



7 Concord Avenue, Concord West

Planning Proposal

Client:
FTD Holdings Pty Ltd and Floridana Pty Ltd

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Acronyms

Acronym	Term
AHD	Australian Height Datum
AEP	Annual Exceedance Probability
BASIX	Building Sustainability Index
CBD	Central Business District
DA	Development Application
DDA	Disability Discrimination Act
DCP	Development Control Plan
DPE	Department of Planning and Environment (formerly known as Department of Planning and Infrastructure)
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
IGS	Integrated Group Services
JRPP	Joint Regional Planning Panel
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
RAP	Remediation Action Plan
REP	Regional Environmental Plan
RPA	Relevant Planning Authority
RL	Registered Level

Acronym	Term
RMS	Roads and Maritime Services
SEPP	State Environmental Planning Policy
SREP	Sydney Regional Environmental Plan

Executive Summary

FTD Holdings Pty Ltd and Floridana Pty Ltd are seeking to redevelop a 1.5 hectare (approximately) industrial zoned site at 7 Concord Avenue, Concord West.

The proposal seeks to rezone the site to R3 Medium Density Residential to allow development of 3-8 storey buildings (maximum height of 25m), at a 1.76:1 Floor Space Ratio. These have been informed by the Urban Design Report prepared by Antoniades Architects and the Council's Concord West Precinct Master plan prepared by JBA and associated supporting studies.

It is estimated that the proposed redevelopment could deliver:

- » An indicative residential yield of approximately 290 residential apartments, catering for single person households, aged persons through to families
- » Improve access, connections and circulation for vehicles, pedestrian and cyclists though the site and to surrounding areas
- » Provide new and enhanced linkages to local and regionally significant recreational resources including Concord West railway station
- » Greatly improves flooding and drainage issues on the site, resulting in improved flood management issues within surrounding areas.
- » Provides communal open space and amenity that is not currently available

The planning proposal seeks to amend the Canada Bay Local Environmental Plan (LEP) 2013 to allow for residential purposes and to establish development controls to facilitate the site's redevelopment. This planning report considers the merits and justification for commencing the preparation of a LEP to amend the Canada Bay LEP 2013.

It is considered there is sufficient information to support a recommendation that the planning proposal be forwarded to the Minister for Planning for a Gateway Determination to facilitate any additional detailed studies and enable public exhibition.

Numerous benefits would arise from the redevelopment of the site including:

- » Incorporates leading practice urban design to revitalise the northwest section of Concord West and creates an improved transition to the current residential community to the north and east
- » 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 areas that includes recreational resources, Concord West railway station, Concord West neighbourhood centre and Liberty Grove.
- » Provides high quality public landscaped areas including communal and private open space. These areas provide places for 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.
- » Enhances the amenity and environment of the local area through improved streetscapes and footpaths
- » Provides new public access in the form of pedestrian and cyclist linkages through the site and a new internal road network to improve access and movement within the northern section of Concord West

- » Provides a safer local road and pedestrian environment. Rezoning the land will reduce the use of heavy vehicle movements within the adjoining residential area
- » Reduces car dependency due to its proximity to a range of sustainable transport options including Concord West railway station, buses and pedestrian and cycle routes
- » Eliminates land use conflicts
- » Significantly reduces flooding and drainage issues at the site and for the adjacent properties
- » Remediates contaminated land.

1 Introduction

1.1 Summary of the planning proposal

Applicant Details	FTD Holdings Pty Ltd and Floridana Pty Ltd
Property Details	7 Concord Avenue, Concord West, 2138 Lot 1 DP 219742
Proposal	Amend the Canada Bay LEP 2013 by: <ul style="list-style-type: none">» Amending the Land Use Zoning Map to rezone the site to R3 Medium Density Residential» Amending the Height of Building map to facilitate development to a maximum height of 25m» Amending the Floor Space Ratio map to facilitate development at a 1.76:1 Floor Space Ratio.

1.2 General

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.

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

- » Section 55 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).

It represents the first stage of the gateway plan making process, which initially seeks Council's support to forward the proposed LEP amendment outlined in the planning proposal to the Department of Planning and Environment (DPE) for a review and gateway determination.

The gateway determination will:

- » Identify if there is sufficient justification for the planning proposal to proceed
- » Confirm the technical investigations and consultation required
- » Establish the process and timeframe for continuing the assessment of the proposal.

As outlined in *A Guide to Preparing Planning Proposals*, the planning proposal is the first step in preparing the LEP amendment. The planning proposal will evolve throughout the process as relevant sections will be updated and amended in response to the outcomes of any further technical investigations required by the gateway determination and during consultation.

1.3 Purpose of report

The purpose of this report is to demonstrate to Canada Bay Council (Council) that there is sufficient planning justification to amend Canada Bay LEP 2013 as it relates to the land at 7 Concord Avenue, Concord West. Specifically, this report:

- » Details the proposed provisions of the LEP amendment
- » Describes the vision for the site that underpins the LEP amendment, including a concept plan demonstrating the desired ultimate development outcome for the site
- » Provides evidence to support the proposed LEP amendment based on technical planning, economic, urban design and traffic assessment
- » Justifies the proposed LEP amendment against all relevant statutory and strategic planning matters
- » Addresses the requirements for the preparation and lodgement of a planning proposal in the accordance with the EP&A Act and associated guides.

1.4 Structure

Section 55(2) of the EP&A Act and *A Guide to Preparing Planning Proposals* sets out the content and structure required for planning proposals. This report is structured in accordance with these provisions. However, it also includes introductory information about the site location and context. As such, this report is structured as follows:

- » **Section 1:** provides an introduction to the report and articulates its purpose
- » **Section 2:** describes the site's location and context and provides an overview of the background to the planning proposal
- » **Section 3:** provides an overview of the Planning Proposal in the format required by the EP&A Act and *A Guide to Preparing Planning Proposals*. The following sections address questions of the guide.
- » **Section 4:** Part 1 – Objectives and intended outcomes
- » **Section 5:** Part 2 – Explanation of provisions
- » **Section 6:** Part 3 – Justification
- » **Section 7:** Part 4 – Maps
- » **Section 8:** Part 5 – Community consultation.
- » **Section 9:** Part 6 – Estimated project timeline
- » **Section 10:** provides an overview of the key issues and next steps in progressing the rezoning and redevelopment of the site.

1.5 Supporting technical studies

A range of supporting studies addressing relevant planning and technical issues have been prepared to support this planning proposal including the following:

- » Urban Design Report by Antoniades Architects (**Appendix A**)
- » Flood Assessment (**Appendix B**) and Engineering Services Report (**Appendix C**) by Integrated Group Services (IGS)
- » Traffic and Transport Study by Traffic and Transport Associates (**Appendix D**)

- » Detailed Site Investigation for Contamination (**Appendix E**) Geotechnical Investigation (**Appendix F**) by Douglas Partners
- » Noise impact Assessment by SLR Consulting (SLR) (**Appendix G**)
- » Market research by Ray White.
- » Remediation Action Plan – Douglas Partners (**Appendix J**)

2 Site location and context

2.1 Local and regional 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 is 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 100 metres (m) 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.

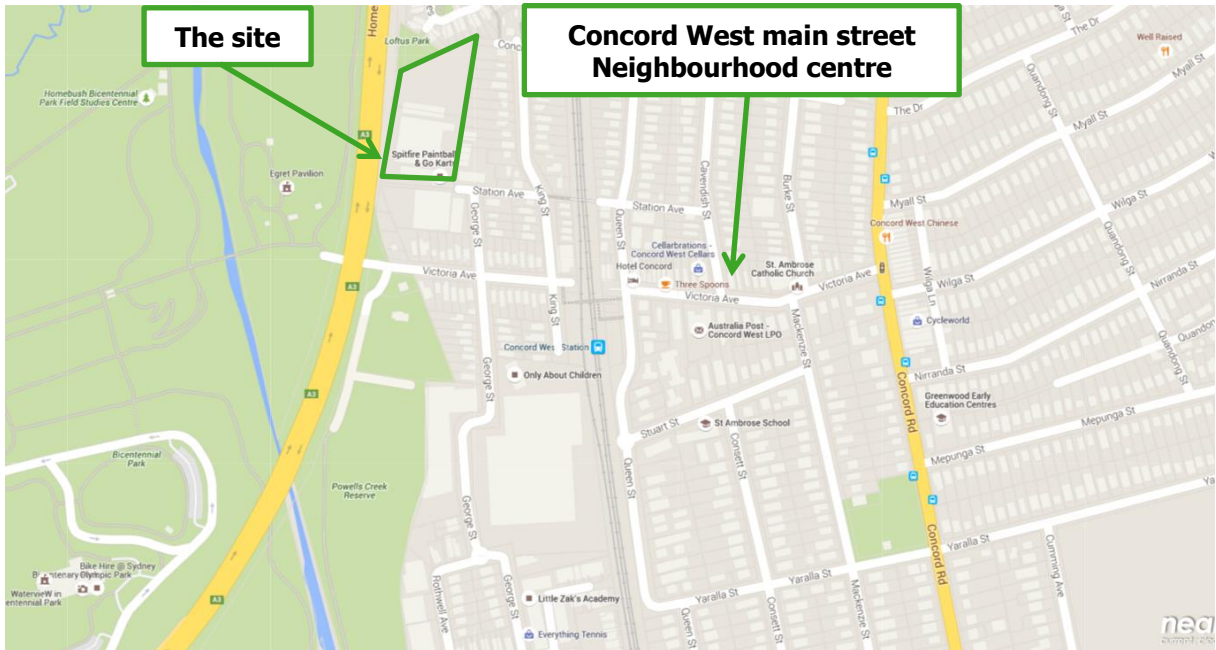
The site's locational and regional context is shown the figures below.

Figure 1 Regional context



Source: Nearmap (2016)

Figure 2 Local context



Source: Nearmap (2016)

2.2 Location

The site is located at No. 7 Concord Avenue, Concord West 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 boundary 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 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 sites' property fence is elevated by a retaining wall and setback approximately 10 metres 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 attached in **Appendix H**).

An aerial view of the subject site is shown in Figure 3.

Figure 3 Aerial view of subject site



Source: Nearmap (2016)

2.3 Existing development

The site currently comprises a warehousing facility and attached two-storey brick office building (approximately 5400sqm) surrounded by sealed and unsealed pavements and vegetation.

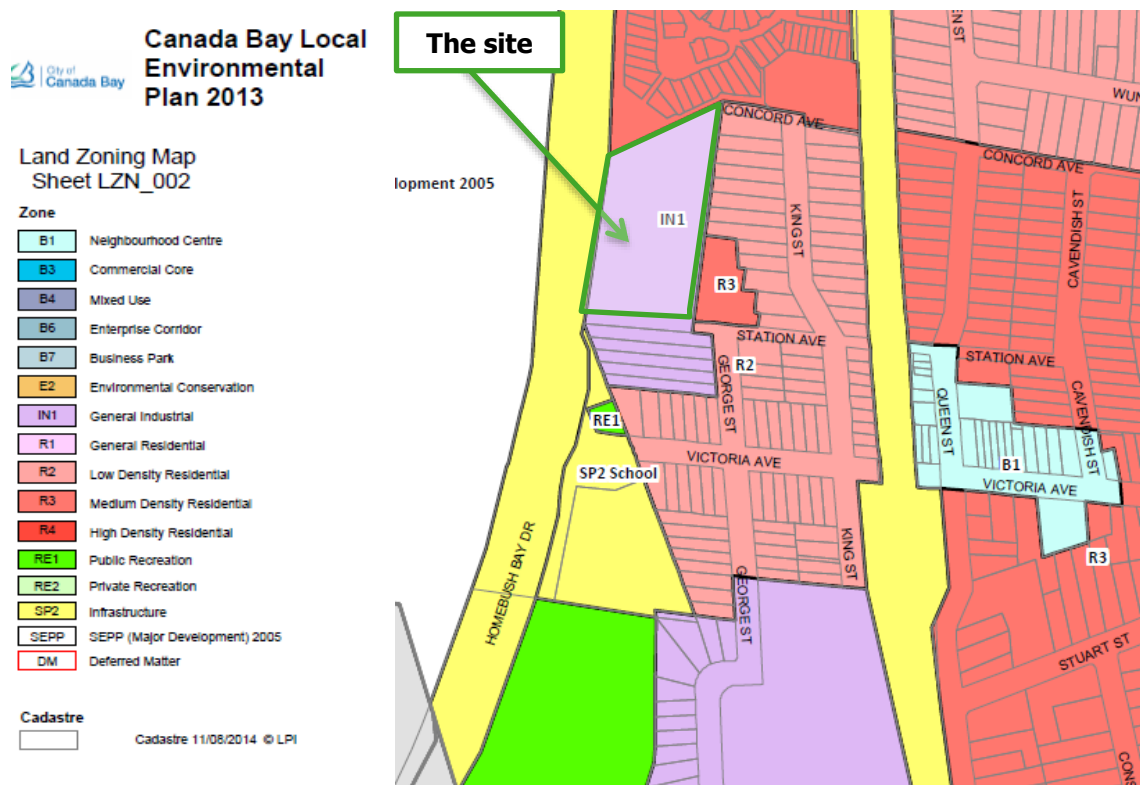
Spitfire Paintball currently uses the majority of the building for indoor paintball skirmish and indoor karting. Firmstone uses the northern end of the building for storage of equipment used for concreting. Spitfire Paintball and Firmstone both use office space at the southern end of the building.

2.4 Current planning controls

2.4.1 Zoning

The site is currently zoned IN2 General Industrial under the Canada Bay LEP 2013 as shown in Figure 4. Table 1 outlines the land use table for Zone IN1 General Industrial.

Figure 4 Current zoning of the site



Source: NSW Legislation (2016)

Table 1 Land use table – Zone IN1 General Industrial

Zone IN1 General Industrial	
Objectives	<ul style="list-style-type: none"> » <i>To provide a wide range of industrial and warehouse land uses.</i> » <i>To encourage employment opportunities.</i> » <i>To minimise any adverse effect of industry on other land uses.</i> » <i>To support and protect industrial land for industrial uses.</i>
Permitted without consent	<i>Environmental protection works</i>
Permitted with consent	<i>Depots; Freight transport facilities; General industries; Industrial training facilities; Light industries; Neighbourhood shops; Roads; Warehouse or distribution centres; Any other development not specified in item 2 or 4</i>
Prohibited	<i>Agriculture; Air transport facilities; Airstrips; Amusement centres; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Child care centres; Commercial premises; Community facilities; Correctional centres; Crematoria; Eco-tourist facilities; Educational establishments; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Function centres; Health services facilities; Heavy industrial storage establishments; Heavy industries; Helipads; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Places of public worship; Public administration buildings; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Restricted premises; Rural industries; Sex services premises; Tourist and visitor accommodation; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies</i>

Source: NSW Legislation (2016)

2.4.2 Development standards

The following development standards currently apply to the land:

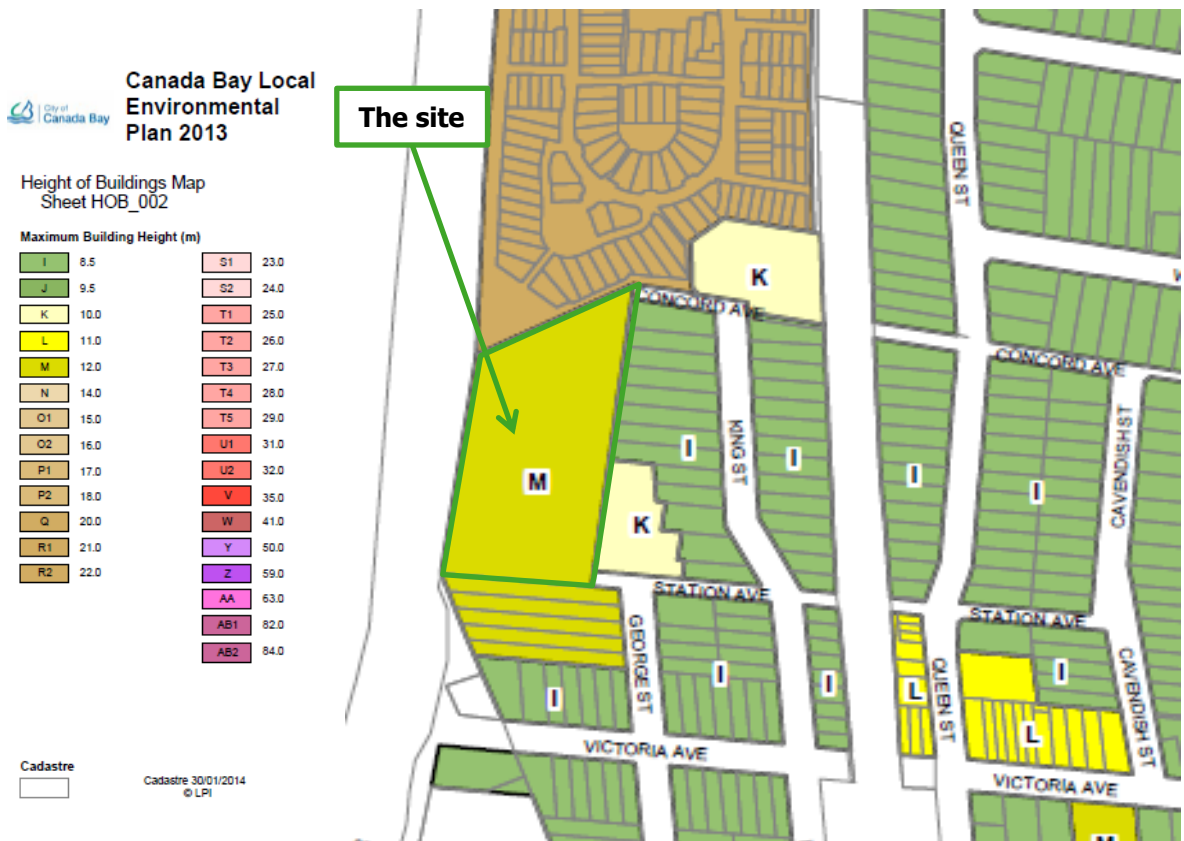
- » Minimum subdivision lot size for development of 450 square metres as shown in Figure 5.
- » Maximum building height of 12 metres as shown in Figure 6
- » Maximum Floor Space Ratio (FSR) of 1:1 as shown in Figure 7.

Figure 5 Current minimum lot size for the site



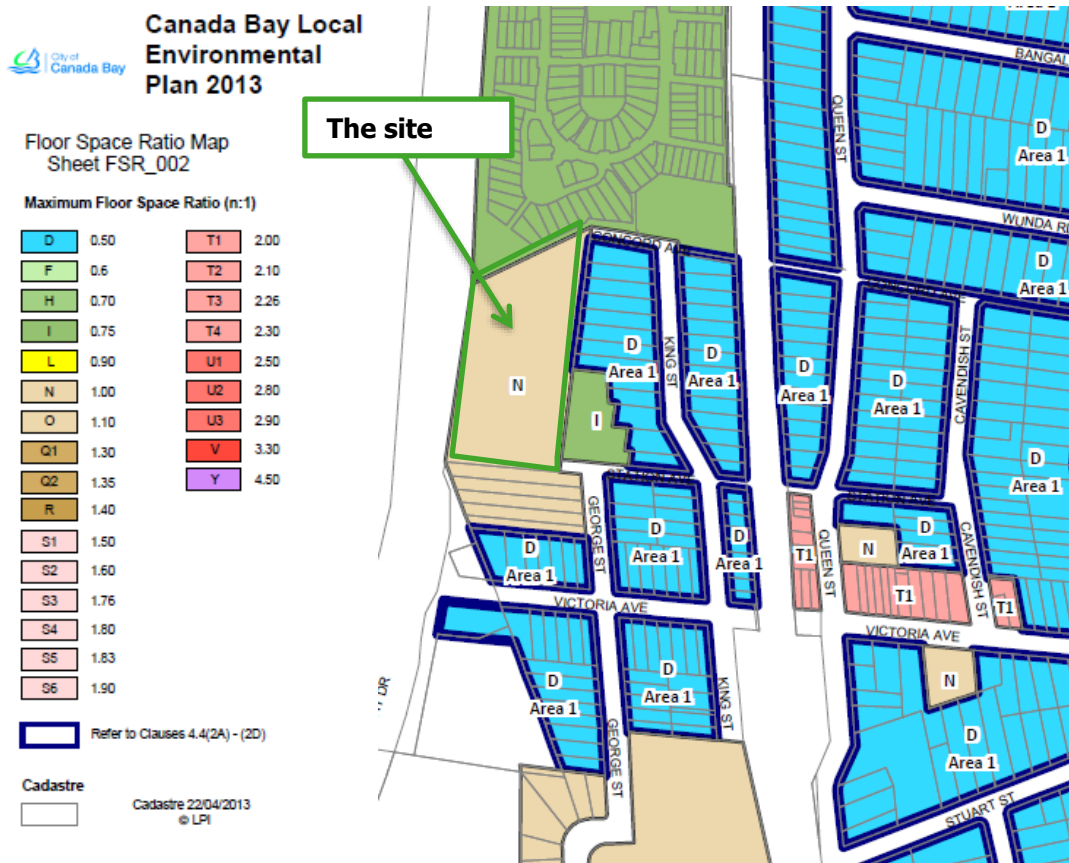
Source: NSW Legislation (2016)

Figure 6 Current building height controls for the site



Source: NSW Legislation (2016)

Figure 7 Current FSR control for the site



Source: NSW Legislation (2016)

2.4.3 Heritage

The site is not a heritage item or located within a conservation area. However, there are a number of heritage items within the vicinity of the site as shown in Figure 8. Item No 467 connects to the site at the south-western border and comprises Powell's Creek Reserve.

