



PARKSIDE

REQUEST FOR A PLANNING PROPOSAL

MARCH 2021



Rev	Description	DATE	AUTHOR	CHECKED
A	For Planning Proposal Lodgement	31.03.2021	KM	LH

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Executive Summary

Kulcher PTY LTD is seeking to create a new, more holistic vision for Concord West that celebrates the local attributes of the area to create a healthy transit-oriented community.

The proposed rezoning of the Concord West Precinct is unlocked by a traffic solution at the intersection of Pomeroy Street and George Street, North Strathfield. A proposed intersection upgrade involving new slip lanes at the north western and north eastern corners of the intersection shall ease congestion and queuing and provide opportunities for increased housing density to the north, within 400 m of Concord West Railway Station where it is most appropriate. The proposed housing density increases within 400 m (a five-minute walk) of the existing Concord West Railway Station. This is in line with the principles of Transit Oriented Development (TOD) and the Greater Sydney Region Plan which seeks to locate housing within walking catchments of rail and where there are links for walking and cycling to help promote a healthy lifestyle.

A Planning Proposal is requested to amend Canada Bay Local Environmental Plan 2013 (LEP) to rezone the area to a combination of B1-Neighbourhood Centre and R4-High Density Residential. The Heights of Buildings (Clause 4.3) proposed range from 8 storeys (28 m) to 12 storeys (41-42 m), with potential further increase in height for the key sites providing new public open space. The Floor Space Ratio (Clause 4.4) proposed is 2:1-3.6:1 (an average FSR of 2.8:1).

This is justified by:

- The precinct's position within a strategically important part of the metropolitan area;
- The precinct's high level of public transport accessibility; and
- The precinct's proximity to jobs, recreation, significant open space, goods and services.

The proposal is accompanied by a vision, urban design strategy and master plan. The vision is supported by design principles and guidelines to achieve high-quality built form, great streets, improved sustainability and a sense of place.

The Proposal seeks to facilitate a transit-oriented neighbourhood by restricting the precinct to areas within 400 m from the railway station. This represents orderly and economic development of a neighbourhood which benefits from its immediate access to the existing railway station.

The proposal delivers a tangible public benefit by sharing the increased development potential improved land value arising from the traffic solution, by spreading renewal opportunities to each owner within the precinct rather than concentrating uplift on one or two sites. In this regard, the proposal goes beyond Council's 2014 master plan which concentrated on only the remnant industrial sites within Concord West and North Strathfield.

It is estimated that the proposed redevelopment has the potential to deliver:

- 1,400-1,500 dwellings;
- 2,300 – 3,000 m² of retail floor space with active frontages to cater to the local community;
- 4% affordable housing benchmark;
- Upgraded of Pomeroy and George Street intersection;

- Transformed and expanded public domain;
- Holistic, integrated Waster Sensitive Urban Design and Water Cycle Management Strategy for the neighbourhood;
- Mitigation of existing flooding impacts;
- New public open spaces in a suite of pocket parks and public squares that shall complement the precincts exemplary access to large regional open space at Bicentennial Park; and
- Improvement of overland flow and flooding impacts.

The rezoning of the site is consistent with A Metropolis of Three Cities, The Eastern City District Plan and the Vision for Greater Parramatta and Olympic Peninsula. The rezoning of the site is compatible with the Parramatta Road Urban Transformation Strategy which earmarked the area for increased residential densities subject to addressing existing traffic network issues. The proposal is also compatible with Canada Bay Council's Concord West Master Plan (2014) seeking to build upon the agreed rezoning of the remnant industrial sites and take a more holistic approach creating a benefit for all of the residents of the neighbourhood rather than just a few. The proposal is also compatible with the Local Strategic Planning Statement. The site is identified as an urban renewal area and it is ideally located for create a more sustainable walkable, transit-oriented neighbourhood with unparalleled access to open space.

This planning report considers the merits and justification for commencing the preparation of an LEP to amend the Canada Bay LEP 2013.

It is considered that there is enough information to support a recommendation that the planning proposal be forwarded to the Minister for a Gateway Determination to facilitate any additional detailed studies, a site-specific DCP and to enable public exhibition.



Figure 1: Artist's Impression, Victoria Avenue near Olympic Park

1 Introduction

1.1 The Proposal

The planning proposal seeks modifications to the Local Environmental Plan for Zoning, Minimum Lot Sizes, Height of Buildings and Floor Space Ratio to facilitate revitalisation of the precinct west of Concord West Station.

- Changes in zoning from Industrial, R2-Low Density Residential and R3-Medium Density Residential to B1-Neighbourhood Centre and R4-High Density Residential;
- Increase in minimum lot sizes to achieve reasonably sized development parcels; and
- Increase in Height and FSR limits to facilitate 1,400-1,500 total dwellings.

The proposed land use zone changes, increase in maximum height of buildings and increase in floor space ratio (FSR) contributes to the achievement of strategic planning goals to provide high quality housing and a mix of uses in accessible locations. The planning proposal is underpinned by:

- a traffic solution to increase capacity in the local road network and allow for increased densities;
- a pragmatic solutions to flooding, stormwater management and water quality; and
- an urban design strategy that can form the basis of a site-specific DCP and deliver high quality outcomes for both the public domain and private development sites;
- a socio-economic study that sets out parameters for achieving a more socially and economically sustainable neighbourhood; and
- A suite of technical studies that consider the potential impacts of the proposal.

The urban design strategy breaks to precinct into 17 redevelopment blocks and includes an indicative precinct plan with building envelopes that have a floor space-to-envelope ratio of no more than 75%. The indicative precinct plan demonstrates the proposed LEP changes can result in a reasonable number of additional dwellings (1,400-1,500 total) supported by the proposed traffic solution while achieving a high-quality urban design outcome with open space and built form outcomes consistent with the principles of SEPP 65 and the objectives of the Apartment Design Guide (ADG).



Figure 2: Indicative Precinct Plan

Table 1: Indicative Development Yield

Block	Site Area (m ²)	GFA (m ²)	FSR	Residential GFA (m ²)	No. of Res Units	Retail GFA (m ²)
Block 1	3,413	8,489	2.5	8,489	96	
Block 2	3,235	8,042	2.5	8,042	91	
Block 3	3,461	12,371	3.6	11,933	135	438
Block 4	2,810	10,115	3.6	9,228	105	887
Block 5	3,346	12,019	3.6	12,019	136	
Block 6	5,037	16,059	3.2	16,059	182	
Block 7	2,784	9,974	3.6	8,894	101	1,080
Block 8	3,541	12,742	3.6	12,742	144	
Block 9	815	2,929	3.6	2,537	29	392
Block 10	1,016	3,654	3.6	3,654	41	
Block 11	2,874	5,733	2.0	5,733	57	
Block 12	2,833	8,501	3.0	8,501	85	
Block 13	3,126	6,236	2.0	6,236	62	
Block 14	2,942	5,820	2.0	5,820	58	
Block 15	2,173	4,349	2.0	4,349	43	
Block 16	2,725	5,460	2.0	5,460	55	
Block 17	2,182	4,356	2.0	4,356	44	
Total	48,313	136,849	2.8	134,052	1,465	2,797

The key urban design principles adopted in varying the Zoning, Height of Buildings and FSR controls over the site are:

- The realisation of a liveable transit-oriented neighbourhood which turns away from the private motor vehicle and towards a healthier pattern of urban living;
- Provision for suitable non-residential floor space near the railway station to support proposed increase in residential density to create a more liveable and active neighbourhood;
- Heights and FSRs that allow a sufficient density within a 5 minute walk of the railway station and where future development can achieve design excellence;
- Stronger connections between Concord West Station and Bicentennial Park;
- A diversity of building forms and open spaces to create an interesting urban environment;
- Provision for building forms that define the streets;
- Building on the character of the existing street network to create a sense of place through a strong, pedestrian friendly expanded public domain;
- Achievement of high quality landscape outcomes including an increased tree canopy, limited impacts of the urban heat island effect and integration of landscape and water cycle management.



1.2 The Report

This planning proposal has been prepared in accordance with Division 3.4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning and Environment's "A Guide to Preparing Planning Proposals (December 2018) (Guide)". As is stated in the guide, it is expected that the applicant will enter into further discussions with Council and bring forward additional information as necessary but that the information provided herein is sufficient for the proposal to be lodged with Council for consideration. The following key matters set out in the Guide are addressed in this report:

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

1.3 Supporting Documentation

This Planning Proposal is supported by the following:

- Communication and Community Consultation Strategy by Urban Concepts
- Contamination Assessment by Arcadis
- Due Diligence (Utilities, etc.) by Arcadis
- Feasibility Analysis by Hill PDA
- Flood Management, Stormwater Management and Water Sensitive Urban Design by GHD
- Flood Report by Arcadis
- Heritage Impact Statement by Weir Phillips
- Intersection Design and Bill of Quantities by BG&E
- Landscape advice by Site Image
- Social and Economic Impact Assessment by Hill PDA
- Traffic and Transport prepared by Barker Ryan Stewart
- Site Survey prepared by LTS Lockley
- Urban Design Report by Dickson Rothschild

1.4 The Site

The subject site comprises two key areas:

- Victoria Avenue and Surrounds
- Pomeroy Street and George Street Intersection and Surrounds



Figure 3: Site Location (Source: Nearmap)

1.4.1 Victoria Avenue and Surrounds

The subject site ('the site') is identified as the lands bounded by Concord Avenue to the north, the Northern Railway line to the east, the Westpac premises to the south and Victoria Avenue Public School, Homebush Drive 7 Concord Road to the west. It is noted that 7 Concord Road is currently subject to its own Planning Proposal. The subject site includes sites which form part of the Concord West Master Plan of 2014 including 'Site 2.'

The site is located within the Canada Bay Local Government Area. It has an area of approximately 7 Ha.

The site is identified in the figure below.



Figure 4: Site Location Map (Source: Nearmap)

1.4.2 George Street and Pomeroy Street Intersection and Surrounds

The other key area which is the subject of this proposal is the intersection of George Street and Pomeroy Street. This intersection is the only vehicular entry to and exit from the Concord West precinct. This intersection has been a key component of previous planning proposals for the industrial sites near Concord West Station as part of Canada Bay Council's 2014 Master Plan which recommended the remnant industrial sites to be zoned primarily to residential. While the proposal does not seek to change the zoning or other LEP standards for this land, upgrades to the intersection are related to the proposed rezoning near Concord West Station.



Figure 5: Aerial View Pomeroy Street/George Street Intersection (Source: Six Maps)

1.5 Site Analysis

1.5.1 Built Form

The Study Area is characterised by low and medium density forms interspersed with isolated light industrial and commercial uses.

The area is enclosed by the hard edges of the railway line to the east and the elevated Homebush Bay Drive to the west. Discrete access points under both the Railway Line and Homebush Drive connect the enclave to its surroundings.

Concord West Station and Victoria Avenue Community Precinct are prominent infrastructure adjacent to the site and each has distinct built form.

Residential buildings are generally low scale with brick, rendered or weatherboard facades. Building types include single detached dwellings, duplexes and townhouses.

Commercial buildings are larger, blocky and generally 2-3 storeys.

The existing mix of land uses and tenure indicates a susceptibility to change, if provided with a suitable increase in density to reach a redevelopment tipping point.

1.5.2 Streets

The study area functions as an island with only one way in and out of the precinct via George Street. There is no access from Homebush Drive. Streets in the study area are two-way. Twenty-metre-wide roads including George Street, Victoria Avenue and King Street are a defining characteristic of the subject area. The curve in King Street creates a distinct irregularity in the street pattern.

Station Ave provides access to the development at 7 Concord Avenue. The street is only 10m wide with parking on street. An on-street cycle path designation is also indicated on Station Ave.

There are several dead-end streets. This creates potential traffic flow issues, but they are not acute due to the isolated nature of the precinct which has mostly local traffic rather than through traffic. Traffic flows increase during school pick up and drop off, and on weekends when the under pass at Victoria Avenue to Bicentennial/Olympic Park is used to access the recreation areas at the park.

It has been observed that on-street parking is often used by commuters.

Speed limits in the precinct are low.

1.5.3 Pedestrians and Cyclists

The study area is significantly influenced by its proximity to the railway station and Sydney Olympic Park. Existing pedestrian links connect the precinct to Olympic Park to the west, Liberty Grove to the north and Station Avenue to the east. Within the precinct, wider streets include footpaths on both sides of the street, although the footpaths are relatively narrow.

Pedestrian flows are greater at commute times, school pick up/drop off and on weekends when Concord West Station provides easy access for visitors to Olympic Park. New, slightly raised pedestrian crossing occurs on the south side of Victoria Avenue across George Street, indicating the importance of the south side of Victoria Avenue as a pedestrian link between Concord West Station, Victoria Avenue Public School and Olympic Park.

Cycle paths are intermittent and mostly shared paths on the road.

1.5.4 Land Use

The precinct lacks retail uses. The closest retail areas are on the east side of Concord West Station but only constitute a few blocks of shops. Commercial uses in the area are situated on the existing light industrial sites which are those earmarked for rezoning to residential under the 2014 Concord West Master Plan.

An existing key employer in the area is Westpac located adjacent to Concord West Station. However, it is understood that the Westpac site has recently been purchased.

Most of the precinct is residential and generally low density. There are limited medium density developments within the site. 2 Station Avenue is a townhouse development and is zoned R3.

1.5.5 Lot Sizes and Susceptibility to Change

Lot sizes vary considerably through the area, regularly varying from less than 250m² to greater than 1000 m², sometimes within the same block.

This reflects the historic pattern of development with larger industrial and commercial lots interspersed with worker housing.

The site with the lowest susceptibility to change is the strata-titled townhouse site at the terminus of George Street (2 Station Avenue). This site comprises 21 dwellings.

1.5.6 Flora and Fauna

The site contains limited significant vegetation. The existing vegetation that is of note is:

- The stand of mature Paperbark street trees along the eastern side of King Street north of Victoria Avenue.
- A cluster of existing mature trees in the setbacks of the existing terrace housing at 2 Station Avenue.
- A cluster of existing mature trees at the north west corner of the subject site.
- A few existing trees along the railway line.
- The trees and vegetation around the existing sewer pump station and along Homebush Drive.

The site is an existing urban area making the presence of endangered fauna unlikely. The LEP does not identify the precinct as having significant vegetation or biodiversity values. These values do occur to the west of the subject site.

1.5.7 Topography

The site has a sloping topography rising from the low point towards Olympic Park and the Powell's Creek alignment rising towards a high point at the railway line.

1.5.8 Flooding

A flood study prepared by Jacobs formed part of the 2014 Council Concord West Master Plan which detailed flooding in the area.

The area is impacted by overland flow and flooding echoing site topography with hazards around the western portion of the precinct and along Homebush Bay Drive and near the Railway Station.

The existing precinct is mapped mostly as a low hazard area. Sag points in King Street near Station Avenue and along the embankment to Homebush Bay Drive exist. Flooding occurs over some of the sites in the northern part of the precinct and in the western part of the precinct.

1.5.9 Acid Sulfate Soils

Acid Sulfate soils are identified by the LEP 2013 and generally follow the flood prone areas. The pattern of acid sulfate soils arises from the Powell's Creek alignment generally.

1.5.10 Contamination

Parts of the site are acid sulfate soil prone. The site's identified in the Concord West Master Plan (2014) as the remnant industrial sites are likely to be contaminated due to their existing zoning. There is also the possibility of contamination associated with the train line.

A stage 1 contamination assessment has been undertaken for the precinct by Arcadis and forms part of this Planning Proposal. It would be expected that a Stage 2 assessment for potential contaminated areas may be a requirement associated with a Gateway determination.

1.5.11 Heritage

The existing heritage in and near the site is:

- Powell's Creek Reserve (LEP I467) which stretches from just west of 202-210 George Street southward to Argonne Street following Homebush Bay Drive.
- The other heritage item is the Concord West Railway Station Park (LEP I395) on the eastern side of the railway station.

Slightly further from the site are the following items:

- Shop at 29 Victoria Avenue
- Street trees at Wunda Road

An assessment of heritage in and around the site are addressed later in this report and in the supplementary assessment by Weir Phillips.

1.5.12 Noise

The site is impacted by road noise from Homebush Bay Drive and rail noise from the northern line. It is expected that potential impacts can be managed during the Development Application process utilising existing standards.

1.5.13 Views

Due to the fall of the land towards the west, there are views over Olympic Park towards the towers in Homebush. From higher levels (as from the railway station concourse) there are views north west towards the Paramatta River and north towards the towers at Rhodes.

1.5.14 Services

The precinct is serviced by existing infrastructure. A services due diligence by Arcadis forms part of this proposal.

1.6 Site Context

1.6.1 Concord West Station

Concord West Station is an existing station on the T1 North Shore, Northern and Western Line in operation since 1887. It served as an important link during the Sydney Olympics due to its immediate connection to Bicentennial Park.

The railway station was upgraded in 2014. There is a small green space adjacent to the station on its west side with small areas for bicycle parking. A small heritage listed park is located on the east side of the station.

Trains towards the CBD leave every 15 minutes, approximately.

Trains towards Epping and Hornsby leave every 15 minutes, approximately. It is noted that the LSPS includes as a potential action improving capacity along the northern line which would likely increase the frequency of train services.

The Railway Station is a crucial element of existing infrastructure that provides existing residents and works a very high degree of transport accessibility.

The station is located one station north of North Strathfield station, with North Strathfield forming part of the planned West Metro. This convenient connection will further improve Concord West Station's accessibility. Residents would also have the option of a short bicycle ride or 15-20 minute walk to North Strathfield Station as an alternative to using Concord West Station.



Figure 6: Concord West Railway Station viewed from Victoria Avenue

1.6.2 Victoria Avenue Community Precinct

Victoria Avenue Community Precinct opened in 2015. The development is part of a partnership between NSW Department of Education, City of Canada Bay Council and Sydney Local Health District. Distinct services include:

- A Public Primary School
- A Child Care Centre
- An Early Childhood Health Centre
- An Outside School Hours Care (OHSC) Centre.

(Source: Dept of Education)

Key aspects of the development are:

- The school has 28 classrooms and 273 students and 28 staff
- 48 different cultural and linguistic groups are represented
- The childcare centre has 47 places.
- OHSC has 100 approved places
- The playing fields and communal hall are shared between the community and school.
- Part of the Major's Bay Community of Schools

(Source: NSW Govt, VAPS Annual Report 2019 & victoriaav-p.schools.nsw.gov.au)



Figure 7: Victoria Avenue Community Precinct viewed from Victoria Avenue

1.6.3 Sydney Bicentennial Park – Sydney Olympic Park

The site has immediate access to Sydney Bicentennial Park – Sydney Olympic Park via a tunnel under Homebush Bay Drive. This link was an important one during the Sydney Olympics. Immediately once

inside the park is a parking lot as well as a secluded green space with picnic facilities, a playground and pavilions. This is hidden away from the core part of Olympic Park.

Sydney Bicentennial Park – Sydney Olympic Park is a unique and substantial regional open space which has a significant impact on the subject site and contributes to its unique context.

1.6.4 Other Open Spaces

The site is also close to the playing fields south of the Victoria Avenue Public School which are public fields. Just beyond that is Bressington Park and Mason Park.

1.6.5 Transport

1.6.5.1 Rail

The site is within 400 m of Concord West Station, serviced by the T1 line. The site is also 1.1 km walking distance from the planned North Strathfield Metro Station and 1.5 m walking distance from the future Metro West Station at Sydney Olympic Park and. The site therefore has a high degree of transport accessibility which is indicated to only increase over time.



Figure 9: Sydney Metro West Interactive Map (as of August 16 March 2021, Source: <https://caportal.com.au/tfnsw/sydmetrowest/map>)

1.6.5.2 Buses

Bus services run at Concord Road to the east of the subject site. This includes the 410, 458, N80 and N81 buses providing access to Macquarie Park, Parramatta, Ryde, Rhodes Strathfield and Burwood.

1.6.6 Cycling

The site is well located for cycling. Sydney Bicentennial and Sydney Olympic Park have a significant cycle network which intersects with Victoria Avenue just west of Homebush Bay Drive. Cycle paths become intermittent east of Homebush Bay Drive although there is an on-road cycle path symbol which connects the Olympic Park cycleways along Victoria Avenue to George Street to Station Avenue and then to the tunnel under the railway line at Station Avenue. There are cycle connections to the north towards Rhodes and south towards North Strathfield.

There are opportunities to improve cycle connections within the site.

