

ATTACHMENT A

# Planning Proposal

## 1 King Street, Concord West

Amendments to the *Canada Bay Local Environmental Plan 2013*  
On behalf of Concord West Pty Ltd



Prepared by Ethos Urban  
Submitted to the City of Canada Bay

28 July 2023 | 2220035





**'Gura Bulga'**

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

|                |                                  |   |
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## 1.0 Introduction

This Planning Proposal is submitted to the Council of the City of Canada Bay (Council) to request amendments to the Canada Bay Local Environmental Plan 2013 (CBLEP 2013) relating to the land at 1 King Street, Concord West (the site). Ethos Urban has prepared this Planning Proposal Justification Report on behalf of Concord West Property Pty Ltd (the proponent).

The site represents a unique opportunity to support a contemporary mixed-use community that will integrate with the surrounding area and help to reposition the overall precinct for long term success. The existing industrial zoning and business operation, no longer represents the most appropriate use of the land, particularly given the size of the site, and the strategic location - immediately adjacent to the Concord West Station within a broader mixed use and residential community.

The easily accessible location, and position adjacent to the train station, means the site is ideally located to support a range of uses including residential, retail and community facilities. These types of uses would assist Council in achieving its dwelling and jobs targets. Furthermore, the site provides the potential to satisfy a number of government priorities through increased density and mix of uses that optimise the physical attributes of the subject site.

The Planning Proposal will enable the redevelopment of the site to accommodate a well-designed, transit orientated mixed-use precinct accommodating a range of open spaces and plazas, community, retail, health, childcare, and residential uses that will invigorate Concord West and reconnect the site to the existing urban fabric. It will deliver a public benefit to the community through upgrades to the local road network, provision of community spaces, open space and through site links that will facilitate pedestrian and bicycle access through the site, and it will locate high-quality housing adjacent to public transport.

To realise the opportunity, it is proposed to amend the CBLEP 2013 as follows:

- Rezone the site to R3 Medium Density Residential.
- Amend the maximum building to a range of heights between 26 metres and 47 metres.
- Amend the maximum floor space ratio to become 2.65:1.
- Include the site on the Design Excellence Map.
- Amend Schedule 1 to include 'commercial premises' as an additional permitted use on the site.

This Planning Proposal is supported by an Urban Design Report (**Appendix A**) prepared by Group GSA, and other supporting documentation (refer to Table of Contents). The development concept, although indicative, demonstrates that the site can accommodate the opportunity, and provides Council, the DPE and the community with a clear understanding of the outcomes of the Planning Proposal. Any reference in the supporting documentation to the former IN1 General Industrial zone is taken to mean E4 General Industrial.

This report also outlines:

- the site (**Section 2.0**);
- the project background (**Section 1.2**);
- the current planning controls (**Section 3.0**);
- the development opportunity (**Section 4.0**);
- the indicative design concept (**Section 6.0**);
- the strategic justification (**Section 7.0**); and
- compliance with the relevant legislation and expect environmental impacts (**Sections 8.0 and 9.0**).

This request for a Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the 'Local Environmental Plan Making Guideline' (September 2022) prepared by the DPE, which requires the following matters to be addressed:

- The objectives and intended outcomes of the amendment to the CBLEP 2013 (**Section 10.1**);



- An explanation of provisions (**Section 10.2**);
- Justification of strategic and site-specific merit (**Section 10.3**);
- Statutory planning maps (**Section 10.4**);
- Community consultation (**Section 10.5**); and
- The project timeframe (**Section 10.6**).

## 1.1 The Proponent

Concord West Pty Ltd is a joint venture between Billbergia and Metric Invest. The project is being led by Billbergia. Billbergia has been creating communities for more than 34 years and have an exceptional track record in delivering award-winning, high-quality residential homes and believe creating communities requires a shared set of values, vision, and purpose. Billbergia value partnership, legacy, and social responsibility and apply these values to placemaking principals to deliver great places where people want to live, work and play.

Metric Invest is an Australian-based alternative asset management firm specialising in fixed income, private credit, equity and capital markets. Metric Invest is Australia's largest non-bank corporate lender with an excess of A\$11 billion in funds under management (as of 31 December 2021).

## 1.2 Background

Concord West are the sole owners of the site. Westpac has been the long-term single tenant of the building, however in response to their broader property strategy and changes in employment trends driven by COVID-19, they have determined not to renew their lease and have vacated the site. Given the undesirable location for office uses, the quality of the office stock and its design which restricts it to only being leasable to a single tenant, the proponent is investigating possible redevelopment options to facilitate a more appropriate use on the site and deliver a range of public benefits in doing so.

### 1.2.1 Pre-lodgement Consultation

The proponent engaged in pre-lodgement discussions with Council officers prior to the submission of the Planning Proposal, including the preparation and submission of a Scoping Proposal. Key meetings and dates are listed below.

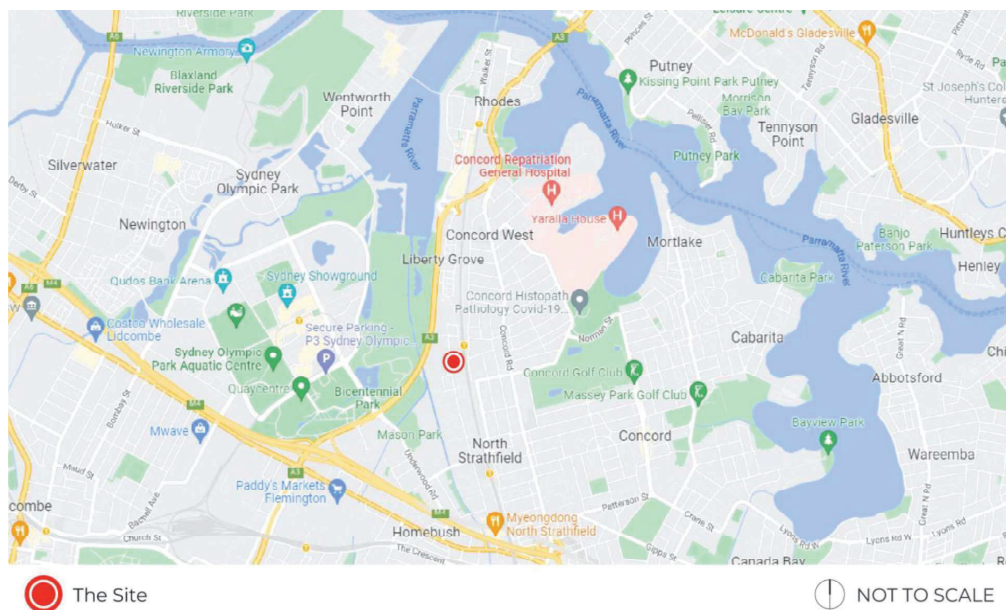
- 4 May 2022 – Meeting between the Proponent, Ethos Urban and Canada Bay Council's strategic planning manager to discuss the project background, proposed urban design outcome, the strategic merit of the Planning Proposal and understand Council's views.
- 11 May 2022 – Canada Bay issue advice to the Proponent.
- 10 June 2022 – Lodgement of Scoping Proposal with Canada Bay Council.
- 22 August 2022 – Canada Bay Council issue response to the Scoping Proposal. A summary response to the Council's feedback is provided at **Section 5.0**.
- 15 September 2022 – Meeting between the Proponent, Ethos Urban, TTW, PTW, Canada Bay Council's strategic planning, civil engineering, and traffic engineering officers, and a DPE stormwater and flooding officer.

The Planning Proposal responds to the matters raised by Council and the relevant agencies and provides justification where required.

## 2.0 The Site

### 2.1 Site Location and Context

The site is located immediately southwest of the Concord West railway station, in the Concord West town centre in the western part of the Canada Bay Local Government Area (LGA). It is approximately 11 kilometres west of the Sydney Central Business District (CBD) and 8km southeast of Parramatta. The site is 1.5km south of the strategic centre of Rhodes. The site's proximity to Concord West Railway Station ensures high frequency connections to major employment centres, commercial, recreational, and educational services and facilities. The site's locational context is shown at **Figure 1**. The future Sydney Metro West station at North Strathfield is proposed one stop south at the existing North Strathfield station.



**Figure 1** Site context

Source: Google Maps / Ethos Urban

### 2.2 Site Description

The site is located at 1 King Street, Concord West. It is:

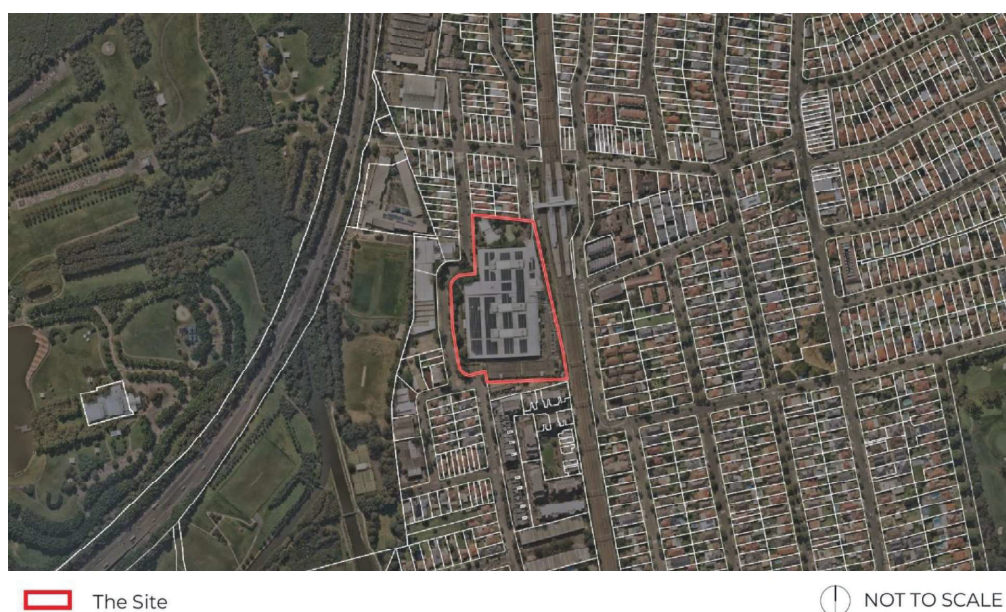
- legally described as Lot 101 DP791908
- approximately 31,390m<sup>2</sup> in area and is the largest landholding in Concord West under single ownership.
- irregular in shape and has frontages to King Street to the north and George Street to the west.
- currently accessed from King Street at its southern termination point.

An aerial photo of the site is shown at **Figure 2**.



**Figure 2** Site aerial

Source: Nearmap / Ethos Urban



**Figure 3** Cadastre Plan

Source: Nearmap / Ethos Urban

## 2.3 Existing development

The site is primarily occupied by a large footprint office building, previously used as a call centre facility by Westpac. It also accommodates a multistorey carpark ancillary to the main building as well as a childcare centre and tennis court at the northern end of the site which are still in use by the operator Only About Children. Existing development is shown below.





**Figure 4** Existing development on site (looking south)

Source: Billbergia



**Figure 5** Existing childcare centre

Source: GroupGSA



**Figure 6** King Street entrance

Source: GroupGSA



**Figure 7** Former Westpac building from the west

Source: GroupGSA



**Figure 8** Former Westpac building from the southwest

Source: GroupGSA



**Figure 9** George Street entrance to multistorey carpark

Source: GroupGSA

## 2.4 Access and Transport

The site is situated in close proximity to the Concord West Train Station – 130m to its immediate north-east - which is part of the T9 Northern Line linking to the future Metro West track via North Strathfield Train Station to the south.

Within a 12 minute walk to the west of the site are bus routes to Parramatta (525). The site is also in proximity to bus routes:

- **507** – Meadowbank to Gladesville and City Hyde Park
- **500X** – West Ryde to City Hyde Park Express Service
- **502** – Cabarita Wharf to Drummoyne and City Town Hall
- **410** Waterloo Park Marsfield – Macquarie Park to Hurstville
- **458** to Westfield Burwood – Ryde to Burwood

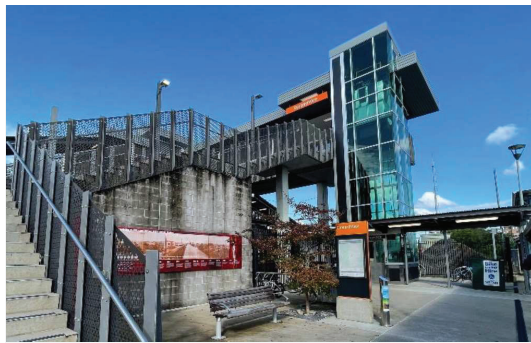
An existing bicycle route runs along the western interface of the site north-south along George Street towards the Bakehouse Quarter, connecting to the Badu Mangroves and Bicentennial Park underneath Homebush Bay Drive.



## 2.5 Surrounding Development

The current surrounding development is defined by legacy industrial sites and detached housing.

- **North:** To the north is the terminus of King St, Concord West Station (refer to **Figure 10**) and a general character of detached dwellings.
- **East:** to the immediate east is the T9 Northern Line (refer to **Figure 11**). Further east of the railway is Queen St with a general character of single detached dwellings and walk up apartments, with some more recent semi-detached townhouse development. Also on Queen St is St Ambrose Primary School.
- **South:** To the immediate south is the Concord Zone Substation (refer to **Figure 12**). Further south is a Papilio Early Learning Centre and the 'Strathville' development, a series of 4-6 storey residential apartment buildings (refer to **Figure 13**).
- **West:** Opposite the site across George St is a single storey double height brick warehouse currently occupied by Chippendale Printing which are proposed to be redeveloped as residential flat buildings up to 6 storeys (refer to **Figure 14**). This land is subject to a Planning Proposal being progressed by the City of Canada Bay to implement Stage 1 of the PRCUTS. Further to the west is Powells Creek Reserve and Homebush Bay Drive. To the northwest is Victoria Avenue Community Precinct and Public School (refer to **Figure 15**).



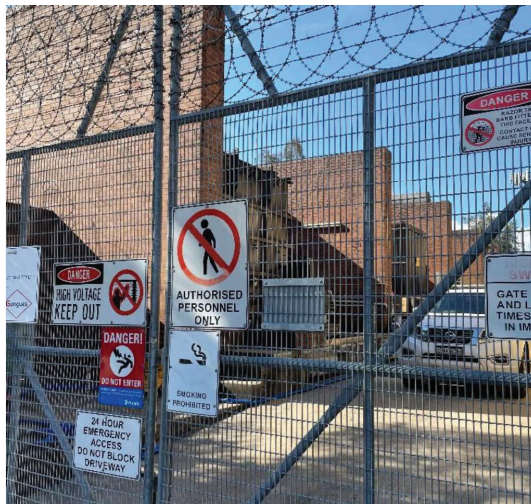
**Figure 10** Concord West Train Station

Source: GroupGSA



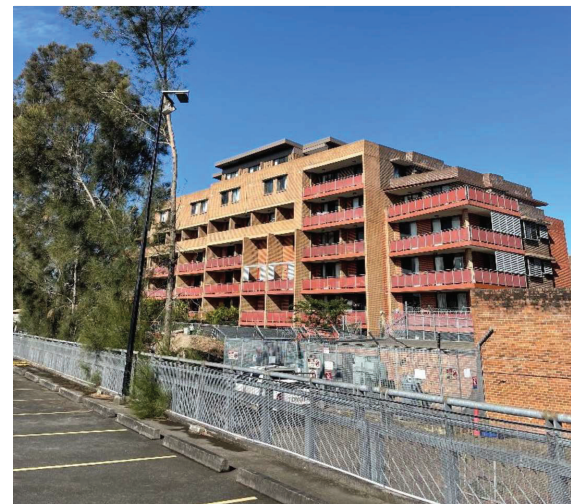
**Figure 11** T9 Northern Line to the east of existing development

Source: GroupGSA



**Figure 12** Concord Zone Substation

Source: GroupGSA



**Figure 13** Strathville Apartments

Source: GroupGSA





**Figure 14** Chippendale Printing Warehouse

Source: GroupGSA



**Figure 15** Victoria Ave Community Precinct

Source: GroupGSA

## 3.0 Current Planning Controls

### 3.1 Canada Bay Local Environmental Plan 2013

The principal environmental planning instrument that applies to the site is the CBLEP 2013. The key provisions are summarised in **Table 1**.

**Table 1** Relevant controls pursuant to the Canada Bay LEP 2013

| Clause   |                           | Control  |
|--|---------------------------|--|
| Clause 2.1 – Land use zones                        |                           | E4 General Industrial  |
| E4 General Industrial Zone and Land Use Activities | Permitted without consent | Environmental protection works   |
|  | Permitted with consent    | Depots; Freight transport facilities; Garden centres; General industries; Goods repair and reuse premises; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; Light industries; Local distribution premises; Neighbourhood shops; Oyster aquaculture; Take away food and drink premises; Tank-based aquaculture; Warehouse or distribution centres; Any other development not specified in item 2 or 4   |
|  | Prohibited                | Agriculture; Air transport facilities; Airstrips; Amusement centres; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Centre-based child care facilities; Charter and tourism boating facilities; Commercial premises; Community facilities; Correctional centres; Crematoria; Eco-tourist facilities; Educational establishments; Entertainment facilities; Exhibition homes; Extractive industries; Farm buildings; Forestry; Function centres; Health services facilities; Heavy industrial storage establishments; Heavy industries; Helipads; Highway service centres; Home businesses; Home occupations; Home occupations (sex services); Home-based child care; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Public administration buildings; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Restricted premises; Rural industries; Sex services premises; Tourist and visitor accommodation; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies |
| Clause 4.3 – Height of buildings                   |                           | 8.5m   |
| Clause 4.4 – Floor space ratio                     |                           | 1:1  |
| Clause 5.10 – Heritage conservation                |                           | Not identified as an item, nor located within Heritage Conservation Area or in the immediate vicinity of heritage items  |
| Clause 5.21 – Flood planning                       |                           | The site is not identified as a flood planning area.   |
| Clause 6.1 – Acid sulfate soils                    |                           | Class 5 (Acid sulfate soils are not typically found in Class 5 areas)  |
| Clause 6.12 – Affordable housing                   |                           | The site is within the Homebush affordable housing contribution area, requiring 4% of the relevant (residential) floor area to be affordable housing.  |

### 3.2 Canada Bay Development Control Plan

Due to the existing industrial zoning, the site is subject to Part H of the Canada Bay Development Control Plan 2022 (CBDCP). The part sets out controls for setbacks, landscaping, building form and appearance, light and noise and public art. Given the nature of the proposal, these DCP requirements are inappropriate and do not reflect the proposed uses for the site.

As part of Council's PRCUTS Planning Proposal, a draft DCP for the Homebush North precinct has been prepared and is addressed in greater detail at **Section 7.8**.

## 4.0 The Opportunity

In 2013, Hill PDA prepared the 'Concord West Socio-economic Study' for Canada Bay Council to investigate the appropriateness of land uses within the precinct and their possible social and economic implications. The 2013 Study recommended the site should be rezoned from E4 General Industrial to B7 Business Park to reflect Westpac's commitment to an existing 10-year lease at the time. While that rezoning has not occurred, the 2013 Study also noted the following:

***'By 2021 and depended on the intentions of Westpac and the nature of uses surrounding the site, it may be appropriate for 1 King Street to be rezoned to residential to maximise its geographic merits and consolidated scale to create a notable quantum of additional housing in a highly accessible location'***

It is now 2023, Westpac's lease agreement has expired, and they have opted to relocate rather than commit to a new lease at the site and the site has been vacant following their departure. The surrounding industrial land has been rezoned to residential with a vision for high amenity active transport under the Council-led Planning Proposal for the Stage 1 PRCUTS.

The site is ideally located to deliver an appropriately scaled, master planned, walkable mixed use residential community. It is:

- Large and can accommodate taller buildings that transition in height to the surrounding lower density built form.
- Directly adjacent to Concord West Railway Station which is one stop from the future Sydney West Metro station at North Strathfield and one stop from the Rhodes, an important Strategic Centre in the Eastern City District Plan (jobs and retail).
- Under 10-minutes walk to regional open space at Bicentennial Park.
- Close to employment and entertainment opportunities at Sydney Olympic Park.
- Capable of re-integrating into the surrounding urban environment and street pattern by creating new streets and a direct north/south pedestrian and cycle link through the site.

The site provides a rare opportunity to deliver additional housing stock, employment opportunities and new community services all within a strategic and centrally located site. The proposal has the potential to result in a number of economic and community benefits through a strategic development of the site, with benefits including:

- Additional housing choice and affordability
- Longer term employment opportunities
- Improved local lifestyle and amenity
- Additional community infrastructure and services

The existing community will benefit from improved connectivity, activation, housing and employment opportunities as well as overall economic and market growth that is likely to be enhanced in the medium to long term as a result of the project.

In addition to delivering vital housing supply, employment opportunities and services, the project has the potential to reposition this strategic site for long term success having regard to contemporary resident, tenant and customer requirements.



## 5.0 Response to Scoping Feedback

**Table 2** summarises the written feedback on the Scoping Proposal and where comments have been addressed within this report.