Figure 8 Heritage within the vicinity of the site



Source: NSW Legislation (2016)

2.5 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.

A detailed description of development surrounding the site is provided in Table 2 below, and illustrated in figures below.

Table 2 Description of surrounding development

Boundary	Description
Eastern	<p>The housing along the eastern boundary of the site consists of two main types. This includes:</p> <ul style="list-style-type: none"> » Two storey townhouses (21-dwelling development) at 2 Station Avenue. The dwellings are setback approximately 3-5 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 (over 20 metre) setback to the site fence.
Western	<p>The site is bordered by barrier of trees and Homebush Bay Drive. Bicentennial Park is located further west across Homebush Bay Drive.</p>
Northern	<p>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.</p> <p>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.</p> <p>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 detach dwellings which have frontage to King Street.</p>
Southern	<p>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:</p> <ul style="list-style-type: none"> » 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

Boundary	Description
	<p>multi-storey apartments with ground floor retail and residential uses above, and also includes a childcare facility and substation</p> <p>» 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.</p>

Figure 9 Adjoining modern residential developments (2 Station Avenue), from Station Avenue facing north east



Figure 10 Eastern boundary fence and adjoining residential developments (2 Station Avenue), from within the site facing east



Figure 11 Adjoining property to the south of the site (204 George Street), from within the site facing south



Figure 12 Street frontage of property at 204 George Street, from George Street facing



Figure 13 Aerial view of site and surrounds facing south



Source: Nearmap (2016)

Figure 14 Aerial view of site and surrounds facing west



Source: Nearmap (2016)

Figure 15 Aerial view of site and surrounds facing west



Source: Nearmap (2016)

Figure 16 Mixed use development at 27 George Street



Source: Nearmap (2016)

2.6 Opportunities and constraints

An assessment of the site and its context identified the following opportunities and constraints detailed in the table below. An overlay of the key opportunities and constraints is illustrated in Figure 17.

Table 3 Site opportunities and constraints

Opportunities	Constraints
Existing industrial uses are becoming less viable in this location and moving to medium density housing is a clear alternative. This is supported by the Hill PDA's socio economic study (Refer Section 6.1.1)	Isolation of the site from other facilities and the lack of critical mass of other industrial uses. Proximity of residential development also places additional constraints on business uses due to noise impacts and traffic impacts
Redevelopment must be economically feasible or no change will occur	Interface between new development and existing industrial sites needs to be carefully managed so that potential impacts can be consistently applied
Close proximity to mass transport being Concord West train station: between 300 – 400m and over 600m from local bus routes along Concord Road.	Traffic generation limits the development potential. This is mainly due to the disconnected street network that funnels all vehicular traffic through one entry/exit point at the intersections of George and Pomeroy Street
Close proximity to high quality recreational areas and facilities including Homebush Bicentennial Park, Powells Creek Reserve and Sydney Olympic Park	Limited vehicle access to the precinct and site by a single feeder road (George Street) and site is restricted to single entrance on Station Ave
New and improved local pedestrian and cycle connections to be provided across the site, to Liberty Grove and surrounding areas and beyond	Pedestrian and vehicular access to Bicentennial Park is via underpass at Victoria Avenue approximately 100m south of the site. Currently there is no pedestrian link along Homebush Bay Drive
Located over 400m from Concord West Neighbourhood centre	Commercial and retail opportunities are located on the eastern side of the railway line about 1km from the site
Located in a band of residential re-development along the railway line	Adjacent low density to the east will limit height and potential overshadowing and privacy impact
Excellent views of Bicentennial park and potential water views from upper floors toward Parramatta River	Noise and visual impacts from Homebush Bay Drive to the west of the site
About 1km walking distance to Rhodes town centre – potentially walkable if links were improved	No direct vehicle access through Liberty Grove through to Rhodes town centre
Has the potential with its immediate area to	Drainage and flooding issues to be addressed.

Opportunities	Constraints
absorb an increased population base to capitalise on the recreational opportunities, proximity to a local centre, a rail connection and proximity to a district centre in Rhodes	
Within close proximity to employment areas, surrounding centres, educational establishments (including the new Victoria Avenue public school) and medical facilities such as Concord West Hospital	Contamination and acid sulfate soils to be addressed.

Source: Concord Precinct West Master Plan - Urban Design Report, JBA (2014) and Urban Design Report, Antoniades Architects (2015)

Figure 17 Overlay of opportunities and constraints



Source: Urban Design Report, Antoniades Architects (2016)

2.7 Background to proposal

Below is a summary of the chronology of events that have leading up to the submission of this planning proposal.

Table 4 Chronology of events

Date	Description of event
2009-2010	<p>Canada Bay Local Planning Strategy 2010-2031</p> <p>The Canada Bay Local Planning Strategy (2010-2031) identified the Concord West Industrial Precinct (George Street) to be retained for industrial uses in the medium term and as being appropriate for investigation for potential rezoning within 5 years of the Canada Bay Local Planning Strategy being adopted.</p> <p>See Section 6.4.2.</p>
1 April 2010	<p>Due diligence and meeting with Council</p> <p>In April 2010 Elton Consulting was commissioned on behalf of joint venture partners FTD Holdings (Concord West) Pty Ltd and Floridana Pty Ltd to undertake a statutory planning review for site to determine the key issues planning risks and/or likely support for a rezoning in order to inform the purchase decision of the site.</p> <p>A meeting was held on 1 April 2010 with Canada Bay Council’s Executive Director Planning, Tony McNamara. The purpose was to obtain comments and advice from Council about the site’s suitability to be zoned residential, key planning issues from Council’s perspective and possible timing for the rezoning process.</p> <p>The Director indicated support for the justification for the site to be zoned residential. Council advised:</p> <ul style="list-style-type: none"> » To meet/discuss with DPE and discuss/convince them to enable the site to be changed to residential » That a submission as outlined in the meeting could be made to council to be considered as an input into the comprehensive LEP process » Council would not at this time process any rezoning “gateway applications” as they are currently focusing on the draft comprehensive LEP and draft local strategy » If DPE supported the change in zoning, then the landowner/developer could make a submission now and make a further submission during the exhibition of the draft LEP » The progress of the draft comprehensive LEP is being held up by two large sites/areas where discussions are occurring between NSW Government and Council. It is hoped that this can be resolved within a few months. » At this stage the site would be retained as industrial and could be reconsidered within the next 5 years for change to residential » That the risk for redevelopment of the site is an issue of timing, and is a risk for the developer/owner.
27 April 2010	<p>Meeting with the DPE</p> <p>A meeting was held with the Acting Director (South East Region) Michael File and Senior Strategic Planner, Susan Sky within the Sydney East Region on 27 April 2010. The Department of Planning indicated that they were not in a position at this time to</p>

Date	Description of event
	<p>support a rezoning. They recommended that the client:</p> <ul style="list-style-type: none"> » Undertake investigation or review of industrial lands, in conjunction with council (or with their support), in order to assess whether a justification for a rezoning is possible. » Consider other employment uses or industrial uses for the site, as access or traffic issues could be dealt with, given the site is close to the railway station. » Indicate why the site is not suitable for offices or retail. » Investigate the site for affordable housing purposes.
6 July 2010	<p>Preliminary submission to the draft Canada Bay LEP</p> <p>In July 2010 Elton Consulting on behalf of the owners made a submission to the forthcoming Canada Bay Comprehensive LEP in relation to site. This submission was a result of correspondence between Canada Bay Council and Elton Consulting, where Council indicated that a submission to the comprehensive LEP is the preferred option to achieve rezoning of the site.</p> <p>This submission provided reasoning and justification to Council to strategically consider the broader benefits of rezoning the currently underutilised industrial site for residential use and providing appropriate development standards as part of a new LEP. The submission proposed</p> <ul style="list-style-type: none"> » R3 Medium Density Residential zoning » FSR: 1.23:1 » Height: 6 storeys or 18m. <p>The submission included the following supporting studies an Urban Design Report by Antoniades Architects and Economic Rezoning Assessment undertaken by Location IQ.</p>
2 November 2010	<p>Council support for rezoning</p> <p>On 2 November 2010, Council resolved to adopt a draft LEP with the following controls, as they relate to the site:</p> <ul style="list-style-type: none"> » Zoning: R3 Medium Density Residential » FSR: No maximum FSR provided » Height: 12m building height, equivalent to 4 storeys. <p>Council also resolved to submit the draft LEP to the DPE and request that the Director-General issue a certificate under Section 65 of the EP& A Act to exhibit the draft LEP.</p> <p>The residential rezoning was considered appropriate by Council given that, in its current state, the site is unable to achieve all of its zoning objectives under the IN1 zone. It is constrained by surrounding residential development and located in a highly isolated position, making the impacts of industrial use difficult to contain from neighbouring residential properties.</p> <p>Advice obtained from DPE on 21 April 2010, suggested that the Government would consider a rezoning of the site if an outcome of the analysis of industrial lands could justify the change, and with the support of Council.</p>
7 October 2011	<p>Section 65 Certificate to enable public exhibition</p> <p>The Section 65 certificate issued by DPE to enable public exhibition stated that the rezoning of three industrial 'precincts' to residential use is not supported.</p>

Date	Description of event
	<p>The following excerpt is taken from the Section 65 certificate and provides details of the DPE's decision to revert back to an Industrial zone for the site.</p> <p><i>"In relation to the two Concord West sites [i.e. one of which being the subject site] and the Parramatta Road Industrial Precinct site in Five Dock, I have decided not to approve the inconsistency with Direction 1.1 and have included a condition in the certificate to retain their general industrial zoning for these sites.</i></p> <p><i>I am aware that a strategic review of planning controls for the Parramatta Road Industrial precinct is currently underway and that it is partly funded by the Department through the Planning Reform Fund. With this in mind, I expect the outcomes of this strategic review to underpin any future controls for this land.</i></p> <p><i>The rezoning of the Concord West sites to Medium Density Residential is considered to be premature. Should Council seek to rezone these industrial lands, Council is expected to undertake a proper strategic review to underpin the future planning controls for these sites. The review should factor in the findings of Council's Local Planning Strategy in relation to the future demand and supply of industrial land and the NSW Governments policies in relation to industrial land."</i></p>
<p>2011-2012</p>	<p>Exhibition of the Draft Canada Bay LEP 2011</p> <p>Council exhibited the draft LEP from 14 November 2011 to 24 February 2012.</p> <p>The site was proposed to be zoned IN1 General Industrial under the draft LEP as exhibited.</p> <p>There were no changes for the site or adjacent sites between the current and draft LEPs, with the exception of a minimum lot size of 450 sqm for the site</p>
<p>24 February 2012</p>	<p>Formal submission to the draft Canada Bay LEP 2011</p> <p>In February 2012 Elton Consulting, on behalf of the owners, made a submission to Canada Bay Council on the Draft LEP 2011.</p> <p>The submission recommended:</p> <ul style="list-style-type: none"> » R3 Medium Density Residential zoning » FSR: 1.74:1 » Height: 7 storeys.
<p>2013 – 2015</p>	<p>Future planning of the Concord West Precinct</p> <p>In 2013, Council engaged a number of consultants to undertake a strategic review of the industrial sites within the Concord West Precinct identified for potential rezoning to residential and redevelopment (including the site).</p> <p>The studies listed below have been prepared by Council to inform this process and are detailed in this report. The Socio-economic study indicated that the industrial use was no longer the highest and best use for the site. It recommended that an R3 Medium Density Residential zone be adopted. The master plan, traffic and flooding reports informed the capability assessment of the site. This included yield, building layout and a flood mitigation strategy.</p> <ul style="list-style-type: none"> » Socio-economic study prepared by Hill PDA (June, 2013) – Section 6.1.1 » Draft Concord West Precinct Master Plan prepared by JBA (May, 2014) – Section 6.1.2 » Draft Traffic, Transport, Accessibility and Parking Report by GTA Consultants (May, 2014) – Section 0 » Draft Flood Study for the Concord West Precinct (March, 2015) – Section 6.1.4

Date	Description of event
2015-2016	<p>Addressing stormwater and flooding issues</p> <p>Following Councils draft flood study, the applicant obtained through Agreement with Council, the Flood Study model. Various assessments and scenarios were considered. Meetings were held with council during 2016 to discuss key outcomes and solutions, as well as the need to improve community open space and amenity.</p>

3 Planning Proposal

In accordance with Section 55 (2) of the Act and the *Guide to Preparing Planning Proposals* (2012), the remaining sections in this report contain the Planning Proposal which addresses the following components:

- » **Part 1** – Objectives and intended outcomes
- » **Part 2** – Explanation of provisions
- » **Part 3** – Justification
- » **Part 4** – Maps
- » **Part 5** – Community consultation.

4 Part 1 Objectives and intended outcomes

4.1 Overview of objectives and intended outcomes

The principle objective of this planning proposal is to amend the Canada Bay Local Environmental Plan (2013) to support the redevelopment of the former industrial warehouse site at 7 Concord Avenue, Concord West for residential uses.

4.2 The Concept plan

Principles

The master plan was developed around four major guiding principles which are consistent with the intent of the Concord West Precinct Master Plan (see Section 6.1.2):

Principles

- » Improving access and circulation
- » Modulating building heights and massing across the site to create a relationship with the streetscape and surrounding buildings that responds to existing development patterns
- » Enhancing the amenity of the site through integration of open space and landscaping
- » Respond and managing flooding issues.

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

The concept

The concept plan comprises:

- » A new north / south publicly accessible road through the site and new cycle/pedestrian link along the western boundary integrating into the existing neighbourhood fabric
- » A residential flat building located at the southwest portion of the site, an L shaped residential flat building at the northwest portion of the site and three storey townhouses in three blocks along the eastern boundary of the site. Providing a mix of studios and 1 – 3+ bedroom units to meet current and future demand
- » A single level basement across the site incorporating flood mitigation measures including a swale and culvert system as well as a flood storage void situated between the basement and the ground floor
- » A range of building heights and setbacks that work together to ensure excellent amenity, both within the site and for surrounding properties, including:
 - > six to eight storeys concentrated on the west of the site scaled down to four storeys towards shared zone 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 northern 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
- » Incorporation of acoustic mitigation measures where required
- » On-street and off-street parking for the residents
- » Private communal open space areas and courtyards for the residents, including a roof top garden.
- » Publically accessible open space to be enjoyed by residents and the community that is adequately drained, sunlit and landscaped
- » The raising of common areas, private courtyards and internal roads above the 1% AEP flood level acts as a flood mitigation measure
- » 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 and providing an important resource for local wildlife.

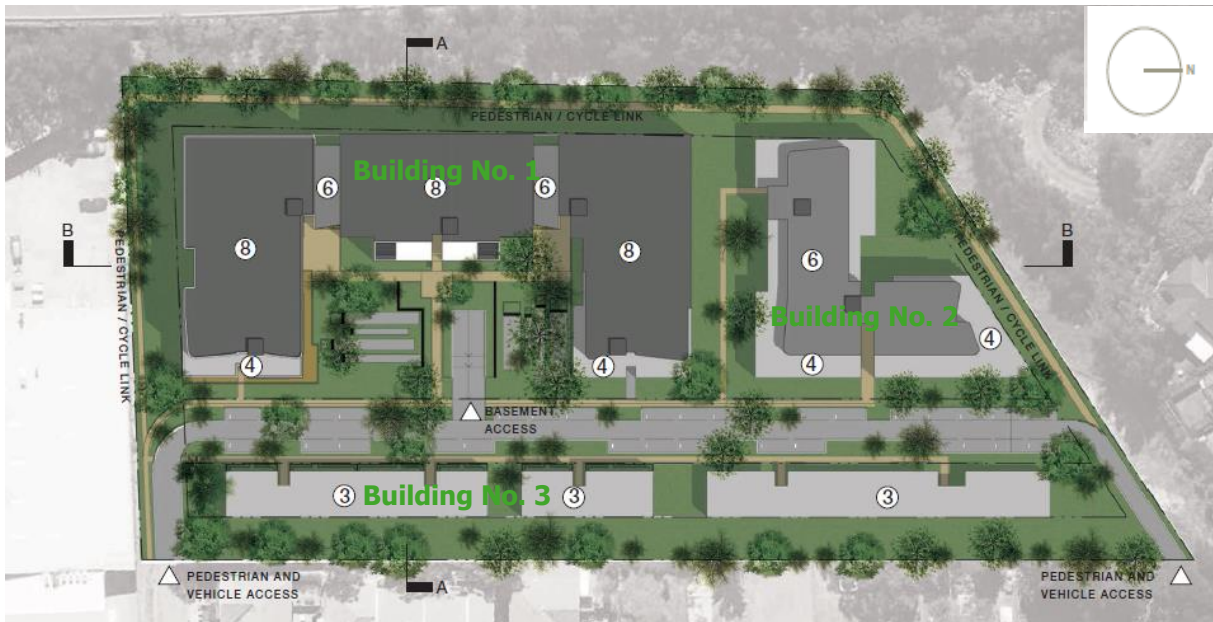
Based on concept the proposal could:

- » Deliver an indicative residential yield of approximately 290 residential apartments, catering for single person households, aged persons through to families
- » Improve access, connections and circulation for vehicles, pedestrian and cyclists though 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 which improves the flood management issues within surrounding areas.

The following figures provide an overview of the proposed layout and built form, access and circulation, the building height and setback strategy, open space and landscaping and flooding measures.

For further detail refer to the Urban Design Report (**Appendix A**).

Figure 18 Proposed layout and built form

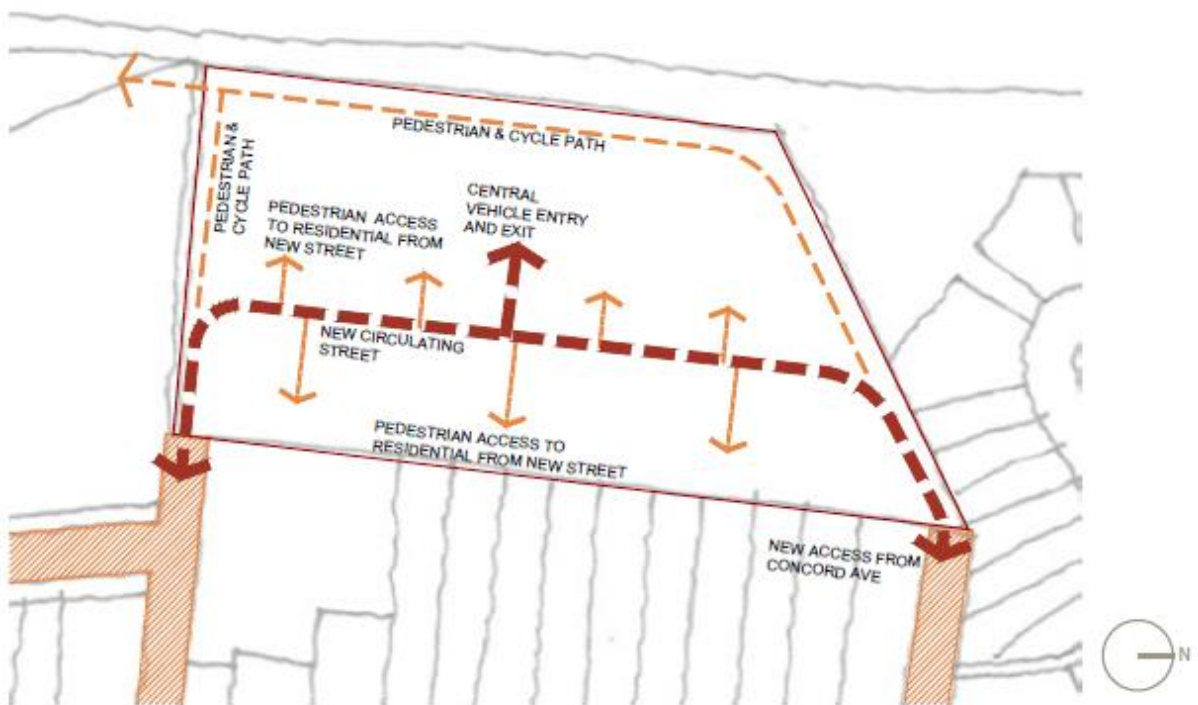


Please note: Numbers indicate maximum number of building storeys

Source: Urban Design Report, Antoniades Architects (2016)

Figures 19-22 demonstrate the principles on which the proposed concept is based.