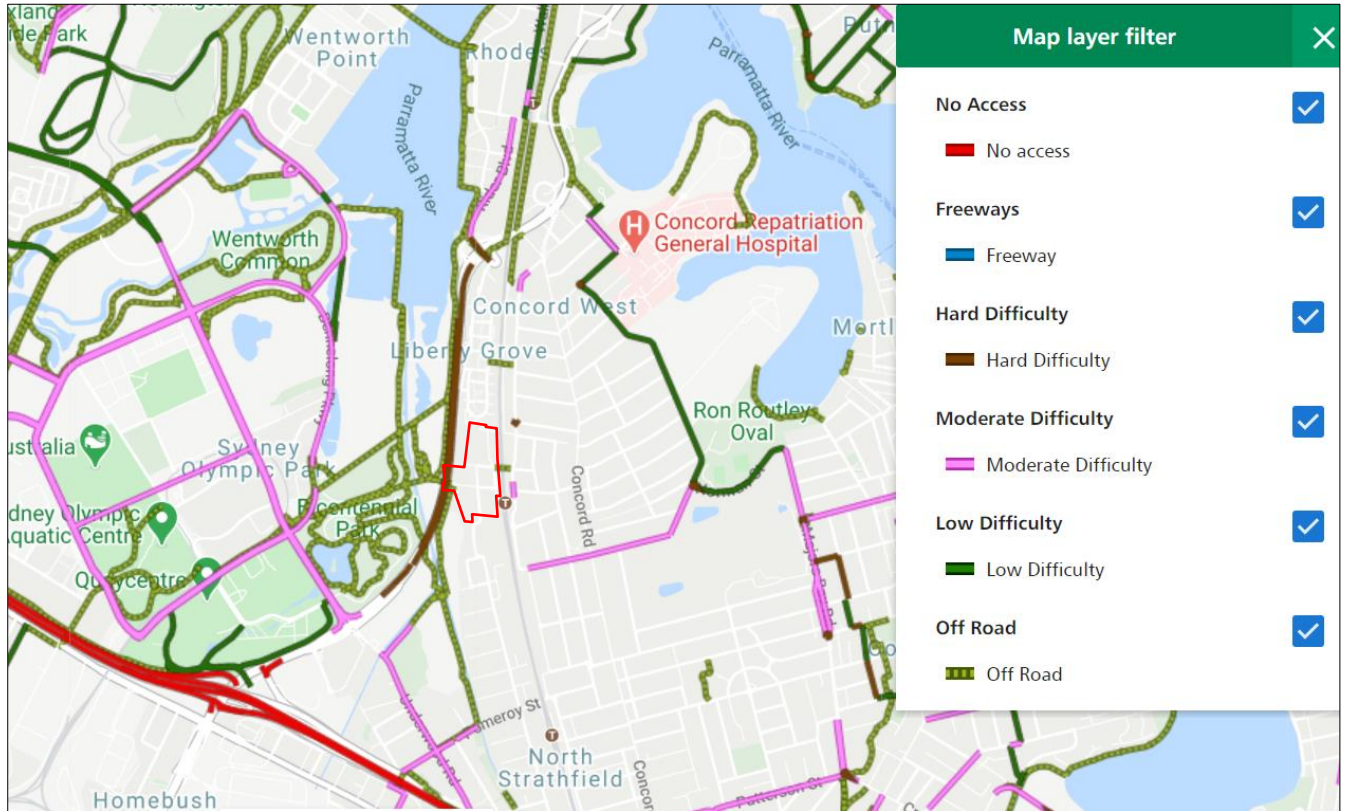
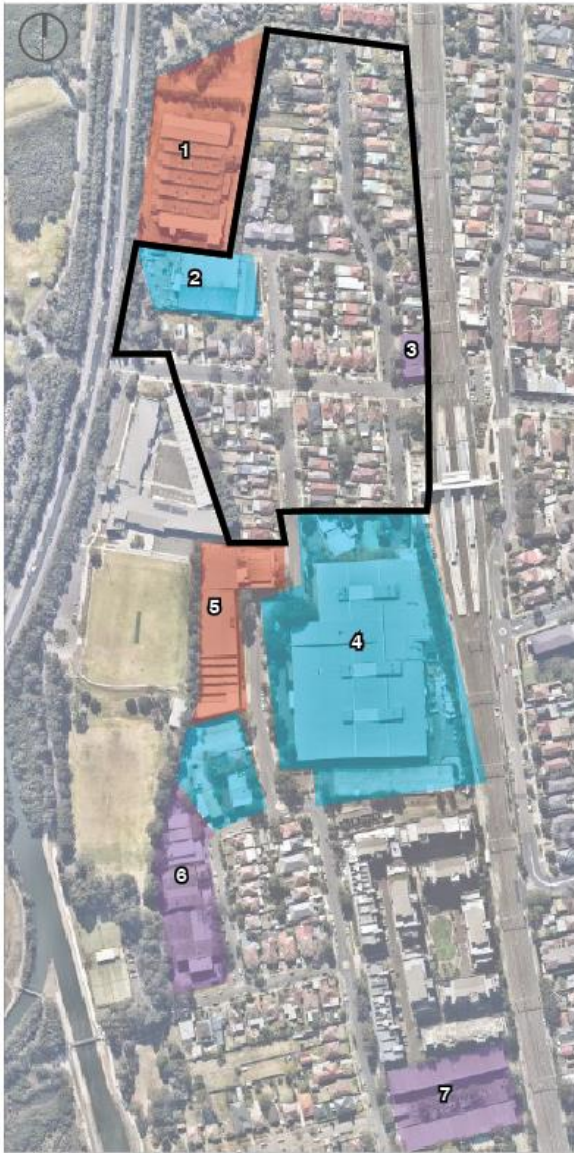


Figure 10: Excerpt, RMS Cycleway finder (www.rms.nsw.gov.au/maps/cycleway_finder, accessed 16 March 2021) with site outlined in red

1.6.7 Other Planning Proposals

The 2014 Concord West Master Plan prepared by Canada Bay Council supported the rezoning of seven existing industrial sites to permit residential land uses and increased heights and densities. Most of the sites have already commenced Planning Proposals with each at a different stage in the rezoning process and some with DAs submitted.

A summary is provided in the figure overleaf.



PLANNING PROPOSALS

DEVELOPMENT APPLICATIONS

- 1 7 CONCORD AVENUE**
Gateway achieved, at Finalisation stage
 Planning Proposal 2017_CANAD_005_00
 Site Area: 1.5 ha
 FSR: 1.6:1 (updated 2018)
 Height: 25 m 3-8 storeys
 Units: 260
- 2 202-210 GEORGE STREET**
 SITE 2 of Council Master Plan, Part of this PP
- 3 3 KING STREET**
 SITE 3 of Council Master Plan, Part of this PP
Rezoning gazetted 22/06/2018
 Planning Proposal 2017_CANAD_003_00 -
 Site Area: 810 sqm
 FSR: 2.3:1
 Height: 16m 4 storeys
 Units: 20 x 2 bed
 Commercial: 190 sqm
- 4 1 KING STREET (WESTPAC)**
 SITE 4 of Council Master Plan
- 5 176-184 GEORGE STREET**
LPP endorsement 26/07/2018
Under Assessment by DOPE since 26/6/2019
 SITE 5 of Council Master Plan
 LPP endorsed, Gateway Assessment Stage
 FSR: 1.9:1
 Height: 16-22 m
 157 apartments
- 6 2, 2A & 4 ROTHWELL AVENUE**
Rezoning gazetted 20/04/2018
 Planning Proposal 2015_CANAD_005_00
 Site Area: 6,084 sqm
 FSR: 1.4:1
 Height: 16 m 4 storeys
 Units: Not Specified in PP
- 10 ROTHWELL AVENUE**
 Remnant Part of Site 6 of Master Plan
- 7 25 GEORGE STREET**
Rezoning gazetted 5/6/2020
 Planning Proposal 2016_CANAD_001_00
 Site Area: 7,480 sqm
 FSR: 1.6:1
 Height: 16-22m 4-6 Storeys
 Units: 126 (AVA concept design)

- 2, 2A & 4 ROTHWELL AVENUE**
 DA Lodged 5/6/2019
 DA Approved 03/12/2020
 DA 2019/0160
Arch/Planner: Terrior/CityPlan
 Site Area: 6,084 sqm
 FSR: 1.4:1
 Height: 16.85 m 4 storeys (Cl. 4.6)
 Units: 88 Cars: 91
- 25 GEORGE STREET**
 DA Lodged 12/06/2020
 DA 2020/0143
Arch/Planner: Fuse/Dowling Urban
 Site Area: 7,480 sqm
 FSR: 1.6:1
 Height: 16-22m 4-6 Storeys
 Units: 156 Cars: 142
 VPA for 5% affordable housing on uplift of GFA
 over 1:1 or 2x3 bed units), whatever is greater.

- Sites with Planning Proposal
- Sites with Gazetted New Planning Controls
- Sites without a Planning Proposal but which are identified for rezoning under Council Master Plan

Figure 11: Summary of Planning Proposals arising from Canada Bay Council's Concord West Masterplan (2014)

1.6.7.1 7 Concord Avenue

No 7 Concord Avenue is the existing industrial site adjacent to Homebush Bay Drive between Station Avenue and Concord Avenue. It has a significant influence on the subject site being immediately adjacent. It is 'Site 1' under the Concord West Master Plan, being earmarked for rezoning to residential. The site is currently under a planning proposal. The proposals key challenge is flooding and overland flow. The Planning Portal indicates the PP is in the Finalisation Stage having been sent back to the Department on 24/11/2020.

1.6.7.2 3 King Street

No 3 King Street has already been rezoned. This Planning Proposal considers alternative outcomes for the site and has been included as part of the subject precinct.

1.6.7.3 1 King Street

We understand the Westpac site has been an employment generating use in the area and that it has recently been sold.

1.7 Regional Planning Context

The site is within a significant strategic planning area at the heart of the metropolitan Sydney. It also is at the intersection of several important strategic plans which have been released in the past five years. It is at the nexus of several big urban moves including the GOP precinct, the Homebush Precinct and the Sydney Metro West.

1.7.1 A Metropolis of Three Cities: A Vision to 2056

The key regional plan applying to the site is The Greater Sydney Region Plan - A Metropolis of Three Cities.

The strategy is the overarching Metropolitan Plan for Sydney published in March 2018. The subject precinct is located at the cusp of the "Central River City" and "Eastern Harbour City". It is one railway stop from Rhodes, a Strategic Health and Education Precinct. It is also within a designated urban renewal area and at the eastern edge of the GOP Economic Corridor which terminates around Sydney Olympic Park. In the plan, the Sydney Olympic Park area is identified as a lifestyle Precinct.

Key directions set out in the plan include:

- Developing a more accessible and walkable city
- Valuing green spaces and landscape
- Giving people housing choices
- Designing places for people

Refer to the following Figure.

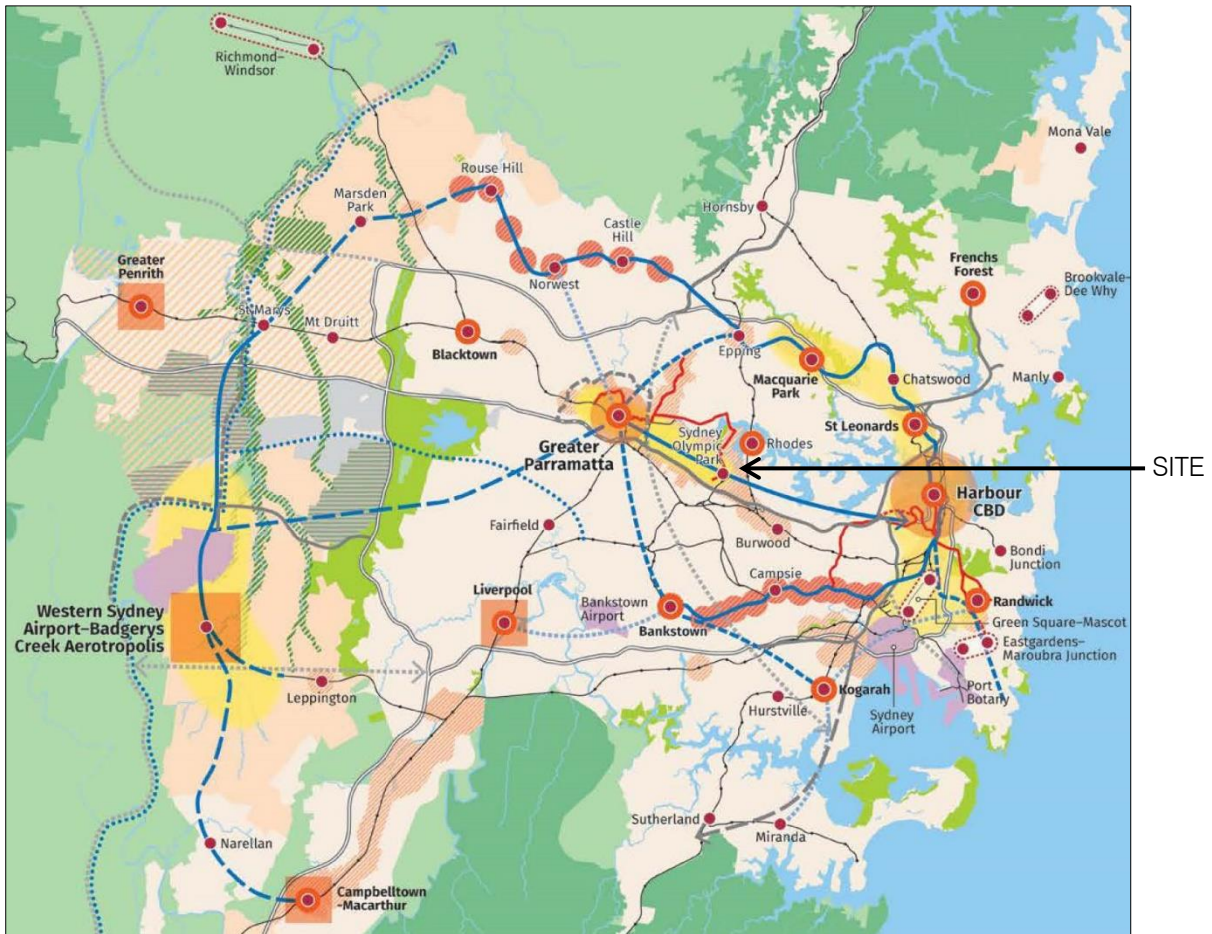


Figure 12: Greater Sydney region Plan (2018, pg. 16)

The subject site is well suited to achieving these key directions given it is part of an existing urban area and is positioned adjacent to an existing railway station and significant regional public open space. The site is particularly well located to contribute towards achieving the 30 minute city.

1.7.2 Eastern District Plan

The subject precinct is at the interface of the Eastern City and Central City districts within the Metropolitan Plan. It is within the Eastern District.

The site is part of an urban renewal corridor which is identified for more housing in the right locations. The Plan states that urban renewal opportunities may exist around regional transport and strategic centres where links for walking and cycling promote a healthy lifestyle and contribute to liveability. The subject site's immediate proximity to an existing railway station and major parklands west of Homebush Drive make it ideal for increased housing densities.

The District Plan puts its focus on Rhodes as a Strategic Centre and North Strathfield as a Local Centre on the T1 North Line. Concord West is identified as a railway station but not given a special strategic centre designation. This points to its potential function as a transit-oriented village centre.

Refer to the figure overleaf.

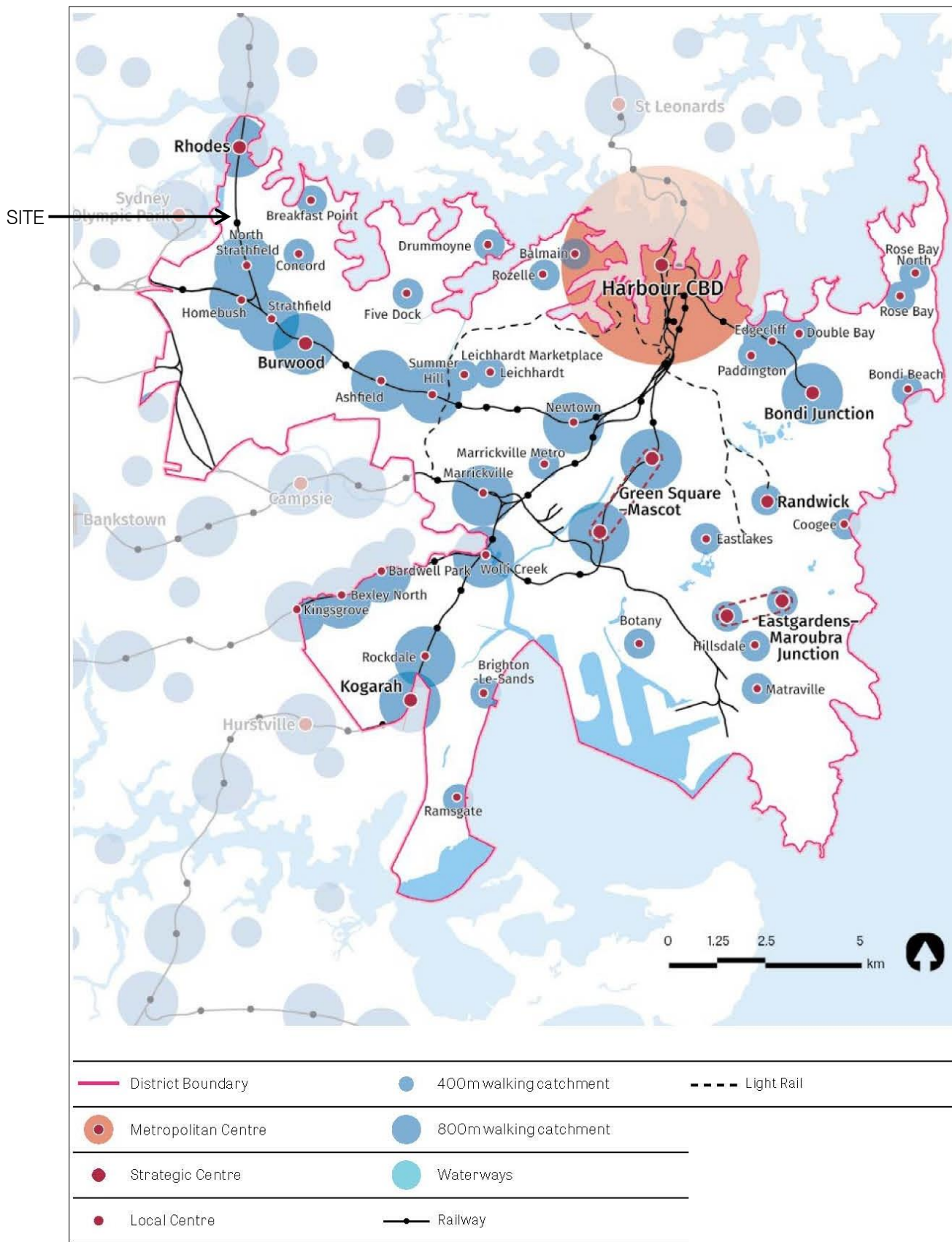


Figure 13: Excerpt, Easter City District Plan, pg 50

1.7.3 Greater Parramatta and the Olympic Peninsula

The subject site is generally included in the GOP zone within the 2016 study. The site is within the Homebush Precinct is identified as a residential focused area. The study states the following:

UGNSW [Urban Growth New South Wales] has identified Homebush Precinct as having potential to offer higher density housing and a bustling hub between Homebush, North Strathfield, Concord West and Strathfield Stations. It will build upon the Bakehouse Quarter, creating main-street style uses on Parramatta Road and George Street.

The site is also situated along the eastern edge of the Olympic Park Lifestyle Super Precinct. The site's adjacency to both Olympic Park and the Concord West Railway Station give it a unique opportunity to contribute to the special identity sought for the Peninsula.

The 2017 Greater Parramatta Interim Land Use and Infrastructure Implementation Plan indicates that the subject site is currently under review (as a part of the Homebush Precinct). Homebush is identified for existing road and intersection upgrades, a regional cycleway and upgrades to existing schools.

The plan sets the direction for the area and an update is promised once consultation with key stakeholders progresses.

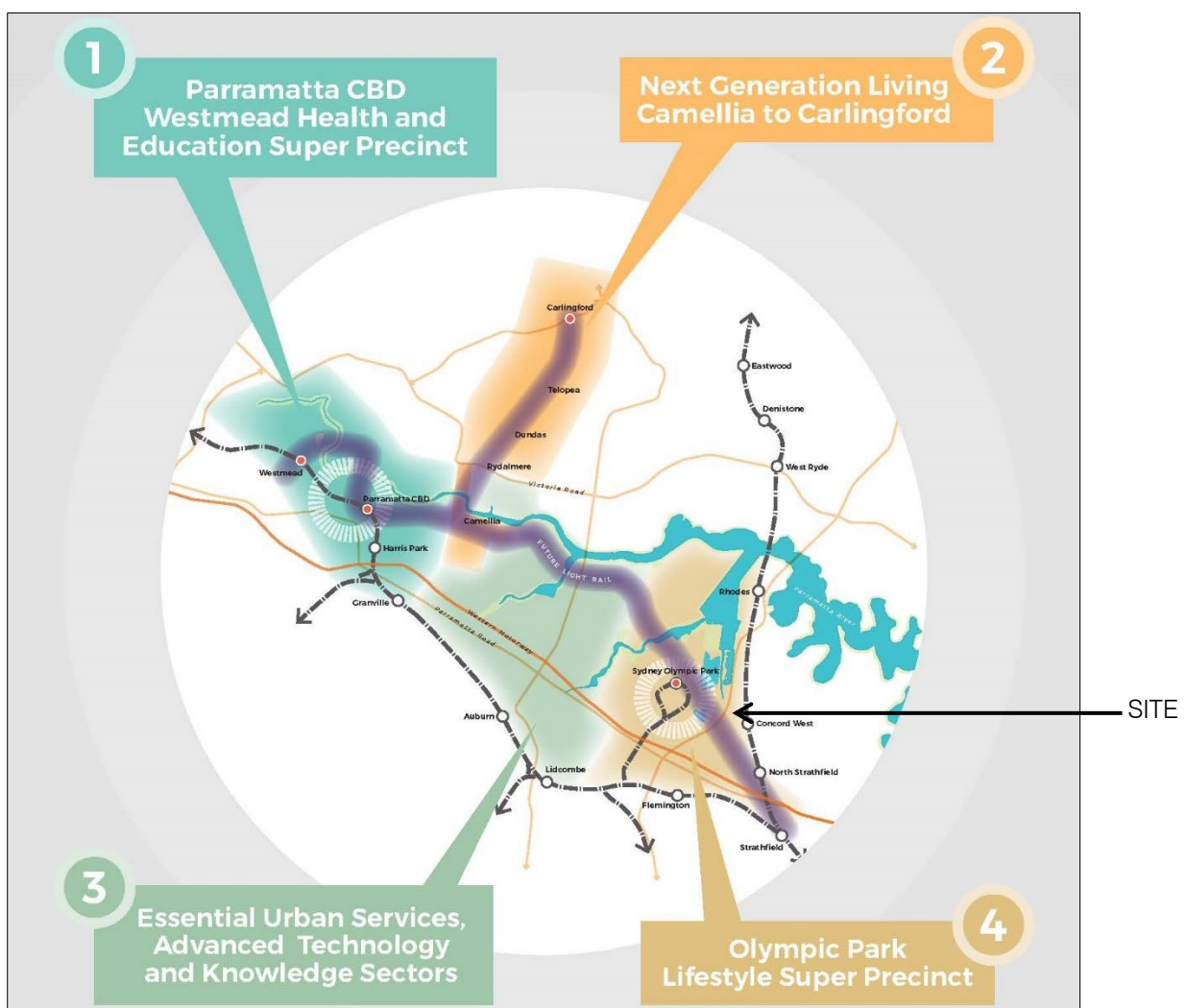


Figure 14: Greater Sydney Commission, GOP Vision, 2016, Pg. 7

1.7.4 Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

The subject site is part of the Parramatta Road Corridor Urban Transformation Strategy. It is within the Homebush Precinct.