**Table 2** Summary response to Council's Scoping Proposal feedback

| Focus  | Comment  | Response  |
|--|--|---|
| <b>STRATEGIC MERIT</b>                       |  |   |
| <b>Greater Sydney Region Plan (GSR Plan)</b> | Based on the material provided in the Scoping Proposal, it is inconsistent with:   |   |
|  | <ul style="list-style-type: none"> <li>Objective 11, as the GSR Plan requires affordable housing contribution in the range of 5% – 10% of new residential floor space. Similarly, the Canada Bay Local Strategic Planning Statement requires a minimum of 5% new housing is provide as affordable housing. As a baseline, Clause 6.12 of the Canada Bay Local Environmental Plan (LEP) and the Canada Bay Affordable Housing Contribution Scheme already sets a minimum of 4% affordable housing contribution on the subject site. The Applicant will therefore be required to demonstrate provision of a minimum of 5%-10% affordable housing contribution on this site.</li> </ul> | The Proponent agrees that affordable housing is an important consideration. In the circumstances the proposal to design and deliver the road upgrades is, on balance, considered a preferred response. Refer to <b>Section 7.1</b> .  |
|  | <ul style="list-style-type: none"> <li>Objective 11, as it is not seeking to increase housing choices (the 'missing middle').</li> </ul>   | The concept masterplan has been amended to introduce a variety of housing types, including 1 Bedroom, 2 Bedroom and 3 Bedroom apartments, as well as townhouse typologies. In combination with the surrounding PRCUTS future development, this will dramatically increase housing diversity which is currently dominated by detached housing. Refer to <b>Section 7.3</b> . |
|  | <ul style="list-style-type: none"> <li>Objective 28, as the is likely to have adverse impacts on the scenic landscapes of Powells Creek Reserve, including in Sydney Olympic Park.</li> </ul>  | While the site is proximate to Powells Creek Reserve and Sydney Olympic Park, neither are identified or clearly articulated as a scenic landscape in council's planning framework. Refer to <b>Section 7.1</b> .  |
|  | <ul style="list-style-type: none"> <li>Objective 30, the proposal does not commit to achieving 25% tree canopy target, siting preservation of trees being a constraint, and it has not made provisions to achieve replacement canopy to achieve 25% canopy cover.</li> </ul>   | The proposal commits to a 29% canopy coverage across the site.  |
|  | <ul style="list-style-type: none"> <li>Objective 36, as it would likely reduce environmental and social resilience to future shocks and stresses (flood events and sea level rise). This precinct is flood affected and access in/out of the precinct is limited by one key vehicular roadway subject to flooding and overland flow.</li> </ul>  | The development has been assessed against possible environmental risks in <b>Section 9.11</b> , which confirms its suitability for the site. Refer to <b>Section 7.1</b> .  |
| <b>Eastern District Plan</b>                 | Based on the material provided in the Scoping Proposal, it is inconsistent with:   |   |
|  | <ul style="list-style-type: none"> <li>Planning Priority E5, as it is not seeking to increase housing choices (the 'missing middle').</li> </ul>   | The concept masterplan has been amended to introduce a variety of housing types, including 1 Bedroom, 2 Bedroom and 3 Bedroom apartments, as well as townhouse typologies. In combination with the surrounding PRCUTS future development, this will dramatically increase housing diversity   |

| Focus  | Comment   | Response   |
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|  |   | which is currently dominated by detached housing. Refer to <b>Section 7.2</b> .  |
|  | <ul style="list-style-type: none"> <li>Planning Priority E5, the Scoping Proposal has not identified achieving a minimum of 5% - 10% affordable housing.</li> </ul>   | As above, the Proponent agrees that affordable housing is an important consideration. In the circumstances the proposal to design and deliver the road upgrades is, on balance, considered a preferred response. Refer to <b>Section 7.2</b> . |
|  | <ul style="list-style-type: none"> <li>Planning Priority E17, as the Green Grid, which runs via Powells Creek Reserve and Sydney Olympic Park, would likely be adversely impacted by increased flooding.</li> </ul>   | A Flood Study has been prepared at <b>Appendix J</b> and confirms no unreasonable flooding impacts will result from the proposal. Refer to <b>Section 7.2</b> .  |
|  | <ul style="list-style-type: none"> <li>Planning Priority E20, as it would likely increase environmental and social impacts from future shocks and stresses (flood events and sea level rise).</li> </ul>  | The development has been assessed against possible environmental risks in <b>9.11</b> , which confirms its suitability for the site. Refer to <b>Section 7.2</b> .   |
| <b>Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)</b> | <p>Any proposal on the subject site would need to demonstrate significantly better outcomes than those contemplated in the PRCUTS; as well as deliver upon or demonstrate a better outcome than those set out in the <i>Canada Bay Local Strategic Planning Statement</i> and the <i>Canada Bay Affordable Housing Contribution Scheme</i>.</p> <p>Local Planning Direction 1.5 issued by the Minister for Planning under section 9.1(2) of the Environmental Planning and Assessment Act 1979 requires land within the corridor to be consistent with the <i>Parramatta Road Corridor Urban Transformation Strategy</i> and its accompanying documents.</p>  | The proposed development delivers on a significantly better outcome than that proposed under the PRCUTS. Refer to <b>Section 7.3</b> .   |
|  | <p>The Direction requires Planning Proposals to:</p> <ol style="list-style-type: none"> <li>give effect to the objectives of this direction</li> <li>be consistent with the Strategic Actions within the <i>Parramatta Road Corridor Urban Transformation Strategy</i> (November 2016)</li> <li>be consistent with the <i>Parramatta Road Corridor Planning and Design Guidelines</i> (November 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines</li> <li>be consistent with the staging and other identified thresholds for land use change identified in the <i>Parramatta Road Corridor Implementation Plan 2016 – 2023</i> (November 2016), and the <i>Parramatta Road Corridor Urban Transformation Implementation Update 2021</i>, as applicable</li> <li>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 <i>Parramatta Road Corridor Implementation Plan 2016 – 2023</i> (November 2016)</li> <li>be consistent with the relevant District Plan</li> </ol> <p>The PRCUTS Planning and Design Guidelines (Guideline) sets out baseline requirements in Sections 3 and 4, including but not limited to:</p> <ul style="list-style-type: none"> <li>Maximum tower floor plate of no larger than 750sqm gross floor area for towers above 8 storeys</li> <li>All designs are to satisfy built form outcomes set out in the Guidelines including minimum building breaks and building articulation</li> </ul> | Consistency with the PRCUTS is discussed in detail at <b>Section 7.3</b> .   |

| Focus   | Comment  | Response  |
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|   | <ul style="list-style-type: none"> <li>Minimum building setbacks, upper-level setbacks, and noise control setbacks</li> <li>Maximum street wall heights of 18m in local streets</li> <li>Maximum parking rates, of 0.3 spot per studio dwelling, up to a maximum of 1.2 spot per 3-bedroom dwelling</li> <li>Transition zones and sensitive interface requirements which step up the built form at interfaces to existing development on adjacent sites</li> </ul> <p>Sustainability and resilience, requiring higher water and energy BASIX targets, canopy cover, bicycle parking, maximising vegetable and management of storm water, amongst others</p> <p>The Parramatta Road Corridor Urban Transformation Implementation Update 2021 clarifies that Planning Proposals must achieve the following, amongst other requirements:</p> <ul style="list-style-type: none"> <li>Increase to density only where infrastructure is delivered</li> <li>Open space is to be delivered in accordance with plans endorsed by Council and/or published by the NSW Government</li> <li>Have regard to road improvements and upgrades identified in precinct-wide traffic studies approved by the Minister for Planning and Public Spaces; including support of active and public transport, as well as controls to manage traffic and parking impacts</li> <li>Be supported by additional or alternative active transport solutions if the proposed rezoning is inconsistent with the <i>PRCUTS Planning and Design Guideline</i></li> <li>All development are to be subject to a State infrastructure contribution</li> </ul> <p>A Planning Proposal may be inconsistent with the terms of the Ministerial Direction only if the relevant authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the Planning Proposal demonstrates a better outcome than identified in PRCUTS having regard to the vision and objectives.</p> |   |
| <b>Canada Bay Local Strategic Planning Statement (LSPS)</b> | <p>Based on the material provided in the Scoping Proposal, it is inconsistent with:</p> <ul style="list-style-type: none"> <li>Action 5.1, to implement PRCUTS, as the proposal is seeking to exceed the heights and FSRs recommended by PRCUTS.</li> <li>Action 5.5, which requires a minimum of 5% of the gross floor area of new developments to be dedicated as affordable housing for land in PRCUTS.</li> <li>Action 5.6, as the subject site is within a PRCUTS precinct, but is not seeking to facilitate a diversity of housing types ranging from terraces to apartments.</li> </ul>   | <p>Inconsistency with the PRCUTS is addressed at <b>Section 7.3</b>.</p> <p>As above, the Proponent agrees that affordable housing is an important consideration. In the circumstances the proposal to design and deliver the road upgrades is, on balance, considered a preferred response. Refer to <b>Section 7.3</b>.</p> <p>As above, the concept masterplan has been amended to introduce a variety of housing types, including 1 Bedroom, 2 Bedroom and 3 Bedroom apartments, as well as townhouse typologies. In combination with the surrounding PRCUTS future development, this will dramatically increase housing diversity which is currently dominated by detached housing. Refer to <b>Section 7.3</b>.</p> |

| Focus                                    | Comment  | Response  |
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|  | <ul style="list-style-type: none"> <li>Action 13.1, as it is likely to negatively impact the water quality of Parramatta River due to increased flooding impacts.</li> </ul>   | A Flood Report has been prepared and is discussed at <b>Section 9.5</b> and made available in full at <b>Appendix J</b> .   |
|  | <ul style="list-style-type: none"> <li>Action 16.5, as it does not propose to achieve Council's 25% tree canopy target.</li> </ul>   | The proposal commits to a 29% canopy coverage across the site. Refer to <b>Section 9.1.5</b> .  |
|  | <ul style="list-style-type: none"> <li>Action 19.4, as it is seeking to increase new urban development in an area that is exposed to natural hazards (flooding).</li> </ul>  | A Flood Report has been prepared and is discussed at <b>Section 9.5</b> and made available in full at <b>Appendix J</b> . It confirms the suitability of the site for the proposed development.   |
| <b>Canada Bay Local Housing Strategy</b> | Based on the material provided in the Scoping Proposal, it is inconsistent with:   |   |
|  | <ul style="list-style-type: none"> <li>Action 1, as it is inconsistent with PRCUTS, which recommends low-scale medium density housing in the subject Homebush North precinct.</li> </ul>   | Consistency with the PRCUTS is discussed at <b>Section 7.3</b> .  |
|  | <ul style="list-style-type: none"> <li>Action 5, land in PRCUTS is required to provide a minimum of 5% of the gross floor area of new development to be dedicated as affordable housing.</li> </ul>  |   |
| <b>Ministerial Directions</b>            | Based on the material provided in the Scoping Proposal, it is inconsistent with:   |   |
|  | <ul style="list-style-type: none"> <li>Direction 1.2, for the reasons listed under Greater Sydney Region Plan above.</li> </ul>  | Refer to responses provided above and to <b>Section 7.1</b> .   |
|  | <ul style="list-style-type: none"> <li>Direction 1.6, as the proposal is seeking to facilitate development within the Parramatta Road Corridor contrary to the PRCUTS. The scoping proposal exceeds the heights and FSRs recommended in the PRCUTS and does not provide a diversity of housing to meet the needs of a broad cross-section of the community (notably, the 'missing middle').</li> </ul> | Consistency with the PRCUTS is discussed in detail at <b>Section 7.3</b> , which demonstrates by way of a study that a better outcome than that proposed under the PRCUTS.  |
|  | <ul style="list-style-type: none"> <li>Direction 4.1, overland flow from this site cumulates in flood impacts along George Street and properties to the west of George Street. This results in increased government spending on flood mitigation and emergency response measures, which could include provision of road infrastructure, flood mitigation infrastructure and utilities.</li> </ul>      | A Flood Report has been prepared and is discussed at <b>Section 9.5</b> and made available in full at <b>Appendix J</b> . Further, a monetary offer to support mitigating stormwater works is outlined at <b>Section 6.8</b> .  |
|  | <ul style="list-style-type: none"> <li>Direction 6.1, as it is not seeking to facilitate housing variety and choice of housing types (dual occupancies and terraces) and is likely to increase impacts on the environment as a result of the proposed residential development.</li> </ul>  | As above, the concept masterplan has been amended to introduce a variety of housing types, including 1 Bedroom, 2 Bedroom and 3 Bedroom apartments, as well as townhouse typologies. In combination with the surrounding PRCUTS future development, this will dramatically increase housing diversity which is currently dominated by detached housing. Refer to <b>Section 7.3</b> .   |
|  | <ul style="list-style-type: none"> <li>Direction 7.1, as it does not protect employment land in business and industrial zones. The Scoping Proposal seeks the site to be rezoned from E4 General Industrial to B4 Mixed Use with an additional permitted use of Residential Flat Buildings. This will result in permanent removal of the employment capacity of this site.</li> </ul>                  | A Planning Proposal may be inconsistent with the direction provided it is in accordance with a relevant region plan. The Eastern City District Plan outlines in Planning Priority E12, Objective 23 that Industrial and urban services land is planned, retained and managed, however, land subject to the PRCUTS is exempt from this direction. Notwithstanding this, the site was identified for an employment use by the PRCUTS which is justified at <b>Section 7.3</b> . |



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| <b>CONCEPT MASTERPLAN</b>      |  |  |
| <b>Land Use</b>                | The Scoping Proposal proposes rezoning of this site from E4 General Industrial to B4 Mixed Use with additional permitted use of Residential Flat Buildings.  | The proposal adopts the recommendation set out by Council, as described at <b>Section 6.0</b> .  |
|                                | A more compatible land use zoning that Council will consider is R3 Medium Residential with an additional permitted use of Commercial Premises. This zoning would only be considered should the Applicant address and incorporate all recommendations set out in this response within a Planning Proposal.  |  |
|                                | Active Street Frontage requirements should be applied to relevant buildings to ensure activation of public space at appropriate locations  | The proposal seeks to adopt the recommendation set out by Council in a future site-specific DCP.   |
| <b>Height of Buildings</b>     | This site has a maximum permissible height of 8.5m (2 storeys) as shown in the Canada Bay LEP and the PRCUTS.  |  |
|                                | The maximum height of building sought by the Scoping Proposal is 46m (up to 15 storeys). The Scoping Proposal shows 6 buildings of 13 storeys and several other buildings of 9 – 11 storeys. Additionally, the Scoping Proposal seeks building heights of up to 15 storeys where community infrastructure is provided through a potential planning agreement (those certain building being B1, B2, D1 and D2 as shown in the submitted Urban Design Report). | The proposal has responded to Council's recommendations, and a new scheme reflecting these criteria is described in <b>Section 6.0</b> and at length at <b>Appendix A</b> .                          |
|                                | Most of the Concord West precinct is low-density and the strategic planning for this area indicates the low-density context is likely to remain. A series of tower building on the subject site is not responsive to the long term physical or strategic context of the precinct. Therefore, heights of 13 – 15 storeys are not supported on this site due to its location within a precinct identified for a maximum of 6 - 8 storeys only.                 |  |
|                                | Assessment of any forthcoming Planning Proposal will place significant emphasis on the evaluation of the scale and height of buildings and building street frontage heights.   |  |
|                                | The maximum height of buildings across this site should be no more than 6 – 8 storeys at sensitive interfaces and 9 – 11 storeys elsewhere (including the potential for one 12 storeys building located closest to the railway station), as outlined within ATTACHMENTS A and B.   |  |
|                                | Council's Parramatta Road Corridor Planning Proposal applies a Design Excellence clause to PRCUTS Stage 1 areas. This clause requires all buildings of 8 storeys or above to undergo an architectural design competition and exhibit design excellence. This requirement will apply to the subject site.   | This requirement has been included in the proposed LEP amendments, outlined at <b>Section 10.2</b> .   |
| <b>Floor Space Ratio (FSR)</b> | The Scoping Proposal seeks to increase the permissible FSR from 1.0:1 up to 2.8:1. This poses a significant increase in density for this site in the Concord West Precinct.  | -  |
|                                | The NSW Government's PRCUTS does not provide for an increase in FSR on the subject site.   | -  |
|                                | Council acknowledges that any change of use on this site is likely to result in a higher FSR; however, change in density must be appropriate within context and demonstrate it will not be at the detriment of the amenity of adjacent sites and the Concord West precinct generally.  | Assessment of environmental amenity impacts has been undertaken in <b>Section 9.0</b> , and confirms that the proposed development will not be to the detriment of the amenity of surrounding sites. |

| Focus        | Comment  | Response  |
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|              | Based on Council's analysis a maximum FSR of 2:0:1 may be able to be realised subject to appropriate design resolution.  | FSR for the site has been guided by the detailed urban design advice returned by Council (discussed below) and is discussed further at <b>Section 9.1</b> .                                     |
| Urban Design | Council engaged Studio GL to review and provide feedback in relation to the urban design of the plans shown in the Scoping Proposal. Please refer to ATTACHMENT B and below.   | -   |
|              | <p><b>Street Walls and Setbacks</b></p> <p>The submitted Urban Design Report provides a Street Wall diagram which shows heights of 1-2 storeys along the new proposed east-west street, and 2-3 storey street wall heights along the George Street perimeter of the site. These heights are supported where the housing typology of the building façade reads as courtyard apartments or terraces.</p> <p>It is expected that buildings above podiums must be further setback to avoid a cavernous outcome within the streetscape.</p> <p>Where the Street Wall diagram has not identified a street wall height for certain buildings, it is required that these buildings have a street wall of a maximum of 4 storeys.</p> | Setbacks above podiums have been increased and a 4-storey street wall is reflected in the Urban Design Report at <b>Appendix A</b> .  |
|              | <p><b>Street Design</b></p> <p>In principle, the proposed street network is supported. The new streets make Concord West Precinct more permeable, legible, and accessible. The new pedestrian/cycleway through site link is also supported as it removes the "kink" in George Street and will encourage active transport modes.</p> <p>However, some of the proposed street widths are considered too narrow and therefore unable to adequately accommodate essential uses including street trees and cycleways. Therefore, all streets are to be a minimum of 18m or wider, exclusive of building setback. Detailed cross-sections of new streets are to be provided in any forthcoming Planning Proposal.</p>              | In line with Council's advice, the updated Planning Proposal scheme includes minimum street widths of 18m. This is discussed further at <b>Section 6.0</b> .                                    |
|              |  |   |
| Tree Canopy  | A Landscape Plan is required to identify retention and replacement of trees, reduce stormwater runoff, and increase deep soil planting to ensure the site will achieve and/or exceed Council's 25% canopy cover target across the site.  | A Landscape Plan is included within the Urban Design Report at <b>Appendix A</b> . It confirms that site will exceed Council's 25% canopy cover target across the site.                         |
|              | The site currently contains many tall trees, particularly along the boundaries of the site which contribute to the character and amenity of the area. The retention of trees is to be prioritised. However, the plan shows the removal of a number of trees to provide for access through the site at its southern edge.   | Care has been taken in the preparation of the reference masterplan to retain as much significant vegetation as possible.  |
|              | An Arboricultural Impact Assessment is required to identify all trees within and adjacent to the site; including trees proposed for removal, impacts of the proposed actions, species affected, significance and retention values.   | The masterplan will deliver a tree canopy of approximately 35% of the total site area excluding roads.  |
|              | Reference needs to be made to setback and deep soil zones to ensure mature trees are preserved. The Scoping Proposal currently shows only 16% of the site is to be deep soil.  | The Biodiversity Assessment ( <b>Appendix M</b> ) acknowledges the proposed tree removal and includes recommendations to minimise disturbance during any future construction.                   |
|              |  | The Master Plan has been developed to optimise the amount and quality of deep soil zones, in line with the objectives of the ADG. These zones have sought to maximise the retention of existing |

| Focus                      | Comment   | Response  |
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|                            |   | vegetation on the site. Refer to <b>Appendix A</b> .  |
| <b>Flood Affected Land</b> | A Landscape Plan need to show how stormwater runoff will be reduced and how deep soil and canopy cover will be substantially increased.   | The new site layout and Green Connector park create an environment substantially more capable of absorbing and rerouting runoff than the existing development. This is further supported by substantive investment in improved stormwater infrastructure, as described in <b>Appendix T</b> . As noted above, tree canopy cover will be increased significantly from 7.39% to 29.05% (including roads). |
|                            | Council is currently preparing stormwater management plan to reduce the likelihood of overland flooding which affects George Street adjacent to the subject site. This plan will include civil works to investigate raising the roadway and mitigate the runoff and overland flow from the site. It is critical to ensure vehicular access to/from the precinct up to the maximum probable flood level scenario. It is noted that road levels will change as a result of mitigation works, subsequently affecting the public domain transition of levels to the subject site.                 | Noted. Discussion have been held with Council pertaining to stormwater upgrades, detailed at <b>Appendix 6.6.2</b> .  |
|                            | Should a Planning Proposal be submitted, Council requests that the Applicant contribute towards the funding of this work. This financial or in-kind contribution towards flood mitigation is to be put forth through a planning agreement to be made in agreement with Council.   | This has been considered, and a draft letter of offer is made available at <b>Appendix T</b> .  |
| <b>Traffic Flow</b>        | The Scoping Proposal includes a new through-site vehicular access route in a new street and shared use zone. This access is supported in principle. A traffic management plan will be required to demonstrate network functionality.  | A Transport Study has been prepared at <b>Appendix H</b> which demonstrates future network functionality.   |
|                            | Should a Planning Proposal be submitted, the Applicant will be required to fund and construct necessary upgrades to the Pomeroy and George Streets intersection through a Voluntary Planning Agreement.   | This has been considered, and a draft letter of offer is made available at <b>Appendix T</b> .  |
|                            | The intersection of George and Pomeroy Streets is one of several intersections in the area that currently and will continue to experience congestion. Where traffic generation from the site is beyond that assumed in work done by Council's consultant Bitzios in the Stage 1 PRCUTS Traffic Study, the Applicant is required to consider the impact of proposal on other intersections including: <ul style="list-style-type: none"> <li>• George Street / Parramatta Road</li> <li>• Pomeroy Street / Underwood Road</li> <li>• Queen Street / Pomeroy Street / Beronga Street</li> </ul> | A Transport Study has been prepared at <b>Appendix H</b> which considers future traffic conditions based on consultation with Council and Transport for NSW. This is discussed further at <b>Section 9.3</b> .  |
|                            | The proposed traffic generation rates are to be put to Council for review and agreement prior to the preparation of a Detailed Traffic Model and Report.  |   |
|                            | The Scoping Proposal identifies a 'Shareway Reserve (flush threshold with raised paving' where it would be a shared zone of 10km/hour. This area is to be designed in accordance with the TfNSW Traffic and Transport Technical Direction for Shared Environments.  | Noted.  |
|                            | Median strips within a shared zone can limit mobility of people crossing the street and are inconsistent with TfNSW requirements of making these spaces an environment for pedestrian priority over vehicular   |   |