Figure 19 Access and circulation



Source: Urban Design Report, Antoniades Architects (2016)

Figure 20 Height and setbacks



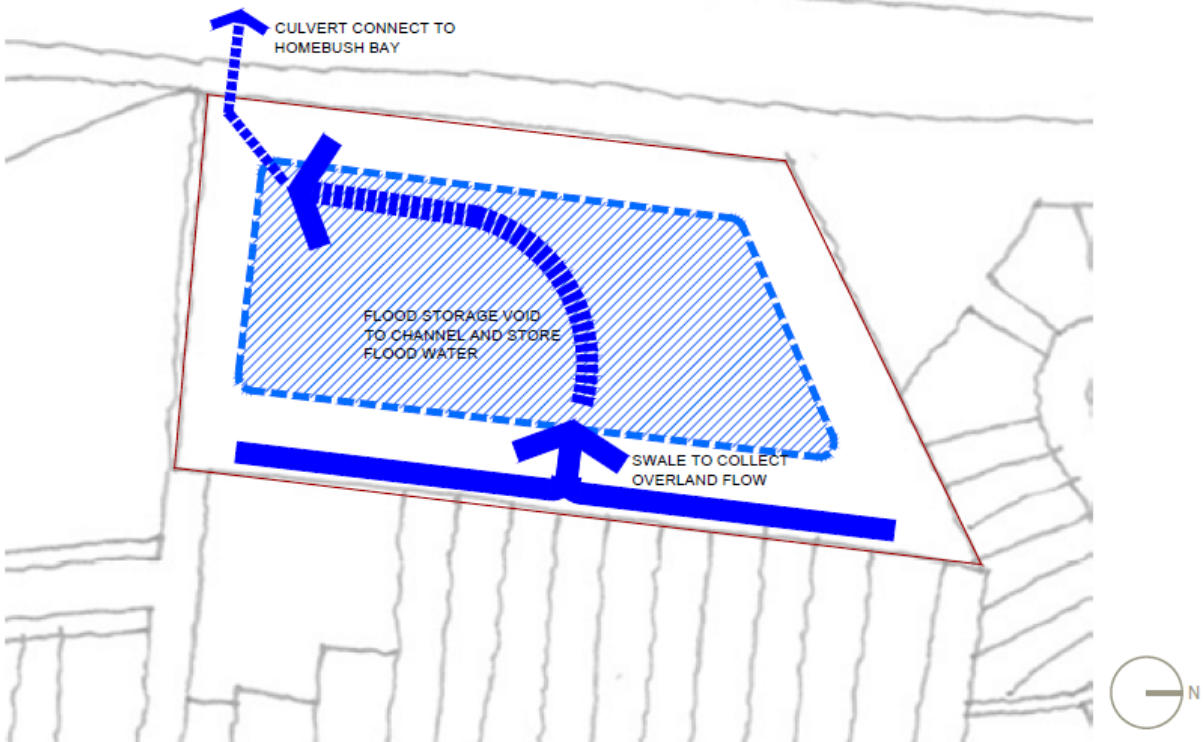
Source: Urban Design Report, Antoniades Architects (2016)

Figure 21 Landscaping and open space



Source: Urban Design Report, Antoniades Architects (2016)

Figure 22 Flooding



Source: Urban Design Report, Antoniadis Architects (2016)

5 Part 2 Explanation of provisions

Part 2 provides an explicit statement of how the objectives outlined in Part 1 of the planning proposal are to be achieved by means of amending the Canada Bay LEP 2013.

5.1 Proposed amendments to Canada Bay LEP 2013

The proposed redevelopment of the site at 7 Concord Avenue, Concord West will be achieved by amending the Canada Bay LEP 2013:

- » Land Zoning Map, from IN1 General Industrial to R3 Medium Density Residential Development
- » Floor Space Ratio (FSR) Map from a maximum floor space ratio of 1:1 to 1.76:1
- » Height of Building Map to from a maximum building height 12m to 25m.

The new planning controls provide:

- » R3 zone that allows for medium density residential uses including attached dwellings (terraces), residential flat buildings, multi dwelling housing as well as seniors housing and child care centres. The R3 land use table. An extract of the R3 Medium Density Residential Land Use Table in the Canada Bay LEP 2013 is outlined in Table 5 below.
- » Floor space ratio control of 1.76:1 (the proposal requires a FSR of 1.7:1) across the site to guide the future development yield outcomes
- » Building heights that would allow a transition of building heights across the site. The taller buildings would be located towards western portion of the site, up to a maximum of 25m (4 – 8 storeys) and 9m (3 storey buildings) along the eastern boundary of the site to mitigate overshadowing and overlooking of surrounding residential properties.

Table 5 Land use table Zone R3 Medium Density Residential

Zone R3 Medium Density Residential	
1 Objectives of zone	<ul style="list-style-type: none"> » <i>To provide for the housing needs of the community within a medium density residential environment.</i> » <i>To provide a variety of housing types within a medium density residential environment.</i> » <i>To enable other land uses that provide facilities or services to meet the day to day needs of residents.</i>
2 Uses permitted without consent	<i>Environmental protection works</i>
3 Uses permitted with consent	<i>Attached dwellings; Bed and breakfast accommodation; Boarding houses; Boat sheds; Building identification signs; Business identification signs; Child care centres; Community facilities; Environmental facilities; Exhibition homes; Group homes; Jetties; Multi dwelling housing; Neighbourhood shops; Places of public worship; Public administration buildings; Recreation areas; Residential accommodation; Respite day care centres; Roads; Schools; Seniors housing; Water recycling facilities</i>
4 Prohibited uses	<i>Rural workers' dwellings; Shop top housing; Any other development not specified in item 2 or 3</i>

If approved, the planning proposal would include the maps described below and shown at Part 4 Maps.

Table 6 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
Height of Building	This map will show the maximum height of buildings in 'Australian Height Datum Reduced Levels at the site to be 25m (equivalent to 8 storeys)
Floor Space Ratio	This map will show the maximum floor space ratio for the site being 1.76:1

5.2 Site specific development controls

Council indicated they intend to draft a set of site-specific development controls for the redevelopment sites in the Concord West Precinct including the site; based on the JBA master plan. It is intended that these controls be included in the LGA wide Canada Bay Development Control Plan (DCP) 2014.

The site-specific controls could comprise objectives, local context analysis, vision and 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 8 to 3 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.

The preparation of the site-specific controls will also provide certainty to the Council and community about the future redevelopment of the site.

6 Part 3 Justification

This section describes the reasoning for the proposed rezoning and key development controls for the site, taking into consideration the intended outcomes and objectives outlined above.

This section specifically responds to Section 2.3(a) Questions to consider when demonstrating the justification in *A guide to preparing planning proposals*; outlining the need for the planning proposal, its strategic planning context, the environmental, social and economic impacts and the implications for State and Commonwealth government agencies.

Section A – Need for the planning proposal

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

Yes. Council identified several industrial sites and defined a study area within the Concord West Precinct. This included the site; identified as 'Site No. 1' in Concord West Precinct Master Plan (see Figure 27).

The proposed rezoning is a result of the following studies undertaken for the Concord West Precinct on behalf of Council:

- » 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).

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

6.1.1 Concord West socio-economic study (2013)

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 subject site located within Cluster 1 (see Figure 24).

This followed on from the Canada Bay Local Planning Strategy 2010-2031 (see Section 6.4.2) 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 - evidence base

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

Table 7 Key findings - How the Concord West Precinct is changing

Analysis	Summary
<p>Audit by Council</p>	<p><i>An Audit of the Precinct and its land uses was undertaken with the results compared to an Audit undertaken by Council in 2006. It was found that:</i></p> <ul style="list-style-type: none"> » <i>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;</i> » <i>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;</i> » <i>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; an</i> » <i>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.</i> <p>The site</p> <p>In respect of the site the study found:</p> <ul style="list-style-type: none"> » The site 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 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.
<p>Stakeholder consultation</p>	<p><i>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.</i></p> <p><i>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</i></p>

Analysis	Summary
	<p><i>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</i></p> <p>A submission was made by Elton Consulting on behalf of the site owners. The key issues raised in the submission relate to:</p> <ul style="list-style-type: none"> » Requested rezoning of the site to residential. It was argued that the residential redevelopment of the Subject 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 <p>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.</p>
<p>Market Research</p>	<p><i>The issues raised by Stakeholders during the consultation workshops were reinforced by our 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.</i></p> <p><i>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 GFC 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.</i></p> <p><i>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.</i></p>
<p>Employment Forecasts</p>	<p><i>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</i></p>

Analysis	Summary
	<p><i>the finance and insurance sector (which are not permissible within the IN1 General industrial Zone).</i></p> <p><i>Adjusting for these two industries, the Precinct would experience a notable decline in industrial jobs and thereby demand for employment lands. The Study therefore modelled a third scenario whereby commercial uses were permitted within the Precinct as a result of its rezoning. On this basis it was found that whilst demand for floor space would increase, demand for land would still decline owing to the higher building and employment density of these uses.</i></p>
<p>Feasibility Analysis</p>	<p><i>Another piece of the jigsaw puzzle was investigated through the assessment of 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. Explaining this point further:</i></p> <ul style="list-style-type: none"> » <i>As there is limited demand for industrial space (unless heavily discounted or incentivised) in the Precinct;</i> » <i>There is minimal financial incentive to buy and redevelop land within the Precinct for industrial uses.</i> <p><i>Our 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.</i></p>

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

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.).

Testing

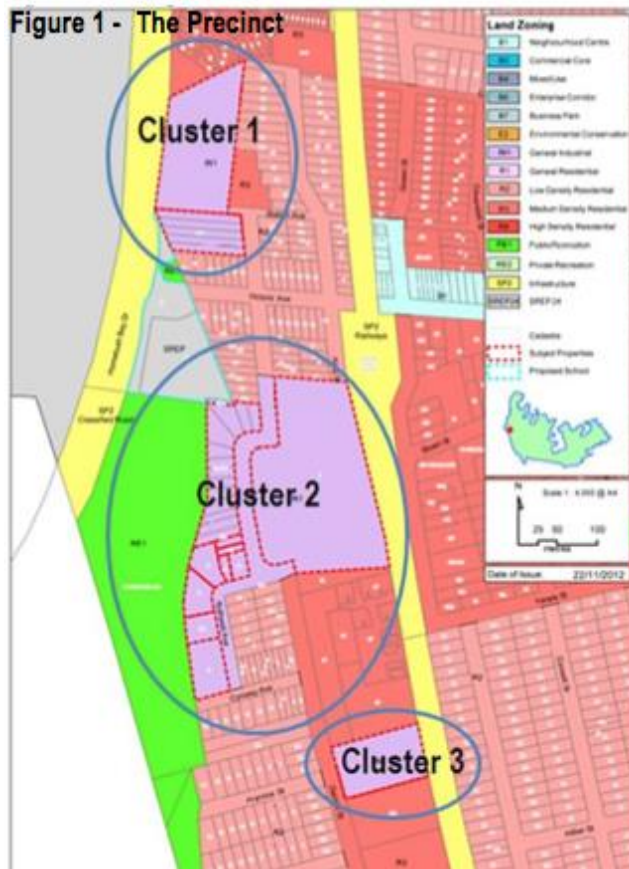
In light of the research by Hill PDA, modelling, testing and consultation results discussed above, three planning Scenarios were tested in order to ascertain the implications and ramifications of altering the IN1 General Industrial zone which currently applies to the employment sites. These included:

- » 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; and
- » 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).

In order to test the social and economic impacts of each Scenario, five key local and state government planning policies were identified; this included an assessment against the Industrial Lands Strategic Assessment Checklist provided in the draft Metropolitan Plan (as described below). The implications of

each Scenario and their contributions to each of the five key policy areas were subsequently ranked against each criterion.

Figure 23 The Concord West Precinct



Source: Concord West Industrial Land Brief – Socio Economic Impact Study amended by Hill PDA

Industrial Lands Strategic Assessment Checklist

An assessment against the Industrial Lands Strategic Assessment Checklist is reproduced at **Appendix I**. In summary, while Scenario 3 does not directly support all of the objectives of the Section 117 Direction or draft Metropolitan Strategy Checklist, it does seek to enable the growth and efficient use of an accessible location in Sydney’s Inner West Subregion. The rezoning is considered appropriate to enable the renewal of a declining employment area by allowing for a broader range of uses that make efficient use of a location that benefits from good infrastructure (i.e. close access to rail, regionally open space and schools). As a result Scenario 3 would seek to balance the demands for growth and housing whilst protecting genuine employment generating uses and urban support services.

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 Subregion. 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 which a much-needed use in Sydney.

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 Subregion. 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.

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.

Council resolution

On the 6 August 2013 Council considered the findings of Hill PDA's study and resolved:

1. *THAT Council endorse the future rezoning of the following properties from IN1 General Industrial to R3 Medium Density Residential:*
 - > *7 Concord Avenue, Concord West*
 - > *202-210 George Street, Concord West*
 - > *172-184 George Street, Concord West*
 - > *2-10 Rothwell Avenue; Concord West*
2. *THAT Council endorse the future rezoning of 1 King Street, Concord West from IN1 General Industrial to B7 Business Park.*
3. *THAT Council review the rezoning of 25 George Street, Concord West in conjunction with the owners of 25 George Street.*

4. *THAT 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*
5. *THAT 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.*
6. *THAT 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.*

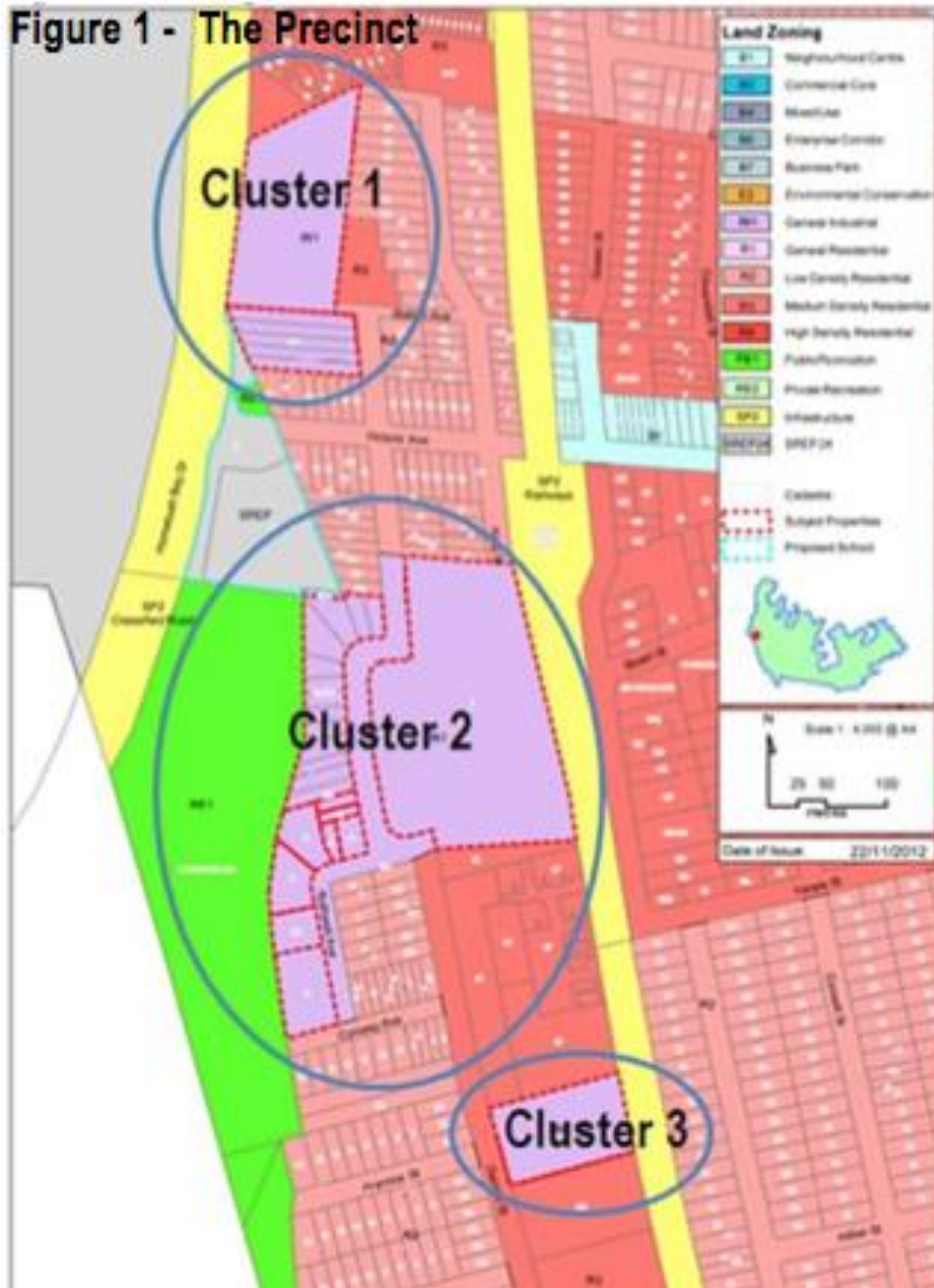
In response to this resolution Council prepared a master plan for the precinct together with a Draft Traffic, Transport, Accessibility and Parking Report and Draft Flood Study. An overview and assessment of these studies is provided below.

Assessment

The proposed planning proposal is consistent with the recommended zoning outlined in the socio economic study and subsequent master plan (see 6.1.2 below).

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 is still predominately vacant today.

Figure 24 The Concord West Precinct



Source: Concord West Industrial Land Brief – Socio Economic Impact Study amended by Hill PDA

6.1.2 Draft Concord West Precinct Master Plan (2014)

Following the preparation of the socio-economic study Council contracted JBA consultants to prepare a draft Master Plan for the Concord West Precinct.

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.

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 (Figure 25 – Figure 30) illustrate the detailed master plan, development principles, built form controls and public domain improvements with respect to the site (identified as No.1 in the northern precinct).

The tables below provide an assessment of the proposed concept plan and planning proposal (as outlined in Section 4.2 of this report) against the draft master plan.

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 25 Building heights principles plan (Site 1 and 2)

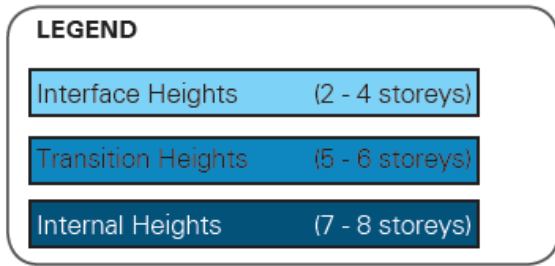
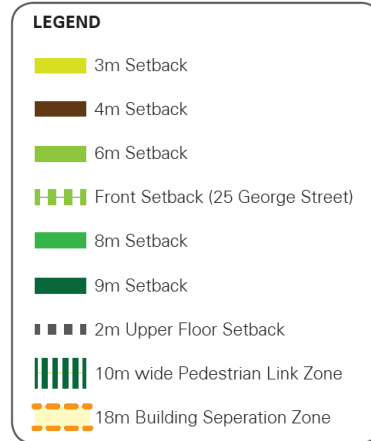


Figure 26 Setback plan(Site 1 and 2)



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

Figure 27 North Precinct detailed master plan



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

Figure 28 Development principles sites 1-3

North Precinct (Sites 1-3) - Development Principles



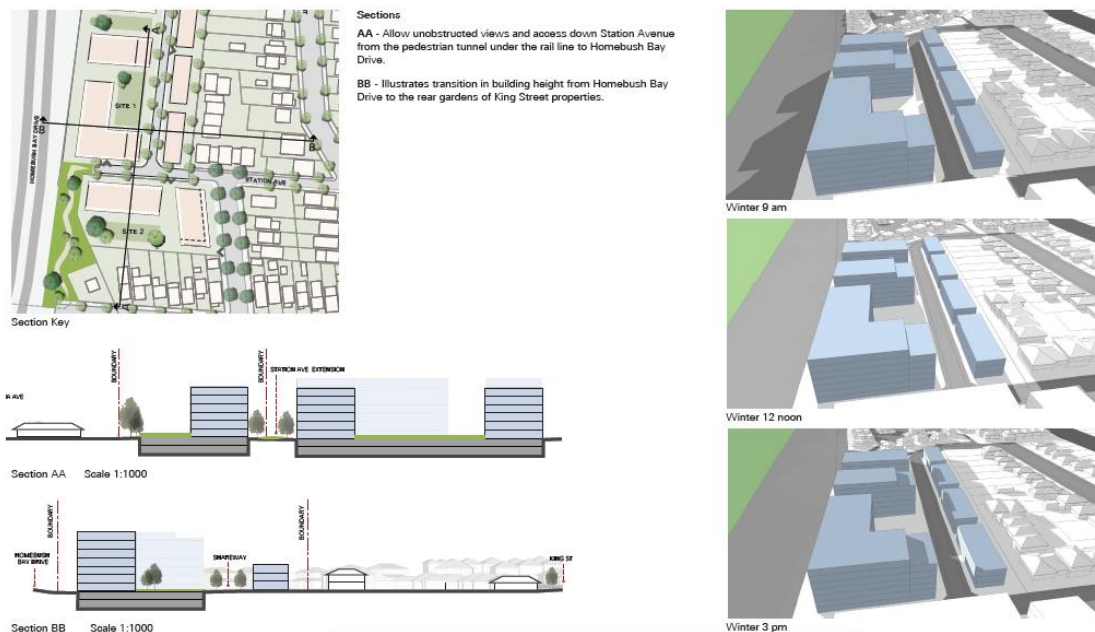
Source: JBA, Draft Concord West Precinct Master Plan (2014)

Figure 29 Public Domain Plan



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

Figure 30 3D Views and sections



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

Assessment

In summary, this planning proposal is generally consistent with Council's master plan prepared by JBA. The variations proposed including the higher development yield, reduced setbacks and minor changes to the built form layout of the south-western building have been informed by more detailed technical studies and design including geotechnical, contamination, traffic and flooding as detailed in Section 6.8. The changes are also to ensure the redevelopment is economically feasible. This includes:

- » Additional space required for drainage, stormwater pits and pipes and new pedestrian/cycle link
- » The provision of landscaped buffers to assist in minimising adverse impacts from adjacent Homebush Bay Drive as well as providing privacy and acoustic barrier to adjacent dwellings while supporting biodiversity
- » Higher density to ensure adequate management of environmental issues on the site and surrounding areas (flooding, contamination and acid sulphate soils)

Table 8 Assessment of proposal against Council's Concord West master plan

Development principles	Assessment of compliance/comments	Compliance
Lower Scale Buildings – to be located to the east of the site to interface with existing residential and have minimal impact on neighbouring lots.	3 storey townhouses will be provided along the eastern boundary of the site to minimise overshadowing impacts.	✓
Larger Scale Buildings – to be located to the west of the site and incorporate noise mitigation measures	4 – 8 storey buildings have been provided at the southwest portion of the site and 4 – 6 storeys to the northwest. Noise mitigation measure will be incorporated into the design of the building. See Figure 18 and Figure 20 and Acoustic Assessment at Appendix G .	✓
Internal Circulation – connects Station Ave to Concord Avenue with a publicly accessible street or share way. Also provide access to Site 2.	A new street has been provided to connect Station Avenue to Concord Avenue. This will provide a space to be shared safely between pedestrians and vehicles. See Figure 19.	✓
Flood Risk – potential for flooding to be considered in new buildings and the impacts to existing housing.	<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 properties adjacent to the site.</p> <p>All habitable spaces are designed to be above 1 in 100 ARI level with sufficient freeboard to comply with council requirements. Access roads are positioned to ensure continuous access to the buildings in the event of flooding.</p> <p>A swale and culvert system as well as a flood storage void above the basement carpark is proposed to address overland flooding issues at the site. As detailed in the Urban Design Report (Appendix A) and Flood Impact Assessment (Appendix B) these measures will</p>	✓

Development principles	Assessment of compliance/comments	Compliance
	<p>improve drainage and flooding issues at the site and for surrounding properties.</p> <p>The flood assessment model was peer reviewed by Cardno to ensure the suitability of the proposed flood mitigation measures as well as probable examples.</p> <p>See Section 6.8.3 for more information.</p>	
<p>Station Avenue – Upgrade street as seamless continuation of the internal circulation of Site 1 through to King Street.</p>	<p>This may be undertaken by Council as part of the development contributions sought at the development application stage.</p>	✓
<p>Pedestrian Connection – landscaped path connecting the extended Station Avenue to Victoria Avenue.</p>	<p>The new share way through the site will be landscaped. Further a new pedestrian/cycle link is proposed along the western boundary of the site linking into surrounding networks in accordance with GTA Report (see 6.1.3).</p>	✓

Table 9 Assessment of compliance against the key features of the Draft Concord West Precinct Master Plan

Feature	Draft Master plan	Proposal	Assessment of compliance/comments
Dwelling yield	255 units	290 units Refer Appendix A.	Generally consistent. The proposal provides for an additional 35 units than anticipated in the JBA master plan. It is considered that the site can accommodate the additional yield see Section 6.8 for justification.
Building foot print	<ul style="list-style-type: none"> » Western: 3 separate buildings » Eastern: 4 separate buildings <p>Refer Figure 25 and Figure 27.</p>	<ul style="list-style-type: none"> » Western: 2 separate buildings » Eastern: 3 separated buildings <p>Figure 18 and Figure 20.</p>	<p>Generally consistent. A rectangular horseshoe shaped building is provided at the southwest portion of the site. While an L shape building is provided at the northwest consistent with the master plan. The proposed design:</p> <ul style="list-style-type: none"> » responds to flooding stormwater issues » minimises adverse impacts on existing adjacent residential uses » maximises open space, access and connections » achieves good solar access and cross ventilation to units.
Number of storeys	<ul style="list-style-type: none"> » Western buildings: ranges from 6 to 7 storeys to south west and 4 – 6 	<ul style="list-style-type: none"> » Western buildings: <ul style="list-style-type: none"> > 4 to 8 storeys to the south-west 	<p>Western:</p> <ul style="list-style-type: none"> » Southwest building generally consistent although exceeds by 1 storey. » Northwest buildings consistent at 4 to

Feature	Draft Master plan	Proposal	Assessment of compliance/comments
	<p>storeys at north west.</p> <ul style="list-style-type: none"> » Eastern buildings: 3 storeys » Refer Figure 25 and Figure 27. 	<p>> 4 to 6 storeys to the north-west</p> <ul style="list-style-type: none"> » Eastern buildings: 3 storeys <p>Figure 18 and Figure 20.</p>	<p>6 storeys.</p> <p>Eastern:</p> <ul style="list-style-type: none"> » Consistent at 3 storeys.
Setbacks	<ul style="list-style-type: none"> » Western boundary: 9m » Eastern boundary: 8m » Northern boundary: 6m » Southern boundary: 18m building separation zone <p>Refer Figure 26.</p>	<ul style="list-style-type: none"> » Western boundary: 9m » Eastern boundary: 8m » Northern boundary: 6m » Southern boundary: 9m to boundary <p>Figure 26.</p>	<p>Consistent.</p>
Zoning	R3 Medium Density Residential	R3 Medium Density Residential	Consistent.
Maximum Building height	25m	25m	Consistent.
Maximum FSR	1.6:1	1.76:1	<p>Generally consistent.</p> <p>Higher density proposed is due to feasibility ensuring adequate management of environmental and flooding issues on the site.</p>

6.1.3 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 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 10 Key findings/recommendations GTA Draft Traffic, Transport, Accessibility and Parking Report

Issue	Summary of key findings/recommendations
Car Parking Considerations	
Future 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 (see Section 6).
Resident Parking Scheme	<p>As detailed above, it is recommended that a resident parking scheme be implemented to manage future on-street car parking demands in the vicinity of the development sites. Eligibility for the resident parking scheme would be limited to existing residents of the precinct and would not be available to residents of the rezoned lands.</p> <p>The details of any future resident parking scheme would need to be determined as part of a detailed parking study for the area.</p>
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>
Walking and Cycling Network	<p>A number of opportunities to improve the local pedestrian and cycle network have been identified, as follows:</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

Issue	Summary of key findings/recommendations
	<p>rail crossing (potential for integration with broader street improvements)</p> <ul style="list-style-type: none"> » 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>An overview of the potential upgrades is provided in Figure 31.</p>
Shared zones	<p>A number of shared zone treatments are earmarked for a number of the development sites within the study area.</p> <p>To be considered for a Shared Zone treatment, each location should comply with the TfNSW Policy and Guidelines for Shared Zones. In this regard the following key characteristics should be met:</p> <ul style="list-style-type: none"> » the traffic volume in a Shared Zone should be less than 100 vehicles per hour and less than 1000 vehicles per day » the current speed limit on a road earmarked to be a Shared Zone should be less than 50km/h » a Shared Zone should be less than 400 metres in length » the current carriageway should be a minimum of 2.8 metres in width » the road must not be located along a bus or heavy vehicle route, except for delivery or garbage uses. <p>A high level review suggests that any Shared Zones provided within the future development sites would meet the above criteria. However, a detailed review of any future Shared Zone treatments would be required at the design stage.</p>
Public transport	<p>As detailed earlier, 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>
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 40 m 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</p>

Issue	Summary of key findings/recommendations
	<p>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>Traffic generation</p>	<p>The rezoned lands are proposed to be developed as transit oriented developments. Reference has been made to the RMS Guide to Traffic Generating Developments (2002) 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>
<p>Traffic impact</p>	<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>
<p>Community consultation</p>	<p>In November 2013, two community workshops were held to allow the existing Concord West community to provide their suggestions, concerns and ideas for the future Master Plan. It is noted that the workshops were held prior to a draft master plan finalisation. The workshops provided the community an opportunity to comment on the following key areas:</p> <ul style="list-style-type: none"> » Built form » Public domain / Open space » Traffic and Transport Plan being considered by the Consultant team.

Source: GTA

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.

Assessment

A Traffic and Transport Assessment by Transport and Traffic Planning Associates (**Appendix D**) has been prepared to support this proposal. In summary the proposed development is generally consistent with the recommendations proposed in GTA's report as follows:

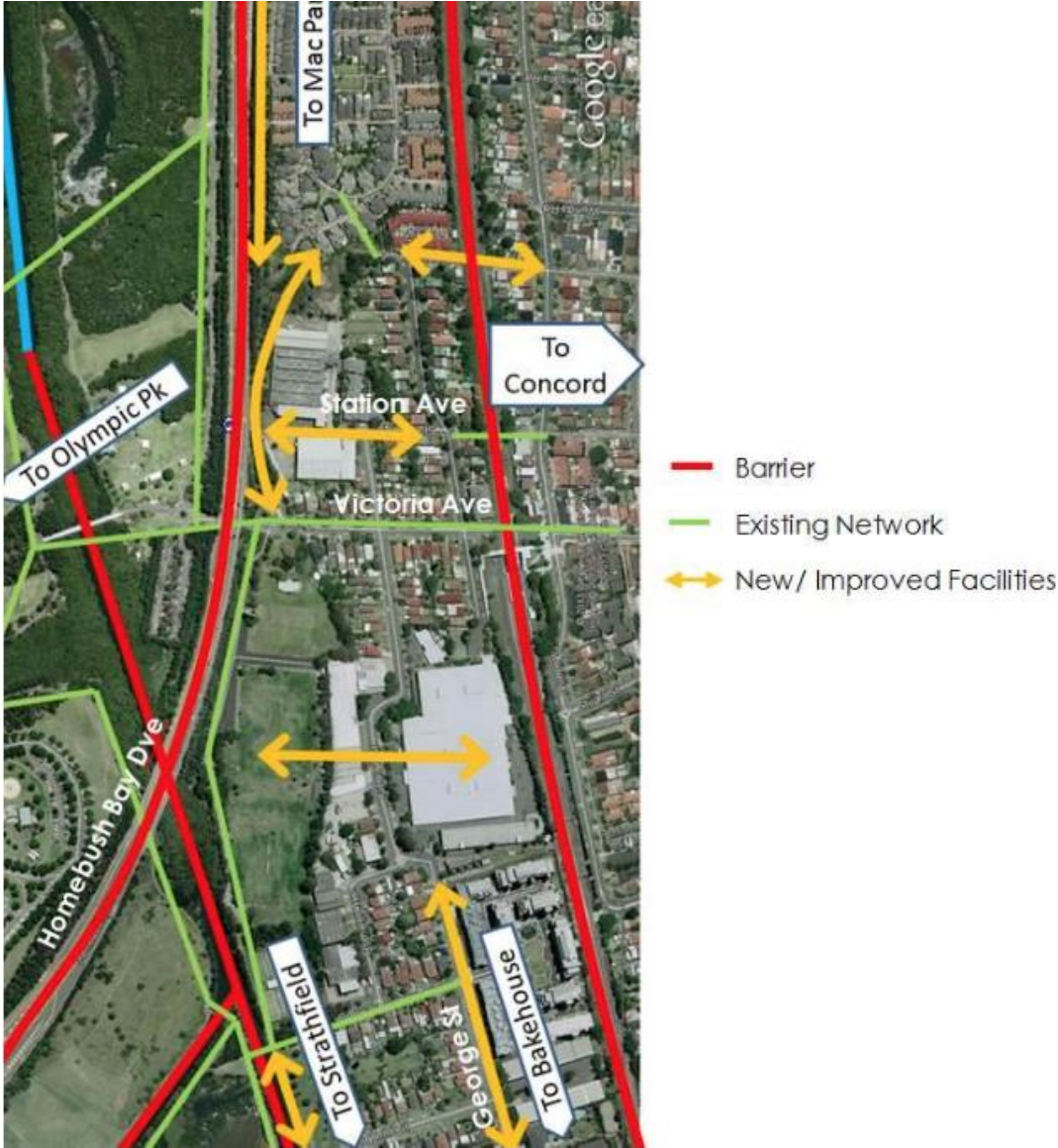
- » The proposed reduced car parking rates have been adopted
- » Bicycle rates are supported
- » A new share way street through the site will be provided linking Station Avenue to Concord Avenue
- » A new pedestrian/cycle link is proposed along the western boundary of the site linking into surrounding

It is noted however that the proposal seeks to provide an additional 35 dwelling to what was anticipated in the JBA master plan and traffic assessment. The traffic generation of the proposed residential development is considered to be very similar to that of the former manufacturing use on the site and considerably less than those identified by GTA.

As such, Traffic and Transport Assessment by Transport and Traffic Planning Associates assessment (**Appendix D**) indicates that the proposed residential zoning traffic can be accommodated within the traffic calculations assessed by GTA. The assessment does note however that if concerns still remain in relation to the operation of the George Street / Pomeroy Street intersection it is recommended that the proposed additional morning peak NO PARKING restrictions are implemented.

Refer to Section 6.8.1 of this report for detailed discussion about the traffic, transport, accessibility and parking implications.

Figure 31 Potential Bicycle Network Upgrades



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

6.1.4 Draft Flood Study for the Concord West Precinct (2015)

Overview

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

In particular, the key objectives of the draft Flood 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 upgrade, construction of flood ways 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, 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 box and Figure 32.

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

- » The mitigation option involving overland path flow from Victoria Avenue sag point through Olympic Park land to Powells Creek will need to be discussed with Sydney Olympic Park Authority
- » Additional investigations are to be undertaken to assess robustness of the mitigation strategy assessed in this study
- » The proposed development could be consolidated further to minimise flood impacts without requiring the excavation of low-lying land
- » Investigate alternative vehicular access to Site 1 and 2.

The Draft Concord West Flood Study was on public exhibition for six weeks between Wednesday 2 September and Wednesday 14 October 2015. Public and stakeholder comments are being considered and the flood study reviewed. Once this process is complete, the flood study will be reported to Council.

Assessment

The model prepared by Jacobs was provided to IGS through a License Agreement with Council. The Jacobs model has been adopted by IGS as the pre-development scenario in order to compare flooding with the post development scenario.

The proposed mitigation strategy developed by IGS is generally consistent with the concept of the mitigation strategy proposed by Jacobs. However IGS have proposed a number of measures to address flooding issues at the site, these include:

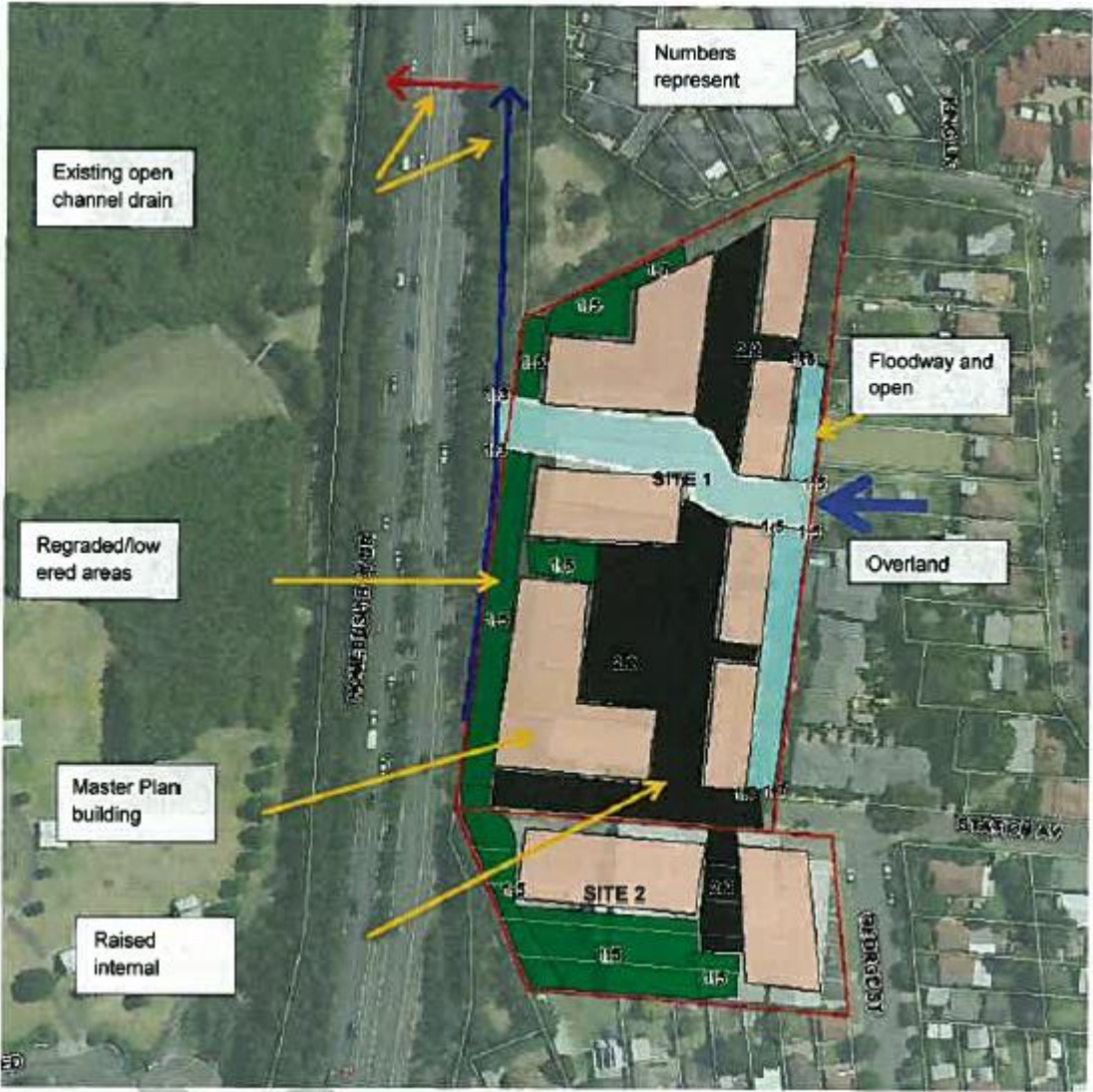
- A swale and culvert system
- A flood storage void situated between the basement carpark and the ground floor.
- Enhanced amenity such as common areas, private courtyards, internal roads which are raised substantially above the 100 year ARI flood level

Refer to Section 6.8.3 and attached Flood Impact Assessment by Integrated Group Services (**Appendix B**).

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 flood way*
 - > *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.*

Figure 32 Site 1 and 2 proposed mitigation strategy



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

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

The planning proposal is considered the best means of achieving the objectives for the redevelopment of the site. The Concord West Socio-economic study prepared by Hill PDA (see 6.1.1) has determined that the R3 Medium Density Residential Zone is the best scenario for site as it:

- » Recognised and retained the main employment generating businesses in the Precinct
- » Provides opportunities for growth and investment
- » Protects land that genuinely provides urban support services for the locality (i.e. 25 George Street)
- » Make efficient use of land in highly accessible and suitable locations for new housing.
- » Encourages reduced vehicle movement and use of public transport
- » Provides new opportunity for public space and amenity
- » Supports the Concord West retail precinct

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

Section B – Relationships to strategic planning framework

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

Yes. This section outlines how the planning proposal is consistent with the objectives and actions of:

- » NSW 2021 – A Plan to make NSW Number 1 (September 2011)
- » Eastern Sydney and Inner West Regional Action Plan (December 2012)
- » A Plan for Growing Sydney (December 2014)
- » Draft Inner West Subregional Strategy (2008)
- » Draft Parramatta Road Urban Transformation Strategy (September 2015).

6.3.1 NSW 2021 – A Plan to make NSW Number 1 (2011)

Overview

NSW 2021 is a plan to make NSW number one. It is a 10-year plan to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability, and strengthen our local environment and communities.

NSW 2021 is based around five strategies with 32 goals as shown in Figure 33 below.