The 2015 draft strategy recommended an average height of buildings in this precinct of 8-12 storeys (42m).

The heights and densities were reconsidered based on local road network and traffic constraints, but the study area was recommended for medium density residential. The precinct was noted as having views and access to open space.

Some key objectives from the Strategy are:

- Delivering a high-quality open space network and improving the areas around the train stations;
- Using the right mechanisms to fund public infrastructure, including high quality public places;
- Managing flooding, noise and contamination constraints; and
- Boosting service frequency at local railway stations.

The Strategy places the subject site as part of the 2016-2023 Release area.

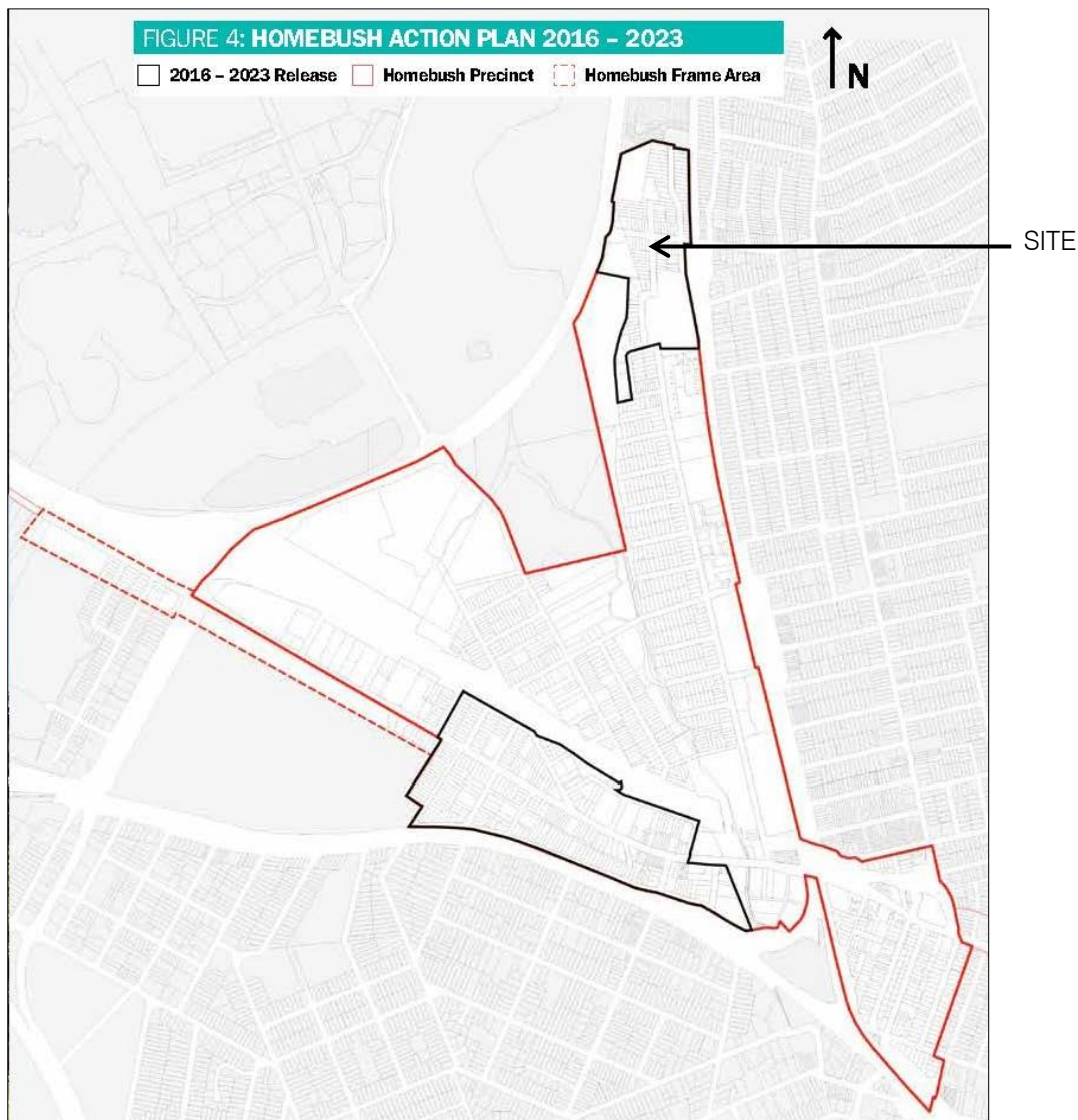


Figure 15: Parramatta Road Transformation Implementation Plan 2016-2023, pg. 25
 1.7.4.1 The Ministerial Direction (s9.1, Formerly S. 117)

The strategy was given weight by a Ministerial Direction. The Direction states the following:

Objectives

(1) The objectives of this Direction are to:

- (a) facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and the Parramatta Road Corridor Implementation Tool Kit,
- (b) provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community, and
- (c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.

Where this Direction applies

(2) This Direction applies to the following Local Government Areas:

- (a) City of Parramatta Council,
- (b) Cumberland Council,
- (c) Strathfield Council,
- (d) Burwood Council,
- (e) Canada Bay Council, and
- (f) Inner West Council.

When this Direction applies

(3) This Direction applies when a relevant planning authority prepares a planning proposal for land within the Parramatta Road Corridor as identified on the Map titled Parramatta Road Corridor on pages 14 and 15 of the Parramatta Road Corridor Urban Transformation Strategy (November 2016).

What a relevant planning authority must do if this Direction applies

(4) A planning proposal that applies to land within the Parramatta Road Corridor must:

- (a) give effect to the objectives of this Direction,
- (b) be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November 2016),
- (c) be consistent with the Parramatta Road Corridor Planning and Design Guidelines (November 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines,
- (d) be consistent with the staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016),
- (e) contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016),
- (f) be consistent with the relevant District Plan.

Consistency

(5) A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning & Environment (or an officer of the Department nominated by the Secretary) that the planning proposal is:

- (a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016), or
- (b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November 2016) having regard to the vision and objectives, or
- (c) of minor significance.

The site is at the northern end of the Homebush Precinct approximately 1.8 kms from Parramatta Road. Given the site's location away from Parramatta Road but adjacent to an existing railway station and significant regional open space, there is an opportunity to capitalise on the general strategic direction set out by the Strategy while achieving a better outcome than the place-holder approach of the current PRCUTs suite of guidelines and plans. Renewal of the subject precinct will not detract from other areas

of the Homebush Precinct and the proposed infrastructure upgrades address issues of traffic congestion while capitalising on existing sustainable transport options. The proposal is consistent with the sequencing of the Homebush Precinct being part of the 2016-2023 release and is thus suitable for considering a rezoning.

1.8 Local Planning Context

1.8.1 City of Canada Bay Local Planning Strategy (Future Plan 20)

The City of Canada Bay's previous strategy is organised around the following seven themes:

- An Engaged City;
- A Green City;
- A Healthy City;
- A Liveable City;
- A Moving to A New City;
- A Prosperous City; and
- A Vibrant City.

The planning strategy designated Concord West as a neighbourhood centre. This provides opportunities to capitalise on the high level of transport accessibilities of these sites while maintaining a local character. The strategy supports concentration in centres to achieve dwelling targets. There appears to be an inconsistency between the Local Planning Strategy and the recommendations that came out of the 2014 Council Master Plan. The strategy looks to retain industrial uses at George Street, while the Master Plan of four years later has recommended rezoning to residential. Most of the industrial sites are already undergoing rezoning currently as described elsewhere in this report.

1.8.2 Concord West Master Plan (2014)

JBA produced a Master Plan for Canada Bay Council in 2014 for the isolated industrial sites in the area. Key principles are:

- Strengthen Victoria Avenue as a connection between Olympic Park and Concord West Station;
- Propose new pedestrian connections on Station Avenue to link with existing pedestrian connection to the east of the railway;
- Propose new vehicular connections through 'Westpac' block and link with King Street and George Street;
- Upgrade streetscape treatment on George Street;
- Improve cycleways; and
- Consider a public open space network adjacent to Homebush Bay Drive.

The Master Plan was underpinned by:

- Socio-economic study prepared by Hill PDA (June 2013);

- Traffic, Transport, Accessibility and Parking Report by GTA Consultants (May 2014); and
- Draft Flood Study for the Concord West Precinct by Jacobs (March 2015).

The suite of documents recommends the rezoning of the remnant industrial sites in the precinct to residential. Council invited individual landowners to submit planning proposals for these isolated sites and a number of the site rezonings are in progress. The approach and thus been piecemeal and lacks a strong holistic vision for this unique enclave.

1.8.3 City of Canada Bay LEP 2013

The subject site is a mix of R2, R3, B1, IN1 and SP zoning. As stated previously the industrially zoned lands are recommended for rezoning to medium density residential as per the 2014 Concord West Master Plan.

Refer to the following figures.