| Focus                                       | Comment   | Response  |
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|   | access. Future design is to carefully consider the design of shared zones.  |   |
| <b>Sustainability and Resilience</b>        | <p>As part of Canada Bay Parramatta Road Corridor Planning Proposal, Council prepared a Sustainability Strategy which identifies maximum car parking, car share, and decoupled car parking. Additionally, it requires high performance residential building standards of:</p> <ul style="list-style-type: none"> <li>• BASIX Water 50 for all dwellings, and up to 60 where recycled water is available</li> <li>• BASIX Energy 40 for buildings of 6 storeys or greater</li> <li>• BASIX Energy 50 for buildings of 4 – 5 storeys</li> <li>• BASIX Energy 55 for buildings of 3 – 4 storeys</li> <li>• BASIX Energy 60 for single dwellings</li> </ul> <p>Commercial buildings are to achieve</p> <ul style="list-style-type: none"> <li>• NABERS Energy 5 star</li> <li>• NABERS Water 4 star</li> <li>• NABERS Water 5 star where recycled water is available</li> </ul> <p>Dual pipe recycled water reticulation is a requirement of Stage 1 PRCUTS areas and will be required of the subject site.</p> <p>Please refer to the Canada Bay Parramatta Road Corridor Sustainability Strategy.</p> | <p>All the suggested standards have been met or exceeded, as detailed in <b>Section 9.11</b> and at <b>Appendix Q</b>.</p>                          |
| <b>PUBLIC BENEFIT</b>                       |   |   |
| <b>Upgrades to Pomeroy and George St</b>    | <p>Rezoning and redevelopment of the subject site is contingent on the upgrade of the Pomeroy and George Streets intersection.</p> <p>Council has previously shared its early phase design plans on this intersection and will make any further information available to the Applicant for the purpose of a Planning Agreement.</p> <p>Issues associated with this intersection is to be resolved by the Applicant with input from and/or in collaboration with Council.</p>  | <p>Plans and design development for the proposed intersection upgrade are included at <b>Appendix I</b>.</p>  |
| <b>Community Facility</b>                   | <p>The Scoping Proposal identifies the potential to enter into a Voluntary Planning Agreement with Council and deliver a 400sqm community facility that would be dedicated to Council.</p> <p>A small deficit in community space is currently identified in the Canada Bay Social Infrastructure Strategy – Community Facilities for North Strathfield area, not in Concord West. The Applicant is requested to present a needs analysis submitted with a Planning Proposal, with reference to the needs identified in the Canada Bay Social Infrastructure Strategy and any forecasted population change associated with the proposed uses and density on this site.</p>   | <p>A Community Need Analysis has been prepared at <b>Appendix G</b> which identified the need of the existing and future residents of the area.</p> |
| <b>Publicly Accessible Green Connection</b> | <p>Green connections and accessible open spaces are necessary, given the scale and density proposed. These spaces are therefore not public benefits that would be included in a Planning Agreement. These spaces are to be delivered as part of the redevelopment of the land and to support the intensity of development proposed.</p>   | <p>Noted.</p>   |



| Focus  | Comment   | Response  |
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| <b>Share zone along King Street to Station Entry</b> | Shared zone along King Street and Station Entry are fundamental to the amenity and access requirements of future residents on the subject site, and therefore not considered an item for Planning Agreement.  | This has been considered, and a draft letter of offer is made available at <b>Appendix T</b> . The funding and delivery of the King Street shared zone adjacent to the Railway Station is not proposed as part of the proposal or offer. The draft Homebush North Development Control Plan identifies the shared zone on Figure K22-7 Public Domain Plan, and it is reasonable that Council includes the funding for the improvements within a future contributions plan. |
| <b>George Street Flood Hazard Mitigation</b>         | <p>Flooding issues has been identified on George Street. There is a low sag point on George Street immediately adjacent to the western boundary of the subject site. This section of the road requires upgrade and flood mitigation. Works likely to be required to this section of the road include raising the level of the road, flood water diversion and drainage.</p> <p>It is requested that the Applicant provide funding towards the works along George Street, or work in-kind, to be reached in agreement with Council as part of a future planning agreement.</p>   | This has been considered, and a draft letter of offer is made available at <b>Appendix T</b> .  |
| <b>GOVERNMENT AGENCIES</b>                           |   |   |
| <b>Sydney Water</b>                                  | <p>Sydney Water's Growth Servicing Plan 2020 - 2025 indicates the local trunk water system has adequate capacity to support growth based on approximately 920 dwellings. It also indicates the local trunk wastewater system is currently limited. Sydney Water is undertaking Options Planning for the Homebush-North Strathfield precinct and upgrades to the wastewater network are expected in 2026 financial year.</p> <p>Sydney Water requests Applicant to provide 'the ultimate and annual growth data' for this development as noted in ATTACHMENT C.</p> <p>This data will enable Sydney Water to provide servicing advice and to investigate the potential for staged servicing. Failure to provide this may result in Sydney Water unable to formulate proper planning requirements.</p> <p>It is request that the growth data be completed and provided via the Water Servicing Coordinator feasibility process, referencing case number '200363'. Refer to this link for Water Servicing Coordinators <a href="https://www.sydneywater.com.au/plumbing-building-developing/provider-information/listed-providers/water-servicing-coordinators.html">https://www.sydneywater.com.au/plumbing-building-developing/provider-information/listed-providers/water-servicing-coordinators.html</a></p> <p>Sydney Water has requested this form be filled and supplied to them as a matter of priority.</p> | Refer <b>Appendix K</b> confirming the form has been lodged with Sydney Water.  |
| <b>Ausgrid</b>                                       | <p>The use of the site for residential apartments requires careful consideration. Ausgrid requires due consideration be given to the compatibility of the proposed development with the existing Ausgrid Infrastructure, particularly in relation to risks of electrocution, fire risks, electric and magnetic field (EMF), noise, visual amenity and other matters that may impact on Ausgrid or the development.</p> <p>Ausgrid notes that attempts to mitigate impacts for established development can be expensive and often</p>  | Noted. This will be considered with the preparation of a detailed development application for the site.   |

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|  | limited by design factors. The most cost-effective option is to modify the proposed development early in the assessment process. This could include appropriate buffer distances, screening structures, building design, orientation, and construction.  |  |
| <b>Environmental Protection Authority (EPA)</b>                                      | <p>Based on the information provided, the proposal does not appear to likely lead to a development that requires an environment protection licence under the protection of the Environmental Operations Act 1997. The EPA understands that the proposal is also unlikely to lead to a development undertaken by or on behalf of a public authority, or lead to activities for which the EPA is the appropriate regulatory authority. If the Applicant is of the view this interpretation is incorrect, please advise.</p> <p>The EPA has identified several matters to ensure environmental outcomes for future development:</p> <p><b>Noise</b> – the land is adjacent to an operational railway line for which EPA has regulatory responsibility. The EPA recommends a noise and vibration impact assessment be undertaken based on the rail Infrastructure Noise Guideline (EPA 2013) and the Assessing Vibration: A Technical Guide (DEC 2006).</p> <p>Due to the proximity of sensitive residential uses to other uses, the proposal is to also include an assessment of potential risks associated with the impact of noise due to the proposed change in land use. This is to ensure the amenity and wellbeing of the community is protected, particularly where evening and night-time activities are anticipated.</p> <p><b>Water Quality</b> – The EPA recommends all practical measures are taken to prevent, control, abate or mitigate water pollution and protect human health and environment from harm, through the application of the NSW Water Quality and River Flow Objectives. The Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-Use Planning Decisions (OEH/EPA 2017).</p> <p>A Soil and Water Management Plan will be required prior to any construction.</p> <p><b>Waste Management</b> – Any design related to waste is to refer to the Better Practice Guideline for Waste Management and Recycling in Commercial and Industrial Facilities (EPA 2012).</p> <p><b>Land contamination</b> – An assessment in accordance with State Environmental Planning Policy (Resilience and Hazards) 2021 of any potential land contamination resulting from past land use activities needs to be undertaken to assess whether the land is suitable for the uses proposed. The EPA is to be notified under section 60 of the Contaminated Land Management Act 1997 and meet the triggers in the Guideline on the duty to report contamination under the Contaminated Land Management Act 1997.</p> | <p>-</p> <p>An Acoustic Report has been prepared at <b>Appendix O</b> that concludes that the subject site is appropriate for the proposed development. Further discussion is included at <b>Section 9.9</b>.</p> <p>A Soil and Water Management Plan will be prepared as part of a detailed development application package.</p> <p>Noted. Waste Management will be addressed as part of a detailed development application package.</p> <p>A Preliminary Site Investigation has been undertaken and is included at <b>Appendix N</b>. The investigation concludes that the site is suitable for the proposed uses.</p> |
| <b>Environment and Heritage Group (EHG) - Department of Planning and Environment</b> | <p><b>Biodiversity</b></p> <p>A Biodiversity Assessment is to be prepared by a suitably qualified ecologist to identify environmental or biodiversity values that may be present on the subject site, along with an assessment of the impacts to identified values.</p>  | <p>A Biodiversity Assessment Report has been prepared by Biosis and is made available at <b>Appendix M</b>.</p>  |

| Focus  | Comment   | Response   |
|--|---|--|
|  | <b>Flooding</b><br>Applicant is to investigate the upgrade of stormwater infrastructure in association with required stormwater diversions. Numerical modelling of local flood behaviour is required to identify flood mitigation and diversion modifications.  | A Flood Report has been prepared and is discussed at <b>Section 9.5</b> and made available in full at <b>Appendix J</b> .                      |
|  | A Detailed Flood Assessment is required to provide an understanding of flood behaviour for both existing and developed scenarios. This is to enable decision making to be based on comprehensive understanding of the flood hazard and risk to people and property for the full range of floods up to the Probable Maximum Flood event.   | A Flood Report has been prepared and is discussed at <b>Section 9.5</b> and made available in full at <b>Appendix J</b> .                      |
|  | To address Section 9.1 Ministerial Direction 4.1, and Canada Bay planning controls, the Detailed Flood Assessment needs to provide analysis on: <ul style="list-style-type: none"> <li>• The impacts of the proposed development on flood behaviour and flood risk to the existing community</li> <li>• The impacts and risks of flooding on the development and its future users</li> <li>• How these impacts can be managed to minimise the growth in risk to the community due to the development</li> </ul> | A Flood Report has been prepared and is discussed at <b>Section 9.5</b> and made available in full at <b>Appendix J</b> .                      |
|  | Emergency response issues and required management measures for the full range of flooding.  | A Flood Report has been prepared and is discussed at <b>Section 9.5</b> and made available in full at <b>Appendix J</b> .                      |
|  | Any childcare facility must be able to safely self-evacuate and preferably remain accessible in all flood events. Shelter in place should not be considered for new development as it intensifies risk to life. EHG considers this development should not be required to rely on shelter in place strategy. EHG recommends that the NSW State Emergency Service is consulted in this regard.  | Noted. Management procedures and use-specific flood procedures will be considered as part of a detailed development application.               |
|  | EHG notes the Powells Creek Floodplain Risk Management Study and Plan is currently under development by Council. EHG advises that the outputs of the study would form important information for this proposal. EHG recommends that early consultation is undertaken with Council to obtain preliminary information to guide this proposal. This may include information on potential flood mitigation measures, long use planning and emergency management.   | The Proponent will work with Council to ensure appropriate flood mitigation measures are in place at the appropriate time.                     |
|  | Comprehensive guidance for the required flood assessment may be found in the draft Flood Impact and Risk Assessment Guide previously exhibited as part of the Floodplain Development Manual update.   | A Flood Report has been prepared and is discussed at <b>Section 9.5</b> and made available in full at <b>Appendix J</b> .                      |
| <b>Transport for NSW</b>                                     | Based on the information provided in the Scoping proposal, TfNSW recommends a comprehensive Transport Study be undertaken by the Applicant to assess the impacts of the proposal on the public transport system, transport infrastructure and regional road network.<br><br>A proposed methodology for the Transport Study to support the LEP amendment is provided at ATTACHMENT D, titled Methodology for Transport Assessment.   | A Transport Study has been undertaken, summarised at <b>Section 9.3</b> and attached in full at <b>Appendix H</b> .                            |
| <b>Heritage NSW - Department of Planning and Environment</b> | The Applicant is to search the State Heritage Inventory and the Aboriginal Heritage Information Management System, along with preparation of a Heritage Assessment to ensure all impacts are identified.  | An Aboriginal Cultural Heritage Assessment has been included at <b>Appendix N</b> that indicates a low probability for Aboriginal Heritage and |



| Focus                                     | Comment   | Response   |
|---|---|--|
|   | <p>Should need arise to undertake an Aboriginal cultural heritage assessment, the Applicant is to refer to:<br/><a href="https://www.heritage.nsw.gov.au/applications/aboriginal-objects-and-places/before-you-apply/">https://www.heritage.nsw.gov.au/applications/aboriginal-objects-and-places/before-you-apply/</a></p> <p>Should Aboriginal cultural heritage or historical archaeology be found, further consultation with Heritage NSW may be required.</p>  | <p>establishes procedures for unexpected archaeological finds.</p>   |
| <b>Schools Infrastructure NSW (SINSW)</b> | <p>Requests Council consider the suitability of the Scoping Proposal which deviates from the PRCUTS vision, Council's strategic planning documents, and Council's Planning Proposal for PRCUTS Stage 1 Release Areas as well as its subsequent Gateway Determination Report (November 2021) which identifies the subject site being 'not subject to change'.</p> <p>SINSW notes that whilst it is likely the enrolment demand stemming from the scoping proposal can be accommodated within existing surrounding schools should no other development be occurring within the precinct, any proposal must be considered in the context of the entire PRCUTS, which will need to be supported by additional educational infrastructure. Therefore, SINSW is in the process of reviewing growth in order to identify appropriate solutions to accommodate future projected enrolment demand.</p> <p>SINSW also notes the scoping proposal did not appear to acknowledge the existing Victoria Avenue Public School. SINSW provides requirements for any forthcoming Planning Proposal, as at ATTACHMENT E.</p> | <p>The requirements set out by SINSW have been addressed in the Urban Design Report (<b>Appendix A</b>), the Traffic and Transport Report (<b>Appendix H</b>) and the Social Impact Assessment (<b>Appendix G</b>).</p> <p>The potential pedestrian link to Powells Creek Reserve is proposed by Council and not the subject of the Planning Proposal.</p> |
| <b>Supporting Technical Information</b>   | <p>ATTACHMENT F to this response provides a guide to necessary evidence, as set out in the NSW LEP Making Guideline (December 2021).</p>  | <p>Supporting reports and assessment as detailed in ATTACHMENT F are discussed at <b>Section 10.0</b>.</p>   |

## 6.0 The Indicative Masterplan and Planning Proposal

In response to feedback received through the scoping process, a revised indicative reference scheme has been prepared. This scheme provides a conceptual development which validates the proposed amendments and considers the necessary technical requirements and site considerations to support a viable future redevelopment of the site as a mixed-use neighbourhood centre.

The masterplan demonstrates how the proposed gross floor area can be distributed across the site in an orderly manner in buildings that range in height from 4 storeys to 12 storeys. Taller buildings are located towards the railway line and the centre of the site, with lower buildings at the perimeter to provide a transition to the surrounding area. Buildings have been located to enable compliance with building separation requirements and the key civic pedestrian connections will be activated by ground floor non-residential uses to provide a dynamic public domain. Key components of the masterplan are the following:

- 10 buildings, ranging from 4-12 storeys accommodating approximately 716 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and townhouses.
- New loop road through the site connecting King Street and George Street.
- A total of approximately 83,050m<sup>2</sup> of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
  - 75,461m<sup>2</sup> residential floor area
  - 7,589m<sup>2</sup> non-residential floor area
- A green connection of approximately 2,500m<sup>2</sup> to provide legible pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park to provide additional amenity for the existing and future community.
- A new civic precinct – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) on the ground plane that will activate the public domain.

### 6.1 Urban Design Framework

The site in its current form creates a barrier between the land to its north and south and does not engage with its context. Group GSA has established a legible and logical urban design framework based on five key moves that unlock the site and facilitate the delivery of the following improvements to the public realm:

- **A New Connective and Active Spine:** Providing a direct connection from the south and towards the station as well as formalising movements through the site. An activated ground plane will provide the connection between street and the community and will enhance the experience of those traversing the site. An additional north-south link between George Street and the Concord West Station western entry point will encourage public transport use and reduce reliance on vehicular movement locally. Vehicular through-traffic will continue to follow George Street, freeing up the site's internal spine for primarily pedestrian usage.
- **Adopting the Existing Urban Grid:** Adopting both geometries of the urban grids to the north and south, the new and connections integrate and enhance the local context. The surrounding context is characterised by a uniform system of roads organised in a perpendicular grid which run in a north-easterly direction. Continuation of this urban grid will allow the proposal to seamlessly integrate into its context, increasing general legibility and ease of movement.
- **Prioritise Pedestrian Connectivity:** Providing a new pedestrian links between King Street and George Street, connecting Concord West Station with residents to the south and providing a new pedestrian / cycleway for ease of north-south movements, resolving the George Street kink and anomaly with the existing road alignment. Aligning with the PRCUTS strategy, existing cycle links will be integrated into the proposal and enhanced with some public domain improvements and EOT facilities.
- **Enhance the Public Domain:** A series of new public spaces and experiences are proposed with a focus on the key movements through and within the site. These will build on the connected and activated spine to reinforce a sense of place with an orientation towards the train station. Proposed public domain improvements include additional urban tree planting which will extend along the central spine and local internal roads, contributing to the local

green grid and ensuring an amiable public domain experience. Retail activation at the ground level will contribute to the site's important community function, acting as gathering place for internal residents and the community at large.

- **Establish a Legible Road network:** The new road network will simplify traffic movements within and around the site. An extension of King Street and the proposed train station shared zone will streamline and simplify vehicle movements in the area while preserving high pedestrian amenity.
- **Station-Focused Mixed-Use:** Retail activity will be concentrated within the site's north adjacent to the Concord West Train Station, functioning as a community area and transport precinct. This area will feature considerable ground level activation and anchor retailers, providing some employment at the local level and further activating West Concord Train Station and its easterly retail precinct.



Figure 16 Through site pedestrian connections

Source: Group GSA

## 6.2 Built Form and Height Principles

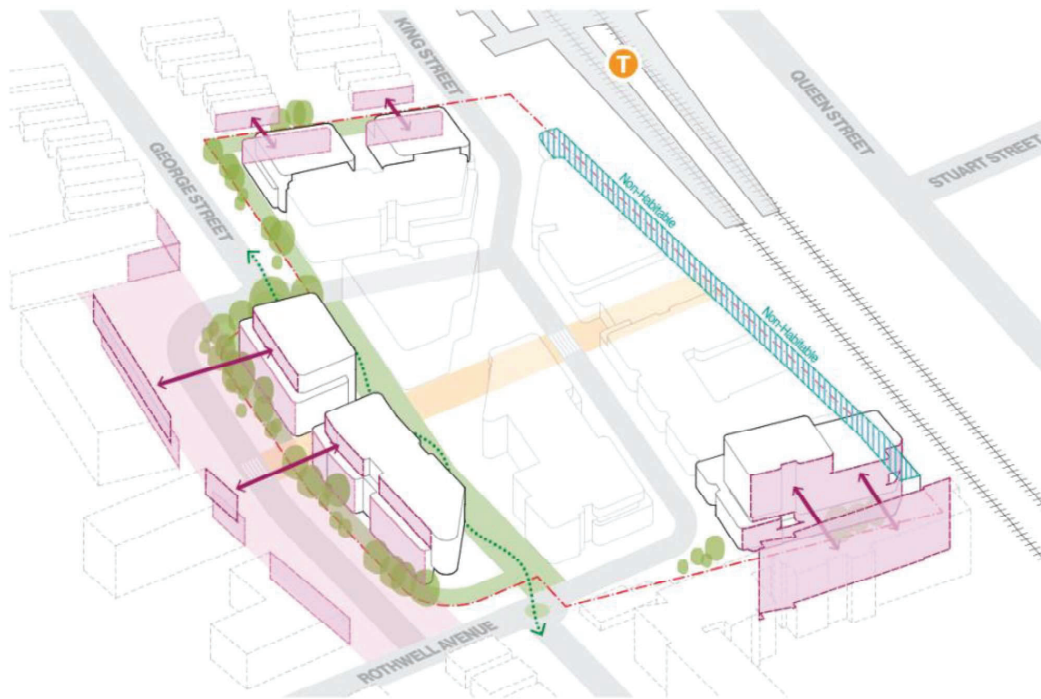
The indicative scheme and accompanying built form controls have been established through four key site-specific principles, being:

- **Extend the urban grid** – The proposal will become integral to the surrounding streetscape, extending the existing urban grid to create a connected precinct. An additional pedestrian link across the intersecting rail line forms the proposal's primary thoroughfare, connecting to Stuart Street to the site's east. Vehicular movement is directed by a hierarchy of roads which link King Street to George Street and to Rothwell Avenue, maintaining existing alignments and integrating into its context.
- **Create an Active Heart** – Ground level activation will be concentrated to the north of the site, at the edges of its diagonal connection, which links Concord West Train Station to George Street directly. Active edges encourage greater engagement with the public domain, and community spaces located within the site's centre which form its heart.
- **Respond to Interfaces** – Proposed built form along the site's sensitive interfaces responds to its future and existing context, maintaining a consistent streetscape at the pedestrian scale. Built form along George Street is limited to six storeys in building height in response to proposed developments within the Homebush North Precinct Master



Plan, ensuring a consistent street-wall which similarly features upper-setbacks at the podium level. To the site's south interface with the adjacent seven storey mixed-use development, height has been limited to ensure the privacy of residents and to minimise overshadowing, whilst transitioning height to context as shown in **Figure 17**. Above three storeys in height, built form is setback from the street edge to maintain a pedestrian scale and ensure a consistent street-wall throughout the site.

