area
3. Convex mirrors should be utilised at the entrance of the underground carpark to increase the visibility of pedestrians to vehicles and vice versa

Lighting

There is a proven correlation between poor lighting, fear of crime, the avoidance of public places and crime opportunity (Painter, 1997). With this in mind the Australia Standards, Lighting AS:1158 now requires lighting engineers and designers to factor in crime risk and fear when choosing the type of luminaries/lighting levels.

Recommendations:

1. Lighting sources should be compatible with requirements of any surveillance system installed within the development. (Poor positioning choices in relation to light can cause glare on the surveillance screens, poor lamp type could decrease the colour rendition of objects, vehicles or persons).
2. The luminaries (light covers) should be designed to reduce opportunities for malicious damage/graffiti. Lighting within the development needs to be checked and maintained on a regular basis by the onsite manager.
3. A limited amount of internal lighting should be left on at night to enable patrolling police, security guards and passing people to monitor activities within the business.
4. Consideration must be given to pedestrians walking from the development to surrounding streets for the purpose of catching public transport etc. Areas adjoining pathways should be illuminated to avoid opportunities for concealment and entrapment.
5. Sensor lighting to be used in underground car park during dark hours to work in conjunction with CCTV (incandescent, fluorescent or halogen lighting as colour rendition is more appropriate).

Territorial Reinforcement

Territorial re-enforcement promotes control through increased definition of space and improved proprietary controls. An environment designed to clearly delineate private and public spaces does a number of things. Owners have a vested interest in the space and are more likely to take the appropriate action to protect such space. Strangers or intruders stand out in that space and are more easily identified. Buildings, fences, footpaths, signs, lighting, locks/swipe access and landscape can be used to delineate space and express ownership of space. Space which is not clearly defined may encourage anti-social or criminal behaviour or allow excuses to be made when found in these areas.

Territorial reinforcement can be achieved through:

- Design that encourages people to gather in space and to feel some responsibility for its use and condition.
- Design with clear transitions and boundaries between public, private and semi-private space
- Clear design cues on who is to use the space and what it is to be used for.

Landscaping: Can be an effective and pleasant instrument to define space. Hedges and trees should not cause an area to be enclosed as this restricts natural surveillance. Landscaping should lead pedestrians onto the nominated pathway to the front building and between buildings.

Vegetation: Hedges and shrubs should not be higher than 90cm. Large, high branching trees provide shade, shelter and add to the attraction of environments. The lower tree limbs should be above average head height so they do not restrict vision. The use of thorny bushes may aid in restricting access to areas while still appealing to the eye.

Recommendations:

1. Warning signs should be strategically posted around the buildings to warn intruders of what security treatments have been implemented to reduce opportunities for crime. These measures will assist in minimising the risk of unauthorised access and protect tenants and their property.
 - “Private Property” “Warning, trespassers will be prosecuted”
 - “Do Not leave valuables in vehicles”
 - “Warning, these premises are under electronic surveillance”
 - “Secure bicycles”
 - “Lock it or Lose it” – on the cages
2. Directional signage should be posted at decision making points (eg. Entry/egress points) to provide guidance to the uses of the development. This can also assist in access control and reduce excuse making opportunities by intruders.
3. A Fire Safety Statement must be prominently displayed within the development to comply with the Environmental Planning & Assessment Regulations 2000 Clause 80GB. The annual fire safety statement is a statement issued by the owner of a building.
4. Signage needs to be provided at fire exits to assist occupants to identify exits in emergency situations. It also needs to be provided to assist occupants to identify fire suppression equipment, eg extinguishers, fire hoses etc.
5. A graffiti management plan needs to be incorporated into the maintenance plan for the development. Research has shown that the most effective strategy for reducing graffiti attacks is the quick removal of such material generally within **24 hours**. Graffiti resistant materials and anti-graffiti coating should be utilised throughout the development.

Space/Activity Management

Popular space is often attractive, well maintained and well used space. Linked to the principle of territorial reinforcement, space/activity management ensures that space is appropriately utilised and well cared for.