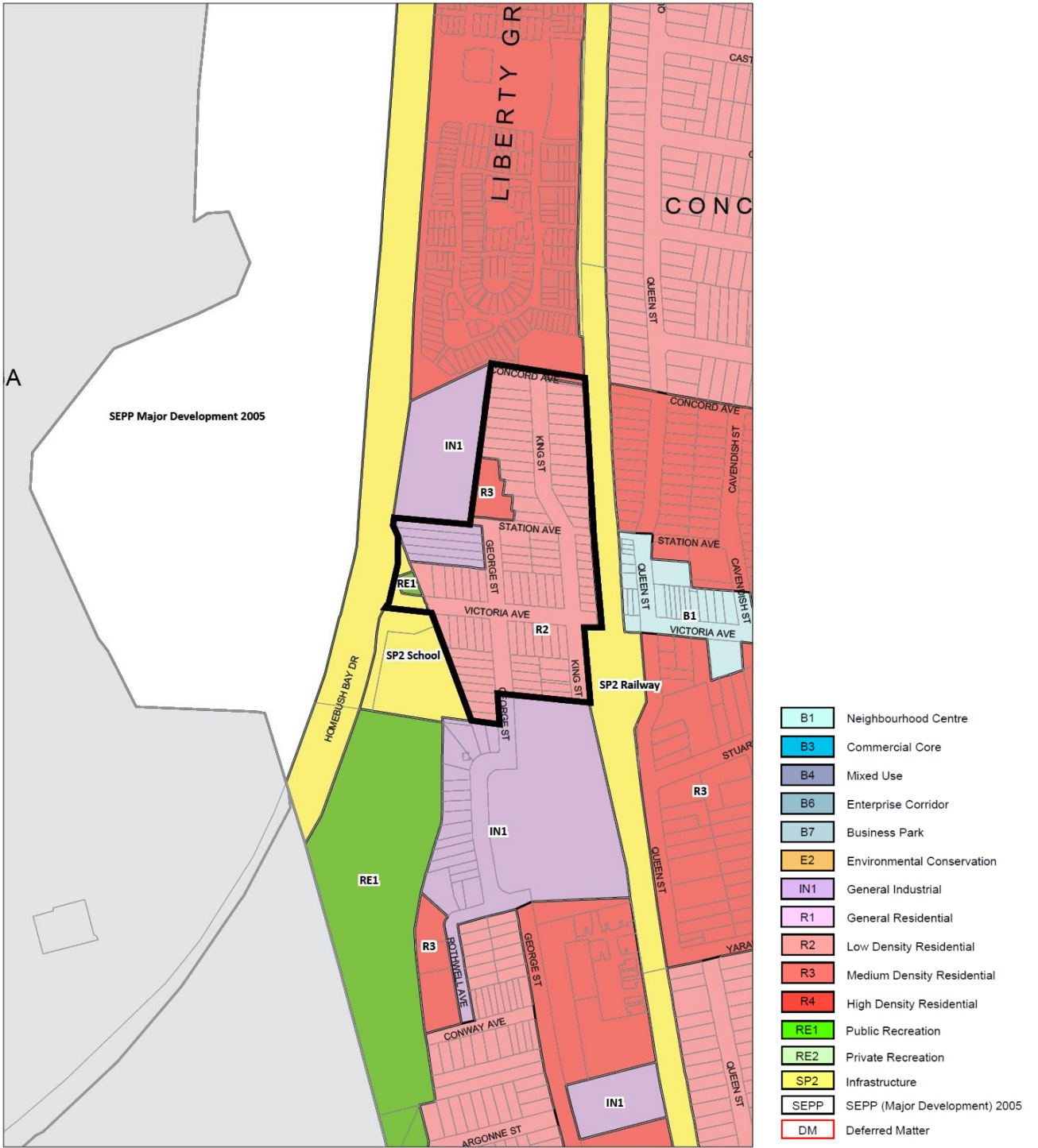


Figure 16: Existing Zoning Map LEP 2013



Figure 17: Existing LEP Minimum Lot Size

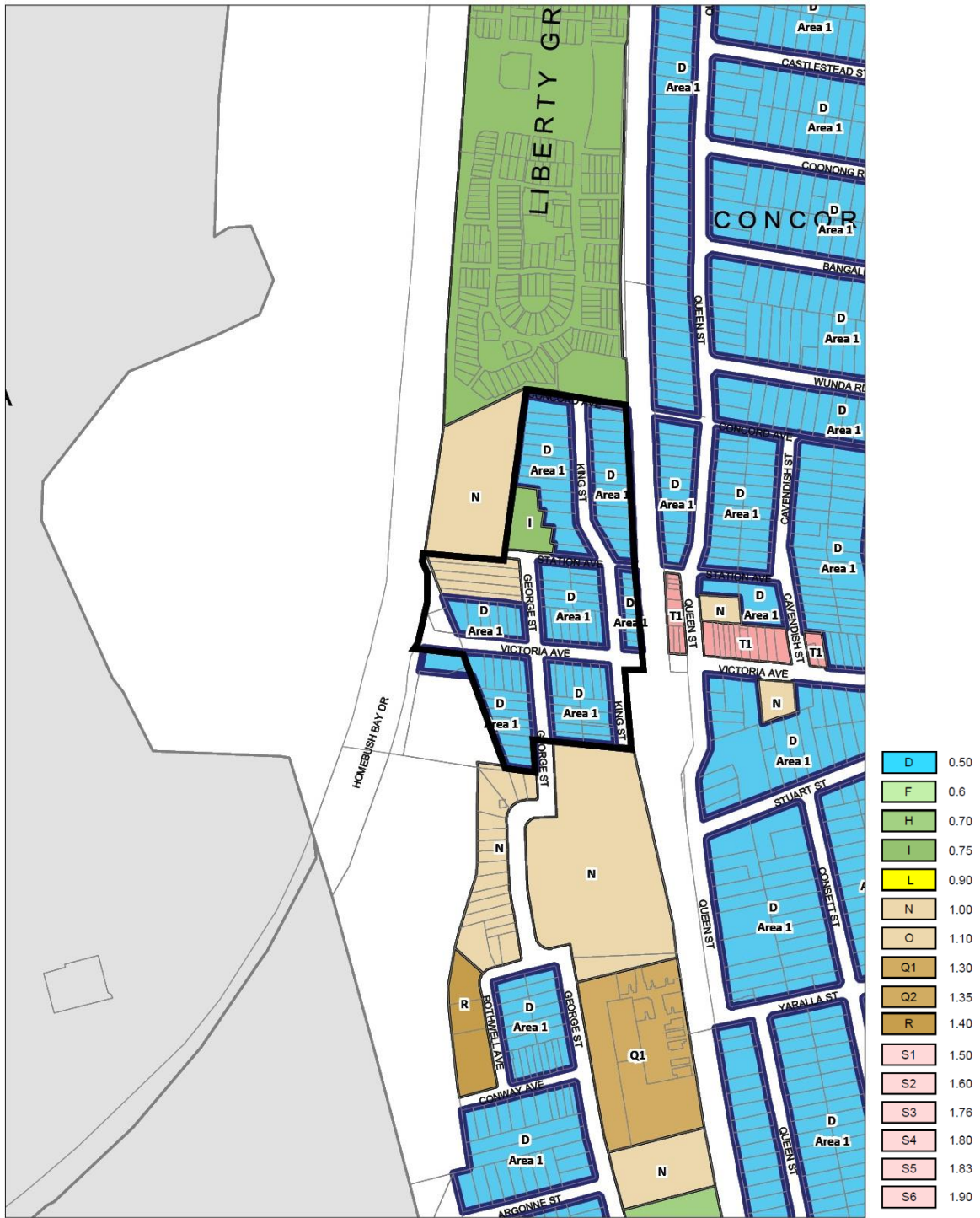


Figure 18: Existing FSR Map

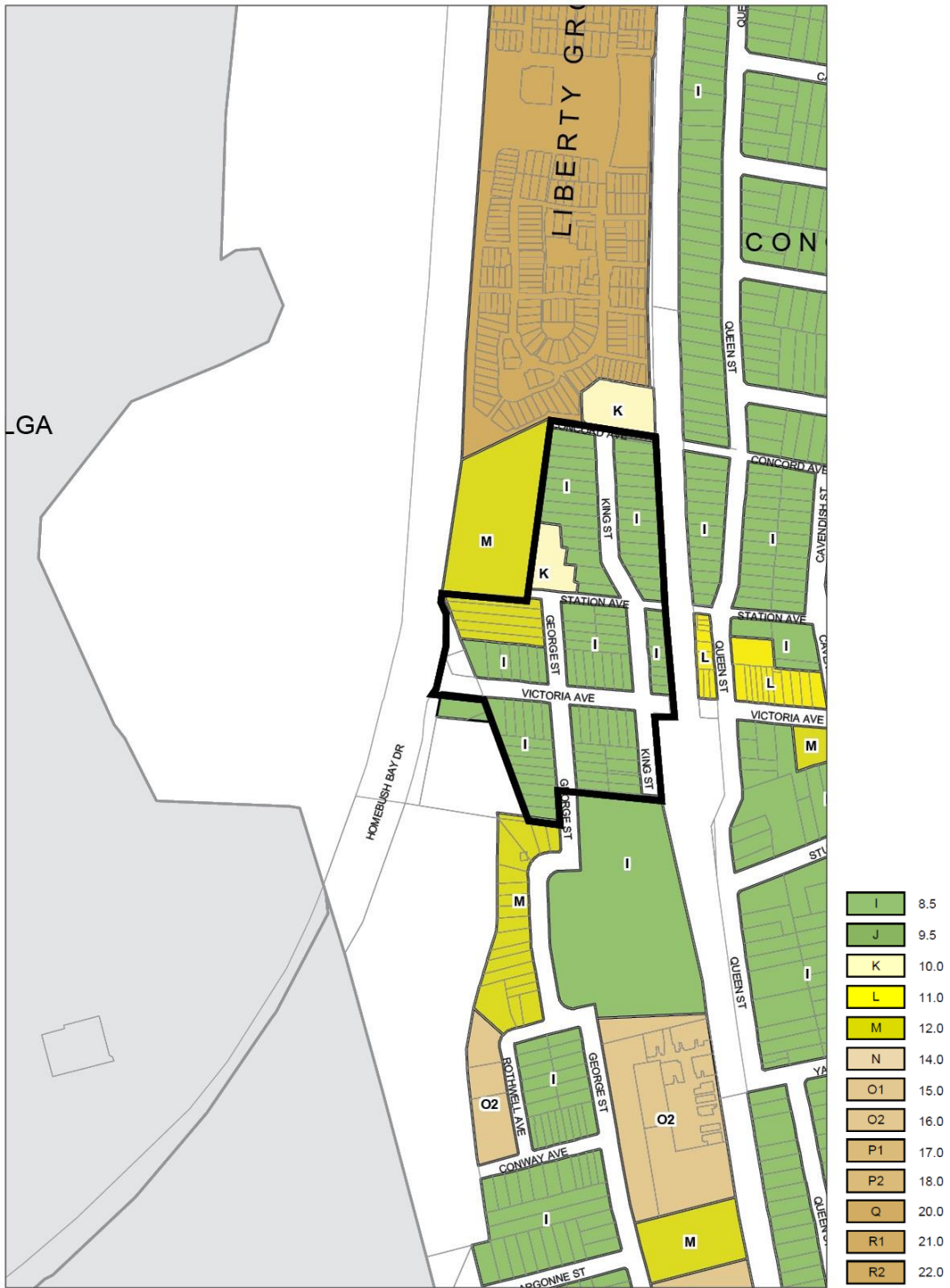


Figure 19: Existing Height of Building Maps

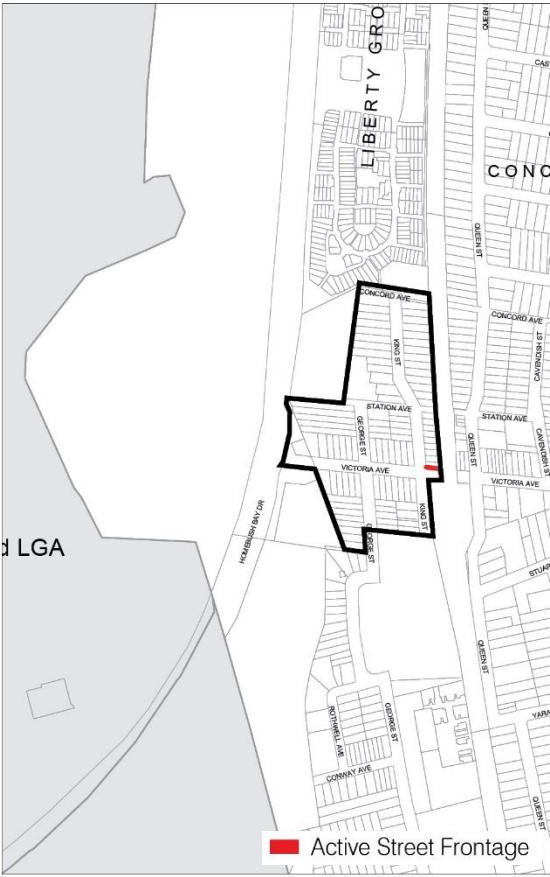


Figure 20a: Active Street Frontages Map

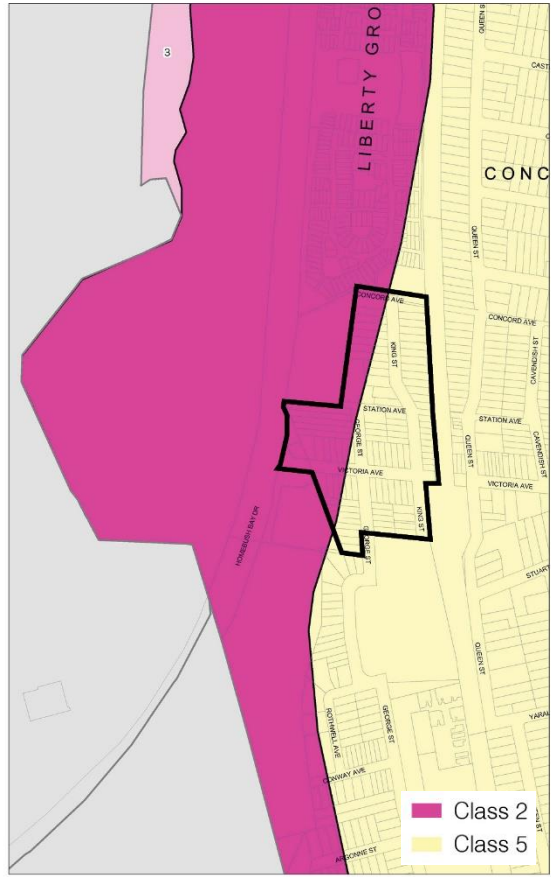


Figure 19b: Acid Sulfate Soils Map

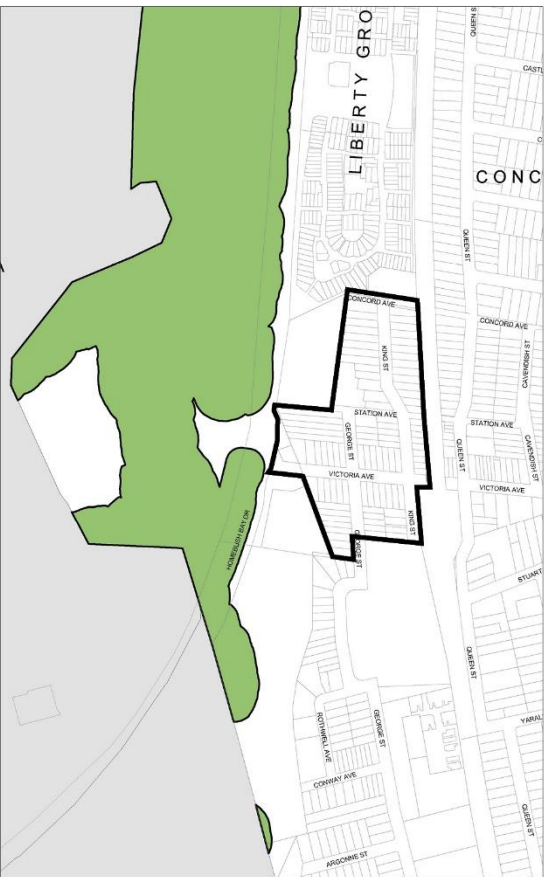


Figure 21a: Terrestrial Biodiversity Map

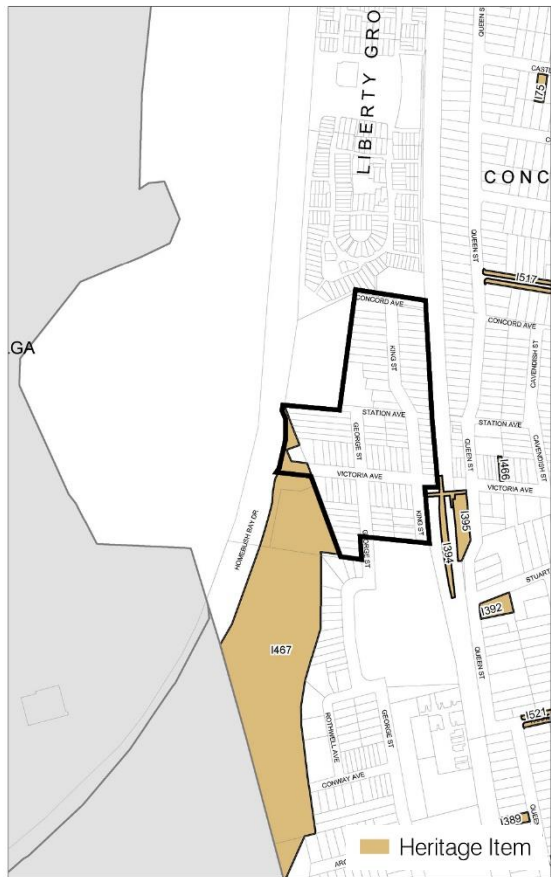


Figure 20b: Heritage Map

1.8.4 City of Canada Bay Affordable Housing Contribution Scheme Draft

The proposal is consistent with the Canada Bay Affordable Housing Contribution Scheme which specifically identifies the subject precinct as a place to deliver affordable housing. This Planning Proposal allows significant opportunities for providing affordable housing in contrast to the existing low density housing or a low scale medium density outcome comprising dual occupancies and townhouses.

1.8.5 Canada Bay Local Strategic Planning Statement (2020)

The proposal is compatible with the Local Strategic Planning Statement (LSPS) which is supported by a suite of studies including a Housing Strategy. The proposal achieves many of the aims and objectives of the LSPS and sets out guidelines and recommendations that are fully consistent with many of Council's strategic priorities, particularly around sustainability initiatives. A full assessment against the LSPS is included in this report.

2 [Part 1] Objectives and Intended Outcomes

This Planning Proposal has the following objectives and intended outcomes:

- Realise a new vision for the Concord West neighbourhood west of Concord West Station
- Provide a more holistic approach to planning the area which has been lacking in previous Master Plans
- Provide a more holistic approach to planning to share benefits across the whole neighbourhood.
- Realise a liveable transit-oriented neighbourhood which turns away from the private motor vehicle and towards a healthier pattern of urban living.
- Allow for higher-density residential development within a five minute walk (400 m) of Concord West Station with a neighbourhood centre core to create a more sustainable pattern of urban development focused on public transport.
- Provide a village for a diverse demographic and age profile close to the station, parklands and community precinct.
- Change in zoning to allow for non-residential floor space and active street frontage to support proposed increase in residential density and allow local residents to meet their daily needs without relying on the private vehicles.
- Provide density and height controls that allow for 1,400-1,500 units in the precinct.
- Facilitate an upgrade to the Pomeroy Street/George Street intersection to resolve existing traffic network performance issues which constrain additional housing capacity north of the intersection.
- Strengthen the connection between Concord West Station and Sydney Bicentennial and Olympic Park.
- Build on existing community places including the Railway Station and Victoria Avenue Community Precinct, creating Victoria Avenue as a robust main street and the linchpin of the neighbourhood.
- Provide an appropriate built form relationship between the existing school and future built form.
- Build on the character of the existing street network to create a sense of place through a strong pedestrian friendly public domain.
- Facilitate convenient commuter and resident cycling.
- Increase public open space within the precinct which compliments the existing nearby significant open space and adds to open space diversity.
- Establish sufficient densities to make site redevelopment feasible.
- Ensure development parcels are of a sufficient size to achieve orderly and economic development and design excellence.
- Ensure that affordable housing is provided as part of future development.
- Facilitate community and stakeholder participation in the planning process.
- Mitigate overland flow and flooding impacts through a more holistic and comprehensive approach.

3 [Part 2] Explanation of Provisions

3.1 State Environmental Planning Policies (SEPPs)

3.1.1 Affordable Housing

State Environmental Planning Policy (SEPP) 70 designates Canada Bay Council as a local government area where there is a need for affordable housing.

As part of this planning proposal it is requested that Council include the subject precinct in their mandate to provide 4% affordable housing. This is consistent with Council's Draft Affordable Housing Contributions Scheme.

3.1.2 Infrastructure

As part of the proposed rezoning an upgrade to the existing intersection at George Street and Pomeroy Street is proposed. The proposed improves go beyond the existing traffic solution associated with the Concord West Masterplan (2014) and the Victoria Avenue Community Precinct Development which was a single slip lane for turning left from George Street onto Pomeroy Street. It is noted the provision of this turning lane has been difficult due to topography and the existence of a high pressure gas line beside George Street.

The proposed intersection upgrade incorporates the already mandated slip lane from George Street to Pomeroy Street at the north east corner of the intersection. In addition, the introduction of an additional left slip lane from Pomeroy Street into George Street at the northwest corner of the intersection. The lane will be achieved through the acquisition of 88 George Street, the site on the north west corner of the intersection. Other recommended modifications are to light sequences and to make a larger no-stopping zone for peak periods. The upgrade shall significantly improve the performance of the intersection.

A draft civil engineering design for the intersection by BG&E forms part of this planning proposal.

The intersection upgrade unlocks more capacity in the local road network and provides opportunities for increased densities that were put on hold in the Parramatta Road Transformation Strategy.

It is expected the upgrade can be facilitated via a Voluntary Planning Agreement (VPA).

3.2 LEP 2013

3.2.1 Zoning

It is proposed to amend the LEP 2013 zoning from IN1 General Industrial, R2 Low Density Residential and R3 – Medium Density Residential to B1 – Neighbourhood Centre and R4-High Density Residential. This change is consistent with the vision set out in the Urban Design Report which supports this Planning Proposal. The underlying purpose of the proposed zoning change is to:

- Increase densities close to the railway station to create a transit-oriented neighbourhood (400 m/approximately a 5-minute walk), placing more dwellings where future residents can rely on public transport to meet their needs.

- Increase density along Victoria Avenue to reinforce the connection between the railway station and Bicentennial/Olympic Park.
- Reduce land use density north of Station Avenue to transition to the existing medium density areas to the north.
- Allow for non-residential floor space near the train station and along Victoria Avenue to create a main street village centre.

The zoning tables as set out in the existing LEP are not proposed to be modified. The LEP zoning tables for the proposed zones are as follows:

Zone R4 High Density Residential

1 Objectives of zone

- To provide for the housing needs of the community within a high-density residential environment.
- To provide a variety of housing types within a high-density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Environmental facilities; Exhibition homes; Exhibition villages; Multi dwelling housing; Neighbourhood shops; Places of public worship; Public administration buildings; Residential flat buildings; Respite day care centres; Roads; Seniors housing; Shop top housing; Water recycling facilities

4 Prohibited

Any development not specified in item 2 or 3

Zone B1 Neighbourhood Centre

1 Objectives of zone

- To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.

2 Permitted without consent

Environmental protection works

3 Permitted with consent

Boarding houses; Business premises; Centre-based child care facilities; Community facilities; Hotel or motel accommodation; Light industries; Medical centres; Neighbourhood shops; Neighbourhood supermarkets; Respite day care centres; Roads; Shop top housing; Any other development not specified in item 2 or 4

4 Prohibited

Advertising structures; Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching

ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Hardware and building supplies; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Hospitals; Industrial training facilities; Industries; Jetties; Landscaping material supplies; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Rural supplies; Sewage treatment plants; Sex services premises; Specialised retail premises; Storage premises; Timber yards; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle sales or hire premises; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems; Wholesale supplies

A comparison between the existing zoning map and the proposed zoning map is provided below.

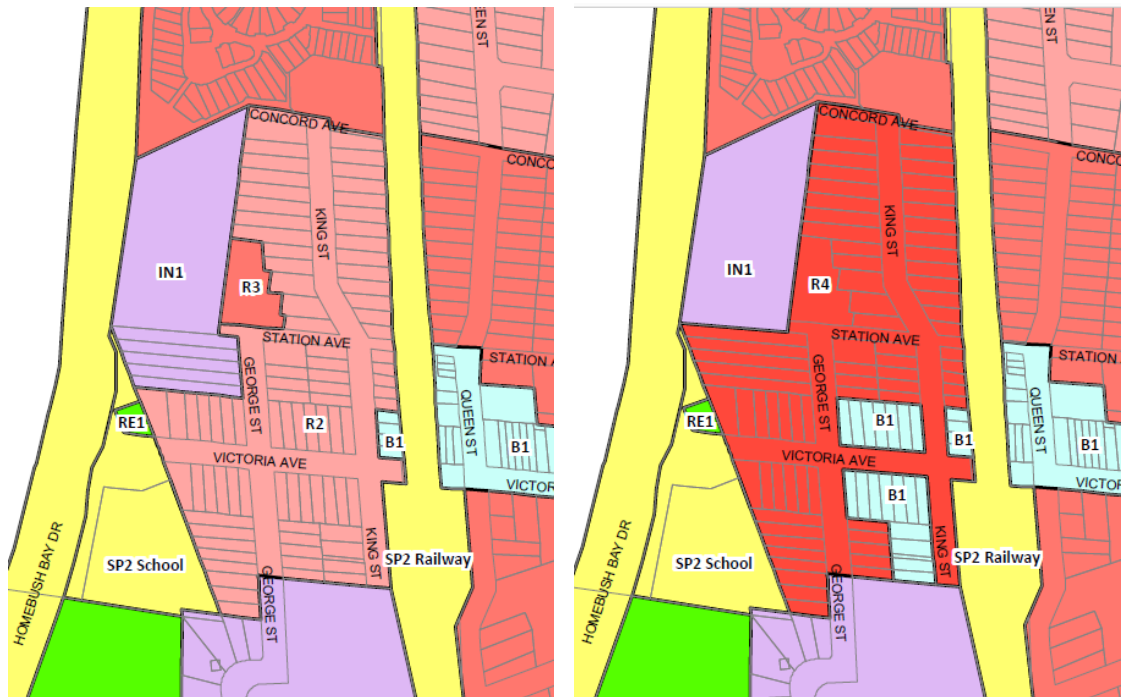


Figure 22: Existing Zoning Map

Proposed Zoning Map

Zone	
B1	Neighbourhood Centre
B3	Commercial Core
B4	Mixed Use
B6	Enterprise Corridor
B7	Business Park
E2	Environmental Conservation
IN1	General Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure

3.3 Lot Size (Clause 4.1 and Clause 4.1A)

Since the sites are proposed to be upzoned the existing minimum lot size of 450 m² should no longer apply. It is proposed to amend the LEP 2013 to achieve an orderly amalgamation of existing lots to achieve good urban design outcomes. To underpin the suggested amalgamation plan, a minimum lot size for proposed residential flat buildings and shoptop housing should be included for the precinct within the LEP. This minimum lot size is recommended to be increased from the standard 1,500 m² already set out in the LEP Clause 4.1A (2) for residential flat buildings to 2,500 m² for both residential flat buildings and shoptop housing, but only within the subject precinct.

The exception to this is:

1. The very constrained sites bounded by Station Avenue to the north, the railway line to the east, Victoria Avenue to the south and King Street to the west which cannot reasonably meet the minimum subdivision lot size and redevelopment should not be thwarted on these sites. These blocks should be exempted from minimum lot size requirements.
2. The block bounded by Concord Avenue to the north, the railway line to the east, Station Avenue to the south and King Street to the west which can remain subject to the standard 1,500 m² minimum lot size set out in current LEP Clause 4.1 given the challenge of redeveloping immediately adjacent to a train line and assuming Council considers potential site isolation in any future development applications.

These variations to the standard Clause 4.1A can be achieved by an additional sub clause under LEP Clause 4.1A and could be described in words and illustrated through a change to the LEP mapping as suggested below:

4.1A Minimum lot sizes for certain dwellings

(x) Despite subclause (2), development for the purposes of Residential Flat Buildings on land zoned R4 High Density Residential may be granted in "Area XX", if the area of the lot is equal to or greater than 2,500 sq m; and

(xx) Despite subclause (2), development for the purposes of Residential Flat Buildings or Shoptop Housing on land zoned B1 - Neighbourhood Centre may be granted in "Area XX" if the area of the lot is equal to or greater than 2,500 sq m; and

(xxx) Despite subclause (2) development for the purposes of Residential Flat Buildings on land zoned R4 High Density Residential may be granted in "Area XY" if the area of the lot is less than 1,500 sq m.



Figure 23: Existing Minimum Lot Size Map

Proposed Minimum Lot Size Map

Minimum Lot Size (sq m)	
B	200
G	450
Area XX	Refer to Clause 4.1A
Area XY	Refer to Clause 4.1A

3.4 Height (Clause 4.3)

It is proposed to amend the LEP 2013 Clause 4.3 Height of Buildings from 8.5 m, 10 m and 12 m to a maximum height of buildings of:

- 28m (8 storeys residential)
- 41m (12 storeys residential)
- 42m (12 storeys commercial ground floor)

The number of storeys has been tested by envelope studies and the height in metres calculated using the guidelines set out in Part 2C of the Apartment Design Guide.

A critical aspect of the plan for the area is to provide new public open space in the form of a park of approximately 1,500 m² to compliment the very large regional open space at Bicentennial/Olympic Park and ensure all residents in the area are within 200 m of a public open space, as recommended by the Government Architect. Therefore, a special clause is proposed to allow additional height on one of the precinct's key sites. The additional height would also contribute to legibility and wayfinding by providing a visual landmark for locating the new park. These objectives could be implemented by changes to the LEP maps and the addition of a new sub clause at Clause 4.3A of the LEP to the following effect:

(4) The height of a building on land identified as "Area XX" on the Height of Buildings Map may exceed the maximum height shown for the land on that map if—

(a) the lots comprising the land are consolidated into a single lot, and

(b) the development will include a public open space that is at least 1,500 m² (with the area including the public reserve available from the narrowing of King Street adjacent to the open space indicated in the Parkside Precinct Plan).

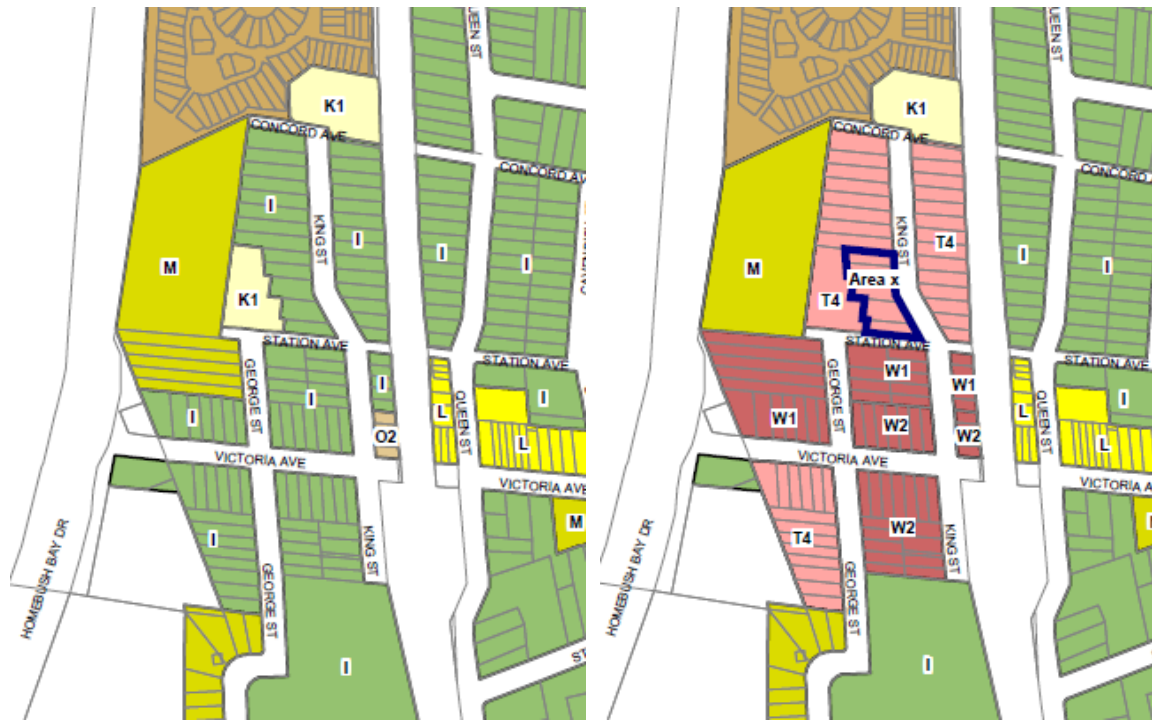


Figure 24: Existing HOB map

Proposed HOB map

Maximum Building Height (m)

A	0.0	S1	23.0
I	8.5	S2	24.0
J	9.5	T1	25.0
K1	10.0	T2	26.0
K2	10.5	T3	27.0
L	11.0	T4	28.0
M	12.0	T5	29.0
N	14.0	U1	31.0
O1	15.0	U2	32.0
O2	16.0	V	35.0
P1	17.0	W1	41.0
P2	18.0	W2	42.0
Q	20.0	Y	50.0
R1	21.0	Z	59.0
R2	22.0	AA	63.0
		AB1	82.0
		AB2	84.0
			Refer to Clause 4.3A

3.5 FSR (Clause 4.4)

It is proposed to amend the LEP 2012 Clause 4.4 Floor Space Ratio from a maximum FSR of 0.5:1, 0.75:1 and 1:1 to FSRs of:

- 3.6:1 for core sites
- 2.5:1 for high density residential sites immediately adjacent to Victoria Avenue Public School
- 3.2:1-3.6:1 for high density residential sites north of Victoria Avenue
- 2:1 for sites north of Station Avenue
- An FSR of up to 3:1 for the site at the corner of King Street and Station Avenue to incentivise a new public park.