- **Situate Heights to Transition to Context** – Height has been located within the site's centre adjacent to the train station, which will transition downwards to respond to surrounding context. As the site's most active and least outwardly sensitive interface, height will be concentrated along the rail corridor and adjacent to Concord West Train Station.



**Figure 17** Height responds to interfaces

Source: Group GSA



**Figure 18** Proposed Masterplan

Source: Group GSA



**Figure 19** Proposed Masterplan Vision 3D Sketch

Source: Group GSA

### 6.3 Indicative Development Summary

Key details of the indicative reference scheme are outlined in **Table 3** below.

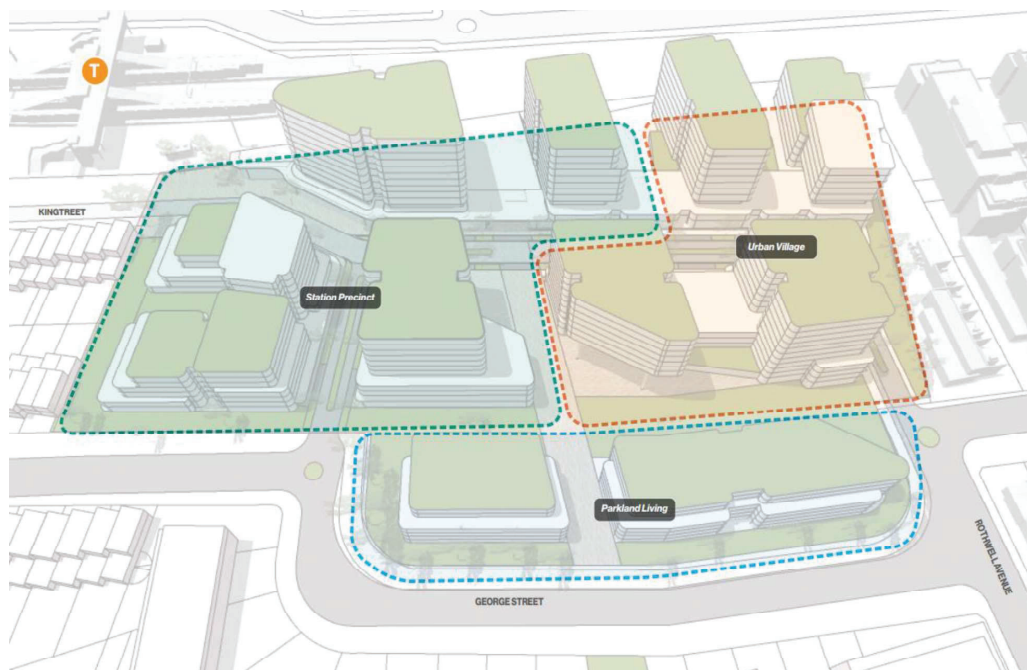
**Table 3** *Indicative development summary*

| Element  | Detail  |
|--|---|
| No. of buildings                               | Ten residential flat buildings and associated retail and amenities.   |
| Building height                                | <ul style="list-style-type: none"> <li>• Building A (residential flat building &amp; ground floor retail) – maximum 9 storeys (38m)</li> <li>• Building B1 (residential flat building &amp; ground floor retail) – maximum 12 storeys (47m)</li> <li>• Building B2 (residential flat building &amp; townhouses) – maximum 11 storeys (43m)</li> <li>• Building B3 (residential flat building &amp; townhouses) – maximum 11 storeys (43m)</li> <li>• Building B4 (residential flat building &amp; townhouses) – maximum 8 storeys (33m)</li> <li>• Building C (residential flat building &amp; ground floor retail) – maximum 11 storeys (46m)</li> <li>• Building D1 (residential flat building &amp; ground floor retail / amenities) – maximum 11 storeys (45m)</li> <li>• Building D2 (residential flat building &amp; ground floor retail / amenities) – maximum 11 storeys (45m)</li> <li>• Building E (residential flat building) – maximum 6 storeys (26m)</li> <li>• Building F (residential flat building) – maximum 6 storeys (26m)</li> </ul> |
| Gross Floor Area                               | <ul style="list-style-type: none"> <li>• Residential – approximately 75,461m<sup>2</sup></li> <li>• Non-residential – approximately 7,589m<sup>2</sup></li> </ul>   |
| FSR  | 2.65:1  |
| Setback to King Street Extension (north-south) | <ul style="list-style-type: none"> <li>• Building A – 0m (podium)</li> <li>• Building B1, B2, B3 &amp; B4 – 0m (podium), 3m (tower)</li> <li>• Building C – 2m (podium), 3m (tower)</li> <li>• Building D1 &amp; D2 – 0m (podium), 3m (tower)</li> </ul>  |
| Setback to King Street Extension (east-west)   | <ul style="list-style-type: none"> <li>• Building D2 – 2m (podium), 3m (tower)</li> </ul>   |
| Setback to George Street                       | <ul style="list-style-type: none"> <li>• Building A – 6m</li> <li>• Building E – 6m</li> <li>• Building F – 6m</li> </ul>   |
| Setback to proposed east-west road             | <ul style="list-style-type: none"> <li>• Building A – 0m (podium), 3m (tower)</li> <li>• Building C – 0m</li> </ul>   |
| Setback to northern boundary                   | <ul style="list-style-type: none"> <li>• Building A – 12m</li> </ul>  |
| Setback to eastern boundary                    | <ul style="list-style-type: none"> <li>• Building B1 – 0m (podium), 6m (tower)</li> <li>• Building B2 – 6m</li> <li>• Building B3 – 6m</li> <li>• Building B4 – 6m</li> </ul>   |
| Setback to southern boundary                   | <ul style="list-style-type: none"> <li>• Building B4 – 6m</li> </ul>  |
| Uses   | <ul style="list-style-type: none"> <li>• Residential flat buildings (Building A, B, C, D, E &amp; F), townhouses (Building B3, B4 &amp; D2) and retail premises (Building A, B1, B2, C &amp; D1).</li> </ul>  |
| Dwellings                                      | <ul style="list-style-type: none"> <li>• Apartments – 698</li> <li>• Townhouses – 18</li> </ul>   |
| Vehicular access                               | <ul style="list-style-type: none"> <li>• Access to basement via proposed east-west road.</li> </ul>   |
| Communal open space                            | <ul style="list-style-type: none"> <li>• 8,469m<sup>2</sup> (27%)</li> </ul>  |
| Deep soil                                      | <ul style="list-style-type: none"> <li>• 5,193m<sup>2</sup> (16.5%)</li> </ul>  |
| Tree Canopy                                    | <ul style="list-style-type: none"> <li>• 9104.15m<sup>2</sup> (29%) (35% excl. roads)</li> </ul>  |



## 6.4 Neighbourhood Precincts

The masterplan is divided into three neighbourhood precincts, being the Station Precinct, Urban Village and Parkland Living (refer to **Figure 20**). Each neighbourhood precinct possesses a unique character and is discussed further below. Please note all figures are indicative and the final design may be subject to change.



**Figure 20** Neighbourhood precincts

Source: Group GSA

### 6.4.1 Station Precinct

Connected to Concord West Station by a shared zone, the greatest levels of activation and height will be concentrated in the Station Precinct. The Station Precinct features considerable ground level activation and anchor retail, providing employment at the local level and further activating Concord West Train Station and its easterly retail precinct. Safe walking and cycling routes are provided throughout the precinct between west and east of Concord West Station, enhancing the connectivity and walking experience, and encouraging public transport use. The greatest height is concentrated along the site's eastern interface adjacent to the rail line, reducing the impact of potential noise disturbance on the site's interior and throughout its context. Additional urban tree planting extends along the central spine and local internal roads, contributing to the local green grid and ensuring a positive public domain experience. The proposed character of the Station Precinct is depicted at **Figure 21**, and shown in plan at **Figure 22**.





**Figure 21 Station Precinct Illustration**

Source: Group GSA



**Figure 22 Station Precinct Plan**

Source: Group GSA

#### 6.4.2 Urban Village

A mixed use and residential Urban Village precinct is proposed at the southern end of the site. The neighbourhood provides a diversity of residential homes and additional social infrastructure such as medical centre and childcare to support population growth in Concord West. A village-style experience is introduced with limited street-wall heights, that align with the PRCUTS design guidelines and Council's Homebush North Master Plan. This introduces a village-style experience, with a low-rise podium supporting active frontages, and receded tower forms. Residential frontages in this precinct will be of a townhouse-style typology, as shown in **Figure 23**.

Community activities are focussed within the site's centre supported by an active main street. Retail activation at the ground level acts a gathering place for internal residents and the community at large. The proposed character of the Urban Village is depicted at **Figure 24**, and shown in plan at **Figure 25**.



**Figure 23** Illustration of proposed townhouse typology

Source: Group GSA



**Figure 24** Urban Village Illustration

Source: Group GSA





**Figure 25 Urban Village Plan**

Source: Group GSA

### 6.4.3 Parkland Living

The Parkland Living neighbourhood is a cluster of medium density residential buildings with large green open space. It provides access to the future PRCUTS Homebush North precinct and strong links to the open space network. As the precinct is located within a medium scale residential context to the west, stepped built form of up to 6 storeys is proposed along George Street. Key views towards Bicentennial Parklands and Olympic Park town centre are retained from the Station Precinct and Urban Village with a westerly reduction in height, allowing proposed towers in the site's east to view over adjacent built form. An enhanced green network of open and communal space is integrated in this neighbourhood, providing opportunities for recreation and activities, social interaction, connection to the outdoors and the natural environment to Powells Creek green corridor. The proposed character of the Urban Village is depicted at **Figure 26**, and shown in plan at **Figure 27**.



**Figure 26 Parkland Living Illustration**

Source: Group GSA



**Figure 27** Parkland Living Plan

Source: Group GSA

## 6.5 Proposed Street Design and Setbacks

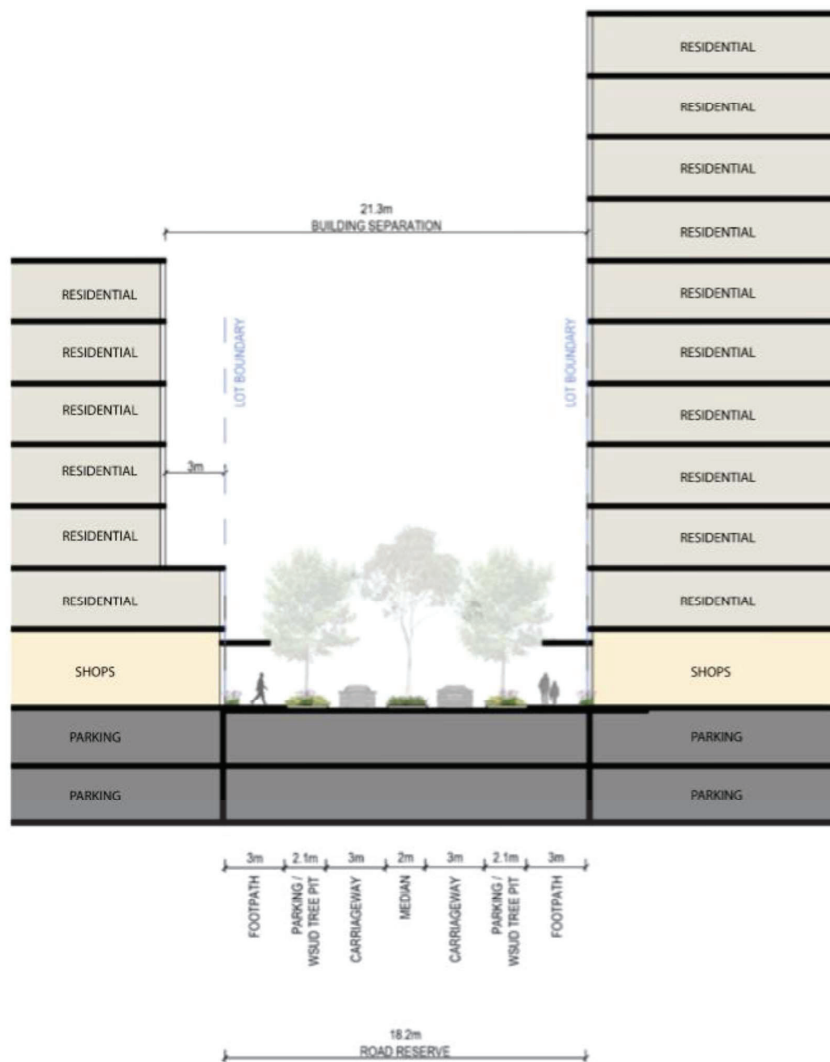
There are two new streets/street extensions proposed in the concept design. The main street of the proposal is the King Street extension, which travels south through the site to terminate at George Street at the southern end of the site, close to the intersection of George Street and Rothwell Avenue. The other proposed road is a new link between the King Street extension and George Street traveling east/west to meet George Street at the northern end of the site.

The new streets are proposed to be managed and maintained under Community Title with Council easements for access and any other easements as necessary.

Group GSA has undertaken the preparation of indicative street sections attached with the Concept Design Report at **Appendix A**. Below, **Figure 28** shows an indicative section of the King Street residential area, **Figure 29** shows an indicative section of secondary road interface, and **Figure 30** shows the interface with George Street to the west.







**Figure 29** Secondary Road (east-west) Section

Source: Group GSA

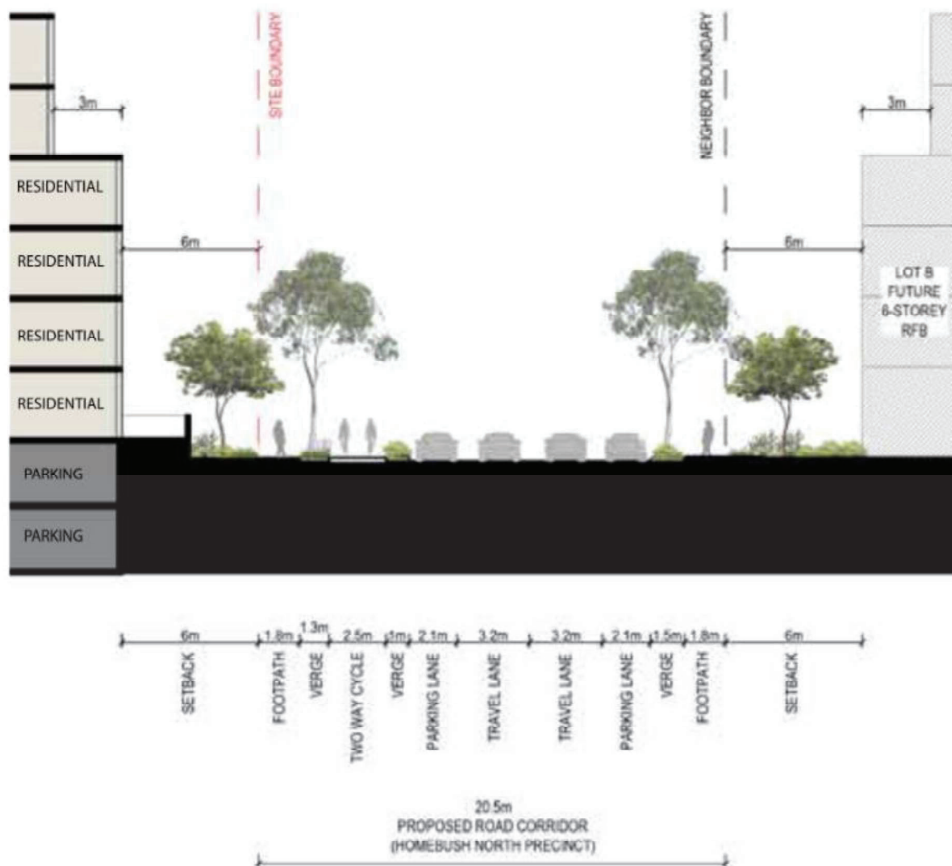


Figure 30 George Street Section

Source: Group GSA

## 6.6 Services and Infrastructure

The future development on the site will be serviced by the necessary infrastructure as per the requirements of the relevant services and utility providers. This includes, but is not limited to, electricity, sewer, potable water supply and data and telecommunications. Specific infrastructure matters are discussed below. Infrastructure capacity and suitability is assessed at **Section 9.10**.

### 6.6.1 Pomeroy Street and George Street Intersection Upgrade

The Parramatta Road Corridor Traffic and Transport Study undertaken by Council in December 2021 identifies that the intersection of Pomeroy Street and George Street south of the site is a congestion pinch point. The intersection is a key access point to the site from the surrounding road network. The proponent proposes to upgrade the intersection to relieve pressure on the network and provide improved access to the site. The intersection design and funding is proposed to form part of a Voluntary Planning Agreement between the proponent and Council as part of the Planning Proposal (refer to **Section 6.8** below).

### 6.6.2 Flooding and Stormwater Management

The proponent has engaged TTW to provide preliminary comments in relation to possible works to address flooding and stormwater impacts. TTW's comments are included within **Appendix J**. In summary, TTW have identified stormwater pipe diversions and upgrades and ways to accommodate flood paths as ways to address possible flooding and stormwater impacts.

## 6.7 Proposed Amendments to the Canada Bay Development Control Plan 2022

The CBDCP contains development controls for high density residential development, not currently applicable to the subject site. This is complimented by a draft amendment for the Homebush North PRCUTS precinct that includes specific controls to reflect the desired outcomes for the surrounding precinct.

For the intended outcome to be realised and to provide additional built form parameters to manage future development, it is necessary to apply site-specific development controls. The application of site-specific development controls is reasonable in these circumstances as, along with LEP amendments, they will facilitate the renewal of the site in line with the vision put forward in this Planning Proposal. Applying the generic residential controls to this site ignores the site's complexities and local significance and would likely constrain future development potential. It is proposed that a site-specific DCP is prepared to regulate the following:

- Building height in storeys
- George Street setback
- Northern boundary setback
- Setbacks to proposed roads
- Vehicular access
- Tree canopy
- Active frontages

The proposed amendments will be reviewed in detail as the planning proposal progresses.

## 6.8 Public Benefit and Contributions

Should the Planning Proposal progress to LEP Gateway, the proponent is willing to enter into a Voluntary Planning Agreement (VPA) with Council. The proponent proposes to deliver the following public benefits as part of the Planning Proposal:

- The design, funding, and construction of road upgrades at the pinch point intersection of George Street and Pomeroy Street, North Strathfield, including land acquisition. The design and construction costs are currently estimated at approximately \$5,691,236 and the land acquisition is estimated at approximately \$3,500,000 (refer to cost estimate at Attachment 3).
- A monetary contribution of \$808,764 towards Council's stormwater drainage upgrades to George Street, Concord West, including raising the roadway.

A draft letter of offer has been prepared and is made available at **Appendix T**. Details of the VPA will be resolved at the appropriate time.

The VPA is in addition to any Section 7.11 Contributions that would be payable in respect to a future development application.



## 7.0 Strategic Justification

### 7.1 Greater Sydney Region Plan – A Metropolis of Three Cities

The Planning Proposal will give effect to the directions of *The Greater Sydney Region Plan – A Metropolis of Three Cities*. The Plan sets out the NSW Government's key directions for Sydney to "enhance its status as one of the most liveable global cities" through the provision of 40 Planning Objectives, broken down into five themes (Infrastructure and Collaboration; Liveability; Productivity; Sustainability; and Implementation) that collectively form a framework that underpins the growth of Sydney. Key themes and directions applicable to the Planning Proposal include:

- Accelerating housing supply across Sydney.
- Improving housing choice to suit different needs and lifestyles.
- Integration of land use and transport planning to foster a '30-minute city'.
- Creating a healthy built environment and encouraging the adaption to the impacts of urban and natural hazards and climate change.
- Protecting the natural environment and biodiversity.
- The requirement to deliver an additional 157,500 dwellings within the Eastern City District by 2036.

The proposed amendments to the CBLEP 2013 will support and facilitate the direction of the Greater Sydney Region Plan. Specifically, the Planning Proposal will:

- Respond to the low demand to maintain industrial and business operations on site. The proposed suite of population serving employment uses integrated with medium density housing represents an appropriate use of the site given its location in the heart of Concord West and its proximity to high frequency public transport.
- Build on the site's location by providing housing proximate or well connected to important employment centres including Rhodes, the CBD and Parramatta.
- Respond to the critical need for additional dwellings to be provided within the Eastern City District by 2036.
- Provide for housing diversity and affordability through a mix of suitable apartment sizes and configurations that are compatible with the surrounding built form typology close to Concord West Station.
- Provide for high quality housing and amenities within walking distance of nearby services and public transport.
- Facilitate a responsive and sympathetic development that respects and steps down towards the natural environment and existing development of the surrounding area.