Space/activity management strategies should include activity coordination, maintenance, rapid repair of vandalism and graffiti and the replacement of burned out lighting and the removal or refurbishment of decayed physical elements.

Space/activity management should support and increase the use of the built environment for safe activities with the intent of increasing the risk of detection to criminals and undesirable activities.

Highly functional areas are susceptible to opportunistic crime when inactive. CBDs and large developments often experience high levels of night time burglary, theft of commuter vehicles and other crime.

Recommendations:

The key recommendations from the assessment include:

- Installation of CCTV cameras within and around the premises where needed
 - Landscaping that promotes natural surveillance of common areas
 - Security measures in place for entry doors and lifts (security passes)
 - Regular auditing of person living in the residence
 - Strict adherence to the 'Operational Plan of Management'
1. An Emergency control and evacuation plan which complies with the Australian Standard, Emergency Control Organisation and Procedures for Buildings, Structures and Workplace, AS:3745:2002 should be prepared and maintained by your development to assist management and staff in the event of an emergency. This standard sets out the requirements for the development of procedures for the controlled evacuation of the building, structures and workplaces during emergencies. Further information in relation to planning for emergencies can be obtained from Emergency NSW <http://www.emergency.nsw.gov.au> or Emergency Management Australia <http://www.ema.gov.au>.
 2. It is not advised to install storage cages or similar for the residents in the underground car park. The cages are easy targets when they have little supervision. CCTV cameras must cover this area if they are constructed. Solid steel housing and quality key locks should be used to prevent access.
 3. Where storage cages are installed ensure the chain wire is of a high standard and strong construction to prevent the wire being easily cut and access gained.
 4. Signs to be installed within the caged areas advising people to not leave
 5. Bike racks within the location;
 - All bikes not locked to be tagged and owner advised to move.
 - Bike Racks to have signs advising how residence can better lock their bikes, all bikes left unlocked for extended periods of time to be removed once notice has been provided.
 - Bike cards to be provided to residence either via post box or posters within building
 - Remove front wheel from bikes which appear to be dumped until removed to prevent theft.

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- National Bike Register information to be provided to residence or advertised at bike racks.

Police request that the management should provide Police and council with contact details of the managers and caretakers of the premises. These numbers should also be placed in the common areas and in the office areas. A contact number for external complaints by surrounding neighbours should be provided to nearby residents. This number could be placed on all entry points to the site.

Access Control

Access control should be designed to limit the opportunity for crime by taking steps to clearly delineate public, semi-public and private space. This can be achieved by using physical and symbolic barriers to attract, channel or restrict the movement of people into and throughout the property. By making it clear where people are permitted to go or not go, it becomes difficult for potential offenders to reach and victimise people and their property. Illegal boundary markers and confusing spatial definition make it easy for criminals to make excuses for being in restricted areas. However, care needs to be taken to ensure that the barriers are not tall or hostile, creating the effect of a compound.

Effective access control can be achieved by creating:

- Landscapes and physical locations that channel and group people into target areas
- Spaces which attract, rather than discourage people from gathering
- Restricted access to internal areas or high risk areas (like car parks or other rarely visited areas). This is often achieved through the use of physical barriers

Recommendations:

1. Letterboxes should be, if practicable, accessed from internal means only. This reduces the risk of stealing or identity theft. If this is not possible letterboxes should have sturdy combination padlocks or core locks to minimise the risk of mail theft through master key.
2. No internal or external doors to be held open for non-tenants subletting the units.
3. Individual swipe card entry should be used as security for units, common areas and carpark to reduce the risk of stealing and break and enters. This will enable the ability for cards to be deactivated when a tenant vacates. It is suggested that swipe cards and combination locks are issued with a deposit bond eg \$50 which is to be refunded upon vacating the premises and returning the items. This reduces the risk of having keys copied and used later by ex-tenants to access property.
4. Entry to underground carpark should have a roller door. This garage door should have the same swipe access to restrict unauthorised access and minimise the risk of steal from motor vehicles/bicycle theft both entering and exiting the locations. This will also minimise the opportunity for unauthorised parking by non tenants. The opening/closing mechanism of the door should be protected from vandalism and tampering. All exit doors from the car park should have striker plates installed to minimise chance of tampering. There should be a short phasing for the opening and closing of this roller door to prevent any unauthorised access.