To facilitate the realisation of a 1,500 m² park as recommended in the precinct plan, a special sub clause can be added to Clause 4.4 to provide an FSR bonus if certain objectives are met to the following effect:

(2G) Despite subclause (2), the maximum floor space ratio for development (other than for the purpose of a dwelling house or a semi-detached dwelling) on land identified as "Area XX" on the Floor Space Ratio Map with a site area of 2,500 square metres and 3.0:1 if the consent authority is satisfied that the development—

(a) includes a public open space that is at least 1,500 m² (with the area including the public reserve available from the narrowing of King Street adjacent to the open space indicated in the Parkside Precinct Plan), and

(b) is designed to be compatible with the desired future character of the area and with the height, bulk, scale, massing and modulation of surrounding buildings, and

(b) has a form and external appearance that will improve the quality and amenity of the public domain, such as new pedestrian connections and open space, and

(e) minimises environmental impacts such as overshadowing, wind and reflectivity, and

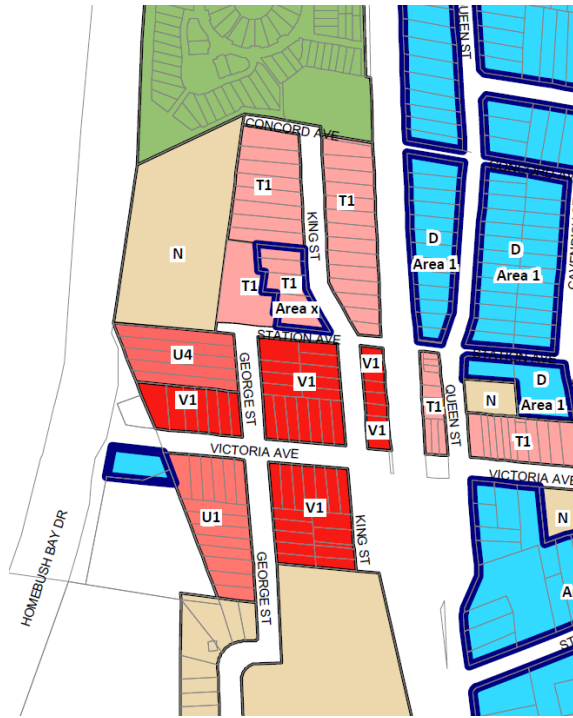
(f) incorporates the principles of ecologically sustainable development, and

(g) encourages the use of public transport, walking and cycling, and

(h) achieves excellence in urban design, while relating to the local context.




Figure 25: Existing FSR map



Proposed FSR map

Maximum Floor Space Ratio (n:1)

D	0.50	T1	2.00
F	0.6	T2	2.10
H	0.70	T3	2.26
I	0.75	T4	2.30
L	0.90	U1	2.50
N	1.00	U2	2.80
O	1.10	U3	2.90
Q1	1.30	U4	3.20
Q2	1.35	V	3.30
R	1.40	V1	3.60
S1	1.50	Y	4.50
S2	1.60		
S3	1.76		
S4	1.80		
S5	1.83		
S6	1.90		
 Refer to Clauses 4.4(2A) - (2D)			

3.6 Active Street Frontages

One of the key aspects of the renewal of the neighbourhood is to provide an active village hub to support increased densities and allow people to meet their needs on a day to day basis without exclusive reliance on a private motor vehicle. Therefore, it is proposed to expand the part of the subject precinct which mandates active street frontages (Clause 6.5 of the LEP) to those sites facing the railway station entrance

and along Victoria Avenue near the railway station. This can be achieved by an amendment to the LEP map. The existing and proposed LEP map is provided below.



Figure 26: Existing Active Street Frontages Map

Proposed Active Street Frontages Map

— Active Street Frontage

3.6.1 Concept Plan for Supporting the Planning Proposal

To demonstrate a potential built form outcome on the site and test the proposed zoning, a vision and precinct plan has been prepared. The vision and master plan arise from site analysis. The vision for the precinct is:

A REVITALISED NEIGHBOURHOOD THAT CELEBRATES ITS LOCATION ADJACENT TO BEAUTIFUL BICENTENNIAL PARK AND POWELL'S CREEK RESERVE, WHILST PROMOTING COMMUNITY HEALTH AND WELLBEING BY GIVING PRIORITY TO PEDESTRIANS AND CYCLISTS. A COMMUNITY THAT THROUGH ITS VERY DESIGN WILL MAKE YOU WANT TO LEAVE THE CAR AT HOME AND TAKE A WALK.

A general overview of the concept plan is provided in Section 1 of this Planning Proposal Report. The Urban Design Report sets out design objectives and principles which are reflected in the indicative precinct plan and the Urban Design Report can form the basis of a site-specific DCP.

3.6.2 Site Specific Development Control Plan

It is expected a site specific DCP shall be prepared to govern the future built form, open space and public domain for the precinct based on the Vision, Precinct Plan and Design Principles set out in the Urban Design Report which provide a strong foundation for the drafting of a new DCP in Council's format.

Site-specific controls would ensure that future redevelopment:

- Can achieve design excellence;
- Provides development that manages environmental impacts through the application of 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; and
- Provides new open spaces and a high quality public domain.

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

4 [Part 3] Justification

The justification addresses the questions that the Department of Planning applies to the Planning Proposal Gateway Determinations for the amendments to a Local Environment Plan. Each of the questions is addressed individually below.

4.1 Section A - Need for a Planning Proposal

A planning proposal is required to achieve the proposed vision for the precinct. The approach to planning for the area has been ad hoc and piecemeal. The proposal has analysed the existing Concord West Master Plan which focused only on the existing IN1 zoned lands. Other strategic plans have also been considered and we believe a more holistic approach is required for the area. The site is ideal for urban revitalisation to create a more sustainable neighbourhood. To achieve this vision, changes to the existing LEP is required.

The proposed vision is set out in the Urban Design Report forming part of this Planning Proposal. It is expected a site specific DCP will be prepared to guide the implementation of this vision should the proposal be considered to have strategic merit.

4.1.1 Q1 Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

The planning proposal is not the direct result of an endorsed local strategic planning statement. It does however grow out of the 2014 Concord West Master Plan and the recommended rezoning of remnant industrial sites. The proposal is also responding to the City of Canada Bay Local Strategic Planning Statement's (LSPS) designation of the subject site as an Urban Renewal Area. While the LSPS does not provide a clear vision for the precinct, it does indicate the area is suitable for rezoning with outcomes consistent with the LSPS's objectives, priorities and actions.

Related to the Local Strategic Planning Statement is Council's Draft Affordable Housing Contributions Scheme. This Scheme identifies the subject precinct as an Affordable Housing area and earmarks a contributions rate of 4%-5%. However, the current zoning is very unlikely to provide opportunities for the delivery of affordable housing, nor would reliance on a limited medium density zonings which permitted duplexes and townhouses. The proposal provides a much more robust opportunity for meeting the strategic goals set out in the LSPS.

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

Because it is the objective to re-imagine the neighbourhood and create a coordinated and orderly approach, a planning proposal to amend LEP 2013 is the best way to achieve the intended outcomes.

4.2 Section B - Relationship to the Strategic Planning Framework

4.2.1 Q3 Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

4.2.1.1 The Metropolitan Plan

The Metropolis of Three Cities and the Eastern District Plan identify growth projections for the region and subregion. The plan aims to better connect people to strategic centres and therefore jobs, education, healthcare, recreation, cultural and entertainment facilities. The site's proximity to the existing Concord West Railway Station puts the metropolitan area at the footsteps of those living within a short walking distance. In using a transit-oriented development model, the increased density contributes to placing more dwellings in accessible locations.

The subject site is identified as being located with the GPOP Economic Corridor. It is located adjacent to an important employer being the existing Westpac building. It is also close to strategic centres including Rhodes and Sydney Olympic Park. The proposed rezoning will directly assist in delivering the intended outcomes of the plan as it will facilitate urban renewal and provide for additional housing opportunities and employment taking advantage of the site's location adjacent to the railway station.

The Planning Proposal seeks to maintain a neighbourhood centre character with an average floor space density of 2.7:1.

4.2.1.2 Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (the Strategy) is the long-term vision for developing population and employment growth in the Parramatta Road Corridor. The Implementation Plan 2016 – 2023 requires that the Corridor be developed in line with the Principles and Strategic Actions identified in the Strategy, as well as the growth priorities identified in this Plan. Notwithstanding this, it is understood that in certain circumstances, a sound case may be made for parts of the Corridor to progress to detailed planning and development to occur 'out of sequence'. The Implementation Plan 2016 – 2023 incorporates an 'Out of Sequence Checklist' against which such proposals would be assessed.

The proposal seeks to build upon the Transformation strategy taking into account the potential unlocked for Concord West through the proposed intersection upgrade. The draft plan indicated the subject site be considered for 12 storeys. This was amended due to the identification of traffic and transport constraints during consultation. The proposed intersection upgrade resolves the core reason the densities and heights for the northern portion of the Homebush Precinct were rethought between the draft strategy and the final strategy.

The proposed rezoning is therefore consistent with the vision set out in the Strategy.

4.2.1.3 Greater Parramatta and the Olympic Peninsula (GPOP) and Greater Parramatta Interim Land Use and Infrastructure Implementation Plan



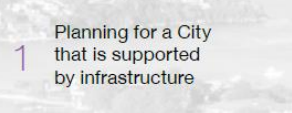

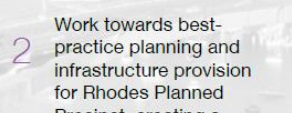
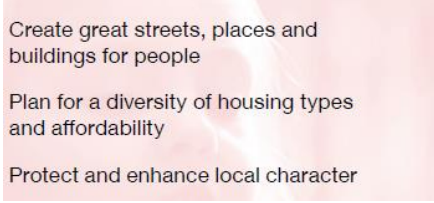
The site is within the Homebush Precinct set as out in the Greater Parramatta and the Olympic Peninsula Plan (GPOP) and is identified as a residential focused area. The Planning Proposal sets out a vision for the neighbourhood which has primarily a residential focus. The proposed non-residential floor space is aimed at meeting the day-to-day needs of local residents and adding to the vitality and sustainability of the neighbourhood. Therefore, the proposal is not inconsistent with the aims and objectives of the GPOP.






4.2.2 Q4 Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?





The proposal will give effect the Council's strategic planning statement and other local plans.





4.2.2.1 Local Strategic Planning Statement 2020





The proposal is generally consistent with the City of Canada Bay Local Strategic Planning Statement. A compliance table demonstrating the proposal's consistency with the LSPS is provided below. Where a priority or action is not relevant to the subject site, it is not covered in the compliance table. While Council has not clearly detailed its exact plan for the subject precinct, the LSPS together with its supporting Housing Strategy has earmarked the area an Urban Renewal Area indicating the intention for future change. Below is an assessment of the planning proposal against the strategies, priorities and actions set out in the LSPS.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
Infrastr ucture and collabo ration	<p>Align growth with the delivery of infrastructure</p> 	✓	<p>The proposed upzoning is coupled with new road infrastructure solution that further expands the capacity of the Pomeroy Street/George Street entry and exit to the precinct.</p> <p>The precinct is in immediate proximity to Concord West Station and the upzoning allows for the dwellings to be located where public transport use is easy and convenient. The West Metro shall improve the service and connectivity of Concord West Station to the larger rail network. The precinct is optimally located for the increase in density sought.</p>
	 <p>1 Planning for a City that is supported by infrastructure</p> 	✓	<p>The proposed changes will locate housing density within a 5 minute walk of important existing public transport infrastructure, Concord West Station. The proposal is coupled with a traffic solution to reduce congestion in the area.</p> <p>A services due diligence has been prepared and the site is capable of supporting the proposal.</p>
	 <p>2 Work towards best-practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development</p> 	✓	<p>The site is not part of Rhodes. The proposal does not detract from Rhodes as a higher order strategic precinct. Both Heights and Densities at Rhodes are significantly greater than what is contemplated in the proposal for Concord West.</p>
Liveability	<p>Create great streets, places and buildings for people</p> <p>Plan for a diversity of housing types and affordability</p> <p>Protect and enhance local character</p> 	✓	<p>The proposal provides plans for major public domain upgrades and facilitates mechanisms to achieve those upgrades.</p> <p>The proposal provides for affordable housing provision.</p> <p>The proposed development builds on and enhances the existing character and assets of</p>

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
			the precinct, particular the connections to major green infrastructure.
	 <p>3 Providing community services and facilities to meet people's changing needs</p>	✓	The proposed rezoning allows for new services and infrastructure with increased housing choice in the precinct. It is also noted the existing Victoria Avenue Public School is not at capacity and can support additional students.
	 <p>4 Foster safe, healthy, creative, culturally rich and socially connected communities</p>	✓	The proposal allows for a coordinated solution to renewing the neighbourhood connecting important public assets such as the school, parks and railway station. The proposal is based on achieving pedestrian priority. An expanded public domain and public open spaces shall provide places for local communities to connect and interact.
	 <p>5 Provide housing supply, choice and affordability in key locations</p>	✓	The proposed development provides housing based on a traffic infrastructure solution and provides for housing affordability. The site is located in a key location adjacent to an existing railway station, next to significant open space and within a zone designated as "Major Urban Renewal" within the Housing Strategy.
	 <p>6 Provide high quality planning and urban design outcomes for key sites and precincts</p>	✓	The proposal provides a holistic approach to renewing the precinct based on sound urban design principles.
	 <p>7 Create vibrant places that respect local heritage and character</p>	✓	The proposal enhances existing character to achieve a renewed precinct sitting between heritage assets.
Productivity	<p>Connect and strengthen neighbourhoods and centres</p> <p>Ensure Sydney Metro West delivers "density done well"</p>	✓	The proposal enhances access through the site, providing a trans-oriented neighbourhood that is within 400m of a rail station with improved public domain and public space. The site is just 1 stop from North Strathfield's metro station, further enhancing its level of transport accessibility and making increases in density reasonable. The proposal achieves densities and heights that can still achieve good urban form, a human scale within the streetscape, new open spaces, enhanced tree canopy and an expanded public domain.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	 <p data-bbox="443 320 467 353">8</p> <p data-bbox="491 297 735 398">Grow investment, business opportunities and jobs in Rhodes Strategic Centre, including Concord Hospital</p>	✓	<p data-bbox="906 286 1469 674">Economic development of a neighbourhood which benefits from immediate access to the train station, placing workers close to jobs. There is 2,00-3,000 m² of planned retail floor space to encourage investment in the area, provide a modest number of jobs but which will not compete with Rhodes as a higher order centre. Instead, the proposed increase in residential density in proximity of Rhodes will support Rhodes as a Strategic Centre.</p>
	 <p data-bbox="443 736 467 770">9</p> <p data-bbox="491 714 735 792">Enhance employment and economic opportunities in Local Centres</p>	✓	<p data-bbox="906 703 1469 1090">Creation of jobs during the construction phase, approximately 2,00-3,000 m² of employment generating uses and increased economic opportunities for residents due to a high level of accessibility to the Sydney region will enhance economic opportunities in the area. The density sought will not compete with the identified local centres and instead function as a village centre, appropriately placed within the envisaged hierarchy of centres in the area.</p>
	 <p data-bbox="443 1149 467 1182">10</p> <p data-bbox="491 1126 735 1205">Identify opportunities to support urban support services</p>	✓	<p data-bbox="906 1120 1469 1704">The LSPS identifies Kings Bay as the greatest opportunity to achieve urban support services. The subject precinct is not ideal for such services because it is more of an isolated enclave with limited vehicular access and predominantly residential land uses. The 2014 Master Plan identified the potential conflicts arising from the remnant industrially zoned lands in Concord West and set in motion a process for rezoning these sites to predominantly residential uses. The proposal continues this trend and seeks to establish a modest neighbourhood centre zone to provide a suitable mix of uses for the area rather than seek opportunities for urban support services. This is in keeping with the LSPS.</p>
	 <p data-bbox="443 1762 467 1796">11</p> <p data-bbox="491 1740 735 1841">Identify land use opportunities and implications arising from Sydney Metro West</p>	✓	<p data-bbox="906 1733 1469 2042">The subject precinct just 1 train stop from North Strathfield's future metro station. This is a 15 minute walk or a 5 minute bicycle ride. This makes Concord West, while not immediately on the metro network, very well located to benefit from it. The proposed upzoning increases the residential density in an area well served by public transport, reducing the requirement for</p>

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
			trips to be made by car. This also improves the benefit of a train station by increasing the people who live in proximity to it and can therefore make use of it. The extent of increased density proposed is well suited to the relationship of Concord West Station to the Sydney Metro West.
	 <p>12 Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport</p>	✓	The site's strategic location to public transport makes it appropriate for the up zoning to increase residential population. The design also includes provision for active travel modes and a high level of permeability through the site for pedestrians and cyclists encouraging trips to be made by active travel modes. The development is a true trans-oriented neighbourhood with public transport at the heart of the renewal.
Sustainability	<p>Improve access to Parramatta River foreshore</p> <p>Facilitate sustainable development and renewal</p> <p>Increase biodiversity and the urban tree canopy</p>	✓	<p>The proposal can achieve an increased tree canopy, improving on Council's own LGA targets. The precinct plan can underpin a site specific DCP to achieve a more sustainable urban form, improved landscaping and increased biodiversity.</p> <p>Nature of the development is for excellent urban mobility through a trans orientated neighbourhood.</p>
	 <p>13 Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways</p>	✓	The proposed LEP modifications can facilitate a holistic WSUD strategy to reduce flooding and overland flow issues within the existing precinct which is set out in the proposals by GHD.
	 <p>14 Protect and enhance bushland and biodiversity</p>	✓	The proposal shall not have adverse impacts on bushland and biodiversity. The proposal will increase tree planting in the precinct and promote the use of native species. The proposed improvements to flooding and overland flow will help protect important bushland and biodiversity around Powell's Creek and towards the Parramatta River.
	 <p>15 Protect and enhance scenic and cultural landscapes</p>	✓	The proposed development will improve the character and quality of one of the key links into Bicentennial/Olympic Park which has cultural significance.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	 <p>16 Increase urban tree canopy and deliver Green Grid connections</p>	✓	<p>The proposed development seeks to enhance the local tree canopy and deliver Green Grid connections. Urban Design strategies for meeting these objectives are set out in the Urban Design Report and can form part of a site-specific DCP. This includes Urban Tree Canopy Guidelines and a Green Site Ratio Guideline which will work in connection with the ADG to deliver outcomes.</p>
	 <p>17 Deliver high quality open space and recreation facilities</p>	✓	<p>The proposed development facilitates the provision of new public open spaces that add to the diversity of offerings for the neighbourhood, complementing the large regional open space of Bicentennial/Olympic Park with several smaller public open spaces within the precinct. This increases the diversity of open spaces accessible to the public and fills a small gap in accessibility experienced at the northern edge of the precinct. When realised all residents within the precinct will be within 200 m of one or more public open spaces.</p>
	 <p>18 Reduce carbon emissions and manage energy, water and waste efficiently</p>	✓	<p>The LEP changes will allow for a transit oriented development where density is increased in immediate walking distance of major public transport. This more compact urban form utilises resources more efficiently in contrast the low density pattern of development currently dominating the precinct.</p>
	 <p>19 Adapt to the impacts of urban and natural hazards and climate change</p>	✓	<p>The proposal shall facilitate a more holistic and sustainable solution for mitigating flood and overland flow impacts in the area through a water cycle management and WSUD strategy.</p>
<p>MANAGING GROWTH AND CHANGE Pg 23</p>	<p>Minor change is required to Canada Bay's current planning controls to accommodate the proposed housing target. The housing target can be achieved under the current planning controls together with:</p> <ul style="list-style-type: none"> • Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) 	✓	<ul style="list-style-type: none"> • The site is compatible with the PRCUTS. The site is at the far northern edge of the Homebush Precinct, away from Parramatta Road. The PRCUTS indicated that increased densities in this area would not be suitable until transport issues are addressed. The proposal addresses these transport

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	<p>will be implemented following the completion of background studies that demonstrate how additional dwellings can be provided.</p> <ul style="list-style-type: none"> • Rhodes Planned Precinct will be implemented which aims to create a new mixed-use community close to jobs and public transport at Rhodes Planned Precinct. • Housing diversity will be explored by investigating potential for dual occupancies and terraces within the immediate vicinity of identified Local Centres. • Sympathetic development will be required for all other localities that complements the scale and density of the established built form. 		<p>constraints to provide for additional capacity in the Precinct's road network.</p> <ul style="list-style-type: none"> • The size and density of the proposal is such that it will not compete with the Rhodes Planned Precinct which is a higher order strategic centre. • The subject precinct being within 400 m of an existing railway station (a five minute walk) is suitable for increased densities beyond townhouses. Townhouses would be suitable in the 400-800 m catchment from the railway station. Medium density forms already exist in the 400-800 m catchment of north of the railway station. This pattern could be considered for those low density residential areas south of the railway station where medium density infill would be appropriate. • By virtue of the precinct largely being an isolated enclave with the railway line and Homebush Bay Drive as significant precinct edges the extent of established built form interfaces is somewhat limited for the precinct. The proposal, while greater in density and scale than what is currently established, will achieve compatibility with adjacent built form through transitions in building bulk and scale. This will allow for increased density while complementing the precinct's immediate context.
	<p>Planning proposals seeking changes to the planning controls for additional development capacity through spot rezoning must have strategic merit and site specific merit and have regard to Council's adopted strategies, including any requirement for Department of Planning, Industry and Environment endorsement of those strategies.</p>	<p>✓</p>	<p>The proposed additional development capacity has site-specific strategic merit. The site is adjacent to an existing railway station and major regional open space. The precinct is also earmarked for additional development capacity under the Parramatta Road Urban Transformation Strategy pending a traffic solution. The proposal puts forward that traffic solution to ensure the additional dwellings can be supported by the local road network without giving rise to unreasonable adverse impacts.</p>

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	<p>Planning proposals that simply seek additional residential density above the current controls will have challenges in demonstrating their strategic merit as they are not necessary to achieve the housing target and the planning priorities of this Planning Statement.</p>	✓	<p>The proposal allows for a high quality renewal of the precinct under sound transit oriented development principles.</p> <p>The subject precinct is ideal for increased density given its strategic location. The proposed additional residential density is supported by infrastructure provision to create a walkable renewed neighbourhood.</p> <p>The proposal will facilitate critical road infrastructure upgrades and holistic management of stormwater and flooding which would not be possible without considering the precinct as a whole.</p> <p>The sites within 400 m of the station are ideal for increased density since it will increase the proportion of people who will be able to live within a 5 minute walk of significant sustainable transport options and major open space. The proposal seeks to establish a neighbourhood centre to support the increased density so that people can meet their day-to-day needs without reliance on private motor vehicles.</p>
<p>PRINCIPLE S FOR GROWTH Pg 23</p>	<p>Strategic principles for managing growth and change are:</p> <ul style="list-style-type: none"> Proposals must be consistent with the relevant liveability, productivity, infrastructure and sustainability priorities and actions in this Local Strategic Planning Statement. 	✓	<p>The proposal is consistent with the relevant priorities and actions of the LSPPS.</p>
	<ul style="list-style-type: none"> Proposals must support the strategic objectives in Canada Bay's adopted strategies and action plans and where relevant strategies endorsed by the Department of Planning, Industry and Environment. 	✓	<p>The proposal supports the strategic objectives of the Metropolis of Three Cities and the associated Eastern District Plan. The proposal supports Council's relevant strategies including the Housing Strategy.</p> <p>The proposal is underpinned by a master plan for the entire precinct and proposes a better planning and urban design outcome than the status quo. The up zoning provides an intensification of land use which better achieves the strategies and objectives of Canada Bay Council and the state to locate dwellings in</p>