The proposal is consistent with the following directions under the Plan, which govern growth and development in Sydney (refer to **Table 4**).

**Table 4** Consistency with GSRP Directions

| Direction                                 | Consistency  |
|---|--|
| <i>A city supported by infrastructure</i> | <ul style="list-style-type: none"> <li>• The proposal will facilitate urban renewal that will utilise the existing heavy rail infrastructure and the significant investment being undertaken in the area by local and State government (most notably Sydney Metro West).</li> <li>• The proposal will contribute to the improvement of the local and district road network through the land acquisition, funding and construction of the George Street and Pomeroy Street intersection upgrade.</li> </ul> |
| <i>A city for the people</i>              | <ul style="list-style-type: none"> <li>• The proposal will improve opportunities and the environment for people to walk, cycle and use public transport through improved pedestrian connections, new and upgraded cycling links and urban renewal providing housing and retail a short walk from high frequency public transport.</li> </ul>   |
| <i>Housing the city</i>                   | <ul style="list-style-type: none"> <li>• The site is ideally located to accommodate approximately 700 new dwellings within an existing urban renewal area, thereby, increasing supply within a short walk to Concord West Railway Station.</li> </ul>  |

| Direction                      | Consistency  |
|--------------------------------|--|
|                                | <ul style="list-style-type: none"> <li>The proposed quantum of housing and non-residential floor space will activate the streets and public domain to create a vibrant and successful neighbourhood centre.</li> <li>The Planning Proposal will increase housing diversity by facilitating the future provision of apartments in a range of sizes and typologies.</li> </ul>   |
| <i>A city of great places</i>  | <ul style="list-style-type: none"> <li>The proposal will transform a large impermeable block into new high-quality streetscapes, well designed public domain and public open space within the Concord West town centre.</li> </ul>   |
| <i>A well-connected city</i>   | <ul style="list-style-type: none"> <li>The proposal will facilitate the delivery of approximately 700 new dwellings and population serving jobs adjacent to Concord West Railway Station. This will take increase existing public transport patronage and improve access to the future North Strathfield metro station, making a material contribution to the achievement of a '30-minute city'.</li> </ul>  |
| <i>A city in its landscape</i> | <ul style="list-style-type: none"> <li>The proposal does not affect any protected biodiversity or remnant or significant vegetation. A Biodiversity Assessment has been prepared (<b>Appendix M</b>) and is discussed further at <b>Section 9.7</b>.</li> <li>The indicative master plan illustrates that the proposal will significantly increase the urban tree canopy on the site.</li> <li>Existing tree removal will be limited where possible, and a landscape concept will form part of any future site-specific development control plan.</li> </ul>                       |
| <i>An efficient city</i>       | <ul style="list-style-type: none"> <li>A Sustainability Statement has been prepared and submitted as <b>Appendix S</b> and discussed further at <b>Section 9.11</b>. The Statement outlines the proposed sustainability strategies, imperatives and priorities to be incorporated into the future development.</li> </ul>  |
| <i>A resilient city</i>        | <ul style="list-style-type: none"> <li>The proposal has sought to minimise exposure to natural hazards by ensuring that future development is not affected by flooding, as detailed in the Flood Impact and Risk Assessment (<b>Appendix J</b>) and as summarised at <b>Section 9.5</b>. The proposal includes a monetary contribution to resolving George Street flooding issues</li> <li>The environmental initiatives implemented through the development will contribute to enhanced environmental outcomes and seek to mitigate impacts related to climate change.</li> </ul> |

**Table 5** Consistency with key GSRP Objectives

| Objective  | Consistency  |
|--|--|
| <i>Objective 10 – Greater housing supply</i>                 | <ul style="list-style-type: none"> <li>The proposal meets the objective by providing approximately 700 new homes in the Concord West town centre immediately adjacent to the Railway Station</li> </ul>  |
| <i>Objective 11 – Housing is more diverse and affordable</i> | <ul style="list-style-type: none"> <li>The proponent acknowledges the importance of providing affordable housing. However, in the circumstances it is proposed to contribute towards the land acquisition, design, and construction of the intersection upgrade at George Street and Pomeroy Street. The proposed upgrade will unlock a notable pinch point in the road network and contribute to the efficient movement of traffic into the future.</li> </ul> <p>The upfront provision of precinct critical infrastructure that will enable future development to occur throughout the wider area is the key priority at the early</p> |

| Objective  | Consistency  |
|--|--|
|  | <p>stages of the precinct's renewal and is consistent with the objectives of the PRCUTS Local Planning Direction.</p> <p>The proponent is open to discussing mechanisms to provides affordable housing on site.</p>  |
| <i>Objective 28 – Scenic and cultural landscapes are protected</i>                             | <ul style="list-style-type: none"> <li>The site is proximate to Powells Creek Reserve and Sydney Olympic Park. The site is separated from Powells Creek and Sydney Olympic Park by existing and future development. A Visual Impact Assessment has been prepared by Ethos Urban (<b>Appendix D</b>) with the conclusions summarised at <b>Section 9.1.4</b>. The Heritage Impact Statement (<b>Appendix M</b>) considers the proposal's impact on the Powell's Creek Reserve from a heritage significance perspective. The heritage assessment is summarised at <b>Section 9.6.2</b>.</li> </ul> |
| <i>Objective 30 – Urban tree canopy cover is increased</i>                                     | <ul style="list-style-type: none"> <li>The indicative master plan prepared by Group GSA illustrates that the urban tree canopy will be increased on site.</li> </ul>   |
| <i>Objective 36 – People and places adapt to climate change and future shocks and stresses</i> | <ul style="list-style-type: none"> <li>The future detailed design will be resilient against flooding and heat and include initiatives that respond to the impacts of climate change. A Sustainability Statement has been prepared by Mott MacDonald (<b>Appendix Q</b>). The Statement is summarised at <b>Section 9.11</b>.</li> </ul>  |

## 7.2 Eastern City District Plan

The *Eastern City District Plan* (District Plan) underpins the Greater Sydney Region Plan. The location and size of the site support the Planning Proposal and assist it to give effect to the strategic objectives of the District Plan. The District Plan identifies the need for an additional 157,500 dwellings to be provided in the Eastern City District by 2036. Of these additional dwellings, 59% are required to be for apartments. The plan also highlights the need for more housing choice and supply to be provided that have access to jobs, services and public transport.

The Planning Proposal responds to the applicable priorities, strategies and actions of the District Plan as:

- It responds to the critical need for additional housing supply within the Eastern City by 2036.
- It supplies housing that has optimal access to public transport.
- It leverages the site's walking distance to public transport options, including Concord West Heavy Rail Station, which provides access to the Rhodes, the CBD, Parramatta and other employment centres. Further, the site is within active transport proximity of the future North Strathfield Metro Station, bringing high levels of connectivity to the Harbour City, Bays Precinct, Parramatta and Westmead.
- It will provide a well-designed development that will contribute positively to its setting, which includes contributions to the street network and public open space.

**Table 6** Consistency with the Eastern City District Plan Planning Priorities

| Directions and Objectives  | Comment   |
|--|---|
| Priority E1 – Planning for a city supported by infrastructure                              | <ul style="list-style-type: none"> <li>The proposal leverages is adjacency to the existing Concord West Train Station as well as the future North Strathfield Metro Station, a part of Sydney Metro West. The District plan envisages increasing the utilisation of existing and future infrastructure.</li> </ul>  |
| Priority E3 – Providing services and social infrastructure to meet people's changing needs | <ul style="list-style-type: none"> <li>A 102 per cent proportional increase in people aged 85 and over and a 64 per cent increase in the 65-84 age group, is expected by 2036. As the population of the district grows older, appropriate locations to downsize within the area is an important consideration to allow older people to age in place with appropriate housing options. This also frees up other housing stock for new families to move into.</li> <li>The urban design and through site links will create a walkable neighbourhood and create opportunities for older people to continue living in their communities, where being close to family, friends and established health and support</li> </ul> |

| Directions and Objectives   | Comment   |
|---|---|
|   | <p>networks improves people's wellbeing. Notably, the proposal marks a substantial improvement over the existing walking options in the area.</p> <ul style="list-style-type: none"> <li>The proposal will be fully accessible in both a residential and public domain capacity. Much of the surrounding apartment stock is not accessible and thus inappropriate for the 37,000 people with a disability in the Eastern City.</li> </ul>   |
| Priority E4 – Fostering healthy, creative, culturally rich and socially connected communities                       | <ul style="list-style-type: none"> <li>The area surrounding the site is currently socially and culturally isolated, lacking a neighbourhood centre of its own. The proposal creates a place-based opportunity for the building and strengthening of local inter-relationships that will strengthen culture and community.</li> </ul>  |
| Priority E5 – Providing housing supply, choice and affordability with access to jobs, services and public transport | <ul style="list-style-type: none"> <li>The proposed redevelopment of the site seeks to increase housing supply and improve housing diversity, with the indicative scheme providing a range of apartment sizes and typologies, including walk-up townhouse style apartments.</li> <li>The proposal leverages the site's walking distance to public transport options, including Concord West Train Station, which provides access to the Rhodes, the CBD, Parramatta and other employment centres. Further, the site is within active transport proximity of the future North Strathfield Metro Station, bringing high levels of connectivity to the Harbour City, Bays Precinct, Parramatta and Westmead.</li> <li>As noted in <b>Table 2</b>, the proponent acknowledges the importance of providing affordable housing. However, in the circumstances it is proposed to contribute towards the land acquisition, design, and construction of the intersection upgrade at George Street and Pomeroy Street. The proposed upgrade will unlock a notable pinch point in the road network and contribute to the efficient movement of traffic into the future.</li> <li>The upfront provision of precinct critical infrastructure that will enable future development to occur throughout the wider area is considered to be the key priority at the early stages of the precinct's renewal.</li> </ul> |
| Priority E6 – Creating and renewing great places and local centres, and respecting the District's heritage.         | <ul style="list-style-type: none"> <li>The City of Canada Bay LGA is made up of culturally diverse communities and there exists opportunities for the future use of the site to promote social cohesion and celebrate local culture.</li> </ul>   |
| Priority E10 – Delivering integrated land use and transport planning and a 30 minute city                           | <ul style="list-style-type: none"> <li>The site is strategically positioned to accommodate expanded residential uses within an existing urban renewal area, increasing supply within close proximity to public transport infrastructure and delivering on a '30 minute city' with strong connections to employment hubs.</li> <li>The future built form will deliver a local population serving neighbourhood centre that will accommodate the basic daily needs of the community, without the need for car-based trips to other centres.</li> </ul>  |
| Priority E12 – Retaining and managing industrial and urban services land  | <ul style="list-style-type: none"> <li>It is noted that subject to Planning Priority E12, Objective 23, Industrial and urban services land is planned, retained and managed, however, land subject to the PRCUTS is exempt from this direction. Notwithstanding this, the site was identified for an employment use by the PRCUTS and the implications of this are discussed at <b>Section 7.3</b>.</li> </ul>  |
| Priority E14 – Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways     | <ul style="list-style-type: none"> <li>The future development of the site will be designed to ensure there are no adverse impacts to the health and enjoyment of the surrounding waterways.</li> </ul>  |
| Priority E16 – Protecting and enhancing scenic and cultural landscapes  | <ul style="list-style-type: none"> <li>As outlined in <b>Table 5</b> above, the site is proximate to Powells Creek Reserve and Sydney Olympic Park. The site is separated from Powells Creek and Sydney Olympic Park by existing and future development. A Visual Impact Assessment has been prepared by Ethos Urban (<b>Appendix D</b>) with the conclusions summarised at <b>Section 9.1.4</b>. The Heritage Impact Statement (<b>Appendix O</b>) considers the proposal's impact on the Powell's Creek Reserve from a heritage significance perspective. The heritage assessment is summarised at <b>Section 9.6</b>.</li> </ul>   |



| Directions and Objectives  | Comment  |
|--|--|
| Priority E17 – Increasing urban tree canopy cover and delivering Green Grid connections  | <ul style="list-style-type: none"> <li>The future detailed development will increase the existing tree canopy on site as illustrated by the master plan. It will also introduce a new green north-south connection through the site that is not currently provided.</li> </ul> |
| Priority E18 – Delivering high quality open space  | <ul style="list-style-type: none"> <li>The proposal includes the delivery of a range of new high quality open spaces which contributes to the existing and future community's local open space opportunities, and additionally acts to increase block permeability.</li> </ul> |
| Priority E19 – Reducing carbon emissions and managing energy, water and waste efficiency | <ul style="list-style-type: none"> <li>A Sustainability Statement has been prepared and submitted as <b>Appendix S</b>. The Statement outlines the proposed sustainability strategies, imperatives and priorities to be incorporated into the future development.</li> </ul>   |
| Priority E20 – Adapting to the impacts of urban and natural hazards and climate change   | <ul style="list-style-type: none"> <li>A Sustainability Statement has been prepared and submitted as <b>Appendix S</b>. The Statement outlines the proposed sustainability strategies, imperatives and priorities to be incorporated into the future development.</li> </ul>   |

### 7.3 Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) provides a long-term vision and framework to support co-ordinated employment and housing growth in the Parramatta Road Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances. PRCUTS proposed a series of mixed-use precincts and greater housing density adjacent to existing and proposed public transport corridors, including the Homebush North area which includes Concord West. It encourages development decisions to reflect the principles of transit-oriented development. The strategy identifies the need for 9,450 additional dwellings by 2050 in the Homebush area.

While the PRCUTS strategy maintains a housing and renewal focus, it is recognised that the PRCUTS Planning and Design Guidelines identified the site as zone B7 – Business Park, with a height limit of 8.5m and an FSR of 1:1. The Planning Proposal proposes an alternative and justifiable outcome for the site and the Planning Proposal responds to the broader overarching vision and framework of the PRCUTS as:

- Stated above, it responds to the low demand to maintain industrial and business operations on site. The proposed suite of population serving employment uses integrated with high density housing represents an appropriate use of the site given its location within Concord West and its proximity to high frequency public transport.
- It responds to the critical need for additional housing supply within the corridor.
- It responds to the vision for mixed use precincts and greater housing density adjacent to public transport.
- It supplies additional housing and community facilities close to job-rich areas (Sydney and Parramatta CBDs) that are accessible to public transport, and within a 30-minute heavy rail, light rail, or bus journey.
- It minimises the need to locate dwellings in other parts of Sydney, distant from public services and amenity.
- It realises the vision for the Homebush precinct as a focus area for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West, and Strathfield Stations.
- It contributes to the formation of George Street as a main street by improving accessibility and permeability and improving walking and cycling links.

Further, the Planning Proposal responds to the applicable actions, principles, and requirements of the PRCUTS as:

- It has the potential to contribute to the realisation of a new 4,500m<sup>2</sup> urban plaza adjacent to the Concord West rail station.
- It provides new publicly accessible open space areas to increase the overall quantum of local open space in the Precinct.
- It provides a new local park within the green connection.
- It re-integrates a large site with the surrounding urban grid through the provision of new streets and high-quality pedestrian and cycling links.

- It provides new and upgraded walking routes, including the prioritisation of pedestrians along George Street between Parramatta Road and Concord West Station and provides a new link to connect Concord Rail Station and George Street to improve connectivity with the Station.

The Council have recently exhibited PRCUTS Planning Proposal for Homebush North. It is noted that sites to the north and west are proposed to receive increased height and floor space ratios. It is noted that sites to the immediate west are proposed to be rezoned from E4 General Industrial to R3 Medium Density Residential. The Planning Proposal includes a draft development control plan for Homebush North.

The site is excluded from the Planning Proposal which explicitly references Action 6.5 of the Canada Bay Local Strategic Planning Statement (refer below). Notwithstanding, the Concept Masterplan seeks to integrate into the desired future character and built form by adopting appropriate setbacks, streetwall heights and the continuation of public through site links. The controls regulating these elements of the Masterplan will be captured within the site-specific development control plan.

For completeness and to address the requirements of the Local Planning Direction 1.5 Parramatta Road Urban Transformation Strategy, the following table demonstrates that the Planning Proposal is consistent with the vision, principles and objectives of the PRCUTS.

**Table 7** Consistency with PRCUTS Vision, Principles and Objectives

| Vision / Principles / Objectives  |  |
|---|--|
| <b>1. Housing Choice and Affordability</b>  |  |
| An additional 56,000 people live in the Corridor in 27,000 new homes  | The proposal will facilitate the delivery of approximately 700 new homes within the Parramatta Road Corridor adjacent to the Concord West Railway Station.   |
| The community is diverse, with key workers, students, seniors and families.   | The proposal will facilitate the delivery of a range of dwelling types and sizes that will meet the needs of a broad demographic.  |
| The community's housing needs are met with a mix of dwelling types, sizes and prices.   |  |
| A minimum of five per cent of new housing is Affordable Housing (or in line with Government policy of the day), new housing also caters for single households, older people or different household structures.                                      | <p>The proponent acknowledges the importance of providing affordable housing. However, in the circumstances it is proposed to contribute towards the land acquisition, design, and construction of the intersection upgrade at George Street and Pomeroy Street. The proposed upgrade will unlock a notable pinch point in the road network and contribute to the efficient movement of traffic into the future.</p> <p>The upfront provision of precinct critical infrastructure that will enable future development to occur throughout the wider area is the key priority at the early stages of the precinct's renewal and is consistent with the objectives of the PRCUTS Local Planning Direction.</p> <p>The proponent is open to discussing mechanisms to provides affordable housing on site.</p> |
| <b>2. Diverse and resilient economy</b>   |  |
| \$31 billion of development value is realised.  | The concept proposal will contribute economic development value beyond the value possible under the existing or proposed zoning.   |
| Parramatta Road Corridor is Sydney's 'economic spine' - 50,000 workers across a diverse range of sectors and roles come into the Corridor each day to work.   | The proposal pivots the site's employment offering from a formerly (now vacant) business services land use, to a population-serving employment hub, better reflecting the future character and needs of the area.  |
| Auburn is recognised as Sydney's large format retail hub and Camperdown is a specialist precinct that supports the world class research, educational and health uses associated with the University of Sydney and the Royal Prince Alfred Hospital. | N/A  |

| Vision / Principles / Objectives   |   |
|--|---|
| Town centres at Granville and Kings Bay support new residents and workers.   | N/A   |
| There is new life in the retail areas of Parramatta Road, and the Corridor is home to a variety of businesses, including small and medium enterprises, advanced technologies and creative industries.  | N/A   |
| 3. Accessible and connected  |   |
| It is easier to move to, through and within the Corridor in both east-west and north-south directions  | <p>The site unlocks significant improvements in east-west and north-south circulation in the Homebush North PRCUTS precinct.</p> <p>In addition, the proposal will facilitate the upgrade to the George Street and Pomeroy Street intersection. This is a critical infrastructure upgrade that will make it easier for traffic to move throughout the precinct.</p>   |
| The urban transformation of the Corridor is supported by transit-oriented development. Existing and new desirable and affordable mixed use environments are enhanced by high-quality, high frequency public transport and safe active transport connections. | The proposal fundamentally adheres to the principles of transit-oriented development. Located immediately next to Concord West Station, the area is currently predominantly low density and does not capitalise on the rail connection. Further, Concord West Station was rebuilt to become fully accessible with increased capacity in 2011. As a result, ideal conditions exist for the creation of a new denser mixed use environment that will further benefit from the incoming Sydney Metro West Station at North Strathfield (one stop south). |
| The Corridor's inherent social, economic and environmental resources are optimised, including freight generating uses within and supporting the Corridor.  | The proposal will not undermine the optimisation of the freight generating uses.  |
| Available road and rail capacity is utilised and public investments in transport are optimised.  | <p>The proposed development capitalises on the existing heavy rail station at Concord West as well as the incoming North Strathfield Metro Station, which is within active transportation distance of the subject site.</p> <p>Following the opening of Sydney Metro City and Southwest and Sydney Metro West, capacity will further open up on the T9 Northern line as commuters are spread across alternative rail modes into the CBD and Parramatta.</p>   |
| Non-infrastructure initiatives, such as encouraging visitors to use non-car modes of travel to help alleviate congestion, and modifying or altering timing of trips, are well utilised.  | The site's location within the Concord West town centre, adjacent to the Railway Station and one stop from the future metro at North Strathfield will encourage visitors to the site to use non-car modes of travel.  |
| People choose to walk and/or cycle for local trips along the Corridor's 34km of new and upgraded links, hop on buses and/or light rail for intermediate trips, and use rail and/or car for regional trips.   | <p>The proposal will introduce new roads, footpaths and cycleways to make travelling between North Strathfield and Concord West safe and legible.</p> <p>As noted above proximity to rail and metro will encourage patronage of these transport modes.</p>  |
| The integrated transport network contributes to regional resilience and sustainable communities along the Corridor and beyond.   | The proposal is an example of a sustainable mixed-use development that will contribute to regional resilience by providing homes and jobs for the growing population to enable the community to remain rather than move away to live and work.  |
| 4. Vibrant community places  |   |
| Residents can walk easily to public transport, local shops, schools, parks and open space areas, jobs and a range of community services and facilities that are all close by.  | The proposal is ideally located and proposes a range of uses on site that will enable residents to walk easily and safely to Concord West Railway Station, Concord West town centre (including new retail and business on site), nearby schools and Powells Creek Reserve.  |