Assessment

The proposed development is consistent with the strategies and goals of NSW 2012 in particular the proposal development will assist in achieving the following goals:

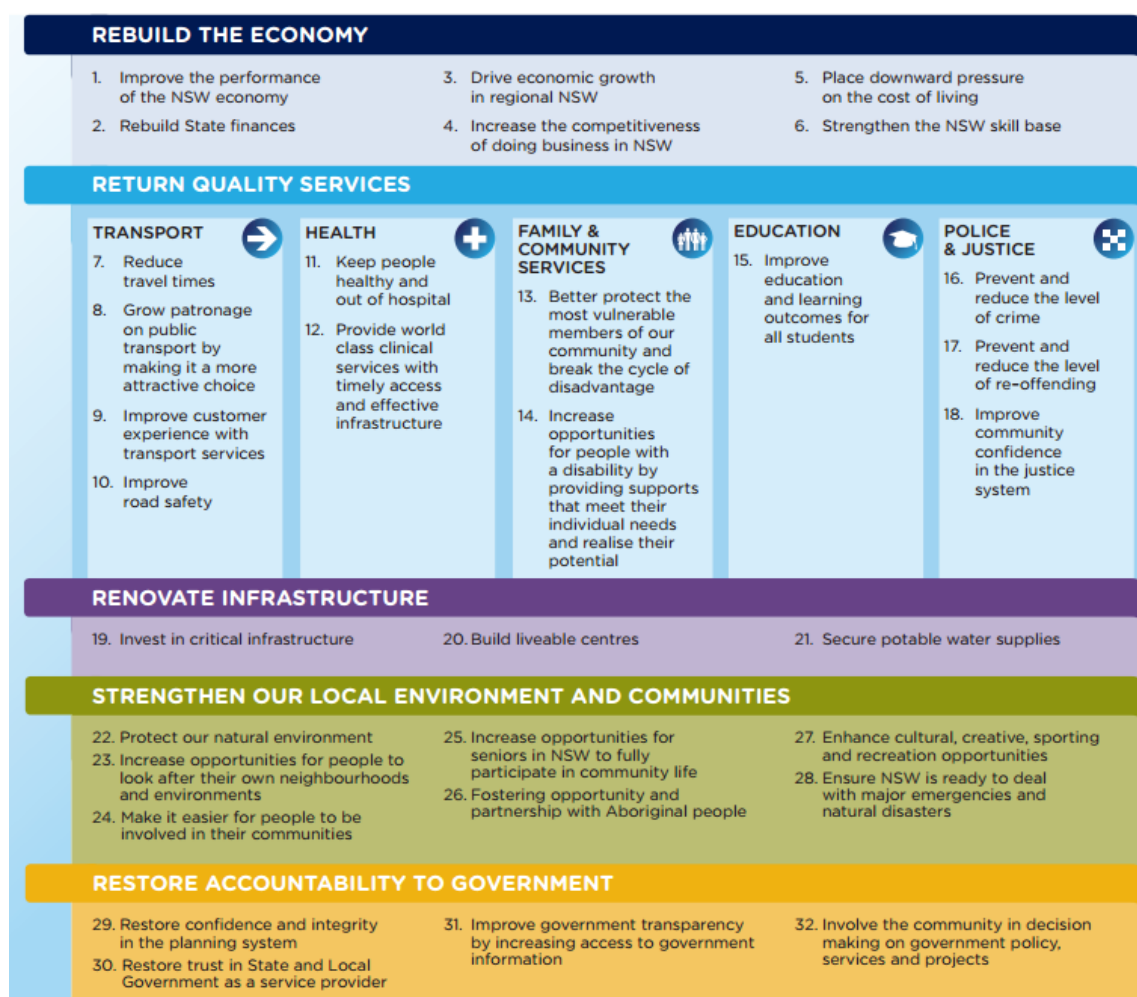
Table 11 Achieving NSW 2021 Goals

NSW 2021 Goals	Comment
1. Place downward pressure on the cost of living	The proposal will deliver additional housing within close proximity to mass public transport and centres.
7. Reduce travel times	The proposal will reduce travel time by providing jobs closer to homes. The site is easily accessible via public transport (bus and rail) to the following employment areas: Concord Hospital, Sydney and Parramatta CBD, Strathfield, Burwood, Rhodes Shopping Village, Macquarie Business Park and University and Ryde.
8. Grow patronage on public transport by making it a more attractive choice	The site is within 5-minute walk of the Concord West train station and is located along a bus corridor. As such it is expected that public transport will be an attractive option.
10. Improve road safety	A shared zone from Station Avenue to Concord Avenue

NSW 2021 Goals	Comment
	<p>provides a north-south link across the site. The maximum speed limit of a shared zone 10km this allows the space to be shared safely by vehicles and pedestrians. A pedestrian/cycle link along the western boundary of the site will improve permeability and access to the existing networks.</p>
<p>11. Keep healthy people out of hospital</p>	<p>Consideration of the Healthy by Design and Active Living Guidelines has been given in the preparation of the proposal.</p> <p>In particular, the proposal includes landscaped areas as well as private and communal open space. A new pedestrian/cycle link will also be provided connecting to the existing networks that link to open space resources within the area.</p> <p>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.</p>
<p>14. Increase opportunities for people with a disability by providing supports that meet their individual needs and realise their potential</p>	<p>Adaptable units that will enable people with disability to live self-sufficiently will be provided in accordance with the requirements of State Environmental Planning Policy (SEPP) No. 65 and associated guidelines. The development is within close proximity to public transport that is accessible to the disabled. It is noted that Concord West railway station was recently upgrade to ensure compliance with Disability Discrimination Act (DDA) and regulations.</p>
<p>16. Prevent and reduce the level of crime</p>	<p>Crime prevention through environmental design principles will be considered in the detailed design of the development. The aim of will be to ensure that the proposed built form is designed is secure, feels 'safe' to users and helps deter crime.</p>
<p>20. Build liveable centres</p>	<p>The proposal and future residents will support the Concord West neighbourhood centre and surrounding centres including Sydney and Parramatta CBD, Granville, Strathfield, Burwood, Rhodes Shopping Village, Macquarie Business Park and University and Ryde.</p>
<p>22. Protect the natural environment</p>	<p>The site is within close proximity to Bicentennial Park and Homebush Bay identified as having terrestrial biodiversity and wetlands that require protection.</p> <p>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>
<p>23. Increase opportunities for people to look after their own neighbourhoods and environments</p>	<p>Provides residential accommodation for a wide social mix. Opportunities for residents to look after the communal and landscaped areas will be part of the development.</p>
<p>24. Make it easier for people to be involved in their communities</p>	<p>Provides high quality public landscaped areas and communal and private open space. It is within close proximity to major recreational resources including Powells Creek Reserve, and Bicentennial Park. Improved pedestrian/cycle links will also enable connections across the neighbourhood.</p> <p>These areas 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</p>

NSW 2021 Goals	Comment
	and wider community.
27. Enhance cultural, creative, sporting and recreation opportunities	Landscaped areas, as well as public, private and communal open space will be provided. A new pedestrian/cycle link will also be provided that will connect to the existing networks and open space resources within the area including Powells Creek, Bicentennial Park and Sydney Olympic Park. All of which will encourage sporting and recreational pursuits.
32. Involve the community in decision making on government policy, services and projects	The community will have the opportunity to have their say on the proposal (subject to it progressing) in accordance with state and local government legislative requirements, guidelines and policy.

Figure 33 NSW 2 goals



Source: NSW Government

6.3.2 Eastern Sydney and Inner West Regional Action Plan (2012)

Overview

In December 2012, the Government released the two year Regional Action Plan for the Eastern Sydney and Inner West. Canada Bay LGA is located within the Eastern Sydney and Inner West region as identified in the NSW 2021 plan. This region also includes Botany Bay, Burwood, Canterbury, City of Sydney, Leichhardt, Marrickville, Randwick, Strathfield, Waverly and Woollahra LGAs. This document identifies immediate actions the NSW Government can take to deliver on community priorities, increase opportunities and improve the quality of life for people living in Eastern Sydney and the Inner West.

Assessment

The proposed development is consistent with the priorities and objectives of the Regional Action Plan. In particular the proposal will assist in achieving the following priority actions identified for Eastern Sydney and Inner West.

Table 12 Assessment against Eastern Sydney and Inner West Regional Action Plan

Objectives and priority actions	Consistency
More efficient and reliable transport	
Implement the NSW Long Term Transport Master Plan to provide a clear direction for transport over the next 20 years	In September 2015 draft Parramatta Road Urban Transformation Strategy was released to complement the West Connect Project identified in the NSW Long Term Transport Master Plan. The west Connex project (as detailed below) is anticipated to reduce existing traffic volumes along the length of Parramatta Road and in turn create additional capacity for lower order streets that intersect Parramatta Road. This will enable areas to cater for additional development and housing. As outlined in 6.3.5 the draft Parramatta Road Strategy identifies the Homebush Bay precinct (of which the site is located) as an area for renewal with higher density housing. The proposal will provide additional housing to cater for future population growth within close proximity to mass public transport network. Further the proposal will integrate and connect to existing public transport and road networks, boost walking and cycling through new facilities and linkages thereby improving liability and sustainability.
Continue to maintain and upgrade the existing cycling network	A new pedestrian/cycle link is proposed along the western boundary of the site. This will link to existing regional networks. Further upgrades to the surrounding network will be undertaken as part of the development of the site and other industrial sites within the Concord Precinct.
Complete the upgrade of Railway Stations and Ferry Wharves	The Concord West railway station (5-minute walk from the site) has been upgraded as part of the Northern Sydney Freight Corridor (North Strathfield Underpass) upgrade works. This included upgrades to the existing platforms, a new concourse over the railway lines and four lifts between the platforms and new aerial concourse, and station exterior improvements. The new station facilities are compliant with the DDA and regulations and offer improved accessibility for future users of the station.
Deliver road upgrades to	The WestConnex project office in Roads and Maritime Services has

Objectives and priority actions	Consistency
improve traffic flow	<p>been established to provide a new continuous 33km link between the M4 and M5 Motorways. The project is to be delivered in 3 stages, commencing in 2015 with anticipated final completion date of 2023.</p> <p>It is anticipated that the project will reduce existing traffic volumes along the length of Parramatta Road and in turn create additional capacity for lower order streets that intersect Parramatta Road. This will enable areas to cater for additional development and housing. As outlined in 6.3.5 the draft Parramatta Road Strategy identifies the Homebush Bay precinct (of which the site is located) as an area for renewal with higher density housing.</p> <p>The proposal is consistent with draft Parramatta Road Strategy. Further, public domain improvements and road upgrades will be undertaken to cater for development at the site and within the precinct.</p>
Provide more affordable housing options	
Improving housing supply for the Eastern Sydney and Inner West region	Provides additional housing providing a mix of studios, 1 – 3+ bedroom units to meet current and future demand.
Deliver affordable housing and seniors housing, which meets community needs and respects local character.	The design of the proposed development responds to the local character of the area and could provide housing in location accessible for seniors and people with a disability.
Build liveable and sustainable cities	
Improve local amenity and access to open space	Provides private communal open space areas and courtyards protected from public areas for the residents as well as public open space to be enjoyed by residents and the community. Further the proposal improves linkages to recreational resources including Powells Creek Reserve and Bicentennial Park.
Improve community safety and reduce alcohol-related violence and anti-social behaviour	
Graffiti reduction and crime prevention	Crime prevention through environmental design principles will be considered in the detailed design of the development. The aim of will be to ensure that the proposed built form is designed is secure, feels 'safe' to users and helps deter crime.
Improve access to healthcare for vulnerable populations and improve support for an ageing population	
Deliver more support for an ageing population	The site is within close proximity to Concord Repatriation General Hospital and a medical centre and pharmacy located at Concord West Neighbourhood Centre. Consultation with the appropriate public organisations will establish if there are sufficient community, education and health services available.

6.3.3 A Plan for Growing Sydney (2014)

Overview

A Plan for Growing Sydney is the metropolitan strategy that will guide land use planning decisions for the next 20 years; decisions that determine where people will live and work and how we move around the city.

The Government's vision for Sydney is a strong global city, a great place to live.

To achieve this vision, the Government has 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.

Assessment

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 outlined in the table below.

Table 13 Assessment of the proposal against *A Plan for Growing Sydney*

Directions and actions	Consistency
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 within 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 I .
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	Helps to achieve and accelerate additional housing supply close to public transport and

Directions and actions	Consistency
	<p>employment opportunities; assisting in providing jobs closer to homes.</p> <p>The proposed development will deliver a variety of housing options including studios, 1-3 bedroom apartments and townhouses (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>
Direction 2.3: Improve housing choice to suit different needs and lifestyles	<p>As outlined above, a variety of housing options will be delivered including studios, 1 – 3 bedroom apartments and townhouses (including adaptable units) to suit different needs and lifestyles within close proximity to recreational, shopping and employment opportunities.</p>
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 local infrastructure improvements identified in the JBA Master Plan » reduce land use conflicts and trucks within residential areas.
Direction 3.2: Create a network of interlinked, multipurpose open and green spaces across Sydney	<p>Improves linkages to recreational resources including Loftus Park, Powells Creek Reserve and Bicentennial Park.</p>
Direction 3.3: Create healthy built environments	<p>Landscaped areas, as well as public, private and communal open space will be provided. A new pedestrian/cycle link will also be provided that will connect to the existing networks and open space resources within the area including Powells Creek, Bicentennial Park and Sydney Olympic Park. These spaces will encourage active lifestyles, social interaction and create a</p>

Directions and actions	Consistency
	sense of community all of which will contribute to the health and wellbeing of the community.
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 our 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	Contamination, acid sulfate soils and flooding issues will be addressed to ensure that any adverse impacts are managed (see Section 6.8). 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.
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	The site is identified as being affected by acid sulfate soils and flooding. 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. Further, acid sulfate soils will be addressed to ensure that any adverse impacts are managed. See Section 6.8 for more information.
Direction 4.3: Manage the impacts of development on the environment	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. Contamination, acid sulfate soils and flooding issues will be addressed to ensure that any adverse impacts are managed. See Section 6.8 for more information.
South West Subregion – Priorities for the Central Subregion	
A competitive economy	
Identify and protect strategically important industrial-zoned land.	An socio-economic study for the Concord West Precinct has been prepared that has recommended that the site be rezoned to residential. See Section 6.1.1 and Industrial Lands Strategic Assessment Checklist in Appendix I .
Accelerate housing supply, choice and affordability and build great places to live	
Work with Councils to identify suitable	The site is a prime location. It is well serviced

Directions and actions	Consistency
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	by public transport and has good links to surrounding centres. As outlined in Section 6.1, several sites within the Concord West Precinct have been identified for rezoning to residential and redevelopment including the site. This was informed by a number of technical studies and master planning process. See Section 6.1 for more information.
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 managed. See Section 6.8 for more information.

6.3.4 Draft Inner West Subregional Strategy (2008)

Overview

The draft Inner West Subregional Strategy applies to the LGAs of Ashfield, Burwood, Canada Bay, Leichhardt and Strathfield. This strategy was released in 2008 and complemented the 2005 metropolitan strategy *“City of Cities: A Plan for Sydney’s Future”*.

Since this time a number of metropolitan strategies have been released however to date there have not been any revised subregional plans. The Government is currently preparing new subregional plans known as District Plans to guide the delivery of the current metropolitan plan *“A Plan For Growing Sydney”*. Canada Bay is located within the Central District as identified in Section 6.3.3 above. Notwithstanding this an overview and assessment of the draft Inner West Subregional Strategy is provided.

The Strategy’s ‘Key Directions for the Inner West Subregion Map’ (Directions for the Inner West Subregion Map) shows the close proximity of Concord West to the Olympic Park-Rhodes specialised centre. The site is 1.5 km south of this specialised employment, retail and residential centre (see Figure 34).

Key directions for the Inner West subregion include:

Directions

- » **Support and differentiate the role of strategic centres** – support the hierarchy of centres in the subregion and their relative importance in relation to their future roles.
- » **Protect employment land and the working harbour** – support for small scale industrial land which is depleted and under increasing pressure from a pattern of rezoning from industrial to residential
- » **Promote Parramatta Road as an Enterprise Corridor** – this is due to the high traffic volumes (up to 80,000 vehicles per day) of traffic that this road supports and the vital range of economic roles, including local urban services, car yards, strip retail and office uses it accommodates
- » **Improve housing choice and creating liveable and sustainable communities** – encourage the location of new housing in centres that have good access to public transport
- » **Manage traffic growth and local traffic demand** – with job growth encouraged in major and specialised centres (such as Olympic Park-Rhodes or Burwood), local trips by walking, cycling and public transport are also being encouraged
- » **Protect and promote recreational pursuits and environmental assets** – focus on addressing increasing recreation needs and respond to environmental challenges in light of population growth.

Strategies and targets for the Inner West include:

- » Additional 30,000 dwellings and 12,500 jobs by 2031
- » 10,000 additional dwellings in Canada Bay LGA by 2031
- » Contain redevelopment of industrial land to residential use (Action A1.4)
- » The Strategy's Structure Plan (Figure 35) shows the site is 'Employment Lands'
- » The site is classified 'Category 1 Employment Lands', that is, land to be retained for industrial purposes. The document states:

"Classification of Category 1 lands does not mean that the sites cannot be intensified or redeveloped to meet modern industrial requirements and create additional employment and economic benefits, but that they continue to primarily accommodate industrial and related uses, within the range generally allowed under current zonings."
- » Department of Planning is required to undertake a subregional review of Employment Lands before considering any significant rezoning of Employment Lands to non-employment uses within the Inner West subregion
- » Concord West is a 'Neighbourhood Centre', defined as a local centre with a radius of 150 metres and one or a small cluster of shops and services containing between 150 and 900 dwellings
- » Residential development should be located in centres and corridors with good access to public transport, jobs and services. It should be strategically placed within close proximity of future employment centres. It should consist of high-quality and mixed housing types.

Assessment

The proposal will deliver new housing within the Concord West Precinct that has been identified for renewal as part of strategic planning studies undertaken by Council (refer 6.1 of this report). Further the site is located within the Greater Parramatta to Olympic Peninsula Priority Growth Area as identified in the current metropolitan plan.

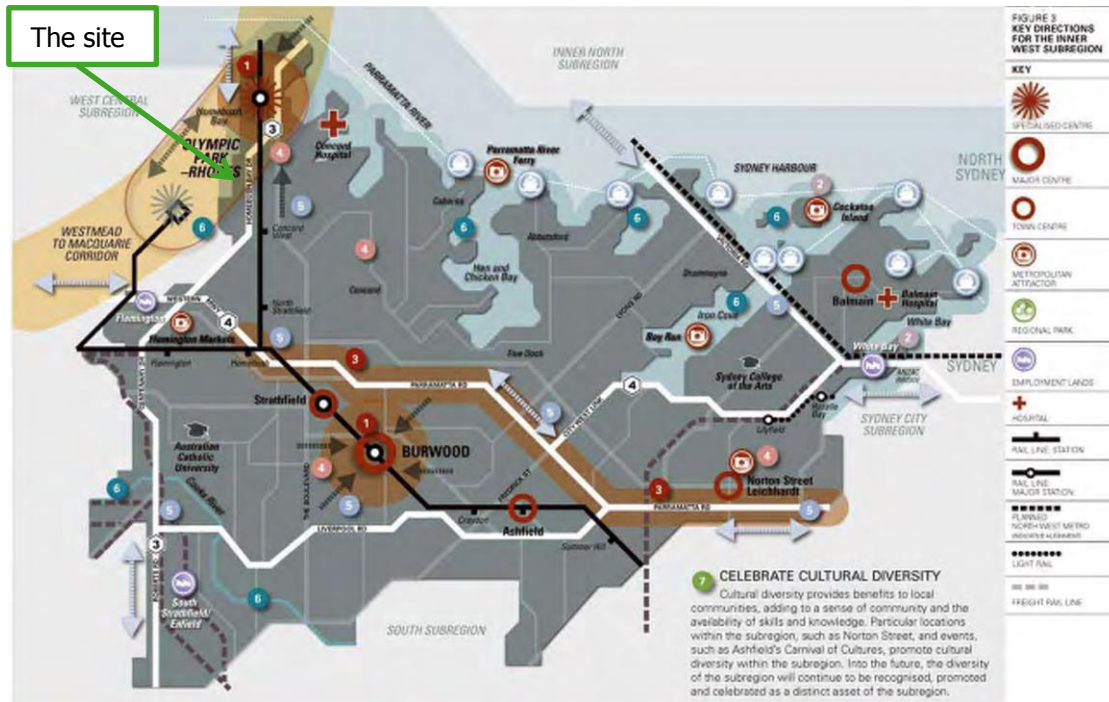
Redevelopment of the site and other industrial sites within the precinct will:

- » Rejuvenate the Concord West Precinct,
- » Support good urban design outcomes, create public benefits such as connectivity and open space enhancing liveability
- » Contribute to local infrastructure improvements identified in the JBA Master Plan
- » Reduce land use conflicts and trucks within residential areas
- » Create better links between housing and jobs, transport and services.