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
			strategic locations within walking distance of railway stations.
	<ul style="list-style-type: none"> Planning around future metro stations will be coordinated and precinct-based. In this way, Proposals which seek to respond to the location of metro stations will be discouraged until such time as a local planning study has been completed. This will enable consideration to be given to infrastructure demand and provision, appropriate distribution of development potential across an area, value capture for public benefit and the orderly sequencing of development. 	✓	The subject precinct is one train stop from North Strathfield's future metro station. This is an approximate 15 minute walk or 5 minute bicycle ride. This makes Concord West, while not immediately on the metro network, very well located to benefit from it. The proposed upzoning increases the residential density in an area well served by public transport, reducing the requirement for trips to be made by car and improving the benefit of a train station by increasing the people who live in proximity to it and can therefore make use of it. The extent of increased density proposed is well suited to the relationship of Concord West Station to the Sydney Metro West. The proposed density is not as significant as what might be contemplated in key centres and adjacent to metro stations and therefore maintains a suitable hierarchy of centres along the Northern line.
	<p>The site-specific principles for growth are detailed throughout the LSPS. In summary, they include:</p> <ul style="list-style-type: none"> Proposals in local and Strategic Centres must be considered through precinct-level planning to sequence and fund growth with provision of public transport, open space and other infrastructure for the whole centre (P8 & P9). 	✓	The proposed development is considered at a precinct level. The proposal for up zoning is a direct response to the proximity to public transport. The development provides new public open spaces to support increased density while taking into consideration the proximity of the neighbourhood to Bicentennial/Olympic Park.
	<ul style="list-style-type: none"> Proposals must locate development near strategic and Local Centres and a reasonable walking distance of high frequency public transport (P5 & P6). 	✓	Development is focused on its proximity to Concord West Station and its position just one station from the new West Metro station at North Strathfield.
	<ul style="list-style-type: none"> Proposals must positively contribute to the built environment and result in good urban design outcomes (P4, 5, 6 & 7). 	✓	The site is master planned as a precinct with a unique sense of place created through design. The Urban Design Report and WSUD management plan set out a clear vision, design objectives and principles to achieve a high quality urban outcome.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	<ul style="list-style-type: none"> Proposals must complement local character and the heritage significance of nearby items and areas (P7). 	✓	The increase in scale of development from up zoning is appropriate for the strategic location of the site in a sustainable place close to the CBD of one of the World's major cities. The development is contextually appropriate to the changing face of development in Sydney.
	<ul style="list-style-type: none"> Proposals must result in high amenity for occupants and not unreasonably impact on the amenity of neighbouring properties and public domain (P4, 5, 6 & 7). 	✓	Development creates a high-quality living environment with enough residential density to support a range of residential amenities including 2,000-3,000m ² of retail space.
	<ul style="list-style-type: none"> A minimum of 5% affordable rental housing is required in Planned Precincts, the Parramatta Road Corridor and wherever a significant increase in density occurs, subject to viability (P1, P2 & P5). 	✓	4% affordable housing is supported in the proposal consistent with Council's Affordable Housing Contributions Scheme Draft since the precinct is part of the Parramatta Road Urban Transformation Corridor Homebush Precinct.
	<ul style="list-style-type: none"> Proposals must locate development with access to open space. All new residential areas are required to be located within 400m of open space and high-density areas within 200m of open space (P17). 	✓	The development includes a new park at the corner of King Street and Station Avenue that ensures that all residents in the precinct will be within 200 m of an open space. Additional open spaces are proposed in the master plan including parks and urban squares to increase the diversity of open spaces in the area in order to complement the very large Bicentennial/Olympic Park and serve the future population.
	<ul style="list-style-type: none"> Proposals in strategic and Local Centres (Mixed Use and Neighbourhood Business zones) must include an amount and type of non-residential floor space appropriate to the site's location and ensure residential development does not diminish employment or economic opportunities (P6, P8 & P9). 	✓	The development provides 2,000m ² -3,000 m ² of retail space with active frontages to support the increased density and achieve a neighbourhood where residential is supported by other uses. It is also noted the existing Victoria Avenue Public School is not yet at capacity and is an important asset for the neighbourhood.
	<ul style="list-style-type: none"> Proposals must avoid residential uses in industrial precincts and business parks (P6, 8, 9 10). 	✓	The entire development is designed as a precinct. The use is suitable, and the up zoning represents a more appropriate scale of development considering the sites strategic location.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	<ul style="list-style-type: none"> Proposals must not intensify urban development in areas where there are unacceptable risks from natural and urban hazards (P19). 	✓	Site does not have unacceptable risks from natural and urban hazards.
	<ul style="list-style-type: none"> Proposals must improve resilience to the impacts of climate change (P19). 	✓	Proposal provides for a transit orientated neighbourhood which significantly reduces the needs to car dependence. The development also promotes walking and cycling. The close location of residential to retail also allows shorter trips to be completed without the need for a car. The proposal also mitigates flooding impacts in the precinct.
	<ul style="list-style-type: none"> Proposals must protect and enhance the Parramatta River and the community's environmental values and uses for the foreshore and waterways (P13). 	✓	The precinct's existing flooding and overland flow issues impact on Powells Creek which connects to Homebush Bay. The proposed rezoning will allow for a more holistic and low impact approach to managing stormwater issues in the precinct including water quality contributing to the protection and enhancement of the foreshore and waterways.
	<ul style="list-style-type: none"> Proposals must retain native vegetation and maintain and enhance ecological functions in core areas and wildlife corridors (P14). 	✓	Significant landscaping proposed as part of the development throughout the site.
	<ul style="list-style-type: none"> Proposals must protect public views of scenic and cultural landscapes (P15). 	✓	The subject precinct is visually separated from potential scenic and cultural landscapes within Bicentennial Park, the foreshore and protected waterways by Homebush Bay Drive which provides a strong visual barrier between developed land and parkland.
	<ul style="list-style-type: none"> Proposals must contribute to the local green grid, retain mature trees and provide a minimum of 25% tree canopy in renewal precincts (P16). 	✓	The proposal seeks to exceed the 25% tree canopy target with an increase in tree canopy for the existing 18.6% to 30%, meeting the principle.
	<ul style="list-style-type: none"> Proposals must reduce the urban heat island effect by increasing the urban tree canopy and green cover, incorporating water sensitive design and improving building design (P16 & P19). 	✓	The development includes green spaces spread across the development rather than one central space. This is significant in mitigating the heat island effect as the landscape features reduce ambient temperatures across the site to balance an overall increase in impervious surfaces associated with increased density. The proposal includes recommended guidelines to achieve a tree canopy of 30% and a green site ratio of 40% for residential sites at 25% for mixed use sites.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
			The proposed HOB and FSR standards allow for buildings without excessive site coverage that can be green. The WSUD strategy also forms part of the proposal.
PRIORITY 1 PLANNING FOR A CITY THAT IS SUPPORTED BY INFRASTRUCTURE (P26)	1.1 Review the Canada Bay S7.11 and S7.12 Contribution Plans to ensure that local infrastructure is provided to support the needs of new residents.	✓	Development provides for and facilitates infrastructure improvements to ensure development is matched with infrastructure.
	1.2 Work with neighbouring Councils, Transport for NSW and the Department of Planning and Environment to enable the delivery of dedicated rapid public transport and place based outcomes along the Parramatta Road Corridor.	✓	The subject site is part of the PRCUTS area. However, it is at the northern edge away from Parramatta Road and immediately adjacent to an existing railway station. The proposal is a place-based outcome that responds to the particulars of the northern end of the designated Homebush Precinct.
	1.3 Work collaboratively with the Greater Sydney Commission, State Government and other stakeholders to: <ul style="list-style-type: none"> ensure urban design outcomes for all Planned Precincts and renewal areas facilitate a diversity of housing typologies, adaptable car parking and basement spaces (minimum 2.4 metres clear height), density with a human scale and a diversity of building typologies; 	✓	The development has positive urban design outcomes in the proposed renewal area. The proposal's height and density is commensurate with its strategic location adjacent to Concord West Station and Bicentennial Park. The proposal allows for a human scale and a high quality public domain.
	<ul style="list-style-type: none"> implement the 'movement and place' framework* when undertaking planning for Local Centres and key road corridors and require new high density developments to provide adequate offstreet loading facilities; and 	✓	The proposal is consistent with the movement and place framework. The proposal considers loading facilities with mixed use sites being serviced by new laneways, minimising the impact of loading and servicing on the main streets and setting up an urban structure that allows for efficient servicing and protection of pedestrian amenity.
	<ul style="list-style-type: none"> deliver social infrastructure, high quality public domain and local open space. 	✓	The subject site is uniquely situated with immediate access to Bicentennial Park. The proposal also affords for new open spaces within the precinct to add to the quantum and diversity of open space access for existing and future residents. The proposal is also centred on achieving a high quality public domain designed for pedestrians and cyclists.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	1.4 Work collaboratively with Sydney Metro and the Department of Planning and Environment to ensure that land use change around Sydney Metro West stations delivers high quality outcomes that include: <ul style="list-style-type: none"> a desired future character statement prepared in consultation with the community 	✓	The subject precinct is not located at North Strathfield Station and this action does not have a direct bearing on the subject precinct. However, the desired future character of the precinct has been considered as part of this proposal and the proposal will include a community consultation process.
	<ul style="list-style-type: none"> social infrastructure, active transport and walkability; and 	✓	While the subject site is not at one of the Metro West stations, social infrastructure, active transport and walkability have been considered by this proposal. The site is immediately adjacent to an existing school, which is not yet at capacity. The site is well located in relation to existing medical facilities. The proposal includes a strong public domain strategy which sets out new open spaces and an expanded public domain for pedestrians that will create places for people to interact. The site is well located in relation to the site is optimally located to achieve active transport and walkability.
	<ul style="list-style-type: none"> high quality public domain and open space. 	✓	While the subject site is not at one of the Metro West stations, the proposal shall allow for important public domain upgrades and new open spaces for the neighbourhood.
	1.5. Work with Sydney Local Health District (SLHD) and Yaralla to deliver increased opportunities for public access, informal recreation and biodiversity outcomes on Walker Estates.	N/A	N/A
	1.6 Actively encourage the shared use of land and facilities, including schools, but only where the shared use does not reduce the existing availability of public open space and facilities for general community use.	✓	The proposal seeks to create new open spaces to augment the shared spaces associated with Victoria Avenue Community Precinct.
	1.7 Work with Local Aboriginal Land Councils to ensure the needs of the LALC are identified and considered and, where appropriate, support Aboriginal self-determination, economic participation and cultural expression.	✓	It is expected that Council will facilitate consultation with the LALC as a stakeholder

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
PRIORITY 2 Rhodes	Various	✓	The subject precinct is 1 railway stop from Rhodes. It is ideally situated as a lower order local centre along a transit oriented rail corridor. The proposal does not detract from Rhodes Planned Precinct or thwart the attainment of objectives for the Rhodes Planned Precinct.
PRIORITY 3 PROVIDE COMMUNITY SERVICES AND FACILITIES TO MEET PEOPLE'S CHANGING NEEDS	3.1 Finalise and implement the Canada Bay Social Infrastructure (Community Facilities) Strategy.	✓	The subject site already has good access to open space and community facilities. However, to sustain a future increase in population, the proposed upzoning allows for new public open spaces that add to the diversity of offerings in and around the neighbourhood. There are also opportunities for new facilities if appropriate.
	3.2 Update the Canada Bay Development Contributions Plan to include relevant works identified within Canada Bay Social Infrastructure (Community Facilities) Strategy.	✓	The proposal can be coordinated with a Development Contributions plan to meet infrastructure needs.
PRIORITY 4 FOSTER SAFE, HEALTHY, CREATIVE, CULTURALLY RICH AND SOCIOALLY CONNECTED COMMUNITIES (P. 33)	Review the Canada Bay Development Control Plan to deliver controls in relation to: <ul style="list-style-type: none"> provision of a proportion of all new apartment development as adaptable and accessible; 	✓	The proposal recommends the preparation of a site-specific DCP to direct future development of the precinct to be directed by the Urban Design Report which forms part of this submission. The Urban Design report sets out a strategy and principles to direct the DCP. The proposed changes in zoning, minimum lot size, height of buildings and FSR provide an incentive for achieving good urban outcome and achieve orderly and economic development. This includes a predominant building type of 8-12 storey apartment buildings which will allow for a high degree of accessibility including barrier free access, accessible open spaces, accessible parking and adaptable housing.
	<ul style="list-style-type: none"> adequate provision of communal / shared spaces (e.g., music rooms, study and meeting space) in future high density development; 	✓	The suggested urban design principles set out in the Urban Design Report are focused on creating communal and shared spaces from the expanded public domain, new parks and squares, courtyard-style buildings with central open spaces and provision for roof gardens. The proposal is well suited to achieving high amenity in regard to communal spaces.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	<ul style="list-style-type: none"> minimisation of impacts of air and noise pollution on new development from road and rail corridors; 	✓	The proposal will allow for the mitigation of potential impacts from rail and road noise through setbacks, buildings design, landscape and building orientation. The proposed height and density allows for buildings that can negotiate potential impacts where sites are near corridors.
	<ul style="list-style-type: none"> inclusion of common loading docks for receiving of home deliveries and service vehicles (trades etc.) in new commercial and medium/ high density residential developments; and 	✓	The proposal concentrates non-residential development within a core zone and allows for a coordinated approach to loading and servicing. Proposed minimum lot sizes allow for more orderly and economic development where servicing areas can be common and support the amenity and convenience for residents.
	<ul style="list-style-type: none"> regard for Cancer Council NSW Guidelines to Shade in land use plans for the public domain and new public infrastructure. 	✓	The proposal seeks to significantly increase the local tree canopy including a robust street tree and WSUD planting strategy. This together with recommended Tree Canopy and Green Site Index guidelines will guide a high quality outcome ensuring that shade is provided.
	<p>Implement and where necessary, update the following City of Canada Bay Plans:</p> <ul style="list-style-type: none"> The Disability Inclusion Action Plan to remove barriers to participation for people with a disability; The Community Safety and Crime Prevention Plan to increase safety and reduce opportunity for criminal activity; and The Public Art Plan and the City of Canada Bay Cultural Plan to explore opportunity for cultural and artistic expression. 	✓	Nothing about the proposal inhibits this action from being achieved. The proposal provides several opportunities for Public Art.
	<p>Investigate opportunities to foster creative participation throughout Canada Bay, with consideration given to:</p> <ul style="list-style-type: none"> whether there is capacity to deliver an LGA level performance space; and the creation of a network of creative and cultural spaces. 	✓	The proposal provides opportunities for incorporating create and cultural spaces that would be easily accessible for the LGA given the precinct's highly accessible location.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	Amend the Canada Bay Local Environmental Plan to implement a competitive design excellence process to apply to all new buildings of over 45 metres height, or where identified on a map.	✓	The proposed development seeks height limits that are less than 45 m, making it unlikely to require a design excellence competition with the exception of the site at the corner of King Street and Station Avenue. A design excellence competition is ideal for this site given the public benefits sought in establishing a new park that will ensure that all sites in the precinct are within 400 m of a park (The LSPS Map17 provides an analysis of proximity to open space which indicates that the southern edge of Liberty Grove and the northern edge of the subject precinct are areas that are not within 400m easy walking distance of local open space). This proposal will close the open space gap and provides a benefit to the local area.
PRIORITY 5 PROVIDE HOUSING SUPPLY, CHOICE AND AFFORDAB ILITY IN KEY LOCATION S (P.34)	<ul style="list-style-type: none"> Investigating the potential to provide a range of housing types including dual occupancy and terraces given apartments are the predominant form of housing in the LGA, followed by detached dwellings. 	✓	<p>The subject precinct is within 400 m of Concord West Station and it is therefore ideal for high density development, with medium density suitable in the 5-10 minute (400-800m) distance from the railway station. In this regard the predominance of existing single dwellings in the precinct is not consistent with this action.</p> <p>The site includes significant numbers of affordable units and accessible units. Providing affordable residential dwellings in such an accessible area improves social inclusiveness.</p>
	<ul style="list-style-type: none"> Facilitating social infrastructure and services to build social cohesion and well being, including making existing facilities and programs more accessible and increasing indoor facilities as recommended by the Canada Bay social Infrastructure Strategies. 	✓	<p>Social infrastructure, active transport and walkability have been considered by this proposal. The site is immediately adjacent to an existing school, which is not yet at capacity. The site is well located in relation to existing medical facilities. The proposal includes a strong public domain strategy which sets out new open spaces and an expanded public domain for pedestrians that will create places for people to interact. The site is well located in relation to the site is optimally located to achieve active transport and walkability. The proposal, particularly within the proposed neighbourhood centre zoning could accommodate accessible indoor facilities for the community.</p>

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	<ul style="list-style-type: none"> Updating contributions plans to implement relevant social infrastructure works. 	✓	It is expected that the proposal would entail updates to contributions plans to achieve suitable infrastructure and create a nexus between infrastructure and development.
	<ul style="list-style-type: none"> Ensuring a proportion of all new apartment development are adaptable and accessible 	✓	There is nothing about the proposal that would thwart the attainment of this priority.
	<ul style="list-style-type: none"> Ensuring our social sustainability plans including the Disability Inclusion Action Plan and Community Safety and Crime Prevention Plan, as well as public art and cultural plans are implemented 	✓	The proposal provides substantial opportunities to implement these action plans through the renewal of the neighbourhood.
	<p>5.1 Implement the Parramatta Road Corridor Strategy generally in accordance with the 2016-2023 Implementation Plan, following finalisation of a precinct wide traffic and transport study, and an urban design study, including the preparation of:</p> <ul style="list-style-type: none"> precinct wide Planning Proposal; draft Development Control Plan; Affordable Housing Contributions Scheme; and Local Contributions Plan. 	✓	The subject precinct is at the far northern end of the PRCUTS Homebush Precinct. The proposal seeks to achieve a site-specific outcome that considers the particular opportunities and constraints of the site. In regard to Traffic and Transport, the subject precinct is an isolated enclave, with its only vehicular access via George Street. The proposed development seeks a local solution to congestion through an intersection upgrade of the George Street/Pomeroy Street intersection to facilitate entry to and exit from the area north of the intersection. This taken in combination with upzoning those sites that are no more than 400 m from Concord West Station allows for a transit-oriented solution to this unique enclave. It also offers a solution to a part of the PRCUTs study area that is somewhat removed from Parramatta Road and has little bearing on the function and character of Parramatta Road. The proposed plan complements the Parramatta Road Corridor Strategy.
	5.2 Outside of the identified renewal areas, development is to be compatible with the character and prevailing density of established neighbourhoods.	N/A	The proposal is identified in the LSPS as an urban renewal area. N/A
	5.3 Investigate changes to the planning framework to encourage a greater diversity of dwellings (such as dual occupancy and terraces) within the immediate vicinity of Concord	✓	The site being immediately proximate to Concord West Station is suitable for high density development consistent with a transit-oriented development model. Outside of the 400 m catchment medium and lower density typologies

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	West station, Majors Bay Road (Concord), North Strathfield station and Five Dock Town Centre.		are more appropriate and these currently exist and can remain.
	5.4 Amend Local Environmental Plan and Development Control Plan to require all new development to provide an increased number of three bedroom apartments so as to meet the need of couples and families, consistent with changing household and age structure.	✓	The proposal does not thwart this priority nor does this priority thwart the proposal.
	5.5 Require a minimum of 5% of the Gross Floor Area of new development to be dedicated as affordable housing for: <ul style="list-style-type: none"> Planned Precincts; Parramatta Road Corridor precincts; and where there is a significant increase in density arising from a Planning Proposal. An affordable housing contribution plan is required before the rezoning of above precincts / sites.	✓	The subject precinct is part of the draft Affordable Housing Contributions Scheme and earmarked for 4% affordable housing as being part of the Homebush Precinct (with the exception of 3 King Street at 5% as per existing VPA). This proposal does not seek to modify this.
	5.6 Ensure that Planned Precincts, the Parramatta Road Corridor and the redevelopment of large sites deliver a diversity of housing types ranging from terraces to apartments.	✓	Within the Homebush Precinct, the areas which are 400-800 m from an existing railway station (either Concord West or North Strathfield) are more suited to medium and lower density typologies while sites within 400 m of a railway station are suited to higher density typologies. This means that overall, the Homebush Precinct can deliver a diversity of housing types while having an urban structure that follows the principles of sustainable transport.
PRIORITY 6 PROVIDE HIGH QUALITY PLANNING AND URBAN DESIGN OUTCOME S FOR KEY	6.5 Prior to land use change occurring on the site known as 1-7 King Street, Concord West, the Concord West Socio Economic Study is to be updated by Council to respond to: <ul style="list-style-type: none"> the Eastern City District Plan; the Parramatta Road Corridor Urban Transformation Strategy; 	✓	The development offers a comprehensive masterplan for the Concord West site that provides design and planning solutions that better achieve the council's objectives and an excellent outcome for the future character of the site including a sense of place. The development considers the strategic location of the area in relation to Sydney and the site's location in relation to the City. This proposal carefully considered the council's plans,