#### Vision / Principles / Objectives

|  |  |
|--|--|
| Neighbourhoods include a mix of old and new buildings sitting well together creating attractive places for people to enjoy.  | <p>The proposal will sit within a neighbourhood that is undergoing a transition from non-residential and low density residential to medium density residential.</p> <p>There are existing residential flat buildings to the south. The proposal's built transitions appropriately to the surrounding development and it will sit comfortably within the existing and future context.</p>   |
| New development respects and protects existing lower-scale development and heritage.   | <p>As noted above, the proposed built form transitions in respectful manner to the existing and lower density development to the north, south and west.</p> <p>The Heritage Impact Statement identifies two heritage items in the vicinity (Concord West Railway Station Park and Powells Creek Reserve).</p>  |
| New landmarks and high quality buildings and spaces are recognised and valued by the community.  | Future development will be subject to the design excellence provisions of the CBLEP 2013. This will ensure future development is well designed and high quality.   |
| Residents and workers can easily access new and upgraded community facilities and services including libraries, community centres, child care centres, cultural facilities, schools and community health facilities. | <p>The Social Impact Assessment and Needs Assessment (<b>Appendix G</b>) recommends the delivery of the following on site:</p> <ul style="list-style-type: none"> <li>• Localised open space (minimum 0.3ha)</li> <li>• Flexible local community lounge/facility, that could be managed by strata or the developer for use by residents – minimum 400m<sup>2</sup></li> <li>• Co-working space -between 1200 -1800m<sup>2</sup></li> </ul> |

#### 5. Green spaces and links

|  |  |
|--|--|
| There is 66ha of new open space areas, linear parks and links along watercourses and infrastructure corridors, linked to pedestrian and cycle connections. | The proposal will facilitate the delivery of a minimum 0.3ha of open space areas, including a north south pedestrian and cycle connection linking George Street. |
| Parramatta Road and the surrounding road network is greener and lined with trees.  | The proposal will facilitate the delivery of tree lined streets as illustrated by the concept master plan ( <b>Appendix A</b> ).                                 |
| The Corridor's nine watercourses have been naturalised and are pleasant places for people to walk and cycle along and enjoy.                               | The proposal will not undermine or prevent the naturalisation or improvement of the nearby watercourses.   |

#### 6. Sustainability and resilience

|   |  |
|---|--|
| Smart parking strategies have reduced people's car dependence and fuel use leading to reduced greenhouse gas emissions. Development is more feasible, meaning savings could be passed on to homebuyers, making housing more affordable and reducing the overall cost of living. | The Sustainability Strategy ( <b>Appendix S</b> ) includes a Movement and Place Priority that sets out objectives to address mobility transformation and opportunities to reinforce the active movement network and an adaptive building approach to enable the future conversion of parking spaces. |
| Because thinking about parking has changed, the design of buildings transition between different uses ensuring community uses and facilities, or perhaps even open space to occur over time.  |  |
| A lush tree canopy and vegetation on buildings makes places cooler and greener, and residents and workers can enjoy the outdoors.   | The concept master plan demonstrates that the proposal will significantly increase the existing tree canopy.   |
| Households enjoy improved living costs made possible by significant reductions in water and energy consumption in the Corridor.   | The Sustainability Strategy includes a climate positive priority that sets out the energy uses targets and requirements to target an energy efficient climate positive outcome.  |

## 7.5 Parramatta Road Corridor Implementation Plan

An assessment of the Planning Proposal against the future character and identity for the Homebush Precinct is provided in **Table 8**.

**Table 8** Homebush Precinct Future Character and Identity

Homebush Future Character and Identity

Vision

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

The proposal will facilitate the delivery of approximately 700 new homes within the Parramatta Road Corridor adjacent to the Concord West Railway Station.

The proposal will facilitate the delivery of a range of dwelling types and sizes that will meet the needs of a broad demographic in addition to population serving employment floor space.

The proposed road and pedestrian network will significantly increase permeability, walkability and access to Concord West Station.

The proposed green connection will increase the green network in the precinct.

Development facilitated by the planning controls proposed by the PRCUTS would prevent these outcomes.

Living and Working There

Homebush will be a focus for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West and Strathfield Stations. Both Parramatta Road and George Street will form main streets to build on the character of the Bakehouse Quarter and the curve of Parramatta Road.

Taller residential buildings will mark the centre of activity at the Precinct's core. The network of streets to the north and west from here will be easy and safe to walk through, with medium-density housing and the green corridor of Powells Creek. The area around Flemington Markets will have a new employment and retail focus.

Delivering the Vision

Delivering a high quality open space network and improving the areas around the train stations.

Managing flooding, noise and contamination constraints.

Proposed Growth Projections

|            |       |        |
|------------|-------|--------|
|            | 2030  | 2050   |
| Population | 8,310 | 19,570 |
| Dwellings  | 4,210 | 9,450  |
| Jobs       | 5,610 | 12,853 |

The proposal will contribute approximately 712 new dwellings in central location adjacent to high frequency public transport. The dwellings are proposed to accommodate a population of approximately 1,720 which is a significant contribution to the medium and long term projections. Accommodating population growth on site ill reduce pressure to deliver housing on sites that are less suitable and may result in greater impacts to the surrounding environment.

There is currently minimal jobs accommodated on site and the current employment zoning does not represent the most appropriate use of the land. The Economic Impact Assessment (Appendix E) concludes that following



#### Homebush Future Character and Identity

occupation, the proposal will deliver approximately 250 ongoing jobs.

Development facilitated by the planning controls proposed by the PRCUTS would prevent these outcomes.

## 7.6 Canada Bay Local Strategic Planning Statement

The Canada Bay Local Strategic Planning Statement (LSPS) gives effect to the Eastern City District Plan, implementing priorities and actions at a local level. The LSPS outlines a high level land use vision to connect and strengthen neighbourhoods and centres. The LSPS identifies the ongoing trend of renewing remediated industrial land for new housing in the context of the PRCUTS as well as the need to provide adequate population-serving industries. The LSPS emphasises the importance of good transport connections to employment centres in the context of 79% of residents travelling to work outside the LGA.

The Planning Proposal responds to the following Planning Priorities:

- Planning Priority 1 – Planning for a City that is supported by infrastructure
- Planning Priority 5 – Provide housing supply, choice and affordability in key locations
- Planning Priority 6 – Provide high quality planning and urban design outcomes for key sites and precincts
- Planning Priority 7 – Create vibrant places that respect local heritage and character
- Planning Priority 12 – Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport
- Planning Priority 17 – Deliver high quality open space and recreation facilities

Further, the Planning Proposal responds to the following principles for growth:

- It locates development near strategic and Local Centres and a reasonable walking distance of high frequency public transport.
- It positively contributes to the built environment and results in good urban design outcomes.
- It results in high amenity for occupants and does not unreasonably impact on the amenity of neighbouring properties and public domain.
- It is located close to and provides additional open space. It meets the key parameter of being within 200m of open space.
- It includes an appropriate amount and type of non-residential floor space for the site's location and ensure residential development does not diminish employment or economic opportunities.

The subject site is directly addressed by Action 6.5 in the LSPS. The action reads:

*"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:*

- *the Eastern City District Plan;*
- *the Parramatta Road Corridor Urban Transformation Strategy;*
- *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.*

*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.*

In lieu of the Council's preparation of an updated Concord West Socio Economic Study, the proponent has prepared and submitted this Planning Proposal and supporting documentation including a Social Impact and Needs Assessment (**Appendix G**) and an Economic Impact Assessment (**Appendix E**). **Table 9** addresses the considerations

outlined above and identifies where each consideration is addressed in further detail. **Table 9** demonstrates that the matters for consideration have been adequately addressed and the recommendation to rezone the site to R3 Medium Density Residential is consistent with Council's own approach to the surrounding land currently zoned E4 General Industrial.

**Table 9** Consideration of LSPS Action 6.5

| Considerations   | Response  |
|--|---|
| The Eastern City District Plan;  | <b>Section 7.2</b> above demonstrates that the Planning Proposal is generally consistent with the relevant considerations.  |
| The Parramatta Road Corridor Urban Transformation Strategy;  | The PRCUTS proposes that the site is rezoned B7 Business Park on the understanding the previous tenant (Westpac) would continue to occupy the site. As noted throughout this report, Westpac have vacated and there is minimal market interest to occupy the site under the current zone and development standards.<br><br><b>Section 7.3</b> above demonstrates that the Planning Proposal is generally consistent with the PRCUTS vision, principles, and objectives. |
| Any outcomes arising from the Burwood, Strathfield, Homebush Planned Precinct;   | We understand that the Planned Precinct was not progressed.   |
| Any commitment by the NSW Government in relation to a metro station in North Strathfield; and  | The NSW Government have committed to a metro station North Strathfield as part of the Sydney Metro West connecting the Sydney CBD to Westmead.<br><br>The commitment to deliver a metro station at North Strathfield is a catalyst for positive change in the area. The site is next to Concord West Railway Station which is one stop on the suburban rail network from north Strathfield.   |
| Any other matter of material importance.   | <b>Section 9.0</b> below provides an environmental assessment of the Planning Proposal and concludes that the Planning Proposal will have a positive environmental, social and economic impact on the site and surrounding area.  |
| 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. | <b>Section 10.0</b> below outlines the proposed amendments to the CBLEP 2013 that will facilitate the concept master plan.  |

## 7.7 Canada Bay Local Housing Strategy

The Canada Bay *Local Housing Strategy* (LHS) guides the quantity, location, and type of future residential development within the Canada Bay LGA.

The LHS estimates 52,400 dwellings in total in the LGA by the year 2036, representing growth of 14,300 new dwellings from 2018 to 2036. The vision of the LHS indicates that additional housing will contribute towards meeting the needs of Sydney's growing population, with corresponding upgrades in infrastructure to support this additional activity. This includes provision of new and upgraded social infrastructure as part of centres, improved walking and cycling facilities as well as open space and parkland. A key priority of the LHS is relying on large-scale urban renewal to deliver high density housing in the form of apartments as outlined under State Government plans. The subject site is identified for major development with the area west of Concord West Station is expected to accommodate some significant apartment development over the next 20 years.

A key finding of the strategy was the need to make use of the urban renewal precincts available and identify whether other opportunities may be available around stations for residential development. A key action is to develop the Parramatta Road Urban Transformation Precincts as higher density apartment development areas in the short to medium-term.

The Planning Proposal responds to the LHS as:

- It responds to the critical need for additional housing supply within the LGA.

- It responds to the prioritisation of large-scale urban renewal as a means of accommodating new housing.
- It aligns with the vision for Concord West as a major development area west of the station.
- It makes use of an available urban renewal site directly adjacent to Concord West Station.
- It includes provision for new and upgraded social infrastructure, improved walking and cycling facilities as well as open space and parkland.

## 7.8 PRCUTS Stage 1 Planning Proposal – Homebush North

PRCUTS Planning Proposal for Homebush North prepared by Council has been recently gazetted. It is noted that sites to the north and west have been rezoned to receive increased height and floor space ratios. It is also noted that sites to the immediate west were rezoned from E4 General Industrial to R3 Medium Density Residential. The Planning Proposal was accompanied by a new precinct-specific development control plan for Homebush North.

The site was excluded from the Planning Proposal which explicitly references Action 6.5 of the Canada Bay Local Strategic Planning Statement (refer above). Notwithstanding, the Concept Masterplan seeks to integrate into the desired future character and built form by adopting appropriate setbacks, streetwall heights and the continuation of public through site links. These elements of the Masterplan will be captured within the site-specific development control plan.

## 7.9 Better Placed

The Government of NSW has established seven distinct objectives have to define the key design considerations. Achievement of these objectives from this early stage of the project, through to the detailed design and construction stage will ensure the development will be healthy, responsive, integrated, equitable, and resilient. **Table 10** demonstrates how the proposal is consistent with the objectives of the policy.

**Table 10** Consistency with the Objectives of GANSW's Better Placed

| Objective                         | Response   |
|-----------------------------------|--|
| Objective 1: Better fit           | <p>Of its Place: The masterplan has been shaped in response to local context and foregrounds a commitment to design excellence and forms the basis of future competitive architectural design competitions.</p> <p>Local / Contextual: The proposed through site connection and green space has been optimised for local use to serve existing and future residents of Concord West. Provision of retail and other active uses forms the basis for a neighbourhood centre on the west of the rail line.</p>  |
| Objective 2: Better performance   | <p>Sustainable: The proposal seeks to meet or exceed all sustainability controls set out in Council's guidelines and the PRCUTS.</p> <p>Durable and adaptable: Technical investigations have formed an appropriate flood response with the proposal having been designed to appropriately respond to major rainfall events.</p>  |
| Objective 3: Better for community | <p>Inclusive / Diverse: The provision of a new flexible community space adjacent to new public open space and through site links will form an inclusive and community-focused neighbourhood hub.</p>   |
| Objective 4: Better for people    | <p>Safe: The proposed masterplan represents a marked improvement in safe spaces for pedestrians and cyclists. This includes the elimination of the George Street 'kink' for pedestrians and cyclists, providing a dedicated route segregated from vehicle traffic as well as the diagonal through site link connecting the wider area to Concord West Train Station in a dedicated right-of-way.</p> <p>Comfortable: The green space alongside food and beverage locations will encourage people to stay and enjoy each other's company within the site.</p> <p>Liveable: The urban design principles for the site place have a strong focus on active and public transport, while ensuring that residents have ample access to outdoor amenity in the green connector and the green rooftops.</p> |
| Objective 5: Better working       | <p>Functional: Access points are well defined and convenient, with new streets providing better connections to the station for the surrounding precinct.</p>   |

| Objective                         | Response  |
|-----------------------------------|---|
|                                   | Efficient / Functional: The development is efficient in its arrangement and seeks a high energy efficient and environmental performance to be resolved through the detailed DA process. A Sustainability Statement has been prepared and is submitted as <b>Appendix S</b> .  |
| Objective 6: Better value         | <p>The Planning Proposal will deliver value for the community through the provision of significant public benefits, and better value for the State by placing residential density in a high amenity location close to high frequency public transport, thereby maximising patronage of state-owned assets.</p> <p>The Planning Proposal will facilitate a development proposal that will be subject to design excellence processes. The buildings, public domain, and open spaces will be attractive and welcoming.</p> |
| Objective 7: Better look and feel | Engaging and Inviting: The green connector and station link provides a local walkable environment which is anchored by proposed green space and station precinct retail. These spaces will generate activity and create a unique sense of place.  |

## 8.0 State Legislation and Planning Policies

### 8.1 Section 9.1 Directions

**Table 11** Assessment of Section 9.1 Directions

| Ministerial Direction                                      | Consistent |    |     | Comment   |
|--|------------|----|-----|---|
|  | Yes        | No | N/A |   |
| Focus area 1: Planning Systems                             |            |    |     |   |
| 1.1 Implementation of Regional Plans                       | ✓          |    |     | The Planning Proposal is consistent with the Greater Sydney Region Plan and Eastern City District Plan as discussed at <b>Section 7.0</b> .   |
| 1.2 Development of Aboriginal Land Council land            |            |    | -   | Not applicable  |
| 1.3 Approval and Referral Requirements                     | ✓          |    |     | This direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The relevant requirements of this direction have been considered in the preparation of this Planning Proposal.   |
| 1.4 Site Specific Provisions                               | ✓          |    |     | The proposal will not create unnecessarily restrictive or complicated planning controls.  |
| Focus area 1: Planning Systems – Place-based               |            |    |     |   |
| 1.5 Parramatta Road Corridor Urban Transformation Strategy |            |    | -   | <p>As identified above, the Planning Proposal is proposing mixed use residential land uses which is inconsistent with the proposed B7 – Business Park zone, and exceeds the built form controls of the PRCUTS Planning and Design Guidelines. Subject to the direction, a Planning Proposal may be inconsistent with the terms of this direction if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the planning proposal is:</p> <p>(a) <i>consistent with the 'Out of Sequence Checklist' in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016), or</i></p> <p>(b) <i>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</i></p> <p>(c) <i>of minor significance.</i></p> <p>This Planning Proposal addresses the inconsistency by means of an Economic Impact Assessment, Social Impact and Needs</p> |



| Ministerial Direction   | Consistent | Comment  |
|---|------------|--|
|   |            | Assessment and an Urban Design analysis that will demonstrate the positive urban outcomes that will be delivered. This variance is further discussed at <b>Section 9.1</b> . |
| 1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan                 | -          | Not applicable   |
| 1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan | -          | Not applicable   |
| 1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan             | -          | Not applicable   |
| 1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor   | -          | Not applicable   |
| 1.10 Implementation of Western Sydney Aerotropolis Plan   | -          | Not applicable   |
| 1.11 Implementation of Bayside West Precincts 2036 Plan   | -          | Not applicable   |
| 1.12 Implementation of Planning Principles for the Cooks Cove Precinct  | -          | Not applicable   |
| 1.13 Implementation of St Leonards and Crows Nest 2036 Plan   | -          | Not applicable   |
| 1.14 Implementation of Greater Macarthur 2040   | -          | Not applicable   |
| 1.15 Implementation of the Pyrmont Peninsula Place Strategy   | -          | Not applicable   |
| 1.16 North West Rail Link Corridor Strategy   | -          | Not applicable   |
| 1.17 Implementation of the Bays West Place Strategy   | -          | Not applicable   |
| <b>Focus area 2: Design and Place</b>   |            |  |
| <b>Focus area 3: Biodiversity and Conservation</b>  |            |  |
| 3.1 Conservation Zones  | -          | Not applicable   |
| 3.2 Heritage Conservation   | -          | Not applicable   |
| 3.3 Sydney Drinking Water Catchments  | -          | Not applicable   |
| 3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs                                 | -          | Not applicable   |
| 3.5 Recreation Vehicle Areas  | -          | Not applicable   |
| 3.6 Strategic Conservation Planning   | -          | Not applicable   |

| Ministerial Direction   | Consistent | Comment   |
|---|------------|---|
| <b>Focus area 4: Biodiversity and Conservation</b>            |            |   |
| 4.1 Flooding  | ✓          | The proposal is consistent with the relevant flood related policies, manuals, guidelines, or studies applicable to the site. Further, it does not seek to rezone land within a flood planning area that is zoned recreation, rural, special purposes, or conservation. A flood and risk impact assessment has been prepared in accordance with the principles of the Floodplain Development Manual 2005 and consistent with the planning authorities' requirements, described in <b>Section 9.5</b> and attached at <b>Appendix J</b> . |
| 4.2 Coastal Management  | -          | Not applicable  |
| 4.3 Planning for Bushfire Protection                          | -          | Not applicable  |
| 4.4 Remediation of Contaminated Land                          | ✓          | A Preliminary Site Investigation has been prepared which identifies past remediation and potential future remediation requirements to be incorporated at the development application stage. Refer to <b>Section 9.8</b> .   |
| 4.5 Acid Sulfate Soils  | ✓          | Laboratory testing indicates that actual and potential acid sulfate soils are not present at the site. Refer <b>Section 9.8</b> .   |
| 4.6 Mine Subsidence and Unstable Land                         | -          | Not applicable  |
| <b>Focus area 5: Transport and Infrastructure</b>             |            |   |
| 5.1 Integrating Land Use and Transport                        | ✓          | The proposal improves access to housing and jobs by walking, cycling and transport, taking into consideration the proximity of the site to existing networks. Increasing density at this location also contributes toward a reduction in car dependency as alternative transport modes are readily available, including the nearby Concord West Station, and the future Sydney Metro West station at North Strathfield.   |
| 5.2 Reserving Land for Public Purposes                        | -          | Not applicable  |
| 5.3 Development Near Regulated Airports and Defence Airfields | -          | Not applicable  |
| 5.4 Shooting Ranges   | -          | Not applicable  |
| <b>Focus area 6: Housing</b>                                  |            |   |
| 6.1 Residential Zones   | ✓          | <p>The proposal provides for a diversity of housing types and makes efficient use of existing infrastructure by increasing density at a suitable location, where it can be accommodated without any significant environmental impact.</p> <p>(1) A planning proposal must include provisions that encourage the provision of housing that will:</p>   |

| Ministerial Direction  | Consistent | Comment  |
|--|------------|--|
|  |            | <p>(a) broaden the choice of building types and locations available in the housing market, and (b) make more efficient use of existing infrastructure and services, and</p> <p>(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and</p> <p>(d) be of good design.</p> <p>(2) A planning proposal must, in relation to land to which this direction applies:</p> <p>(a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and</p> <p>(b) not contain provisions which will reduce the permissible residential density of land.</p> |
| 6.2 Caravan Parks and Manufactured Home Estates                              | -          | Not applicable   |
| <b>Focus area 7: Industry and Employment</b>                                 |            |  |
| 7.1 Business and Industrial Zones  | ✓          | The Planning Proposal is inconsistent with this direction. The Economic Impact Assessment, made available at <b>Appendix E</b> , seeks to justify this inconsistency.  |
| 7.2 Reduction in non-hosted short-term rental accommodation period           | -          | Not applicable   |
| 7.3 Commercial and Retail Development along the Pacific Highway, North Coast | -          | Not applicable   |
| <b>Focus area 8: Resources and Energy</b>                                    |            |  |
| 8.1 Mining, Petroleum Production and Extractive Industries                   | -          | Not applicable   |
| <b>Focus area 9: Primary Production</b>                                      |            |  |
| 9.1 Rural Zones  | -          | Not applicable   |
| 9.2 Rural Lands  | -          | Not applicable   |
| 9.3 Oyster Aquaculture   | -          | Not applicable   |
| 9.4 Farmland of State and Regional Significance on the NSW Far North Coast   | -          | Not applicable   |

### 8.1.1 Ministerial Direction 1.5 – Parramatta Road Corridor Urban Transformation Strategy

This proposal for mixed use residential development zoned R3 Medium Density Residential varies from the B7 – Business Park zone proposed by the PRCUTS. The proposal puts forward alternative built form controls to those proposed in the PRCUTS Planning and Design Guidelines. Subject to local planning direction 1.5, a Planning Proposal may be inconsistent with the terms of the direction if the relevant planning authority can satisfy the Planning Secretary (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.
- (Emphasis added)

This Planning Proposal is supported by Economic Impact Assessment, Social Impact and Needs Assessment and an Urban Design analysis that demonstrate the positive urban outcomes that will be delivered by the proposal are greater than those outcomes that could be delivered by future development facilitated by the planning controls proposed by the PRCUTS. The proposal's ability to deliver better outcomes for the site with regard to the vision and objectives of the PRCUTS is outlined in **Section 7.3** above.