Sensitive: Law Enforcement

5. Any sliding doors on balconies must be fitted with lockable bolts in the bottom and top of the door frame to minimise the risk of a break in.
6. The windows and window-frames to these premises should be of solid construction. These windows should be fitted with locks that comply with the Australian Standard – Mechanical Locksets for windows in buildings, AS:4145 <http://www.standards.org.au> to restrict unauthorised access. This standard specifies the general design criteria, performance requirements, and procedures for testing mechanical lock sets and latch sets for their resistance to forced entry and efficiency under conditions of light to heavy usage. The standard covers lock sets for typical windows, such a wooden, glass or metal hinged swinging windows or sliding windows in residential and business premises, including public buildings, warehouses and factories. Certain areas may require higher level of locking devices not referred to in this standard. (e.g. locking bars, electronic locking devices, detection devices, alarms).
7. Police have concerns about whether emergency services have the ability to access the internal grounds of the site in an emergency. It is recommend that adequate directional signage/maps to be erected at all access points. Police suggest signage should include; an emergency contact numbers for the purpose of emergency access and maps of the site, clearly outlining the building numbers and unit number locations. This will greatly assist the residents and emergency services with their way finding throughout the site.

Please do not hesitate in contacting me if you require any further information,

Jessica McCue



Senior Constable Jessica McCUE
Crime Prevention Officer
Burwood Police Area Command
Mccu1jes@police.nsw.gov.au
02 9797 4048

Disclaimer

The NSW Police Force (NSWPF) has a vital interest in ensuring the safety of members of the community and their property. By using recommendations contained in this evaluation, any person who does so acknowledges that:

- It is not possible to make areas evaluated by the NSWPF absolutely safe for the community or their property
- Recommendations are based on information provide to, and observations made by the NSWPF at the time the evaluation was made
- The evaluation is a confidential document and is for use by the council or organisation referred to on page one.
- The contents of this evaluation are not to be copied or circulated otherwise than for the purpose of the Council or organisation referred to on the cover page.

The NSW Police Force hopes that by using recommendations contained within this document, criminal activity will be reduced and the safety of members of the community and their property will be increased. However, it does not guarantee that the area evaluated will be free from criminal activity if its recommendations are followed.



9 April 2018

Roads and Maritime Reference: SYD18/00283 (A21646051)
Your reference: (PP_2017_CANAD_005_00)

Ms Jenny Rudolph
Elton Consulting
PO Box 1488
BONDI JUNCTION NSW 1355

Dear Ms Rudolph,

PLANNING PROPOSAL 7 CONCORD AVENUE, CONCORD WEST

Reference is made to your letter received 12 February 2018 requesting Roads and Maritime Services (Roads and Maritime) to provide comment on a planning proposal, prior to public exhibition of the planning proposal. Roads and Maritime appreciates the opportunity to provide early comment.

It is noted that the planning proposal seeks to amend the planning controls in the Canada Bay Local Environmental Plan 2013 for the subject site to:

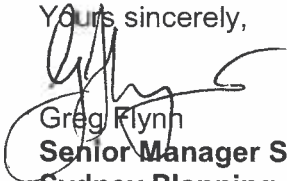
- Rezone the site from IN1 Industrial to R3 Medium Density Residential
- Amend the maximum floor space ratio from 1:1 to 1.6:1 and increase the maximum permissible building height from 12 metres to 25 metres.

As you are aware, the subject site is located in the Homebush Precinct that has been identified in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The PRCUTS recommends an overarching frame work for urban renewal of the precincts along the Parramatta Road Corridor based on planned capacity enhancement to infrastructure, including the transport system, along the Corridor. It is noted that the Gateway Determination dated 8 January 2018 recognises the aforesaid work and requires that the subject proposal be amended to address the requirements of the PRCUTS and demonstrate consistency with the precinct wide traffic study, prior to public exhibition.