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
SITES AND PRECINCTS (P.38)	<ul style="list-style-type: none"> any outcomes arising from the Burwood, Strathfield, Homebush Planned Precinct; any commitment by the NSW Government in relation to a metro station in North Strathfield; and any other matter of material importance. <p>The Study is to provide a recommendation on the preferred land use outcome for the site having regard to the above plans, strategies and considerations.</p>		<p>strategies and considerations to provide for a high-quality mixed-use development with an appropriate level of density done well. A socio-economic study forms part of the Planning Proposal. The proposal does not seek a radical outcome but instead uses well-established and tested urban design principles to achieve renewal of a strategically located neighbourhood with significant opportunities for sustainable transport outcomes.</p>
	<p>6.6 Limit change for sites and precincts not identified for land use change. Where land use change is proposed outside of the identified sites and precincts, development proposals must reflect the prevailing scale and density of the established built form in the locality and be supported by an evidence-base that is equivalent to at least that undertaken for this LSPS.</p>	<p>✓</p>	<p>The subject site is included in the urban renewal area identified in the LSPS. The proposal includes provision for an increase in FSR and building heights, non-residential floor space to support increased population density and minimum lot sizes to underpin orderly and economic development. The proposal is underpinned by urban design, socio-economic, traffic and transport, stormwater, flooding and water cycle management, heritage, infrastructure and contamination studies, taking an evidence-based approach.</p>
PRIORITY 7 CREATE VIBRANT PLACES THAT RESPECT LOCAL HERITAGE AND CHARACTER (P. 41)	<p>7.2 Seek DPIE endorsement of Local Character Statements, including desired future character statements, as part of the endorsement of the Local Housing Strategy. These should consider:</p> <ul style="list-style-type: none"> the staged introduction of Local Character Statements to align with infrastructure delivery; areas identified for change, including Planned Precincts and other localities undergoing renewal; and areas identified for investigation on Map 10, due to having been identified as having distinctive urban form and 	<p>✓</p>	<p>The urban design report that forms part of this proposal analyses the site and provides a vision for the future character of the precinct including 5 character areas within the precinct. This complements and can be incorporated into Council's Local Character Statement regime.</p>

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	character to be retained and protected (Local Character Areas).		
PRODUCTIVITY (P.42)	The Local Centres of Five Dock, Concord and Drummoyne provide a range of retail and urban services to the local community. Birkenhead Point and the Bakehouse Quarter are notable shopping destinations and significant employers. These Local Centres and destinations can be enhanced to expand the range of services and employment opportunities and to encourage evening activities in support of a night time economy.	✓	The size of the proposal supports a new neighbourhood centre within the LGA that does not detract from the important local centres identified in the LSPS. The up zoning supports a greater number of residents which will also increase the vibrancy of Concord and reinforce existing services within the locality. The establishment of a planned neighbourhood centre on the west site of Concord Station will complement the already identified neighbourhood centre on the east side.
PRIORITY 8 GROW INVESTMENT, BUSINESS OPPORTUNITIES AND JOBS IN RHODES STRATEGIC CENTRE, INCLUDING CONCORD HOSPITAL (PG. 46)	Various	✓	It is noted that the site is 1 railway stop from the Planned Rhodes precinct and a modest increase in density within a 5 minute walk of Concord West Station is ideal in supporting the concept of the 30 minute city. Concord West near the station is an ideal place for new housing of a density that complements Rhodes, rather than competing with it.
PRIORITY 9 ENHANCE EMPLOYMENT AND ECONOMIC OPPORTUNITIES IN LOCAL CENTRE (P.47)	9.3 Strategic land use change adjoining or adjacent to the Local Centres of Five Dock, Majors Bay Road (Concord) and North Strathfield, and also Concord West station, must not occur until such time as Council has endorsed a study that determines how retail and commercial floor space can be accommodated.	✓	This proposal has assessed the requirement for commercial floor space in relation to the strategic location close to Concord West Station. An analysis by HillPDA forms part of this application.
	9.5 Prepare an Evening Economy Strategy that includes an understanding of its contribution to the local economy, constraints to implementation and opportunities in Local Centres.	✓	The concentrated hub of proposed B1 zoning will allow for uses that can contribute to the vibrancy and lifestyle choices in the neighbourhood and can contribute to the evening economy near existing public transport infrastructure. The proposed master plan indicates active edges which are proposed to be reinforced with a

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
			modification to the LEP Active Frontages Map and new laneways to create a village core for the neighbourhood.
	9.6 Prepare an Activation Policy to provide high level direction and intent, and facilitate the community use and activation of public space in Strategic and Local Centres and community hubs (including parks).	✓	The proposal allows for the renewal of Victoria Avenue which can activate and enliven an important link between existing public transport infrastructure (Concord West Station) and Bicentennial Park. This could be a key move within the Activation Policy.
	9.7 Ensure that B4 Mixed Use Zones and B1 Neighbourhood Centres maintain a substantial retail, office and commercial focus.	✓	The proposed includes an expanded B1 zone within the core near the railway station to allow for commercial uses to support the population.
PRIORITY 11 IDENTIFY LAND USE OPPORTUNITIES AND IMPLICATIONS ARISING FROM SYDNEY METRO WEST (P.51)	<p>11.1 Prior to rezoning occurring, a local planning study is to be prepared and endorsed by Council for the localities in which a Sydney Metro West station is proposed, including development sites and their immediate surrounds. The local planning study is to:</p> <ul style="list-style-type: none"> include the preparation of a desired future character statement prepared in consultation with the community; identify opportunities and preferences for new and / or improved areas of open space within, adjacent to or surrounding the new Metro locations; identify opportunities for and facilitating improvements in the public domain to maximise pedestrian amenity, movement and experience; establish preferred land uses within and around the new Metro locations; consider opportunities for a diverse range of housing that is consistent with the desired future character of the area <p>and determine the contribution of any new housing to the regional housing target;</p>	✓	<p>The subject precinct is one station from the planned Metro West station at North Strathfield. While the subject precinct is not part of the West Metro, it is close enough in proximity to it to be a strategically important place within the hierarchy of centres within the LGA and warrants strategic thinking and good urban design.</p> <p>There is an Urban Design Strategy document prepared in support of this proposal to drive the future character of the area.</p> <p>Significant landscaping is proposed.</p> <p>Land use planning within the Master Plan identifies preferred land uses.</p> <p>The proposed upzoning allows for a greater range of housing in greater numbers which supports residents from a wide range of economic backgrounds.</p> <p>The increased density supports the services around Concord West Station by increasing demand. Desire lines between the residential elements and the Station also provide significant economic investment opportunities for retail.</p> <p>The Master Plan resulting from the proposed-up zoning supports a positive social and economic outcomes which in planning terms is a positive outcome.</p>

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	<ul style="list-style-type: none"> ensure that the employment functions and services around station locations are supported and enhanced as a result of the Metro project; establish preferred built form outcomes within and around new Metro locations; and identify the need for further studies or considerations resulting from transport infrastructure. 		
	11.2 Review the Canada Bay Bike Plan to ensure routes and linkages respond to proposed metro station locations.	N/A	The subject precinct is not adjacent to a metro station and therefore does not directly contribute to links to the metro station. However, the proposed cycle link within the precinct will enhance the larger Canada Bay cycle network and its general connectivity. The improved road conditions including the upgrade to the George Street/Pomeroy Street intersection will manage congestion and benefit motorists, cyclists and pedestrians alike.
	11.3 Advocate for improvement to local bus networks to ensure that they act as feeder services to metro station locations.	✓	The subject precinct being a single railway stop from North Strathfield Station need not rely on improved bus service to achieve easy connection to the Metro network and thus, should not put pressure on the existing bus network.
PRIORITY 12 IMPROVE CONNECTIVITY THROUGHOUT CANADA BAY BY ENCOURAGING A MODAL SHIFT TO ACTIVE AND PUBLIC TRANSPORT (PG 52)	12.1 Implement the City of Canada Bay Local Movement Strategy to increase connectivity across the LGA and encourage a modal shift to active and public transport.	✓	Increasing densities in proximity to an existing railway station is perhaps the best way to encourage a modal shift. The proximity of Concord Station to Rhodes will provide easy access to this strategic centre, while the station's easy access to the future North Strathfield Metro line will provide significant connectivity to the larger metro rail network. The proposal includes an urban design strategy that prioritises pedestrians and cyclists and strengthens the importance of links to the railway station. The site also has exemplary connections to major public open space, also making it ideal for promoting more active forms of transport. The proposal is optimally positioned to contribute to active and public transport.
	12.2 Review the Canada Bay Bike Plan to:	✓	The proposal provides opportunities for improving and contributing to improved bicycle

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	<ul style="list-style-type: none"> • address the cycling related recommendations contained within the Local Movement Strategy; • ensure a legible, connected and accessible cycle network that completes missing links and investigates new safe cycling links within 1 kilometre of schools; identifies opportunities for separated paths for pedestrians and cyclists, where possible; and • identify opportunities for end of trip facilities. 		<p>routes in the LGA, making important connections between the park through Concord.</p> <p>The proposal includes an urban design strategy and master plan which includes new bicycle lane connections with a separated bicycle lane through the precinct creating east-west connections. The bicycle lanes connect to the existing Victoria Avenue Public School. The proposed changes to the LEP will help facilitate the public domain improvements to achieve the new and improved cycle infrastructure.</p>
	<p>12.3 Advocate for improvements to public transport, including:</p> <ul style="list-style-type: none"> • increasing train capacity in peak periods on the Main Northern Railway line; • progressing the delivery of a new ferry service in Rhodes East; • extending the on-demand transport service to include Drummoyne; • improving public transport connections to Concord Hospital; • prioritising the movement of public transport over private vehicles on State roads; and • improving active transport connections between Local Centres and train / metro stations. 	✓	<p>The proposed changes to the LEP densify development in immediate walking distance of Concord West Station and are fully consistent with sustainable transport principles.</p>
	<p>12.4 Develop a Walking Strategy that aims to build a physical and cultural environment that supports and encourages walking, with vibrant streets, parks, public spaces and neighbourhoods where people will choose to walk more often.</p>	✓	<p>The proposed upzoning between Concord West Station and Bicentennial Park (and Victoria Avenue Public School) creates an urban structure ideal for promoting walkability. The increase in density will put more dwellings where it is possible to meet day to day needs by walking.</p> <p>The proposed urban design strategy is focused on reinforcing this by expanding the pedestrian zone of each street within the precinct and</p>

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
			creating a significantly improved public domain with a tree canopy, shade, a network of open spaces, buildings with a human scale, direct street address and street activation. This will make walking easier and more pleasant.
	12.5 Support implementation of travel behaviour change programs by Transport for NSW, including Travel Demand Management (TDM) measures to increase the use of sustainable transport choices.	✓	Densifying the land within 400 m of Concord West Station is ideal for building an urban structure with an increase in sustainable transport choices. The proposal is consistent with the fundamental principles of transit oriented development.
PROTECT AND IMPROVE THE HEALTH AND ENJOYMENT OF THE PARRAMATTA RIVER CATCHMENT AND WATERWAYS (P.56)	13.1 Protect the Parramatta River catchment by ensuring policies and planning instruments contribute to the Parramatta River Catchment Group's mission to make the Parramatta River swimmable again by 2025.	✓	The proposal includes a comprehensive flooding and stormwater management strategy including water cycle management that shall improve the quality of run off. This will have a positive impact on the Parramatta River Catchment. A comprehensive approach to renewing the neighbourhood will allow for this more holistic approach to water management to be realised.
	13.2 Review and update water sensitive urban design controls to ensure: <ul style="list-style-type: none"> • reduced stormwater runoff volumes and pollution entering waterways; • pervious areas are maximised; • all stormwater is treated before it reaches waterways; and • stormwater management systems are vegetated to slow down and clean runoff and provide passive irrigation, greening and urban cooling on lot, street and precinct scales. 	✓	Stormwater management plan and water cycle management strategy has considered the existing Jacobs study which considers Powells Creek. The proposal is underpinned by an urban design strategy and water management strategy that will reduce runoff and pollution but using and cleaning water on site, where pervious surfaces are achieved, where WSUD is used to clean water rather than using large scale or highly engineered solutions. The approach will improve stormwater and flooding impacts for all residents.
	13.3 Map and reference key habitat areas and priority corridors for iconic species in the Parramatta River catchment within Council's LEP.	✓	There is nothing about the proposal that would hinder this action.
	13.4 Finalise the City of Canada Bay Foreshore Access Strategy and associated plan for implementation with an aim to improve access to and along the Parramatta River foreshore.	✓	There is nothing about the proposal that would hinder this action.
	13.5 Work with Relevant agencies, including Sydney Water, to naturalise	✓	There is nothing about the proposal that would hinder this action.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	Massey Park, Dobroyd / Iron Cove and St Lukes Canal.		
PROTECT AND ENHANCE BUSHLAND AND BIODIVERSITY (P.58)	14.1 Implement land use planning actions arising from the preparation of the Canada Bay Biodiversity Framework.	✓	There is nothing about the proposal that would hinder this action.
	14.2 Review the land use zones and Environmental controls in the Canada Bay Local Environmental Plan and Development Control Plan to ensure that significant remnant habitats are retained to protect endangered flora and fauna, and improve habitat connectivity.	✓	The subject precinct is an existing urban area that does not have significant environmental values. However, the rezoning will allow for a more comprehensive management of water flowing through the site that can have benefits in protecting environmental values downstream. The existing low density residential and remnant industrial pose little opportunity for improving the environment.
	14.3 When preparing planning studies and controls, create links to habitat sites through canopy cover, the Green Grid and waterways and improve planting of shrubs and understory.	✓	The proposal is underpinned by an Urban Design Strategy and WSUD Strategy that set out principles to enhance canopy cover, create green links and achieve water quality.
PROTECT AND ENHANCE SCENIC AND CULTURAL LANDSCAPES (P 59)	15.1 Ensure that land use change in foreshore and peninsula localities does not have a significant adverse impact upon views to and from Parramatta River and Sydney Harbour, from within and outside the LGA.	✓	The subject site is not a foreshore or peninsula location. The proposal will not impact views to and from the Parramatta Rive and Sydney Harbour.
INCREASE URBAN TREE CANOPY AND DELIVER GREEN GRID CONNECTIONS (P 60)	16.1 Prepare a street tree Master plan in accordance with the principles and outcomes of the Canada Bay Urban Tree Canopy Strategy to increase tree canopy on public land.	✓	The proposal has had regard to the Canada Bay Urban Tree Canopy Strategy and while the strategy seeks an overall canopy target of 25%, the proposal seeks to achieve a canopy cover of at least 30% to provide a net benefit to the LGA. The proposed tree strategy seeks to use native trees and the design is based on WSUD principles so that the street tree planting will manage water quality while the water will be used by the trees to minimise ongoing maintenance.
	16.2 Identify trees as Relevant infrastructure that may be funded under the Canada Bay Planning Agreement Policy and the Canada	✓	The proposal is underpinned by a tree planting strategy to reach a target of 30% canopy cover for the neighbourhood. The urban design strategy also includes a green site ratio guideline

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	Bay S7.12 Development Contributions Plan.		to facilitate robust landscape planting in future development.
	16.3 Increase the urban tree canopy on private land by amending the Canada Bay Development Control Plan to: <ul style="list-style-type: none"> • update the list of recommended tree species; • require tree planting when land is redeveloped; and • include appropriate controls to protect trees, including the definition of a tree. 	✓	The proposal is consistent with this action. The urban design strategy sets out site-specific canopy cover guidelines for private land in the precinct taking into consideration each site's zoning and desired urban design outcomes. The urban design strategy also sets out a green site ratio to augment the canopy guidelines in order to achieve a high quality landscape outcome. There is nothing about the proposal that is inconsistent with this action.
	16.4 Investigate the potential for Landowners to provide a monetary contribution towards the planting of trees on public land when replacement planting is unable to be accommodated on private land.	✓	The proposed LEP changes and urban design strategy provides an avenue for achieving robust tree planting in the precinct. There is nothing about the proposal that would thwart the realisation of this action.
	16.5 Ensure that Master Plans and Precinct Plans achieve a minimum of 25% canopy cover. Where targets are unable to be achieved on individual sites, a precinct wide target is to be achieved.	✓	The proposed master plan has a target of 30% canopy cover and sets out site specific guidelines to achieve this.
	Prepare a Green Grid delivery strategy that seeks to align the relevant recommendations contained within the: <ul style="list-style-type: none"> • Biodiversity Strategy; • Urban Tree Canopy Strategy; • Social Infrastructure (Open Space and Recreation) Strategy; • Local Movement Strategy; and • Walking Strategy. 	✓	The proposal is based on sound and tested urban design principles to create a greener, more walkable neighbourhood strengthened by its high level of accessibility and its proximity to infrastructure. It is noted that Map 15 does not identify any green grid elements within the subject precinct. However, the proposal's WSUD strategy will assist in improving water quality to run off towards the foreshore and in this respect will help to support the green grid including important primary and secondary green spines within Bicentennial Park and the foreshore. The proposal should not thwart the achievement of this action.
DELIVERY HIGH QUALITY OPEN SPACE AND	17.1 Consider and implement the Canada Bay Social Infrastructure (Open Space and Recreation) Strategy, including plans to deliver: <ul style="list-style-type: none"> • new and improved sports fields and courts; 	✓	Numerous spots around the development are planned for passive recreation. The proposal features strong pedestrian permeability with an expanded public domain which supports passive recreation and walking as a mode of transport.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
RECREATION FACILITIES (P.64)	<ul style="list-style-type: none"> passive recreation for activities such as sitting and walking; the planning and delivery of new open space in conjunction with land use change in North Strathfield, Concord West and along the Parramatta Road Corridor; 		<p>The proposal seeks to establish new open spaces that add to the diversity of open spaces that are proximate to the precinct.</p> <p>Given the site has optimal access to Bicentennial Park and is within walking distance of other large open spaces along Powell's Creek, the gap in open space provision is for smaller open spaces that are less than a 5 minute walk. The main gap in this walking catchment is towards the northern part of the precinct which is furthest from Bicentennial Park. Therefore, the proposed open spaces are smaller pocket parks and urban squares in the north and eastern part of the precinct. This will provide easy access to a diversity of open spaces from large regional open spaces to small, human scale public places. The proposal is fully consistent with the action.</p>
	17.2 Update the Canada Bay Development Contributions Plan to include relevant works identified within Canada Bay Social Infrastructure (Open Space and Recreation) Strategy.	✓	There is nothing about the proposal that will thwart this action.
	17.3 Review and consider implementation of the District Sport Facility Plans prepared by the NSW Office of Sport when released.	✓	There is nothing about the proposal that will thwart this action.
REDUCE CARBON EMISSIONS AND MANAGE ENERGY, WATER AND WASTE EFFICIENTLY (P.67)	18.1 Advocate for increased BASIX water and energy targets.	✓	There is nothing about the proposal that will thwart this action.
	18.3 Where appropriate, develop controls to compel developers to connect to planned recycled water schemes for all non-potable water uses, including dedicating space for required metering, storage, connection and plumbing infrastructure.	✓	There is nothing about the proposal that will thwart this action. The current WSUD strategy sets out a dual system to capture water for toilet flushing and irrigation. The proposal could be part of a planned water recycling scheme and would be well suited to participate in such a scheme.
	18.4 Undertake a Waste Management Review to identify potential improvements to the waste related controls in the Canada Bay	✓	There is nothing about the proposal that will thwart this action.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	Development Control Plan, to assist in developing a circular economy.		
	18.5 Undertake a review of Canada Bay Development Control Plan to: <ul style="list-style-type: none"> • identify provisions for electric vehicles and shared infrastructure; • consider whether there is a need to provide controls regarding solar panels; and • require a dedicated space for battery storage. 	✓	There is nothing about the proposal that will thwart this action. The proposal seeks to limit on-street parking and reduce reliance on the private motor vehicle. The master plan could consider implementing priority parking for electric vehicles and there is nothing about the proposal that would undermine instituting DCP standards on electric vehicles, solar panels and battery storage.
	Prepare a Guideline to inform the implementation of green infrastructure as part of development, with consideration given to: <ul style="list-style-type: none"> • green roofs and walls; and <ul style="list-style-type: none"> • passive design to ensure efficient and resilient buildings. 	✓	There is nothing about the proposal that would thwart this action. It is noted that the urban design strategy recommends both a canopy cover standard and a green site ratio standard. These would complement any guideline regarding green roofs and walls and passive design. It is noted that the master plan that accompanies the planning proposal creates building envelopes that can achieve good daylight access and cross ventilation through building depth limits and building orientation.
PRIORITY 19 ADAPT TO THE IMPACTS OF URBAN AND NATURAL HAZARDS AND CLIMATE CHANGE (P. 69)	19.1 Implement flood related planning controls in accordance with the recommendations of the Concord West Precinct Flood Study.	✓	The proposal includes a precinct specific flood study that builds off the Concord West Precinct Flood Study. The proposal recommends that the existing flood study be implemented along with additional recommendations to further mitigate flood impacts and protect water quality. The proposal therefore provides the impetus for implementing the study and improving upon it while allowing for increased density where sustainable modes of transport already exist. The precinct-wide rezoning allows for a more holistic approach to flood management in contrast to the existing Concord West Precinct Flood Study which relies on the renewal of a few sites.
	19.3 Develop a Resilience Strategy to assess community and built environmental risks and vulnerabilities. This will build on our current Climate change adaptation study and other work in this area,	✓	The proposal is accompanied by a flood study that considers climate change and takes a precinct wide approach to manage resilience. The urban design strategy together with the WSUD strategy works to improve the urban canopy and address the urban heat island effect.

CLAUSE	STRATEGY/ PRIORITY	COMPLY? ✓ OR X	COMMENT
	identifying opportunities and controls that respond to various shocks and stresses such as the impact of urban heat island effect in both the public and private domain.		
	19.4 Minimise new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards.	✓	The precinct is an existing urban area with a degree of overland flow and flood risk that can be managed by upgrades to the area and well considered building and landscape design. The

4.2.2.2 Concord West Masterplan (2014)

The proposal is compatible with the Concord West Master Plan which focuses on the seven remnant industrial sites west of Concord West Railway Station. The Master Plan sets out a loose structure for future pedestrian and cycle paths as well as provides indicative envelopes for future development on the industrial sites only.

This Planning Proposal seeks to take this vision a step further and consider the neighbourhood more holistically including the residentially zoned sites around the industrial sites identified in the 2014 JBA Master Plan. The Proposal also reconsiders the recommended controls for Industrial Site 2 and 3 of the JBA Master Plan and recommends increases to Height and Density given the neighbourhood's strategic location and high level of transport accessibility. The proposed rezoning in being greater than that in the JBA Master Plan facilitates more robust public domain improvements. It also sets out a possible mechanism for achieving those improvements which is a precinct S94 plan.