### 8.2 State Environmental Planning Policies

The State Environmental Planning Policies directly applicable to the Planning Proposal are identified in **Table 12** below.

**Table 12** Consistency with State Environmental Planning Policies

| SEPP  | Consistent |    | Comment   |
|---|------------|----|---|
|   | Yes        | No |   |
| State Environmental Planning Policy (Biodiversity and Conservation) 2021                      |            |    | ✓ Not relevant to proposed LEP amendment  |
| State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004               |            |    | ✓ Not relevant to proposed LEP amendment.   |
| State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021                     |            |    | ✓ Not relevant to proposed LEP amendment.   |
| State Environmental Planning Policy (Industry and Employment) 2021                            |            |    | ✓ Not relevant to proposed LEP amendment. May apply to future development on the site.  |
| State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development | ✓          |    | SEPP 65 will apply to future detailed DAs on the site. This LEP amendment enables development able to comply with SEPP 65, as demonstrated at <b>Appendix A</b> . |
| State Environmental Planning Policy (Planning Systems) 2021                                   |            |    | ✓ Not relevant to proposed LEP amendment.   |
| State Environmental Planning Policy (Resilience and Hazards) 2021                             |            |    | ✓ Not relevant to proposed LEP amendment.   |

| SEPP  | Consistent | Comment  |
|---|------------|--|
| State Environmental Planning Policy (Transport and Infrastructure) 2021 | ✓          | Applicable to future development on the site. Nothing in this LEP amendments precludes compliance with the SEPP, notably the requirements set out in Division 15 – Subdivision 2 Development in or adjacent to rail corridors and interim rail corridors—notification and other requirements |
| State Environmental Planning Policy (Sustainable Buildings) 2022        | ✓          | Applicable to future development on the site. Nothing in this LEP amendments precludes compliance with the SEPP. Refer to <b>Section 9.11</b> .  |

### 8.3 Canada Bay Local Environmental Plan 2013

An assessment against the aims of the Canada Bay LEP under Clause 1.2 has been included at **Table 13**.

**Table 13** Consistency with the aims of the CBLEP 2013

| Aims   | Consistency   |
|--|---|
| (aa) to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,  | The proposal includes a central community hub adjacent to a public open space that creates a large urban room, creating a space for arts and cultural activity within the precinct.   |
| (a) to create a land use framework for controlling development in Canada Bay that—<br>(i) allows detailed provisions to be made in any development control plan made by the Council, and<br>(ii) is consistent with the Canada Bay Local Strategic Planning Statement adopted by the Council on 15 October 2019, | Consistency with the Canada Bay LSPS is addressed in <b>Section 7.6</b> .   |
| (b) to maintain and enhance the existing amenity and quality of life of the local community by providing for a balance of development that caters for the housing, employment, entertainment, cultural, welfare and recreational needs of residents and visitors,  | The proposal seeks to maintain and enhance the amenity afforded to the local community under existing conditions, while making substantial provision for housing for new residents, and appropriate business and services to accompany this growth. The station precinct will also create new destinations and facilities for visitors.   |
| (c) to achieve high quality urban form by ensuring that new development reflects the existing or desired future character of particular localities,  | The indicative masterplan has been developed with particular regard to a considered balance of existing and future context, to seamlessly integrate into the urban surroundings, as demonstrated in the Urban Design Report at <b>Appendix A</b> .  |
| (d) to promote sustainable transport, reduce car use and increase use of public transport, walking and cycling,  | The redevelopment of the site in the proposed way unlocks Concord West station to the surrounding street grid, significantly improving access to public transport for existing residents, while locating new population immediately adjacent to rail infrastructure. The proposal also makes provision for a new separated walking and cycling link through the site, bypassing the George Street 'kink'. |
| (e) to provide high quality open spaces and a range of recreational facilities,  | The proposal includes a new 2,500m <sup>2</sup> local park, complimenting the significant regional open space nearby at Bicentennial Park.  |
| (f) to conserve the environmental heritage of Canada Bay,  | The site is not heritage listed and the proposed redevelopment will not result in impacts on any heritage items.  |
| (g) to promote ecologically sustainable development,   | The development will deliver a well-designed, transit orientated mixed-use precinct, in keeping with the principles of ecologically sustainable development. A Sustainability Statement has been prepared by Mott MacDonald at <b>Appendix S</b> .  |
| (h) to facilitate public access to foreshore land.   | N/A   |



## 9.0 Environmental Impacts

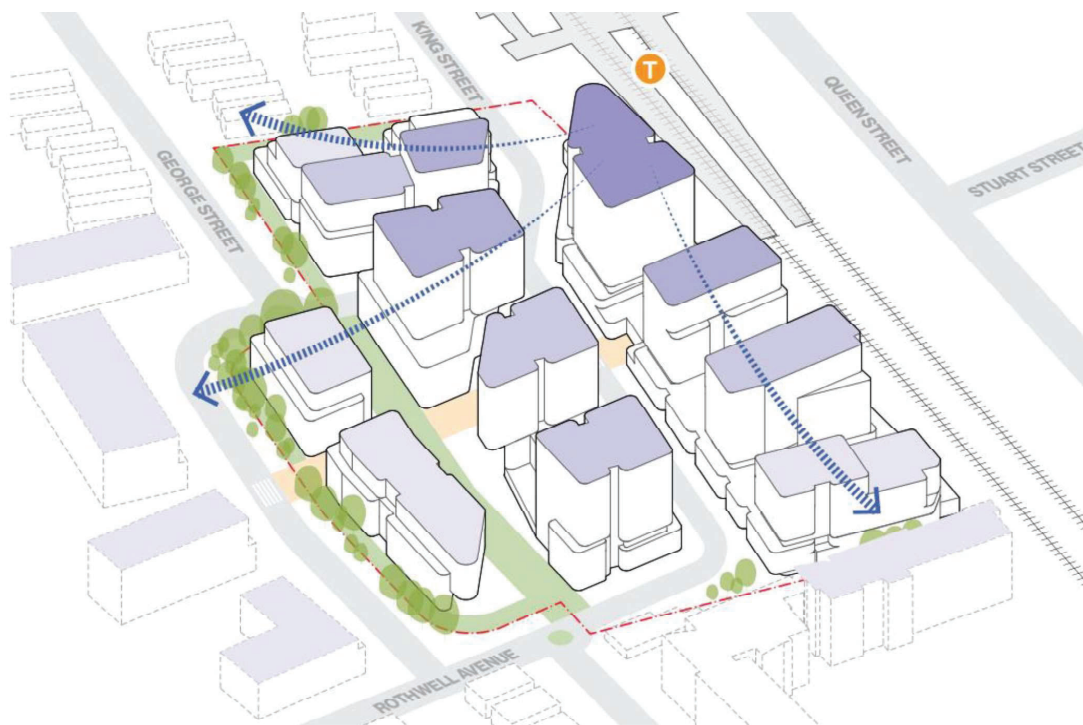
### 9.1 Built Form and Urban Design

#### 9.1.1 Building Height and Density

The proposed buildings heights respond to the site's future and existing context and feedback received through the scoping process. Built form along George Street is limited to 6 storeys to match the proposed planning controls within the Homebush North Precinct Master Plan, ensuring a consistent street-wall which similarly features upper-setbacks at the podium level. To the south, proposed building heights draws on the existing 7 storey 'Strathville' mixed-use development, being limited to ensure the privacy of residents and to minimise overshadowing, whilst transitioning height to context.

In line with Council's feedback, the tallest proposed envelopes are located within the site's centre and adjacent to the train station, which will transition downwards to respond to surrounding context. Being the least sensitive interface, the train line is suitable for a concentration of height. Together, these urban design moves create an incremental increase in height towards the site's more urban core towards Concord West Train Station. This transitional height ensures that existing and proposed street-wall heights are maintained, and that overshadowing of adjacent properties is minimised (refer to **Figure 31**).

Proposed density is the result of envelopes that are able to satisfy Council's design feedback and the intended outcomes of the proposal. Proposed envelopes are articulated to ensure that future development reads as a series of more slender built form expressions. This also creates architectural opportunities to reduce the appearance of building bulk and to express the elements of the building's architecture.



**Figure 31** Proposed heights transitioning to context

Source: GroupGSA

The proposed building envelopes have been developed with careful consideration of the building massing and scale requirements and the building articulation principles set out in the PRCUTS. This includes regard for building envelopes, floorplates and building frontages, with the intention of delivering an appropriate response to the context through detailed design. Importantly, building envelopes have been pre-formed to ensure minimum standards of articulation and separation. However, in recognition of site-specific factors and contextual responses to existing and future context, the final design forms will best be governed by a site-specific DCP.

### 9.1.2 Street and Boundary Setbacks

#### Boundaries

Setbacks to the boundaries of the site have been carefully considered in the preparation of the masterplan. The proposal includes a minimum 12m setback from the northern boundary, allowing significant space to maintain privacy and aiding the transition between scales, and contexts. To the east, a minimum 6m setback is provided to the rail line, maintaining appropriate space for servicing, maintenance and other requirements. A generous and consistent 6m setback is provided along George Street to the west, creating and reinforcing a strong street wall while allowing ample room for vegetation between the street edge and built form. Appropriate varied setbacks are included to the south towards the electricity substation.

#### King Street Extension

The proposed setbacks to the King Street Extension are appropriate for the site and generally reflect the PRCUTS Design Guidelines. Two storey podiums with additional setback for residential towers provide comfortable street walls at a pedestrian scale. Specifically:

- Zero setback along active frontages reinforce the streetscape edge and integrate with plaza and pedestrian activity.
- Upper building setbacks will contribute positively to the pedestrian environment at street level by articulating the podium and tower to create a pedestrian-scale street wall within the bounds of the PRCUTS requirements.
- Street-wall heights have been limited along the site's key internal road to introduce a village-style experience, with a low-rise podium supporting active frontages, and receded tower forms.

#### Proposed east-west road

Street level activation are also featured along the secondary street within Station Precinct with mixed use retail. This carries the same zero setback and associated benefits as above. Building C introduces a zero setback to the proposed road. Given the secondary nature of this road and the diminished importance of the southern pedestrian domain due to the diagonal through site link and green connector, this is considered an appropriate response. Further, the street wall will be interrupted by the provision of an awning. Building A features a 3m setback above the podium.

#### George Street

Setbacks to George Street have been designed to mirror and compliment those proposed under Council's masterplan and the PRCUTS. This allows a seamless transition of scale between the proposed development and the future context adjoining George Street. The 6 storey residential buildings with two storey podiums provide a comfortable street wall at a pedestrian scale and respond to the residential interface.

### 9.1.3 Overshadowing and Solar Access

As result of the transitioning scale and generous landscaped setbacks, the indicative massing sits comfortably under the sun access planes to neighbouring properties of the South. Solar and overshadowing analysis completed by GroupGSA at **Appendix A** confirms the acceptability of these impacts.

The public open space will receive varying degrees of solar access. The Plaza North, suitable for potential al-fresco dining, achieves over 3 hours of sunlight in mid-winter. Whilst the existing mature trees along the western edge of the site will overshadow George Street until approximately 11am, the indicative massing results in George Street being relatively free of overshadowing from around 11:15am.

The indicative massing has been designed to minimise overshadowing to surrounding development, in particular was the 'Strathville' development at 27-29 George St. Solar studies demonstrate that the proposed massing results in almost 95% of the existing facades that achieve solar access are free from overshadowing. Nonetheless, any future

development application will be required to provide detailed analysis and respective shaping of towers to minimise impacts to this neighbouring development to the South and to satisfy the criteria set out in the Apartment Design Guide and CBDP.

#### 9.1.4 Visual Impact

A Visual Impact Assessment (VIA) has been prepared by Ethos Urban and is attached at **Appendix D**. The VIA identifies, describe and assess the acceptability of the proposal's visual impact on the public domain. Key findings of the VIA include:

- the visual catchment is localised, with visibility of the proposal largely contained to adjoining and surrounding streets
- while much of the visual catchment is low density residential, there is a visible presence of larger buildings including existing multi-storey apartment buildings to the south, existing and emerging multi-storey apartment buildings to the east and light industrial and warehouse buildings to the west (which are proposed to accommodate six-storey apartment buildings)
- while comprising parkland in the form of the Powells Creek Reserve, the visual catchment does not contain elements that have high scenic amenity value such as large, open water bodies or iconic features
- there are no significant views within the visual catchment
- most people in the visual catchment will be local residents or workers and while the landscape is of value to them, their level of interest or attention to views is unlikely to be high
- the T9 train line provides opportunities for non-local people, most notably commuters, to see the proposal, as with locals, their level of interest or attention in views is unlikely to be high
- for these reasons, the visual catchment has between a low to low – medium sensitivity to the nature of change proposed
- the magnitude of the proposal ranges from perceptible to considerable
- magnitude is greatest where it is introducing a new larger scale element in view from which this type of element is absent
- magnitude is considerably reduced when seen with or close to existing larger scale elements such as 'Strathville' and the Concord West train station
- significance of visual impact is:
  - moderate – high x1
  - low – moderate x 3
  - low x 1
  - negligible – low x 1
- the most significant impact (moderate – high) is on the view from Powells Creek Reserve. This is due to the introduction of a new larger scale building into a view which buildings are absent.

The VIA concludes that the proposal has an acceptable visual impact and is capable of approval on visual impact grounds.

#### Scenic and Culturally Important Landscapes

Council's response to the Scoping Proposal identified that the proposal is inconsistent with Objective 28 of the Greater Sydney Region Plan as it 'is likely to have adverse impacts on the scenic landscapes of Powells Creek Reserve, including in Sydney Olympic Park'. The VIA concludes that neither Powells Creek Reserve nor Sydney Olympic Park are clearly articulated in council's planning framework as a scenic landscape. Powells Creek Reserve is an urban park that forms part of a larger area of public open space associated with Powells Creek that also includes Mason Park and Bressington Park. The park is physically and visually separated from the much larger Bicentennial Park to the west by Homebush Bay Drive. It is acknowledged that the proposal will be seen as a new element of scale in the landscape, however, it will not introduce a discordant or visually intrusive element. Maintenance of the current parkland edge, including an inability to see larger buildings, is not identified as being important in the planning framework and is not considered to create an undesirable visual amenity outcome. As such, the proposed development is not considered to be inconsistent with Objective 28 of the Greater Sydney Region Plan.

### 9.1.5 Open Space and Public Domain

Existing trees are retained at the site boundary edge, maintaining mature growth and ensuring ample visual separation between residential dwellings and adjacent developments.

An enhanced green network of open and communal space is integrated in this neighbourhood, providing opportunities for recreation and activities, social interaction, connection to the outdoors and the natural environment to Powells Creek green corridor. Along King Street existing vegetation is retained, introducing a considerable setback from the street-edge and a dense boundary canopy of mature trees. Alongside planting within ground floor open space, this creates a green, liveable edge distinguished from its surrounding context.

### 9.1.6 Design for Country

With the intention of further involvement as the design develops into the later stages of the project, a Connecting with Country Scoping Report has been prepared by the Gaímaragal Group at **Appendix C**. The work identifies the land as Wanne Country, having been occupied by the Wangal people of the Eora nation for at least 10,000 years. Designing and Connecting with Country will be embedded in the design and development process.

## 9.2 Residential Amenity

The indicative design concept for the residential flat buildings and townhouses proposed have been designed to meet the requirements of the Apartment Design Guide (ADG) to achieve good levels of residential amenity for the future residents. Analysis of the indicative reference scheme is included in the Urban Design Report at **Appendix A**. Notably, the indicative design concept demonstrates that the site can accommodate dense residential development that will provide:

- Apartments consistent with the ADG minimum size requirements;
- Balconies and private open spaces consistent with the ADG minimum size requirements;
- A minimum of two hours solar access to the following percentages of indicative apartments:
  - Building A: 85%
  - Building B1, B2, B3 & B4: 83%
  - Building C: 85%
  - Building D1 & D2: 85%
  - Building E & F: 85%
- Natural cross ventilation to the following percentages of indicative apartments:
  - Building A: 64%
  - Building B1, B2, B3 & B4: 64%
  - Building C: 64%
  - Building D1 & D2: 71%
  - Building E & F: 71%
- Separation distances between buildings in accordance with the minimum requirements of the ADG and will provide adequate privacy for residents;
- Circulation cores generally service no more than eight apartments per floor; and
- 8,469m<sup>2</sup> of communal open space (27% of total site) and 5,193m<sup>2</sup> of deep soil area (16.5% of total site).

It is noted that the reference design prepared by GroupGSA is indicative for the purposes of understanding the opportunities on the site. It is also noted that a floor to floor height of 3.2m is accommodated within the proposed envelopes, exceeding the 3.1m required by the PRCUTS. Further design detail regarding apartment and townhouse layouts would be resolved as part of any subsequent development applications.

## 9.3 Traffic and Transport

A Transport Study Report has been prepared by PwC at **Appendix H**. The report reviews existing transportation trends and the impact of the proposed development on those networks.

### 9.3.1 Projected traffic volumes

The assumptions for the trips rates have been derived from various sources based on specific trip generation studies, as advised by TfNSW:



- Residential trip rate is based on the average of high density residential in Sydney Metropolitan, in the reference cases, approximately 30%.
- Retail/Commercial trip rate is based on the average rate of the reference cases with similar Gross Leasable Floor Area with an average car mode share in the references of approximately 90%. The report notes that, as the proposed site car mode share target is 30%, a revised correlation coefficient of 0.33 (30%/90%) was applied to the vehicle trip rates.
- Childcare trip rate is based on the average of childcare centre with similar surrounding land uses.

Following the above, the estimated vehicle traffic generation is set out in **Table 14**.

**Table 14** Estimated site vehicle traffic generation

| Land Use                   | Quantum | Metric                | Vehicle Rate |      | Total Car Trips |            | AM Car Trips |            | PM Car Trips |            |
|----------------------------|---------|-----------------------|--------------|------|-----------------|------------|--------------|------------|--------------|------------|
|                            |         |                       | AM           | PM   | AM              | PM         | IN           | OUT        | IN           | OUT        |
| <b>Residential</b>         | 718     | Per Unit              | 0.19         | 0.15 | 136             | 108        | 27           | 109        | 86           | 22         |
| <b>Retail / Commercial</b> | 6,660   | 100m <sup>2</sup> GFA | 1.84         | 2.60 | 123             | 173        | 61           | 61         | 87           | 87         |
| <b>Child Care</b>          | 120     | per child             | 0.30         | 0.20 | 36              | 24         | 18           | 18         | 12           | 12         |
| <b>Total</b>               |         |                       |              |      | <b>290</b>      | <b>306</b> | <b>105</b>   | <b>185</b> | <b>295</b>   | <b>305</b> |

With the traffic generation noted above, and with George Street being maintained as the primary vehicular function, all intersections except George Street / Pomeroy Street would operate with minimal delay at a Level of Service (LoS) A in 2036 during the morning and afternoon peak hours. By 2027, without any intervention measures and background traffic growth alone, George Street / Pomeroy Street would operate at LoS F. The impact of the proposed intersection upgrade is discussed at **Section 9.3.2** below.

### 9.3.2 George Street / Pomeroy Street Intersection Upgrade

The report estimates that the proposed George Street / Pomeroy Street intersection will improve future intersection delays by more than ~390 seconds, operating at LoS C, achieving performance levels better than existing conditions. A summary of the intersection performance scenarios has been extracted from the report below at **Table 15**.

**Table 15** George Street / Pomeroy Street proposed upgrade – intersection performance

| Scenario                               | Year | Surveyed Data | Background Traffic Growth | Development Traffic Growth | Network                 | Demand                         | Average Delay Time and LoS               |
|--|------|---------------|---------------------------|----------------------------|-------------------------|--------------------------------|--|
| Base Year                              | 2022 | Yes           | -                         | -                          | Existing                | AM: 2,136<br>PM: 2,171         | AM: 62 sec - E<br>PM: 47 sec - D         |
| Future Reference Case                  | 2036 | Yes           | Yes                       | -                          | Existing                | AM: 2,671<br>PM: 2,825         | AM: 190 sec – F<br>PM: 224 sec – F       |
| Future Development Case                | 2036 | Yes           | Yes                       | Yes                        | Existing                | AM: 2,954<br>PM: 3,133         | AM: 354 sec – F<br>PM: 421 sec – F       |
| Future Development Case (with upgrade) | 2036 | Yes           | Yes                       | Yes                        | <b>Proposed upgrade</b> | <b>AM: 2,954<br/>PM: 3,133</b> | <b>AM: 39 sec - C<br/>PM: 33 sec - C</b> |

### 9.3.3 Transportation analysis

The report analyses existing and future capacity on the T9 Northern Line. As shown in **Table 16**, the report concludes that the additional trips generated by the proposal can be accommodated within the existing capacity of the rail line.