In particular the proposal will contribute to satisfying the following actions:

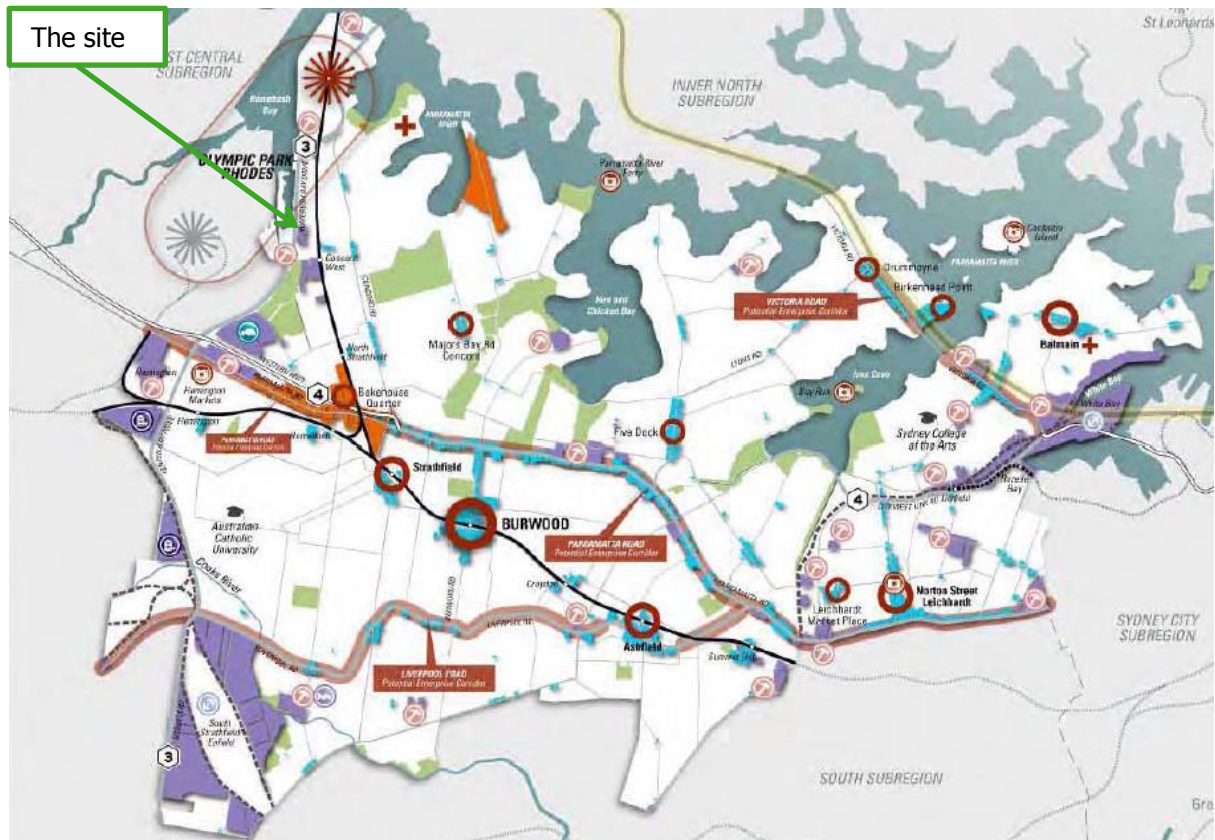
- » *A.3.2 Increase integration of employment and housing markets*
- » *B4.2 Support Centres with transport infrastructure and services*
- » *C2.1 Focus residential development around centres, town centres, villages and neighbourhood centres*
- » *C2.3 Provide a mix of housing*
- » *C.5.1 Improve the design quality of new development and urban renewal.*
- » *D3.1 Improve local and regional walking and cycling networks*
- » *E2.2 Protect Sydney's Unique Diversity of plants and animals*
- » *E2.3 Improve Sydney's Air Quality*
- » *E2.5 Minimise household exposure to unacceptable noise levels*
- » *E.3.1 Contain Sydney's urban footprint*
- » *E.3.3 Use energy efficiently and reduce greenhouse intensity of energy supply*
- » *F1.1 Provide access to regional open space in Western Sydney*
- » *F.1.3 Improve access to waterways and links between bushland, parks and centres*

Figure 34 Directions for the Inner West Subregion Map



Source: Draft Inner West Subregional Strategy, Department of Planning (2008)

Figure 35 Strategic Centres and Employment Lands Map



Source: Draft Inner West Subregional Strategy, Department of Planning (2008)

6.3.5 Draft Parramatta Road Urban Transformation Strategy (September 2015)

Overview

The draft Parramatta Road Urban Transformation Strategy was released in September 2015. It sets a long-term vision (30 years) for the transformation of the 20-kilometre Parramatta Road Corridor – the land adjoining and at least one block back from Parramatta Road as well as eight growth Precincts.

The draft strategy builds on the preliminary draft Strategy released in November 2014, addresses the feedback received during that consultation, and brings together an extensive body of research and investigation into the corridor's potential.

It pieces together the various elements required to deliver successful and tangible urban transformation and links the way we plan for land uses, buildings, transport, public areas, infrastructure, services and open spaces.

The Strategy is currently on public exhibition until 18 December 2015. Following this, feedback from the public consultation will be considered and an outcomes report released with the Strategy due to be finalised in early 2016. Implementation will then commence. This will include:

- » Urban amenity improvement approvals and commencement of works across the 10 LGAs
- » Statutory plan making (rezoning and changes to land use controls), development approvals and commencement of construction.

Homebush Precinct

The subject land is located within the Homebush Bay Precinct (see Figure 36). The vision for the Homebush Precinct is detailed in the box below.

The vision for the Homebush Precinct

Sitting between Sydney's two main CBDs, Homebush can be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations

Homebush Bay Precinct is currently home to 4,693 people in 1,721 dwellings and provides 6,359 jobs. This is projected to increase to 31,238 people in 17,354 dwellings with 12,356 jobs by 2050. The key features of the Homebush Precinct Plan are illustrated in the figures below. In particular the plan proposes:

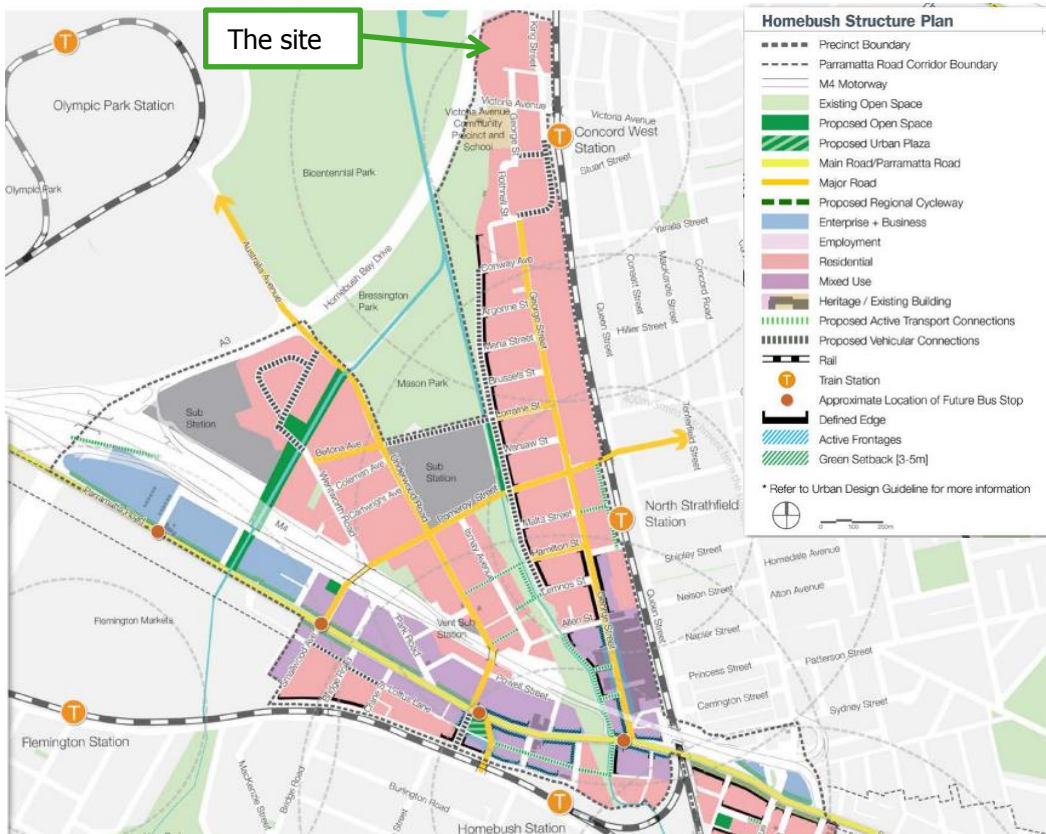
- » Residential at the site with an average of eight storeys – maximum of 12 storeys (42m) as shown in Figure 37
- » Upgrades to active transport routes along Victoria Avenue, King Street and George Street and intersection at George and Pomeroy Street as shown in Figure 38.

Assessment

The proposal is consistent with the Draft Parramatta Road Urban Transformation Strategy as it:

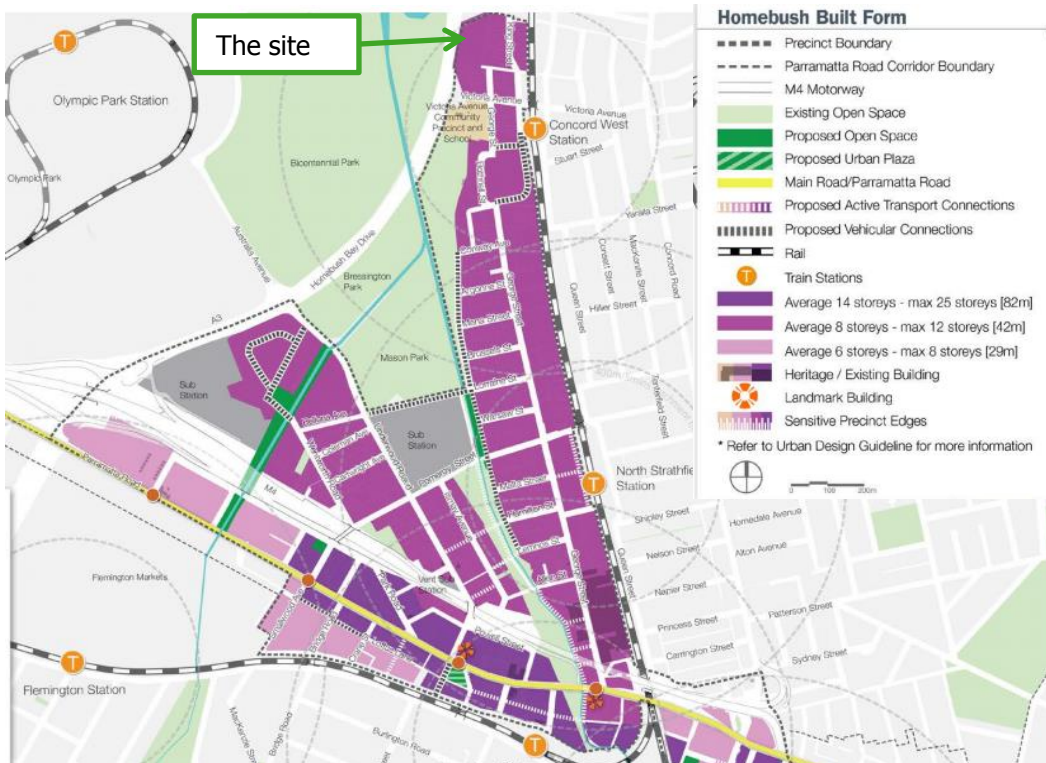
- » Seeks to zone the site to R3 Medium Density Residential with a maximum of 8 storeys
- » Provides 290 additional dwellings in line with future demand
- » Contributes to local infrastructure improvements identified in the JBA Master Plan consistent with those identified in the strategy.
- » The proposed height is within the lower range of that proposed strategy (see figure 37).
- » Complements the access and movement pathway (see figure 38).

Figure 36 Homebush Bay Structure Plan



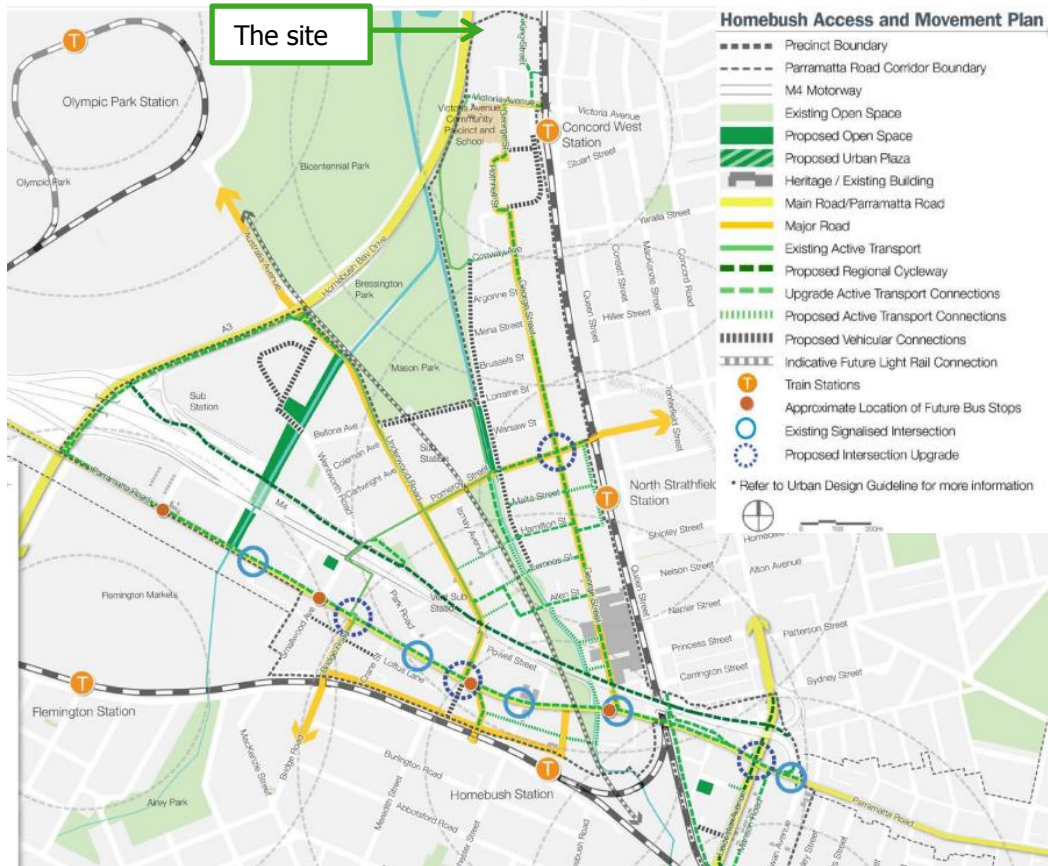
Source: Draft Parramatta Road Urban Transformation Strategy, Urban Growth (September 2015)

Figure 37 Homebush Built Form



Source: Draft Parramatta Road Urban Transformation Strategy, Urban Growth (September 2015)

Figure 38 Homebush access and movement plan



Source: Draft Parramatta Road Urban Transformation Strategy, Urban Growth (September 2015)

6.4 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 studies and strategies. These include:

- » Futures Plan 20 (2013)
- » Canada Bay Local Planning Strategy 2010-2031 (2010)
- » Concord West Socio Economic Study (2013) – this is addressed in 6.1.1 of this report.
- » Draft Concord West Precinct Master Plan (2014) – this is addressed in 6.1.2 of this report.

6.4.1 FuturesPlan20 (2013)

Overview

FuturesPlan20 is a 20 year plan developed to reflect the simple and clear vision that:

Vision

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, 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 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.

6.4.2 Canada Bay Local Planning Strategy 2010 –2031 (2010)

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 detailed in the box below.

Vision

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 14 Canada Bay Local Planning Strategy the key strategic planning issues

Issue	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 24,250 m² of local light industrial floor space will be required to 2031. » The George Street/ North Strathfield areas have 23,109 m² of net potential. Therefore, one action (E8) is to <i>retain industrial zones at George Street, North Strathfield, Leeds Street Rhodes and the Freshfood Site (Bushells) Concord</i> . The Strategy states: <ul style="list-style-type: none"> "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: <ul style="list-style-type: none"> > George Street 5 years (subject site is located within this area) > Leeds Street 10 years > Freshfood Site 10 years." <p><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</i></p>

Issue	Summary of issue
	<p><i>at both a local and sub-regional level”.</i></p> <ul style="list-style-type: none"> » Small, isolated or fragmented pockets of industrial land may be appropriate for alternative uses. <p><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></p>
Housing	<ul style="list-style-type: none"> » Increased residential densities within and in the immediate vicinity of the existing centres of Drummoyne, Five Dock, Concord, <u>Concord West</u> 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	<ul style="list-style-type: none"> » 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 from industrial to medium density five years from the date of the strategy in accordance with strategic studies undertaken by Council (see 6.1 of this report).

The proposal will deliver a mix of approximately 290 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.

6.5 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 subject site. The requirements of each of these are summarised below.

Table 15 Assessment against applicable SEPPs

Summary	Consistency
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. 32 – Urban Consolidation (Redevelopment of Urban Land)	
Seeks to facilitate surplus urban land redevelopment for multi-unit housing and related development in a timely manner.	The planning proposal involves urban renewal for housing diversity and density and local scale commercial uses at a density and height appropriate to its location. The proposed R3 Medium Density Residential zone and development controls will reflect this.
SEPP No. 55 –Remediation of Land	
Provides state-wide planning controls for the remediation of contaminated land. The policy states that land must not be rezoned unless contamination has been considered and, where relevant, land has been appropriately remediated.	A detailed site investigation has been undertaken by Douglas Partners and indicates the site contains contaminants in the soil and ground water. The site also contains 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 is now complete. Refer to Appendix J .
SEPP (State and Regional Development) 2011	
Applies to development with a Capital Investment of over \$20 Million, the proposal is defined for the purposes of this SEPP as "Regional Development". As such, the EP&AAct states that the consent authority will be the Southern Joint Regional Planning Panel (JRPP).	If the capital investment of the proposed development is \$20 million or greater it will be determined by the JRPP.
SEPP 64—Advertising and Signage	

Summary	Consistency
Provides a consistent approach to the management of outdoor advertising so that adverse impacts on the amenity of the built and natural environment are avoided.	Subsequent future development applications that incorporate signage would need to ensure it is consistent with the objectives and assessment criteria of SEPP 64.
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 guidelines.	Subsequent future development applications would need to demonstrate how the proposal satisfies the design principles and objectives of SEPP 65. Initial high level concept plan has been broadly tested with SEPP 65 and the proposed development will be compliant.
SEPP (Affordable Rental Housing) 2009	
Provides a consistent planning regime for the provision of affordable rental housing and facilitates the effective delivery of affordable housing.	Subsequent future development applications that propose to incorporate affordable housing would need to demonstrate compliance with the Affordable Rental Housing SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	
Operates in conjunction with provision of the EP&A regulation to encourage sustainable residential development (BASIX scheme). 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.	Subsequent future development applications would need to demonstrate design principles and objectives consistent with BASIX requirements.
SEPP (Exempt and Complying Development Codes) 2008	
Seeks to provide for exempt and complying development in certain local government areas that have not provided for those types of development through a local environmental plan.	Any exempt or complying development on the site will need to apply the provisions of the SEPP.
SEPP (Infrastructure) 2007	
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. In particular, the SEPP requires specific consideration of the following issues given the location of Homebush Bay Drive at the site's western boundary: » Development in or adjacent to road corridors	SLR Consulting Pty Ltd (SLR) has prepared a noise impact assessment to assess the potential noise emissions generated by Homebush Bay Drive onto the site (Refer Appendix G). The preliminary findings of assessment indicate that the development can accommodate and achieved acceptable internal noise levels within residential apartments by incorporating in-principle recommendations. The recommendations relate to glazing, roof and ceiling construction, external wall construction and plant material. Building construction must be

Summary	Consistency
<p>and road reservations (clause 98)</p> <p>» Impact of road noise or vibration on non-road development (clause 102) a</p> <p>Further Traffic generating development (clause 104) requires that a proposal for an apartment or residential flat building with 300 or more dwellings is required to be referred to the Roads and Traffic Authority (now RMS)</p>	<p>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. Refer 6.8.2 for more information.</p> <p>Consultation with RMS can be undertaken following a gateway determination if required.</p>
SEPP (Miscellaneous Consent Provisions) 2007	
<p>Encourages protection of the environment at the location/vicinity of temporary structures by managing noise, parking and traffic impacts and heritage protection.</p>	<p>The planning proposal does not contain provisions that conflict with or obstruct the application of the SEPP.</p>
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.</p> <p>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 development application.</p> <p>In accordance with Clause 29 any future development application 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>
SREP No.24 – Homebush Bay	
<p>Applies to land generally bounded by Parramatta River, Homebush Bay Drive, M4 and Silverwater industrial area.</p> <p>The REP provides a planning framework to guide and coordinate the continued renewal of the Homebush Bay area, including the facilities that were developed for the Olympics. The plan acknowledges the principles of ESD and identifies and protects environmental conservation areas, as well as heritage items, heritage conservation areas and potential archaeological sites.</p>	<p>Homebush Bay is located across Homebush Bay Drive to the west of the subject site.</p> <p>It is envisaged that the Sydney Olympic Park Authority who currently manage the site will be consulted following a gateway determination. Refer Section 8.</p>

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

The Ministerial Directions under section 117(2A) of the EP&A Act requires planning proposals to be consistent with the terms of the relevant direction. The relevant section 117 Directions are considered below.

Table 16 Assessment against applicable s117 Directions

Section 117 Direction	Objective (s)	Consistency
1. Employment and Resources		
1.1 Business and Industrial Zones	<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>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. The draft Parramatta Road corridor strategy also shows that the area should not be retained for employment (See Section 6.3.5)</p> <p>The site has been zoned in accordance with strategic studies undertaken by Council. Justification for varying this objective by Council has been provided in 6.1.1.</p> <p>Further the proposed development will support the viability of surrounding strategic centres and employment areas within the region.</p>
2. Environment and Heritage		
2.3 Heritage Conservation	<ul style="list-style-type: none"> » To conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance. 	<p>Consistent. There are no heritage items or heritage conservation within close proximity to the subject site.</p>
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	<ul style="list-style-type: none"> » To encourage a variety and choice of housing types to provide for existing and future housing needs, 	<p>Consistent. The proposal meets the objectives of this direction as it seeks to provide residential development to satisfy existing and</p>

Section 117 Direction	Objective (s)	Consistency
	<ul style="list-style-type: none"> » 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>future housing.</p> <p>The site is in a location that can make efficient use of existing and proposed infrastructure.</p> <p>Environmental impacts of intensified development will be managed through Council's planning policy framework as part of any subsequent development assessment process.</p>
<p>3.3 Home Occupations</p>	<ul style="list-style-type: none"> » To encourage the carrying out of low-impact small businesses in dwelling houses 	<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>
<p>3.4 Integrating Land Use and Transport</p>	<p>To ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts:</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>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. Therefore, 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>

Section 117 Direction	Objective (s)	Consistency
3.5 Development Near Licensed Aerodromes	<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>The site is not located within close proximity to any licensed aerodromes.</p>
4. Hazard and Risk		
4.1 Acid Sulfate Soils	<ul style="list-style-type: none"> » To avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils. 	<p>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.</p>
4.2 Mine Subsidence and Unstable Land	<ul style="list-style-type: none"> » To prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence. 	<p>The site is not located within an area proclaimed to be a mine subsidence district.</p>
4.3 Flood Prone Land	<ul style="list-style-type: none"> » 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. 	<p>The site is flood prone. 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>All habitable spaces are designed to be above 1 in 100 ARI level with sufficient freeboard to comply with council requirements. Access roads are positioned to ensure continuous access to the buildings in the event of flooding.</p> <p>A swale and culvert system as well as a flood storage void is proposed to address overland flooding issues at the site. As detailed in the Urban Design Report (Appendix A) and Flood impact assessment (Appendix B) these measures will</p>

Section 117 Direction	Objective (s)	Consistency
		<p>improve drainage and flooding issues at the site and for surrounding properties.</p> <p>See Section 6.1.4 and 6.8.3 for more information.</p>
5. Regional Planning		
5.8 Second Sydney Airport: Badgerys Creek	The objective of this direction is to avoid incompatible development in the vicinity of any future second Sydney Airport at Badgerys Creek.	The site is not located within the boundaries of the proposed airport site.
6. Local Plan Making		
6.1 Approval and Referral Requirements	» Ensure that LEP provisions encourage the efficient and appropriate assessment of development	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	<p>The planning proposal is consistent with the Standard Instrument and proposed R3 zone contained in Canada Bay LEP 2013.</p> <p>Council is currently preparing a draft set of site-specific development controls for the redevelopment sites in the Concord West Precinct including the site based on the JBA master plan. It is intended that these controls be included in the LGA wide Canada DCP 2014.</p> <p>The proposed development is generally consistent with the JBA master plan (see Section 6.1.2).</p>
7. Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	» To give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney	The planning proposal is consistent with the A Plan for Growing Sydney. Refer to of this Report for an assessment against A Plan for Growing Sydney. See Section 6.3.3.