4.2.3 Q5 Is the Proposal Consistent with Applicable State Environmental Planning Policies?

4.2.3.1 SEPP (Infrastructure) 2007

Road upgrades are proposed to ensure infrastructure can support the proposed increase in land use intensity.

Parts of the proposed development is located immediately adjacent a rail corridor. Sydney Trains will need to be notified of any application. Further acoustic treatment will be required to the internal spaces to meet the noise criteria contained in clause 87 of the SEPP.

Parts of the proposed development are located in close proximity to Homebush Bay Drive, a state road. Pomeroy Street is a regional road. The RMS will need to be notified of any application.

Due to the proximity of Homebush Bay Drive at the boundary of the site, the SEPP 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.

4.2.3.2 SEPP 65

The proposed master plan has been prepared taking into consideration Part 2 of the Apartment Design Guide (ADG). This includes:

- Ensuring the building envelope to floor space ratio take into consideration suitable built form articulation. In this respect the floor space ratios assume that approximately 75% of the building envelop will constitute floor space. This allows for good amenity private open spaces and well-articulated facades. It also allows for design excellence by establishing an envelope that provides flexibility in future built form. The ADG states:

A building envelope should be 25-30% greater than the achievable floor area (see section 2D Floor space ratio) to allow for building components that do not count as floor space but contribute to building design and articulation such as balconies, lifts, stairs and open circulation space.

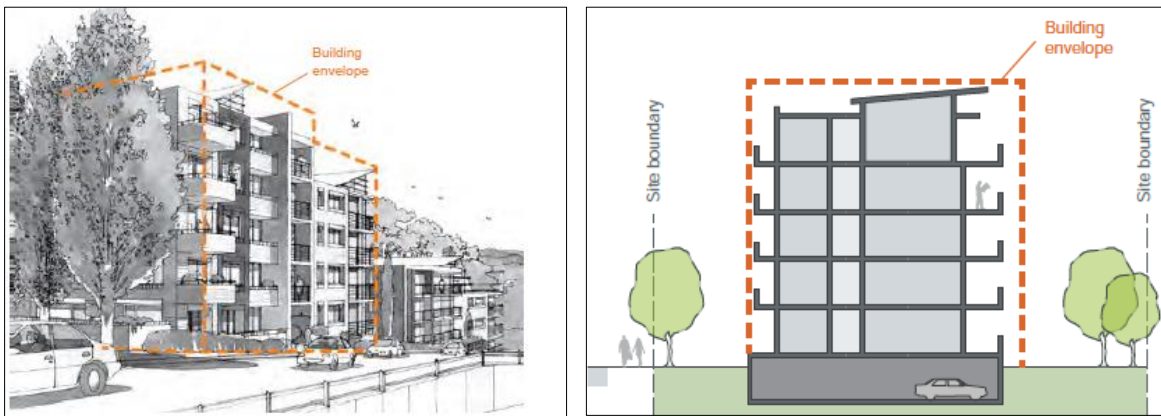


Figure 27: Excerpt, ADG pg 29

- Providing Building Envelopes which achieve separations consistent with the ADG. The ADG states:

Minimum separation distances for buildings are:

Up to four storeys (approximately 12m):

12m between habitable rooms/balconies

9m between habitable and non-habitable rooms

6m between non-habitable rooms

Five to eight storeys (approximately 25m):

18m between habitable rooms/balconies

12m between habitable and non-habitable rooms

9m between non-habitable rooms

*Nine storeys and above (over 25m):
 24m between habitable rooms/balconies
 18m between habitable and non-habitable rooms
 12m between non-habitable rooms*

- Setting out design principles to activate local streets by creating direct address for ground level apartments.

The Urban Design Report tests indicative future building envelopes for the precinct in accordance with the above. The image below is a building envelope analysis of the indicative precinct plan demonstrating consistency with key parameters of the ADG.



Figure 28: Indicative Building Envelope Analysis

4.2.3.3 SEPP 55 (Remediation of Land)

Clause 6 of the SEPP requires that the planning authority consider if the land is contaminated and the suitability of the land for the proposed use under the planning proposal.

A preliminary site investigation has been prepared. Further investigations have been recommended to confirm any presence of contamination and it is expected that these studies would be pursued should the proposal be considered to have strategic merit and forms one of the detailed studies to be undertaken.

It is also known that the site is likely impacted by Acid Sulphate Soils. The preliminary contamination investigation which forms part of this submission addresses the potential for acid sulphate soils and it is

expected that detailed investigation would be undertaken should the proposal be considered to have strategic merit.

4.2.3.4 SEPP 70

As part of this planning proposal, it is intended that Council include the subject precinct in their mandate to provide 4% affordable housing as per the Affordable Housing Contribution Scheme draft (with the exception of 3 King Street which is subject to an existing VPA and earmarked at 5%).

4.2.3.5 SREP (Sydney Harbour Catchment) 2005

The Canada Bay LGA is covered by this SEPP. 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.

In accordance with Clause 29 any future development application will be referred to the Foreshores and Waterways Planning and Development Advisory Committee.

The site is also located within 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.

4.2.3.6 SREP No.24 – Homebush Bay

Homebush Bay is located across Homebush Bay Drive to the west of the subject site.

It is envisaged that the Sydney Olympic Park Authority who currently manage the site will be consulted following a gateway determination.

4.2.3.7 SEPP (Infrastructure) 2007

The proposal has considered the objectives and requirements of SEPP (Infrastructure) 2007. A transport and traffic impact assessment forms part of the proposal. The proposal includes an infrastructure solution to align road capacity with density.

The proposal is adjacent to both a rail line and a classified road. It is expected that should the proposal be considered to have strategic merit, that an acoustic assessment would be appropriate to determine recommendations for mitigating potential acoustic impacts on future residents that could be implemented in future Development Applications.

4.2.4 Q6 Is the Planning Proposal Consistent with Applicable Ministerial Directions (S 9.1 (Formerly S. 117))

The following are relevant S9.1 directions:

- 2.3 Heritage Conservation
- 3.1 Residential Zones
- 3.4 Integrating Land Use and Transport

- 4.1 Acid Sulfate Soils
- 4.3 Flood Prone Land
- 6.1 Approval and Referral Requirements – Direction 6.1
- 6.3 Site specific provisions
- 7.1 Implementation of A Plan for Growing Sydney
- 7.3 Parramatta Road Corridor Urban Transformation Strategy
- 7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan

The proposed development is consistent with these Ministerial Directions. As discussed earlier in this report the proposal satisfies 7.3 Parramatta Road Corridor Urban Transformation Strategy in that it demonstrates a better outcome for the precinct than what is set out in the PRCUTS.

4.3 Section C – Environmental, social and economic impact

4.3.1 Q7 Is there any likelihood that Critical Habitat or Threatened Species, Populations or Ecological Communities or their Habitats, will be Adversely Affected as a Result of the Proposal?

The proposal impacts an existing urban area which is built. There are no critical habitats, threatened species or ecological communities identified in the subject site or that would be affected by the proposed development.

For areas of biodiversity and environmental sensitivity west of the subject precinct, the proposal sets out a flood and stormwater management plan and WSUD strategy that would reduce impacts on these downstream areas in comparison to the current plans set out in the 2014 Flood Study prepared by Jacobs for Council. In this regard adverse impacts will be reduced.

4.3.2 Q8 Is there any other likely Environmental Effects as a Result of the Planning Proposal and How are the Proposal to be Managed?

Other environmental effects that are likely as a result of the planning proposal can be effectively managed through the preparation of a precinct specific Development Control Plan, the delivery of key infrastructure, and detailed design of individual sites at the development application stage. The potential impacts are discussed below.

4.3.2.1 Car parking and traffic impacts

The proposed development seeks to transform the local neighbourhood and create a type of high density living that is not car reliant. The proximity of the site to the railway station means that people can meet their needs without relying on private motor vehicles. It is proposed to set maximum parking rates and provide for alternative means of transport with ample bicycle parking and an improved cyclist network.

The subject site is at the end of a road network with only one way into the site and one way out of the site by car. The proposed intersection upgrade addresses the existing traffic issues associated with the entry to the Concord West area. The traffic modelling undertaken considers the additional 785 dwellings allowed

for in the 2014 Concord West Master Plan and then creates further capacity in the street system to allow for additional dwellings. This is achieved by a proposed upgrade to the George Street/Pomeroy Street intersection that goes beyond the current planned slip lane at the north east corner of the intersection. A second slip lane together with signalling adjustments and changes to parking restrictions to extend the no stopping zone during peak times will allow the intersection to function at an acceptable service level even with increased future traffic into Concord West north of the intersection.

4.3.2.2 Noise

The site is impacted by road noise from Homebush Bay Drive and rail noise from the northern line. Should the proposal be considered to have strategic merit, it is expected that an acoustic assessment would be prepared to consider potential impacts and to set out recommendations that can be incorporated into a DCP.

4.3.2.3 Drainage and Flooding

Taking a more holistic approach to the neighbourhood drainage and flooding impacts can be more effectively and efficiently managed. A Stormwater and flood management strategy prepared by GHD forms part of this submission and sets out pragmatic solutions for managing stormwater and flooding throughout the precinct to reduce flood risk. This strategy builds on the existing strategy prepared by Jacobs and achieves additional benefits. The strategy also includes important Water Sensitive Urban Design measures to managing the water cycle, improving water quality and reusing water. The proposal will therefore not have an adverse impact on drainage and flooding and will provide benefits in this regard.

4.3.2.4 Heritage

The precinct has limited potential impacts on heritage. It is firstly noted that in the PRCUTS process a heritage assessment was undertaken and it was that adverse heritage impacts would not arise from rezoning the Homebush Precinct, of which the subject site is a part. Given the proposal does seek to increase heights and densities, a heritage assessment has been prepared by Weir Phillips which considers the proposed changes to the planning controls. The assessment assesses potential impacts to heritage items within 500 m of the subject site and finds that the proposed changes to the planning controls will not materially impact the heritage significance of items. The assessment pgs. 25-26) states the following:

With regard to nearby heritage items and the assessment of impacts set out above, the PP is considered acceptable for the following reasons:

- *The impact of the transition to a tower form will be mitigated by the use of a tapered form in the form of height controls to improve solar access to heritage items and relationship to the existing parkland context.*
- *Proposed reference scheme will provide the opportunity to increase the performance of the area in relation to the public domain (in terms of streetscape presentation, light, views and connectivity) which will be improved when compared to existing buildings.*
- *No significant view corridors to or from the items will be blocked, impeded or unreasonably disrupted by the proposed PP Reference Scheme.*
- *Views from the site are not considered to have heritage significance.*

- *The proposed concept design will facilitate towers which will require the demolition of some non-heritage listed buildings in the study area. These buildings are not considered to be of heritage significance, either through the assessment of City of Canada Bay Council or by the authors of this statement.*

4.3.2.5 Privacy

Privacy to adjoining residents can be managed through appropriate building separation and location of windows and private open spaces. The Master Plan and Design Principles set out in the Urban Design Report build in appropriate building setbacks to adjoining sites and provide envelopes with appropriate building separations within the subject site consistent with the principles of SEPP 65 and the objectives of the Apartment Design Guide.

4.3.2.6 Shadow impacts

Shadow impacts resulting from the increased height will not have an unreasonable impact on adjoining sites. The provision of a transition in scale to neighbouring sites including the school along with building envelopes which are generally slender and have reasonable building separations shall work to manage future overshadowing.

4.3.2.7 Visual Impacts

As demonstrated in the indicative concept master plan, the proposal relationship between building height and FSR allows for:

- A human scale street wall
- Well-articulated facades
- Towers in appropriate locations
- Breaks between towers

Rezoning of the site provides opportunities for the provision of high quality publicly accessible open space on the site with good solar access.

4.3.3 Q9 Has the Planning Proposal adequately addressed any social and economic effects?

4.3.3.1 Social Impacts

The Planning Proposal is supported by a Social and Economic Impact study prepared by HillPDA. The assessment finds that the social impacts of the proposed development shall be generally positive and in accordance with the following:

- State Government objectives;
- The actions of the draft Metropolitan Strategy; and
- Social and economic objectives of the City of Canada Bay Council.

Negative impacts are considered to be short term (during construction) but that these could be controlled with appropriate construction management and traffic management measures. Upon occupation, the majority of impacts shall be positive.

Refer to the assessment by Hill PDA for a detailed analysis of the positive and negative social impacts of the planning proposal.

The assessment addresses key matters set out in Council's LSPS such as retail demand, social infrastructure demand and other key factors in creating and sustaining a healthy community.

Potential negative impacts are identified as follows:

- The proposal could be viewed as an exclusive or gated community since it would be master planned and is located at the end of a street network. However, these potential impacts are mitigated by the proposed mix of uses and the location of the precinct in relation to the railway station and Bicentennial Park, reducing "any perceived barrier effect".
- The proposal may impact the amenity of sensitive receivers during construction. The assessment suggests a range of mechanisms can be applied to minimise potential impacts including construction management plans.
- Increased residential density will put pressure on community facilities which are already somewhat over capacity. The proposal is capable of providing community facilities which will need to be considered in consultation with Council. The HillPDA assessment does not state that there are community facilities immediately outside of the SA2 which could accommodate additional demand.

4.3.3.2 Complementary Uses

Removal of industrial uses away from the immediate vicinity of low, medium and high-density residential development provides a social benefit by removing potential impacts including pollution, acoustic impacts, air quality impacts and visual impacts. The unsightly character of the industrial land also impacts on the quality and value of residential development in the immediate vicinity.

The proposed B1 zoning allows for a mix of complementary uses and provides opportunities for orderly development with increased dwelling density and a mix of business uses in an accessible area suited to the neighbourhood centre with immediate access to the existing rail network. Social benefits arise in both the immediate local and the regional context. Furthermore, the removal of unsightly industrial sites will improve the property values of the surrounding development.

4.3.3.3 Housing supply increase and housing choice

The proposed rezoning shall provide a net increase and choice of housing along with recreational and community opportunities which would enable the creation of a sustainable community. A mix of affordability levels are also anticipated to be accommodated by the proposal given the location, mix of height and density controls and the mandating of 4% affordable housing provision.

4.3.3.4 Neighbourhood Activity, Safety and Security

The site is currently underutilised does not contribute to neighbourhood vitality but for the presence of the Victoria Avenue Community Precinct and the periodic use of Victoria Avenue to access Bicentennial Park. Increasing density on the site will provide the opportunity for a mix of compatible residential and commercial uses to be introduced with a density commensurate with the high level of public transport accessibility.

Increased density will also increase casual surveillance on the street, contributing to a safer environment. The existing built form on the site is ambiguous with varied setbacks and many opportunities for illegitimate access.

4.3.3.5 Traffic and Pedestrian Amenity

Future developments have the opportunity to contribute to the amenity of the street through a range of potential design features which may include wider footpaths, active street frontages, landscaped open spaces, additional street tree planting, undergrounding of unsightly power lines, etc. This would be a marked improvement from the current condition of the site where built form turns away from the public domain and public domain design is not well defined.

It is envisioned that car parking areas would be below ground. It is assumed that future development would contribute additional traffic to the current conditions, however it is expected that due to the proximity of the site to public transport, private car use can be reduced.

4.3.3.6 Community Space

One of the key findings of the HillPDA assessment is the need for additional community space. The proposal provides a significant opportunity to provide space for community activities.

4.3.3.7 Community Consultation

The planning proposal also includes a community consultation specialist to guide stakeholder and public consultation and facilitate community voices in the planning proposal process. Discussions with local land owners has already commenced and it is expected to continue throughout the process.

4.3.3.8 Economic Impacts

The Social and Economic Impact Assessment finds that economic impacts of the proposal will be both short and long term and generally positive.

The proposed rezoning and adjustments to the FSR facilitates the increase in residential density in an accessible location with strong network links to employment hubs.

The proposal also maintains the opportunity for employment generating uses in the locality, with the potential for future developments to incorporate retail, commercial and tourism-based uses. The proposed B1 zoning achieves a flexibility that allows built form to change over time to meet demand. Proposed building heights and FSRs allow for flexibility in the building envelopes to allow sufficient ceiling heights to support good quality non-residential spaces.

The proposal will generate additional economic activity during and post construction. The proposal stands to receive additional revenue from development in excess of 200 million.

Refer to the report by Hill PDA which details the economic impacts of the proposal.

4.3.3.9 Community Benefits

The proposal achieves community benefits as follows:

1. The proposed intersection upgrade at Pomeroy Street and George Street shall substantially improve the performance of the local road network.
2. The proposal seeks to spread the potential increased density unlocked through the intersection upgrade across the neighbourhood rather than concentrating it in just the few industrial sites which are the subject of the Concord West Master Plan (2014). This provides improved value and development opportunities for the community rather than just a few key landowners.
3. More orderly and economic development can occur by taking a more holistic approach to rezoning the neighbourhood.
4. Densification of the neighbourhood will allow more people to live in close proximity to the railway station and thus not need rely as much on private motor vehicle use.
5. A suitable quantum of non-residential floor space shall be facilitated to allow local residents to meet their day-to-day needs. This includes opportunities for cafes, shops, fruit and vegetable markets and the like.
6. The Master Plan sets out significant improvements to the public domain to beautify the area and achieve a meaningful prioritisation of pedestrians and cyclists over private motor vehicles.
7. The proposed public domain improvements aim to provide traffic calming to reduce potential safety hazards.
8. The planning proposal achieves increased public open space.
9. The planning proposal facilitates a new dedicated bicycle lane connecting Sydney Bicentennial/Olympic Park to the eastern side of the railway line.
10. The proposal seeks to improve the pedestrian links between the railway station and Victoria Avenue Community Precinct, improving safety and amenity.
11. The proposal allows for a coordinated approach to managing flooding in the precinct through water sensitive urban design.

4.4 State and Commonwealth Interests

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

There is adequate public infrastructure to accommodate the increase in development density.

The site has excellent access to open space and public transport. There are schools, community facilities, recreation areas and open space within walking distance of the site.

The planning proposal also demonstrates that the proposed land use, height and density controls provide opportunities for community benefits such as new and improved public open spaces, upgraded public domain, public art, etc.

To align the proposed density with road infrastructure and improve the level of service of the intersection at Pomeroy and George Street, an intersection upgrade is proposed. The social impact assessment also finds that the increased density will create demand for community space that is in shortfall. The proposal can accommodate additional community space to address this need.

4.4.2 Q11 What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination (Q11 of the Guide)?

The relevant State and Commonwealth authorities will be consulted during the gateway process.

The planning proposal is considered to be a 'low impact' planning proposal for the following reasons:

1. The amendment relates to a local neighbourhood that is an enclave at the terminus of the local road network.
2. The current industrial uses are not operating at full capacity and generate relatively few jobs.
3. The current industrial sites are already earmarked for rezoning predominantly to residential land uses.
4. The current residential sites are low density and are inappropriate given the neighbourhood's immediate access to the existing rail network as well as its close proximity to the new Metro West.
5. The amendment is consistent with state strategies relating to intensifying residential development in accessible urban areas
6. The amendment is consistent with state strategies relating to recognising well connected and highly accessible environments
7. The proposal is compatible with surrounding land uses
8. The proposed will improve the overall amenity of the adjoining areas with opportunity for quality residential design and removal of dated industrial structures
9. The proposal provides the opportunity for more people to live in close proximity to public transport, employment, infrastructure, services and amenities.

5 Part 4 Mapping

The Planning Proposal includes mapping and other visual information recommended by the Department in the Guide. This includes:

- *current land use zone/s applying to the land*
- *current development standards relating to the land (i.e. FSR, building height, minimum lot size)*
- *the proposed alternative zone, if a change in zone is proposed*
- *a map illustrating the extent of the proposed revised development standard, if a change to a development standard is proposed*
- *relevant maps or figures illustrating the intent of the planning proposal including:*
 - *extent of a proposed heritage conservation area*
 - *location of a specific heritage item*
 - *proposed extent of an environmental conservation area*
 - *area to which a local provision will apply.*

6 Community Consultation

It is noted Urban Concepts has prepared a communications plan and stakeholder and community consultation is intended to be robust with mechanisms to integrate community input and address community concerns. It is expected the City of Canada Bay Council will be closely involved any community consultation process in accordance with EP&A Act 1979 before, during and after the gateway process.

7 Project Timeline

It is expected the Planning Proposal will be considered within the recommended timeframes set out by the Department with the following key benchmarks:

- anticipated commencement date (date of Gateway determination)
- anticipated timeframe for the completion of required technical information
- timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)
- commencement and completion dates for public exhibition period
- dates for public hearing (if required)
- timeframe for consideration of submissions
- timeframe for the consideration of a proposal post exhibition
- date of submission to the Department to finalise the LEP
- anticipated date RPA will make the plan (if delegated)
- anticipated date RPA will forward to the Department for notification.

8 Conclusion

This planning proposal has been brought forward in accordance with the Department of Planning's Guidelines for the preparation of planning proposals. As is stated in that guide, it is expected that the applicant will enter into further discussions which Council and bring forward additional information as necessary. This proposal sets out the issue on the site and brings forward arguments going to the suitability of the site for the proposed changes to the Zone, Height and FSR on the site.

Current controls do not adequately address the opportunities and constraints of the subject site and as a result the site's potential is not being realised. The low-density site character is ill-suited to its locational attributes. The subject site is in a highly strategic location and there is a significant opportunity to create a health-oriented urban environment with sustainable transport options. Existing controls on the site ignore the site's close proximity to prominent centres and the railway station. The existing controls do not take into consideration the likely bolstering of the site's public transport accessibility indicated by the plans for Sydney Metro West.

The Sydney Region must deliver significant housing over the next 20 years to meet need. This Planning Proposal contributes to provision of housing in an appropriate location.

While the current zoning, height and FSR controls do not acknowledge the strategic location of the site and its great potential, the proposed rezoning, height and FSR will contribute to achieving the Department of Planning's strategic goals and address the recent increase in population projections for Sydney through to 2036. The subject site represents a unique infill opportunity and a chance for a more holistic approach to this precinct and there is sufficient strategic planning justification to support the proposed LEP changes.



Figure 29: Artist's Impression, Victoria Avenue proposed mixed use area