Roads and Maritime has reviewed the documents submitted together with the subject proposal and provides detailed comments in **Attachment A** for consideration, prior to public exhibition of the subject proposal.

Thank you for the opportunity to provide advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, Rachel Nicholson would be pleased to take your call on 8849 2702 or email development.sydney@rms.nsw.gov.au.

Yours sincerely,



Greg Flynn
**Senior Manager Strategic Land Use
Sydney Planning, Sydney Division**

Roads and Maritime Services

Attachment A: Consistency with Parramatta Road Corridor Urban Transformation Strategy

1. The site is located partly within the Homebush Precinct identified in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The PRCUTS has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the *Environmental Planning and Assessment Act*. This direction requires the Strategy, Implementation Tool Kit and the Implementation Plan 2016 – 2023 to be considered when planning proposals are being prepared for sites within the PRCUTS area.

It is understood that the planning proposal must be consistent with the PRCUTS to ensure the future infrastructure system will be able to accommodate the planned growth and the value of the PRCUTS would not be undermined. The PRCUTS Implementation Plan 2016 – 2023 states that:

“Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct.” (p27).

2. It is understood that the aforesaid transport and traffic study for Burwood-Concord and Homebush Precinct is currently being undertaken by the relevant councils. Prior to community consultation the planning proposal should be revised where necessary to demonstrate consistency with the findings of the Precinct wide traffic study. Roads and Maritime is of the view that the public exhibition of the planning proposal should be postponed to ensure that the planning proposal is aligned with the Homebush Precinct transport study and infrastructure improvements to ensure:
 - Adequacy of transport infrastructure to accommodate the additional demand generated by Homebush Precinct;
 - Identification of a suite of improvements to road transport infrastructure and travel demand management measures required to support the Precinct and reduce car dependent trips; and
 - Identification of a suitable funding mechanism for the local and regional infrastructure identified (including provision of works and/or contributions to infrastructure identified) on an equitable basis, including land components required to facilitate the provision of infrastructure.
3. For completeness, Roads and Maritime has reviewed the submitted ‘Assessment of Traffic and Parking Implications’ report (dated December 2015, Rev D) and provides the following preliminary comments which will need to be addressed in a revised traffic study to demonstrate consistency with the transport study for the broader Burwood-Concord and Homebush Precinct (once complete):
 - i. It is understood that Council previously prepared a Masterplan for the Concord West in 2013 and identified improvements to the road network in response to accommodate the planned additional dwellings in Concord West. However at that time the traffic study did not address the future increase in traffic and cumulative impacts of the proposed density uplift in Homebush Precinct identified by the PRCUTS.
 - ii. The traffic generation rates assumed for the existing land use of the site (average rate from Roads and Maritime’s Guide to Traffic Generating Developments 2002) and proposed future residential use of the site should be further justified. For example, consideration should be given to survey of trip generation of the existing site, comparable site/s and reference should be made to journey to work mode share data for the subject locality.

It is noted that traffic generation rates assumed for the future land use are the Sydney average high-density residential trip rates from Roads and Maritime's Technical Direction TDT2013/04a, which are derived from sites with high accessibility to employment, shops and services, close proximity to public transport and high public and active transport mode share. Further detail should be provided to justify application of these rates with reference to journey to work mode share data for the subject locality.

It is preferred that a trip generation rate is used from a comparable site with similar journey to work mode share and accessibility characteristics. Alternately a comparable site should be surveyed.

- iii. Traffic distributions on the surrounding road network should be detailed and justified with reference to journey to work data for the subject locality.
- iv. The current traffic study would need to be amended to demonstrate travel demand management measures through an evidence base that reduces car dependent trips.

It is noted that the subject traffic assessment proposes a higher parking rates than what recommended in the PRCUTS for the Homebush Precinct. The proposed parking provision should be in accordance with the PRCUTS documents.

- v. The proposal should identify any upgrades required to existing pedestrian and cyclist access including links to Concord West Station and the Concord West Station underpass.
- vi. The subject proposal should identify appropriate funding mechanism/s for developer contribution to the regional infrastructure identified in the Implementation Plan of PRCUTS and subsequent transport study for Burwood-Concord and Homebush Precinct on an equitable basis, as required by the relevant planning authority.