Section C – Environmental, social and economic impact

6.7 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?

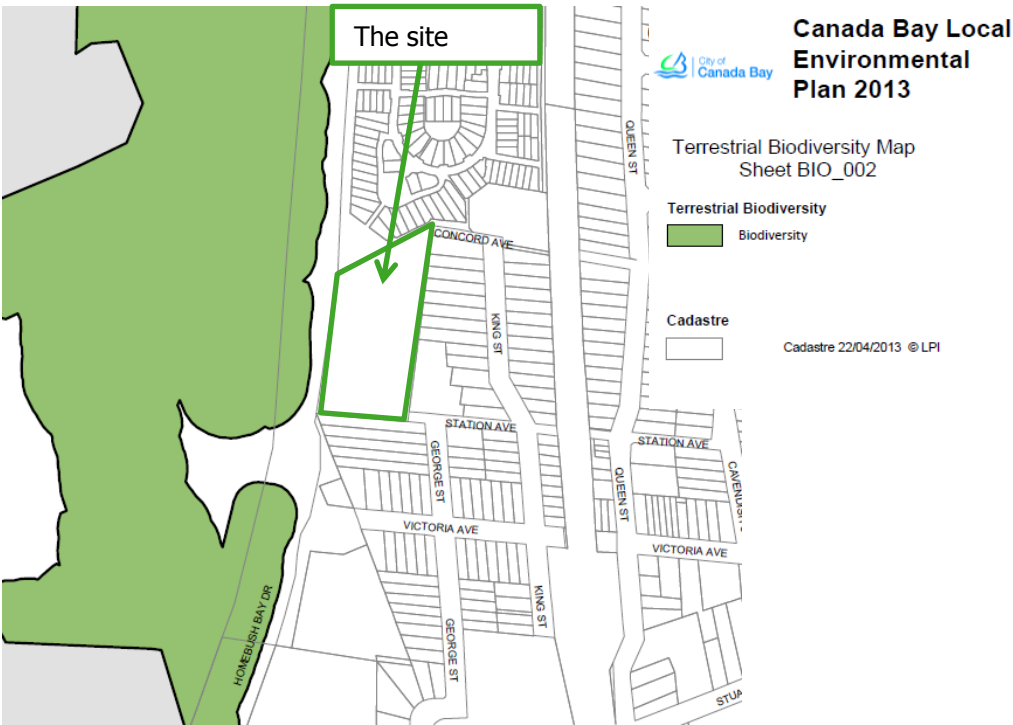
The site has not been identified as containing critical habitat or threatened species, populations or ecological communities, or their habitats.

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. These wetlands are also identified for protection in SREP (Sydney Harbour Catchment) 2005 as detailed in 6.5. However the site is separated by Homebush Bay Drive which provides a barrier to this land.

The proposal is not likely to adversely impact areas identified as containing terrestrial Biodiversity. As outlined in this report, the proposal includes landscaped buffer zones along the boundaries of the site as well as open space that will integrate with the surrounding areas supporting biodiversity and wildlife. These landscaped areas will also assist in and also screening pollution, noise and appearance of Homebush Bay Drive.

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.

Figure 39 Terrestrial biodiversity map



Source: NSW Legislation (2015)

6.8 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:

- » Traffic, transport and parking
- » Noise
- » Flooding
- » Geotechnical and contamination.

6.8.1 Traffic, transport and parking

Overview

An assessment of traffic and parking implications associated with the proposed development has been undertaken by Transport and Traffic Planning Associates. A copy of this assessment is provided at **Appendix D**.

The assessment:

- » Provides an overview of the site, its context and the envisaged development outcome resultant of the rezoning sought with the Planning Proposal and the road network and traffic conditions on the road system serving the site
- » Considers the findings of Draft Traffic, Transport, Accessibility and Parking Report prepared by GTA Consultants as part of the master planning of the site and Concord West Precinct (see Section 6.1.3)
- » Assesses the:
 - > suitability of the proposed vehicle access and circulation arrangements
 - > potential traffic implications and identify the necessary road/traffic management upgrade works
 - > potential parking, internal circulation and servicing implications.

Assessment

A summary of the traffic and parking implications undertaken by Transport and Traffic Planning Associates associated with the proposed assessment of the development are detailed below.

Table 17 Traffic and Parking Implications

Issue	Summary of assessment
Public transport	<p>The site has good accessibility to surrounding public transport facilities. The site is located only some 300 metres from Concord West Railway Station on the T1 Northshore, Northern and Western Line and services operate at 15 and 30 minute frequencies. In addition there are a number of bus services operating in the area (Routes M41, 458 & 459 along Concord Road) which provide linkages to other railway stations and centres.</p>
Future circumstances	<p>The future circumstances comprise:</p> <ul style="list-style-type: none"> » the envisaged future development in the vicinity of the site as follows: <ul style="list-style-type: none"> > some 500 dwellings developed on the remaining sites in the Precinct > the new Primary School on Victoria Avenue accommodates up to 600 children and is estimated to generate some 360 vtpm in the morning (commuter) peak period and 360 vtpm in the afternoon (non-commuter) peak period > It is possible that McDonald College may seek to incorporate a new primary school however there is no specific proposal for this at the present time » The proposed upgrade to the George Street/Pomeroy Street intersection. This will include: <ul style="list-style-type: none"> > provision of a left turn lane (with "slip") on the northern approach of George Street with the school development > increasing the length of the NO PARKING restriction on the southern approach of George Street during the morning peak
Access and circulation	<ul style="list-style-type: none"> » Vehicle access will be provided by a new roadway (with a right of way (ROW) in favour of Council) connecting between Station Street and Concord Avenue. This roadway would operate with a one way northwards traffic flow and will have indented on-street parking bays. » The envisaged roadway would be relatively straight and level with footways running along both sides. Vehicle access for the basement car park would connect to the western side of the new roadway in the southern part. » The proposed vehicle access and circulation is considered to be adequate to accommodate all vehicles requiring access to the site and have adequate capacity for the traffic movements generated by the envisaged development.
Traffic	<p>An indication of the potential traffic generation of the envisaged residential apartment development is provided by RMS Technical Direction TDT 2013-4b which specifies the following for sites with good access to a railway station.</p> <p>Residential Apartment</p> <ul style="list-style-type: none"> » 0.19 vtpm per dwelling in AM Peak » 0.15 vtpm per dwelling in PM Peak <p>The assessed peak traffic generation for the envisaged 290 dwellings, subject to the rezoning (having regard for the forgoing) are as follows:</p>

Issue	Summary of assessment		
		AM Peak	PM Peak
	In from Station Ave	12 vtp/h	36 vtp/h
	Out to Concord Ave	45 vtp/h	9 vtp/h
	<p>By comparison the former industrial (factory) use on the site at some 5,867m² would by application of the RMS general criteria (1.0vtp/h per 100m²) have generated some 58vtp/h in the peak periods including large trucks.</p> <p>The traffic generation of the proposed development is considered to be very similar to that of the former manufacturing use on the site and considerably less than predicted by GTA (see Appendix D for more detail).</p> <p>If concerns still remain in relation to the operation of the George Street / Pomeroy Street intersection it is recommended that the proposed additional morning peak NO PARKING restrictions are implemented.</p> <p>Refer to Assessment at Appendix D for further detail.</p>		
Parking	<p>A reduced parking rate proposed GTA's report recommendation has been adopted.</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>The proposed parking provision is as follows:</p> <ul style="list-style-type: none"> » Apartments - 1 space » Visitors - 1 space per 10 apartments <p>On this basis there will be 290 resident spaces and 29 visitor spaces provided.</p> <p>As noted in Section 0 GTA notes that in order to ensure the effective implementation of the above car parking rates a number of measures are to be implemented including a resident car parking scheme, time restricted on-street car parking in the vicinity of the railway station and provision of appropriate end of trip bicycle facilities.</p> <p>The introduction of the above resident car parking scheme and time restricted on-street car parking is a matter for Council. The provision of end of trip bicycle facilities will be provided in accordance with DCP requirements at the detailed design stage.</p>		
Servicing	<p>Refuse is proposed to be removed from the street by Council's collection service and the access road system is designed facilitate the movements of these vehicles. Service personnel will be able to use the visitor spaces while other service/delivery vehicles will:</p> <ul style="list-style-type: none"> » use the dock areas provided in the commercial buildings » use the on-street bays 		
Pedestrian and bicycle facilities	<p>The pedestrian and bicycle facilities will be consistent with the planning vision for the area and the requirements of the DCP as follows:</p> <ul style="list-style-type: none"> » provision of a north - south shared path along the western edge of the site 		

Issue	Summary of assessment
	<ul style="list-style-type: none"> » provision of an improved east - west shared path along Victoria Avenue » provision of a new shared path along Station Avenue » provision of storage for 1 bicycle space for each apartment for residents and 1 parking space for each 12 apartments for visitors

Conclusion

The assessment concludes that the proposed rezoning of the large Industrial site at Concord West to enable residential apartment development will represent an appropriate outcome consistent with the surrounding area. Adequate parking will also be provided to accommodate the proposed development while the minor servicing activity will be accommodated on-site as is appropriate to the nature of these activities.

There will not be any adverse or unsatisfactory traffic or parking implications resulting from the envisaged development scheme.

6.8.2 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: 35 dB(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.

The LAeq (A-weighted equivalent noise level) represents the logarithmic average noise energy during the measurement period.

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 Pty Ltd (SLR) has prepared a noise impact assessment to assess the potential noise emissions generated by Homebush Bay Drive onto the site (Refer **Appendix G**).

Road traffic noise intrusion has been assessed based on project drawing provided by Antoniades Architects dated November 2015 as shown Figure 40 . Noise levels incident upon the proposed future facades are summarised in Table 6.

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.

Figure 40 Façade indicators







Source: SLR Consulting P/L (2015)

Table 18 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)

Figure 41 Predicted internal noise levels – standard glazing**Table 7 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)

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. 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.

6.8.3 Flooding

The site is subject to flooding. Considerations were given to ensure the proposed development will not have any adverse impacts on flood water level both on, and adjacent, to the site.

As outlined in Section 6.1.4 a flood study was prepared by Jacobs on behalf of Council for the Concord West Precinct. This study defines both mainstream and overland inundation through the entire catchment, which includes the subject site. The TUFLOW flood model developed has been used as the basis for the flood impact assessment of the proposed development of the subject site. This model was provided to IGS through a Licensed Agreement with Council.

In this 1D/2D TUFLOW model, the one-dimensional component was utilised to define the pipes and culvert within the study area. The two-dimensional component was utilised to define the overland flows such as flows along the road reserves and through properties.

Preliminary findings

Models were prepared for both the pre-development and post-development scenarios as described in Section 3. The critical storm duration for the catchment was determined to be 120 minutes for the 100 year ARI event in the Jacobs flood study. This storm event was adopted for the pre- and post-development scenarios. The pre-development model was used as the basis to determine the changes to the peak flood levels of the proposed development on the surrounding floodplain.

The proposed mitigation strategy is generally consistent with the Jacobs model and is illustrated at Figure 22.

A summary of the proposed mitigation measures are provided below.

Flood Affection of Neighbouring Properties

The existing flow path that conveys overland flow from King Street is affected by the proposed development. However the opening of a managed flow path through the development site alleviates the potential increase in flood depth. In addition, the additional inlet capacity allows additional flow to enter the twin culverts under Homebush Bay Drive at the south-western corner of the site further reducing the flood storage required on the development site.

Additional flood storage is proposed in the void under the footprint of the buildings. This preferred development configuration is based on the full tanking of the basement car parking level to provide a flood conveyance and flood storage area between the basement and the ground floor. As well as this, amenities such as common areas, private courtyards, internal roads are raised above the 1% AEP flood level and are flood free. These works show that the proposed development improves flood conditions on site as well as for the neighbouring properties.

The proposal recommends the implementation of a flood management and response plan to evacuate the persons at risk from basement flooding efficiently and in a timely manner to a safe higher level within the development. The access stairs from the basement will be used for evacuation from the basement and will discharge at least at Level 1 which is elevated above the PMF flood level. This is to ensure that the evacuation from the basement is to a flood free area.

Habitable Floor Levels

Habitable floor levels are proposed at RL 3.20m AHD, which provides 0.8 m – 0.9 m freeboard above the 100 year ARI flood under climate change (0.9 m of sea level rise and a 30% increase in rainfall intensity) in accordance with Council's Specification for the Management of Stormwater.

Structural Soundness and Utilities

- » Any portion of the building that is lower than the nominated Flood Planning Level (FPL) shall be constructed from flood compatible materials. Materials suitable for construction of flood affected walls may comprise of reinforced concrete, solid brickwork or blockwork construction.
- » All services associated with the development are to be flood proofed to the nominated FPL.
- » A suitably qualified engineer is to certify that the structure can withstand the forces of floodwater, debris and buoyancy in the PMF event.

Recommendations

An assessment was undertaken to address the flooding considerations for planned development of the site which are based on contemporary planning requirements in other LGAs which consider the development of land with similar flood affectionation as the subject site.

It is concluded from the flood impact assessment that the preferred development configuration:

- » Include a swale inside the eastern boundary that will capture potential overland flow that could enter from the east
- » Preserves the current flood storage within the site by fully tanking the basement car parking level and creating a void between the basement and the ground floor which extends across the complete extent of the podium;
- » Provides enhanced amenity such as common areas, private courtyards, internal roads which are raised substantially above the 100 year ARI flood level;
- » Does not increase flood levels, velocities and hazards elsewhere on the floodplain;
- » This void can be easily maintained through the provision of access openings at regular intervals to the flood void which varies in height between 1 m and 1.8 m assuming a slab thickness on the ground floor of 0.5m;
- » Responds to the residual flood risk in extreme floods by adopting a shelter-in-place strategy for residents and visitors

It is further concluded that the preferred development configuration (Scenario 3) addresses councils concerns, complies and exceeds industry flood planning principles and standards while preserving and enhancing the amenity within the proposed development.

6.8.4 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 was a 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

More recently, Douglas Partners has undertaken 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.

Conclusions and further work required

Douglas Partners considered that the information presented is sufficient to proceed with preliminary design suitable for Development Application 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.

Douglas Partners was engaged to proceed with ground water monitoring and this work has been completed. A detailed contamination assessment is discussed below.

Recommendations and comments for the preliminary design

» **Groundwater and Dewatering**

- > The excavation will extend 3.5 – 5.5 m below the measured groundwater levels so control of groundwater will be required for both temporary and permanent construction.
- > At this stage, based on the relatively high groundwater level and presence of fill and soft clays, it is probable that a tanked (fully water tight) basement will need to be constructed for the proposed basement. It is possible that a drained basement may be feasible but further testing will need to be carried out to assess the rate and quantity of groundwater inflows into the proposed basement and whether a drained basement is feasible. The choice of retaining wall (described in the box below) will be dependent on whether a drained or tanked basement is required.
- > A tanked basement will need to be designed for uplift pressures from buoyancy forces.
- > Estimates of the amount of groundwater inflow into the excavation during construction (temporary) or in the long-term (if a drained basement is adopted) will need to be determined for design and to obtain approval from the relevant government authority (at this stage the NSW Department of Primary Industries: Office of Water). Approval for the off-site disposal of groundwater will also be required to the government authority.

» **Bulk excavation:** Detail are provided about how bulk excavation for the proposed basement will be undertaken following the installation of retaining wall (perimeter shoring) and dewatering measures to control ground water. The assessment notes that all excavated materials will need to be disposed of in accordance with current Environmental Protection Authority policies.

» **Excavation support:** As outlined above the sidewalls of the basement excavation will require temporary shoring support during excavation and permanent retaining wall support as part of the final construction. The type of retaining wall adopted will be dependent on whether a tanked or drained basement needs to be adopted. Further testing will need to be carried out to assess the rate and quantity of groundwater inflows into the proposed basement and whether a drained basement is feasible (this work is currently underway). A number of methods of retaining support are recommended including continuous pile wall, scant pile walls and diaphragm walls.

» **Ground anchors:** The retaining wall support methods aforementioned will require the use of temporary ground anchors or internal propping to provide lateral support during construction. The temporary ground anchors will be required for the lateral restraint of most boundary shoring walls greater than 3 m height until such time that the walls are permanently strutted by the building floor slabs.

Recommendations and comments for the preliminary design (continued)

- » **Foundations:** It is recommended that:
 - > All footing loads are transferred to a consistent stratum to achieve uniform founding conditions so as to avoid potential differential settlement across the site. A combination of shallow foundations and piles are recommended over the basement area to uniformly found on the Unit 5 shale. Alternatively, if higher bearing pressures are required, then piled footings founding on Unit 6 may be adopted. The drilling contractor will need to use appropriate piling plant that can penetrate bands of high strength and very high strength ironstone layers so that drilling can then continue to the required bearing stratum.
 - > Where piles are drilled it is recommended that either cased bored piles or continuous flight auger piles be adopted due to the inflow of water from the high water table.
 - > The design of footings for axial compression loading may be based on the maximum Limit State Design or Working Stress parameters
 - > The Serviceability limit should be assessed, for normal 'static' load case
 - > All load bearing foundation excavations be inspected by an experienced geotechnical engineer or engineering geologist.
- » **Seismic Design:** The Earthquake Loading Standard, AS1170.4 - 2007 the site is assessed to have a Site Sub-Soil Class of "Ce".
- » **Vibrations:** During excavation it will be necessary to use appropriate methods and equipment to keep ground vibrations within acceptable limits. This will be addressed as part of a future development application.
- » **Pavements and working platforms:** A number of recommendations are made for the preparation of the subgrade for pavements where formed on the existing ground. This includes: removal of all filling and any organic/deleterious materials, proof rolling the exposed surface, over excavation or replacement of soft clay layers, selection and testing of new fill materials, recommendations relating to a suitable working platform for any piling rigs or cranes accessing the site prior to bulk excavation
- » **Floor slabs:** Most of the base of the excavation will have either residual clays or weathered shale exposed, which will provide adequate support for a slab-on-grade. The final surface should be trimmed and scraped clean of debris etc. If a drained basement is adopted it is recommended that a gravel layer be provided beneath the floor slab

6.8.5 Contamination

Environmental review 2010

An environmental review of the preliminary findings of the geotechnical investigation and contamination assessment undertaken by Douglas Partners (2007) was undertaken by Aargus in March 2010. 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 2015

As outlined above in 2007, Douglas Partners conducted a contamination assessment at 7 Concord Avenue and 202 – 210 George Street, Concord West. A Detailed Site Investigation (DSI) has now been undertaken. 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.

The identified contamination can be remediated using common remediation technologies. A Remediation Action Plan and Acid Sulfate Soils Management Plan will be required for the proposed development. Waste classification of soils will be required for any soils designated for off-site disposal. A hazardous building materials survey of the building should be undertaken prior to its demolition.

Based on the results of the investigation it is considered that the site can be made suitable for the proposed development. A Remediation Action Plan has been prepared by Douglas Partners.

6.9 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.

- » Urban design
- » Provision of social infrastructure
- » Economic impacts.

6.9.1 Urban Design

The planning proposal is guided by objectives previously referred to in Section 4 Part 1 Objectives and intended outcomes. This includes the following key urban design principles:

- » Maximising the site's strategic location close to existing public transport, by new and improved pedestrian and cyclist connections and local amenity
- » Improving access and circulation via through site shared way and new pedestrian pathway
- » Enhancing the amenity of the site through integration of open spaces and landscaping; providing benefits to residents, surrounding community and local wildlife
- » Modulating building heights and massing across the site to create a relationship with the streetscape and surrounding buildings that responds to existing development patterns. This would include concentrating taller buildings towards the west of the site mitigate overshadowing and privacy impacts on residential area to the east
- » Ensuring that site constraints are addressed in the design.

The site's proposed planning controls (zoning, FSR, building height controls) have also been informed by the Urban Design Report prepared by Antoniades Architects (**Appendix A**) and the Concord West Precinct Master plan prepared by JBA (see Section 6.1.2).

It is considered that a number of community benefits (as 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
- » Provides jobs, a range of services and facilities closer to homes
- » Embraces an urban landscape that promotes opportunities for "eyes on the street" and active uses, leading to improved security and surveillance in and around the development
- » Promotes connectivity within the site itself and surrounding area including recreational resources, Concord West railway station and neighbourhood centre, Liberty Grove and beyond
- » Provides high quality public landscaped areas and communal and private open space. These areas 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. Landscaped areas will also assist in supporting biodiversity and wildlife and also screening pollution, noise and appearance of Homebush Bay Drive

- » Enhances the amenity and environment of the local area through improved streetscapes and footpaths
- » Provides new public access in the form of pedestrian and cyclist linkages through the site and a new internal road network to improve access within the northern section of Concord West
- » Provides a safer local road and pedestrian environment and by rezoning the land will reduce the use of heavy vehicle movements within the adjoining residential area
- » Contributes towards the social and economic wellbeing of Concord West
- » Reduces car dependency by providing a range of sustainable transport options trains, buses and pedestrian and cycle routes
- » Reduces land use conflicts
- » Improves flooding and drainage at the site and adjacent properties
- » Remediate contaminated land.

6.9.2 Provision of social infrastructure

The proposed development will contribute to the social wellbeing of Concord West increase the supply of housing in an area with good access to public transport, employment, recreational and commercial and retail opportunities.

A summary of key social infrastructure considerations are identified below. Consultation with the appropriate public organisations 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.

Schools

The Department of Education and Communities Advisory Notes for School Site Selection sets out the following criteria for the provision of schools in areas of new residential development:

- » One public primary school per 2,000 to 2,500 new dwellings
- » One public high school per 6,000 to 7,500 dwellings (i.e. catchment of three primary schools)

These criteria indicate that the planning proposal will not be large enough to result in, by itself, a new primary school or high school. In addition, much of the proposed uses will be catering for a mixed community, therefore not triggering a huge demand for new schools facilities.

It is envisaged that residents will be accommodated in the nearby schools such as newly built Victoria Avenue Public School, Concord West Public School, St Ambose Catholic School, Strathfield North Public school and Macdonald College. Improved pedestrian and cycling links also allow for easy and safe access to nearby schools.

6.9.3 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 socioeconomic study undertaken by Hill PDA. 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 (see Section 6.1.1).

Section D – State and Commonwealth interests

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

6.10.1 Public transport

The site area has good accessibility to surrounding public transport facilities. It is within a 5-minute walk to 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, a number of buses operate along Concord Road to the east of the study area, as follows:

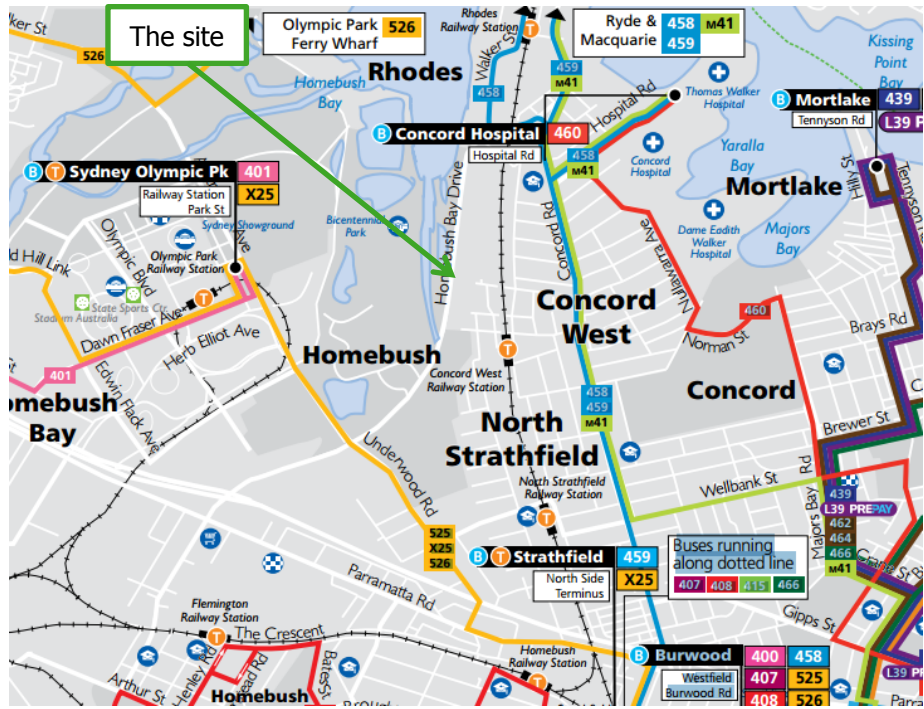
- » M41: Hurstville to Macquarie Park
- » 458: Burwood to Ryde via Rhodes Shopping Centre
- » 459: Strathfield Station to Macquarie University.

Pedestrian connections across the railway line to Concord Road are provided at Station Avenue.

The close proximity of public transport assists in reducing dependence on private car travel and pressures on the local road network.

The following figure illustrates the public transport facilities in the area.

Figure 42 Inner western and south-western suburbs region guide



Source: Sydney buses (2015)

6.10.2 Other infrastructure

An Engineering Services Due Diligence Report has been prepared by IGS to accompany this proposal (see **Appendix C**).

The report provides:

- » an analysis of the existing utility services at or within close proximity of the,
- » assess whether existing these services are able to cope with additional demand associated with the proposed development
- » an overview or upgrades or services required to support the proposed development at the site

A summary of the finding of the assessment with respect to the infrastructure is provided in the table below.

Table 19 Infrastructure assessment

Infrastructure	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 making arrangements 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.
Telecommunications	<ul style="list-style-type: none"> » 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	<ul style="list-style-type: none"> » 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 it 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

Infrastructure	Summary of assessment
	<p>development of the property.</p> <ul style="list-style-type: none"> » 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	<ul style="list-style-type: none"> » 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.
Sewer	<ul style="list-style-type: none"> » 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 by 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.

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

The views of relevant public authorities under section 57 of the EP&A Act will be sought during the exhibition of the planning proposal. This will likely include consultation with:

- » Ausgrid
- » Canada Bay City Council (the landowner has met with council on numerous occasions to date)
- » Department of Primary Industries – NSW Office of Water
- » Department of Environment and Planning – Office of Environment and Heritage and Environmental Protection Authority
- » Foreshores and Waterways Planning and Development Advisory Committee
- » NSW Police
- » NSW Department of Education
- » State Emergency Service (SES)
- » Sydney Olympic Park Authority
- » Sydney Water.

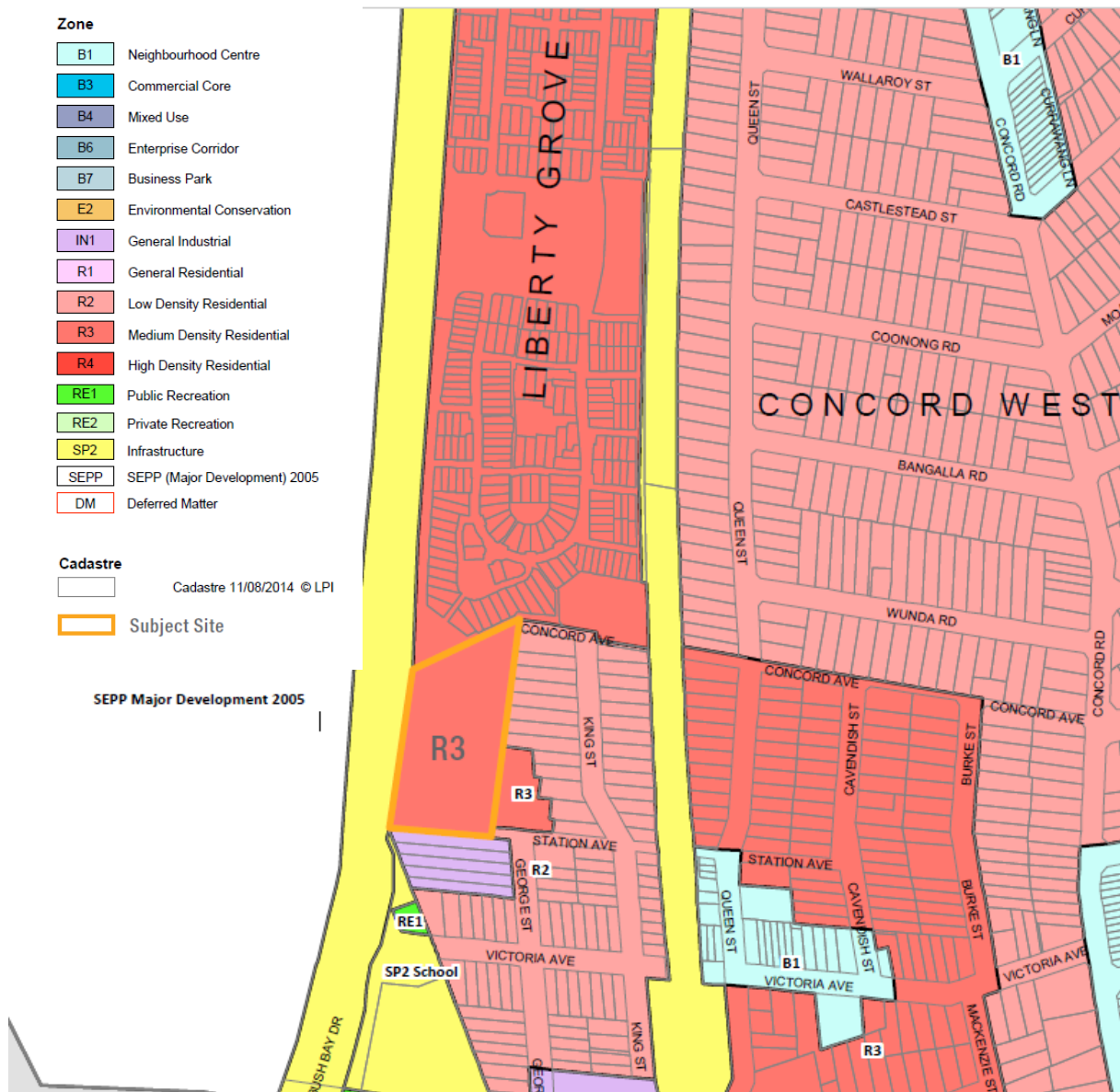
Confirmation of the above list will be confirmed by the Gateway Determination.

7 Part 4 Maps

7.1 Land Zoning

The proposed land zoning map below shows that zone R3 Medium Residential will apply to the land.

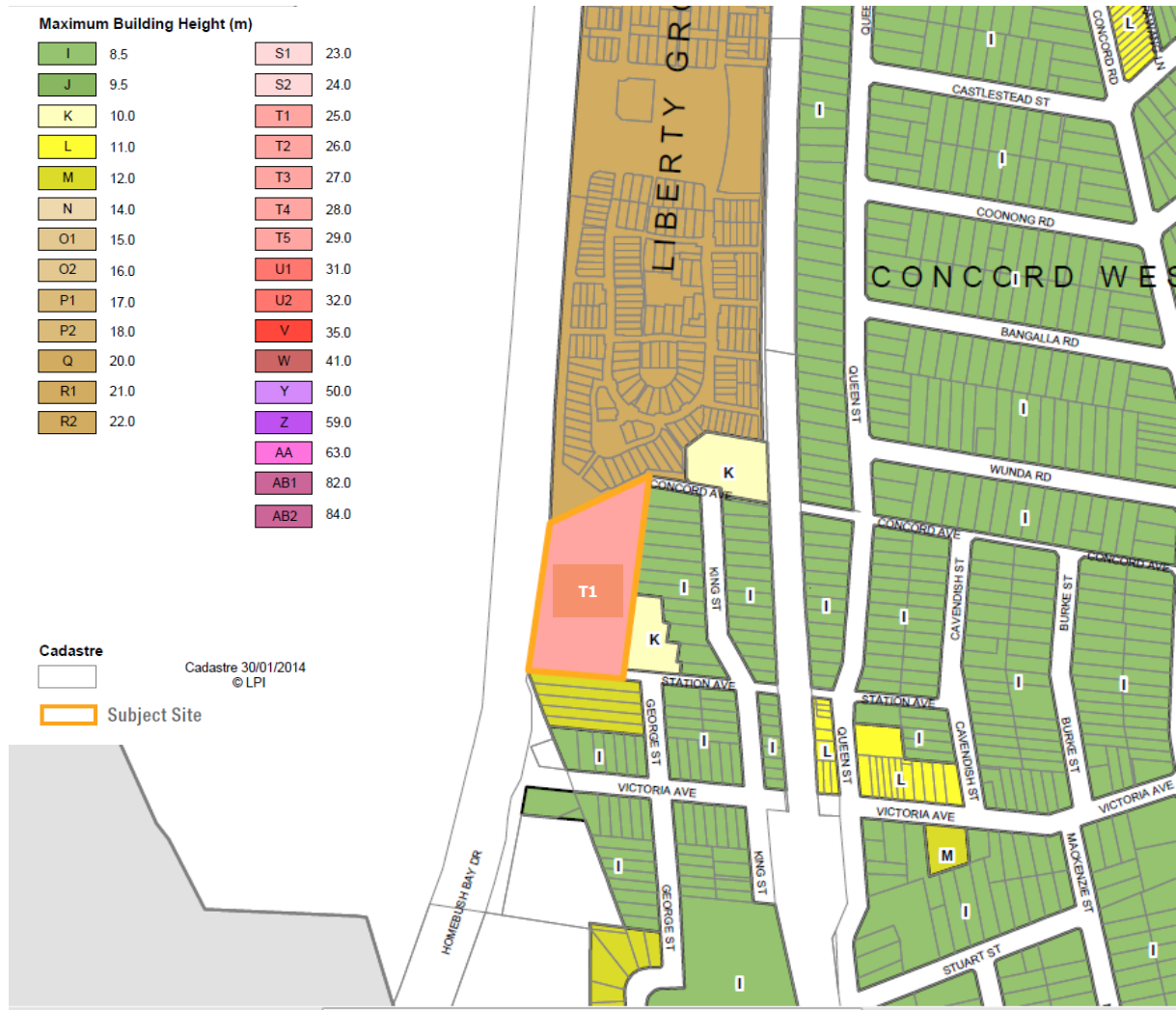
Figure 43 Proposed Land Zoning Map



7.2 Height of Buildings

The proposed height of buildings map shows the maximum height of buildings in 'Australian Height Datum Reduced Levels', with building heights permissible up to 25m.

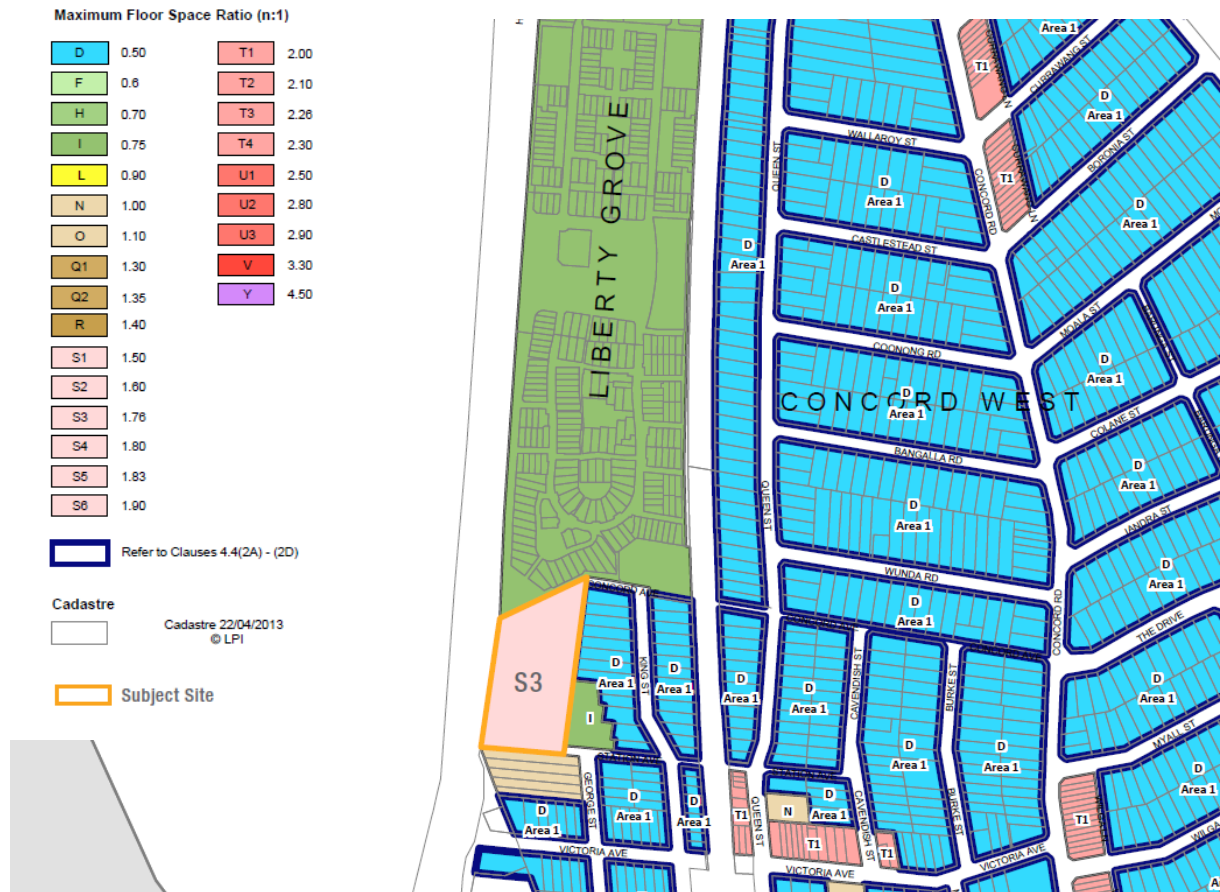
Figure 44 Proposed Height of Buildings Map



7.3 Floor Space Ratio

This proposed FSR Map below shows the maximum floor space ratio for the site being 1.76:1 although what is proposed is 1.7:1.

Figure 45 Proposed FSR Map



8 Part 5 Community consultation

The gateway determination will specify the community consultation requirements that must be undertaken on the planning proposal. The gateway determination will:

- » outline the timeframe for exhibition
- » relevant state or Commonwealth authorities to be consulted
- » whether a public hearing is to be held into the matter by the PAC or other specified person or body.

It is expected that the planning proposal will be publicly exhibited for 28 days and that the public agencies aforementioned will be consulted.

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 Relevant Planning Authority (RPA) (usually Council)
- » 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.

Additional consultation may be undertaken (if this is deemed appropriate or necessary) by the RPA. This may include, but is not limited to broad consultation by letter, open days or public forum.

The following material will be made available for inspection during the exhibition period:

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

If required a public hearing will be arranged by the RPA following exhibition period.

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 (in accordance with s. 57(8) of the EP&A Act.

The applicant is likely to hold a Community information Session during the exhibition period so to liaise and interact with the community.

9 Part 6 Project Timeline

The timeframe for the completion of the planning proposal will depend on Council, the community and the complexity of comments received. Requests for a gateway review by either Council or the proponent, if made, may also influence the timeframe of a planning proposal.

The benchmark timeframe for a major land release is 14-20 months (after the first Council decision to support the principle of the proposal and to be sent to gateway) where the LEP is consistent with the State's strategic planning framework. An estimated project timeline is outlined in the table below. 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 20 Estimated Project Timeline

Project Timeline	Proposed Dates
Preparation of planning proposal and supporting documentation	November 2015
Submission of planning proposal to Council	December 2015 Again in September 2016
Council Assessment	October - December 2016
Briefing of Councillors at internal workshop	December 2016
Consideration of the planning proposal by Council	February 2017
Submission to the DPE	March 2017
DPE Assessment	April 2017
Date of Gateway Determination	April 2017
Timeframe for the completion of required technical information	May – August 2017
Pre-exhibition government agency consultation (if required)	May 2017
Revised Planning Proposal and technical information submitted to Council	September 2017
Council Assessment of the Planning Proposal and technical information	September 2017
Council resolves to exhibit the Planning Proposal	October 2017
Public exhibition period	November/December 2017
Dates for public hearing (if required)	February 2018 (Minimum 21 days from close of exhibition)
Consideration of submissions and proposal by Council	February 2018 – April 2018
Post exhibition report presented to Council	May 2018
Date of submission to DPE to finalise the LEP	June – July 2018

Appendices

A	Urban Design Report
B	Flood Impact Assessment
C	Engineering Services Report
D	Traffic and Transport Assessment
E	Detailed Contamination Assessment
F	Geotechnical Investigation
G	Acoustic assessment
H	Survey plan
I	Industrial lands strategic assessment checklist
J	Remediation Action Plan and Acid Sulphate Soils Plan

A Urban Design Report

B Flood Impact Assessment

C Engineering Services Report

D Traffic and Transport Assessment

E Detailed Contamination Assessment

F Geotechnical Investigation

G Acoustic assessment

H Survey plan

I 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)

J Remediation Action Plan and Acid Sulphate Soils Plan



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