Ms Jenny Rudolph
Director – Urban and Regional Planning
Elton Consulting
PO Box 1488
Level 6, 332-342 Oxford Street
BONDI JUNCTION NSW 1355

Attn: Vas Andrews

Dear Ms Rudolph

Planning Proposal 7 Concord Avenue, Concord West (PP_2017_CANAD_005_00)

Thank you for your correspondence dated 12 February 2018 regarding the subject proposal. The opportunity of reviewing the documents associated with the subject proposal during this pre-exhibition process is appreciated. It is understood that Roads and Maritime Services will provide a separate response.

As you are no doubt aware, the subject site is located in the Homebush Precinct that has been identified in the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The PRCUTS recommends an overarching frame work for urban renewal of the precincts along the Parramatta Road Corridor. This strategic work is based on planned capacity enhancement to the infrastructure, including the transport system along the Corridor. The Gateway Determination recognizes the aforesaid work and requires that the subject proposal be amended to address the requirements of the PRCUTS, particularly aligning the floor space ratio, affordable housing provisions and demonstrate consistency with the precinct wide traffic study, prior to public exhibition.

Detailed comments regarding the proposed approach for the subject proposal are contained in Tab A.

Thank you again for the opportunity of providing comments on the subject application. For further information or clarification regarding this matter, please contact Billy Yung, Senior Transport Planner, at Billy.Yung@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

13/3/2018

Mark Ozinga
**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

CD18/01292

Parramatta Road Corridor Urban Transformation Strategy

The PRCUTS has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the Environmental Planning and Assessment Act. On this note, it is understood that the proposed amendment to zoning, floor space ratio and building height controls under Canada Bay Local Environmental Plan for the subject site must be consistent with the PRCUTS to ensure the future infrastructure system will be able to accommodate the planned growth and the value of the PRCUTS would not be undermined.

Cumulative traffic impact of Homebush Precinct

It is understood that Council had previously prepared a Masterplan for the Concord West Precinct in 2013 and identified improvements to the traffic network in response to accommodate the planned additional dwellings in the Precinct. The traffic report prepared for the subject proposal suggests the use of the average trip rates for sites with good access to railway station in Sydney region under the RMS Technical Direction TDT 2013/04a. However, the traffic report does not address any future increase in traffic with consideration of the proposed density uplift in Homebush Precinct identified under the PRCUTS.

The PRCUTS, states that *‘Prior to any rezoning commencing, a precinct wide traffic study and supporting modelling will be required to be completed which considers the proposed land uses and densities, as well as future WestConnex conditions, and identifies the necessary road improvements and upgrades that will be required to be delivered as part of any proposed renewal in the Homebush Precinct.’* It is understood that the aforesaid precinct wide traffic study is now being undertaken by the relevant councils.

On this note, it is considered that the subject site should be designed around no net increase in traffic generation as compared with existing use if it is to proceed in advance of a more holistic precinct wide study. It is further noted that the subject proposal suggests that higher parking rates compared to those recommended in the PRCUTS for the Homebush Precinct. The current traffic study should require further work to demonstrate travel demand management measures through an evidence base that reduces car dependent trips.

As noted above, it is understood that Council has commenced the precinct wide traffic study and therefore it is recommended that the traffic report for the subject proposal should be revised to ensure the assumptions are consistent with the precinct wide traffic study. Prior to community consultation the planning proposal should be updated to demonstrate consistency with the findings of the precinct wide traffic study.

Funding mechanisms for road and transport improvements

The subject proposal should identify appropriate funding mechanisms towards the regional infrastructure identified in the Implementation Plan of PRCUTS on an equitable basis as required by the relevant authority.

Sustainable modes of travel

In promoting walking and cycling connections to the public transport network, the proposal should identify any upgrades require to existing pedestrian and cyclist access such as the Concord West Station underpass, with consideration of the existing and planned walking and cycling network in the Precinct.



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