**Table 16** Future Train Capacity Analysis on Concord West Station

| Concord West Station | Intersection Name         |  | Volume                      |
|----------------------|---------------------------|--|-----------------------------|
|                      | To Central (AM Peak Hour) |  | From Central (PM Peak Hour) |
| 2019 Demand          | 2,742                     |  | 2,870                       |

| Concord West Station           | Intersection Name         |                             |
|--------------------------------|---------------------------|-----------------------------|
|                                | To Central (AM Peak Hour) | From Central (PM Peak Hour) |
| 2019 to 2036 Background Growth | 410                       | 429                         |
| Site-generated Demand          | 103                       | 92                          |
| <b>Total Demand</b>            | <b>3,255</b>              | <b>3,391</b>                |
| <b>Demand/Capacity Ratio</b>   | <b>0.96</b>               | <b>1.0</b>                  |

## 9.4 Social and Economic Impacts

### 9.4.1 Economic Benefit and Impact

An Economic Impact Assessment (EIA) has been prepared by Ethos Urban and is made available at **Appendix E**. The report assesses the economic impact of the proposed development. Key results of the EIA are as follows:

- A review of strategic policy indicates that the proposed development has the potential to align with the strategic vision for this part of Sydney, highlighted in both Local and State Government objectives and strategies. The Subject Site provides the potential to satisfy a number of government priorities through increased density and a mix of uses that will optimise the physical and locational attributes of the subject site, including leveraging the proximity to public transport connections. In addition to delivering vital housing supply, employment opportunities and community services, the project has the potential to reposition the large, strategic site for long term success by having regard to contemporary resident, tenant and customer requirements.
- Key demographic indicators and drivers highlight that the local population would associate strongly with a range of uses at the Subject Site, in particular through the provision of greater housing diversity and housing choice in a walkable, transit orientated community. The location highlights the opportunity for greater intensification of uses at the Subject Site that will deliver a range of benefits.
- A review of development activity indicates that the local area is desirable, and will continue to support, and transition towards, medium and higher density residential uses. Compared to other key transport destinations and precincts, there is currently a limited pipeline of development activity within Concord West, and in proximity to the Subject Site. The proposal represents an opportunity to act as a catalyst for growth within Concord West and this part of Sydney.
- The delivery of the Metro West and associated North Strathfield Metro Station, will further enhance the accessibility of the precinct throughout Greater Sydney, and improve access to a range of destinations, facilities and services including Sydney's major employment centres such as the Sydney CBD and Parramatta CBD. It is expected that future development activity, in particular high density residential, will seek to leverage new transport infrastructure investment such as Metro West.
- The Subject Site currently includes an existing industrial zoning, however, the previous business function (Westpac) is understood to have relocated on expiry of the previous lease agreement. Even prior to relocating, the Westpac business centre on the subject site supported few workers on site. As such, the Subject Site no longer represents the most appropriate use of the land, particularly given the size and strategic location, immediately adjacent to Concord West Station and within a growing, broader mixed use and residential community.
- A series of Study Areas have been reviewed in order to assess the local and regional precinct of most relevance to the proposal. A review shows that there is a demonstrated need for residential development within the 1km Study Area supported by the elevated house and unit prices relative to the Greater Sydney benchmark. The Subject Site represents a logical location for residential uses (including medium to high density) due to optimal access to public transport infrastructure, supporting retail facilities, community amenities as well as access to both Sydney CBD and Parramatta CBD employment centres.
- The residential population will support demand for a range of complementary non-residential uses including retail, health and community services. Demand for additional retail floorspace will continue as Concord West grows over time.
- It is estimated that the capital investment required to deliver the proposed development will be in the order of \$334.7 million. This investment would help to stimulate activity in Concord West and local area throughout the construction stage of the project.

- During the construction phase the proposal is expected to directly support employment of 460 job-years and deliver a direct value-add to the economy of \$74.5 million. When the multipliers are taken into account, total state-wide economic effects over the construction program are forecast to be: employment of 1,970 job-years and a total direct value-add to the economy of \$283.7 million.
- During the operational phase, the proposed development is expected to deliver the following (direct) benefits: FTE employment of 250 direct ongoing job-years, and direct value-add to the economy of \$24.9 million per annum. When the multipliers are taken into account, total ongoing economy-wide effects are estimated at: FTE employment of 380 job-years and a total direct value-add to the economy of \$39.9 million per annum.
- Findings of the impact assessment demonstrate that the proposed development will result in a net community and economic benefit, with any economic impacts likely to be limited and experienced in the short term only. The existing and future community will benefit from improved connectivity, activation, housing and employment opportunities, as well as overall economic and market growth, that is likely to be experienced in the medium to long term as a result of the proposal.
- The subject site represents a unique opportunity to support a contemporary mixed-use community that will integrate with the surrounding area and help to reposition the overall precinct for long term success. The existing industrial zoning and business operation, no longer represents the most appropriate use of the land, particularly given the size of the site, and the strategic location - immediately adjacent to the Concord West Station within a broader mixed use and residential community.
- The easily accessible location, and position adjacent to the train station, is ideally located to support a range of uses including residential, retail and community facilities. These types of uses would assist Council in achieving its dwelling and jobs targets. Furthermore, the site provides the potential to satisfy a number of government priorities through increased density and mix of uses that optimise the physical attributes of the subject site, including leverage the proximity to public transport connections.
- The proposal provides a rare opportunity to deliver additional housing stock, employment opportunities and new community services all within a strategic and centrally located site. The proposal has the potential to result in a number of economic and community benefits through a strategic development of the site, with benefits including additional housing supply, choice and affordability, improved lifestyle and amenities, as well as additional community infrastructure and services.

#### 9.4.2 Retail Demand

A Market Potential Assessment has been prepared by LocationIQ and is made available at **Appendix F**. The assessment identifies that that between 2,000m<sup>2</sup> – 3,000m<sup>2</sup> of retail floorspace is supportable at the site (incorporating an anchor tenant, specialty retail, food and beverage facilities). Once additional supporting non-retail uses are considered (i.e., medical centre, gym) a total centre of 4,000m<sup>2</sup> – 5,000m<sup>2</sup> could be supported at the subject site.

Key recommendations for tenants are summarised as follows:

- **Anchor Tenant:** a small format supermarket (1,500 – 2,000m<sup>2</sup>) would be the likely major tenant to create a convenience destination within the site. Alternatives for tenancing this space include a Woolworths Metro or Coles Local store, an Asian supermarket such as Tong Li or Miracle, or IGA.
- **Mini-majors:** Mini-majors typically provided in neighbourhood generally include a pharmacy, alternatively, Daiso or a yum cha restaurant may appeal to the local market.
- **Retail Specialties:** assuming a small-format supermarket as above, ~800 – 1,000m<sup>2</sup> of retail specialty space is supportable. To maximise convenience and amenity, the mix of tenants may include: bakery, florist, café, takeaway, pharmacy (if not a mini-major tenant), hairdresser/beauty salon, or massage.
- **Destinational Non-Retail Uses:** a medical centre gym and/or tavern could be supported at the site if quality operators are secured. It is assumed that the existing childcare offering will be reintegrated into the proposed development.

#### 9.4.3 Social Impact and Needs Assessment

A Social Impact and Needs Assessment (SINA) has been prepared by Ethos Urban and is attached at **Appendix G**. The SINA assesses community needs to inform the proposal, and potential social impacts arising from the redevelopment, as well as recommending strategic directions to optimise social outcomes.

### Community needs

The completed community needs analysis includes the following key findings:

- Infrastructure provision should consider the principles of accessibility, diversity, and inclusivity in order to deliver upon community aspirations. Canada Bay's diverse population should be catered for – including age, ability, and cultural background.
- Existing cultural/creative infrastructure focuses on performance and exhibition space. Provision of maker space, coupled with general community use space could generate valuable community development.
- Given the diverse and increasing population, the area would benefit from cultural and community centres, particularly focused on the large proportion of Culturally and Linguistically Diverse communities.
- There is potential to contribute to the growth and development of regional infrastructure and open space networks, which are accessible and pertinent to the subject site and its future communities.
- Considering the existing provision of social infrastructure and open space within Concord West and surrounds generally, the following is recommended as part of the subject proposal:
  - Flexible community space/lounge of minimum 400sqm
  - Co-working space
  - Open space
  - Seniors' housing

In response, the following has been proposed as part of the proposal:

- **Flexibility community space** – a flexible space able to respond to community needs and subject to further development at the development application stage.
- **Open Space/Active transport links** – A Green Connector of size 2,770sqm, including an indicative desired through-site link connecting George St to the train station
- **Medical and health facilities**
- **Childcare**
- **Community Plaza**

### Social Impact

The SINA identifies the following key challenges associated with the Planning Proposal:

- The development will result in significant changes to the way of life, surroundings, community and culture of existing and past communities – due to the transformational change in use of the land from industrial, and the increase in density of development on the site, and the subsequent additional population onsite expected.
- While these changes may be perceived as either positive or negative, depending on the receiver, it is likely to result in loss of existing community networks, and connection to place for some. Meaningful and respectful consultation with local communities and stakeholders will be necessary to mitigate some negative impacts, with a particular focus on the broader strategic transformation of the area and the opportunities this will bring.
- Recommendations within technical reports including in relation to visual impact and overshadowing should be implemented, in order to mitigate impacts to the broader immediate community.
- During construction and operation of the development there may be potential for adverse social impacts on surroundings, way of life, and health and wellbeing of local communities.
- The construction and operation of the precinct would also contribute to the increased traffic and associated impacts in the local area – however, creation of internal roads and access infrastructure as part of the proposal (insert recommendations) would support accommodating the future needs of the locality.

Additionally, it identifies the following positive benefits:

- Overall, it is considered that significant positive benefit is likely to result from the development, specifically in relation to the provision of additional employment and residential opportunities for the local community and beyond, as a result of the delivery of the project, which is in alignment with the NSW Government's strategic goals for delivering dwellings under the Eastern City District Plan – the 20 year plan to manage growth between 2016-2036 in Greater Sydney.
- The provision of new dwellings in a strategic location will provide for more diverse and affordable housing as the centre's proximity to GPO and the Sydney Olympic Park set the potential for Concord West to grow with increased capacity for housing, employment opportunities and housing.

- Positive social benefits to community, and way of life, if a diversity of recreation opportunities, cultural and community centres and new open space are implemented as recommended. Social infrastructure is a key priority for the City of Canada Bay Council, as highlighted in their Community Strategic Plan. The provision of community infrastructure as part of the development will supplement a growing population particularly in the Concord West transformational area. A focus on the provision of social infrastructure, to facilitate inclusion and participation in community life, and foster a sense of place and belonging, is recommended.
- Employment benefits can be enhanced by applying local and social procurement practices during construction and operational phases of the development.
- Potential way of life, health and wellbeing and accessibility benefits associated with the delivery of new active transport paths in the green corridor, connecting pedestrian and cycle paths with employment and amenities. This will enable sustainable and healthy transport mode choices for future workers and residents in the broader Concord West and Canada Bay community.

For the reasons listed above, the SINA concludes that the proposal has the potential to be transformative for this part of Sydney and to deliver significant social value to the community.

## 9.5 Flooding and Stormwater

A Preliminary Civil Engineering Report has been prepared by TTW at **Appendix J**. The report addresses stormwater diversion, George Street regrading and flooding of George Street.

Two key stormwater management options have been developed to mitigate flood risks. The preferred option will be subject to negotiations between Council and a neighbouring property owner. These options are further detailed at **Appendix J**. Regardless, the report notes that site is located at the high point and therefore will work in both scenarios presented in Option 1 and Option 2.

The report confirms that requirements for the proposed development are feasible to comply with the relevant planning and statutory requirements for flood, stormwater and level design.

## 9.6 Heritage Impacts

### 9.6.1 Indigenous Heritage

An Aboriginal Heritage Due Diligence Report has been prepared by GML Heritage and is included at **Appendix N**. The report finds that there is a low likelihood of Aboriginal objects occurring within the subject site. Any Aboriginal objects present are likely to be displaced items that have been moved from their original location. As such, the proposed development is unlikely to harm aboriginal objects.

Nonetheless, the report recommends proceeding with caution and outlines an unexpected finds procedure to be implemented upon the commencement of works.

### 9.6.2 Non-Indigenous Heritage

A Heritage Impact Statement (HIS) has been prepared by GML Heritage and is made available at **Appendix O**. The HIS identifies the subject site's heritage context and the items in the vicinity of the site and assesses the potential impacts of the proposed development on nearby heritage items. The statement finds that the two buildings on the subject site are of little heritage significance.

This HIS concludes the following:

- The site contains several mature trees in the north-western corner of the site. These trees have some potential for heritage landscape values. An arboricultural report on the mature trees is required to understand the value of the trees and any proposed mitigation methods. Other trees on the site are smaller and have little amenity value.
- No assessment of historical archaeological potential has been undertaken as part of this HIS. Any subsurface excavations would require a historical archaeological assessment to mitigate any potential impacts.
- The proposed works on the subject site 1 King Street, Concord West, are assessed to have a minor adverse physical and minor to moderate adverse visual impact to Concord West Railway Station Park, and minor to moderate adverse visual impact to Powells Creek Reserve, the two heritage items in its vicinity.
- To align with the heritage context and setting of the subject site, consideration should be given to the architectural design, massing, articulation and materiality of the future development on the site.



These findings are able to be addressed in any future development application.

## 9.7 Ecological Characteristics and Values

A Biodiversity Assessment has been prepared by Biosis and is made available at **Appendix M**. The report confirms that the proposal does not trigger the Biodiversity Offset Scheme and that a Biodiversity development Assessment report (BDAR) is not required. In regards to the 0.14 ha of Planted Native vegetation clearance proposed, the assessment recommends:

- Minimising disturbance to any native vegetation in the surrounding area.
- Any trees to be retained should be protected in accordance with AS4970 wherever possible.
- Should threatened species be unexpectedly identified during the project, works should cease and an ecologist should be contacted.
- Soil transportation should be minimised within, into or out of the area to reduce the spread of weeds.
- Appropriate measures should be implemented to minimise the spread of identified weed species.
- Appropriate erosion and sediment control measures should be installed at the site to avoid sedimentation of receiving water bodies or other indirect impacts to surrounding biodiversity.

The above recommendations are readily achievable at the development application stage.

## 9.8 Contamination and Acid Sulfate Soils

A Preliminary Site Investigation (PSI) has been prepared by Reditus and is included at **Appendix P**.

The following conclusions and recommendations are made based on the key findings of the PSI in the context of the proposed redevelopment:

- The site appears to have been used primarily for industrial/commercial use since at least 1943.
- The results of the SafeWork NSW Dangerous Goods Records search indicated there are two diesel tanks (10,000L and 55,000L) present onsite located within the eastern carparking area.
- The subject site is identified as being within Class 5 zone on the Acid Sulfate Soil Map under the CBLEP 2013.
- The site appears to have been potentially remediated around 1996. If the site has been remediated the environmental risk is likely to be adequately controlled as a result of the Remediation Management Plan (dated September 1996).

Given the above, the PSI considers that there is a moderate risk of contamination at the site, in particular due to the presence of underground petroleum storage tanks identified onsite. As such, the PSI also recommends the following actions:

- Completion of a Detailed Site Investigation (DSI) to properly characterise the nature and extent of potential contamination of soil, groundwater, and soil gas at the site.
- The DSI should include a review of the Remediation Management Plan (if available). Soil and groundwater sampling is still considered warranted to characterise the contamination status of the site given the age of the Remediation Management Plan and the risk to soil and groundwater underlying the site associated to the underground storage tanks identified.
- Due to the presence of UPSS infrastructure any remedial strategy for the site will be required to address the proper and safe removal and disposal of such infrastructure adhering to the relevant guidelines and legislation.
- A Destructive Hazardous Materials Assessment should be undertaken prior to the demolition of any above ground structures at the site.
- An Acid Sulfate Soil Assessment is undertaken.

The above recommendations are able to be addressed in any future development application.

## 9.9 Noise and Vibration

An Acoustic Statement has been prepared by Renzo Tonin & Associates and is made available at **Appendix Q**. The statement identifies significant noise sources in the vicinity of the site as well as relevant acoustic planning controls that are applicable to those noise sources. Further, the statement identifies if compliance with the relevant planning controls is feasible, such that the site (through appropriate design) is suitable for the proposed LEP amendments. Rail noise is the primary noise source at the site. Road noise on George Street or noise from other nearby land uses is not significant. Recorded noise levels are shown in **Table 17**.

**Table 17** Representative day and night rail noise levels

| Measurement location  | Survey period            | Rail noise level             | Comment   |
|---|--------------------------|------------------------------|---|
| Location L1 – Representative of the proposed eastern facades of easternmost buildings | Day time (7am-10pm)      | 63dB(A) <sub>Leq(15hr)</sub> | Moderate noise level.<br>Exceeds Supplementary Ventilation Trigger Level.   |
|   | Night time (10pm to 7am) | 60dB(A) <sub>Leq(15hr)</sub> | Moderate noise level.<br>Exceeds Supplementary Ventilation Trigger Level.   |
| Location L2 – Representative of the proposed eastern facades of central row buildings | Day time (7am-10pm)      | 57dB(A) <sub>Leq(15hr)</sub> | Low noise level.<br>Does NOT Exceed Supplementary Ventilation Trigger Level.<br>Noise levels will be further reduced by future buildings on eastern boundary. |
|   | Night time (10pm to 7am) | 55dB(A) <sub>Leq(15hr)</sub> | Low noise level.<br>Does NOT Exceed Supplementary Ventilation Trigger Level.<br>Noise levels will be further reduced by future buildings on eastern boundary. |

The site is adjoined to the north and south by residential development at a similar distance from the rail line which is indicative of the potential for the subject site to accommodate residential uses. Further, analysis based on site measured noise and vibration levels and review of relevant noise controls indicates that the site is capable accommodating residential use. A detailed noise and vibration analysis should be conducted at the development application stage to:

- Determine precise façade build ups for all buildings in the development.
- Determine if any form of vibration mitigation treatment is needed in the event that residential uses are proposed on lower levels of Buildings B1-B4.
- To set operational noise limits for the site (plant/equipment noise, child care centre noise) to ensure that nearby residences are not adversely impacted by the operation of the redeveloped site.

## 9.10 Utilities and Infrastructure

A Hydraulic & Electrical Services Engineering Infrastructure Management Plan has been prepared by JHA Services and is included at **Appendix P**. The plan identifies and summarises the proposed utility infrastructure requirements which will be incorporated into the design of the proposed development.

The following key existing infrastructure services the site:

- **Sewer:** the site is gravity drained by a single Ø225mm authority sewer main, extending through along George St and the western boundary of the site.

Based on load estimates, the existing sewer mains are not adequate to serve the proposed development, without the need for amplification. Further investigation and consultation with Sydney Water is required prior to the lodgement of a development application.

- **Potable water:** the site has frontage to the following authority water mains: Ø100mm CICL main in King St; Ø100mm uPVC main in George St; and Ø200mm CICL main in George St.

It is anticipated that the proposed development can be accommodated by the existing connections. Pressure boosting pumps will be required to ensure adequate pressure are received at the upper most floors of the proposed buildings.

- **Gas:** the site has frontage to the following authority natural gas mains: Ø32mm Nylon, 210kPa main in King St; Ø1100mm Nylon, 210kPa main in George St; and Ø1500mm Steel, 1,0500kPa trunk main in George St.  
Gas connection is only proposed to the retail component of the development, which can easily be accommodated within existing connection. Full electrification of the residential buildings is proposed.
- **Electricity:** the site is currently encumbered by existing Ausgrid infrastructure assets in the form of two kiosk substations and associated underground cabling, located along the western side of the site. As part of the proposed redevelopment works, existing substations S.3011 and S.3023 as well as existing underground service connection towards the north of the site will require decommissioning and removal as part of the proposal. The proposed replacement substations are detailed in **Appendix R**.

## 9.11 Sustainability

A Sustainability Statement has been prepared by Mott MacDonald and is attached at **Appendix S**. The strategy outlines the precinct's vision to position itself as a catalyst for transformation in response to a decarbonisation and circular agenda. The Sustainability Statement demonstrates considers the following:

- The vision and related themes set out in the City of Canada Bay Local Strategic Planning Statement
- The performance outcomes and sustainability targets outlined in the PRCUTS Sustainability Implementation Plan
- The increased standards put forward in the State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP)
- The objectives and controls of the City of Canada Development Control Plan.

In response to the above, numerous performance objectives have been incorporated into the proposal, as outlined at **Table 18**.

**Table 18**     *Performance objectives*

| Basis                                     | Response  |
|---|---|
| Sustainable Buildings SEPP                | <ul style="list-style-type: none"> <li>• Average 7 star NatHERS   minimum 6 star NatHERS</li> <li>• BASIX Energy 62 (BASIX Higher Standards)</li> <li>• BASIX Materials Index</li> </ul>  |
| PRCUTS Sustainability Implementation Plan | <ul style="list-style-type: none"> <li>• BASIX Water 50</li> <li>• 5.5 star NABERS Energy for Apartment Buildings</li> <li>• 5.5 star NABERS Water for Apartment Buildings</li> <li>• Energy infrastructure</li> </ul>  |
| Green Star Buildings                      | <ul style="list-style-type: none"> <li>• Credible reductions in upfront carbon and energy use</li> <li>• Fossil fuel-free</li> <li>• 100% renewable energy</li> <li>• High impact refrigerants are eliminated, where possible</li> <li>• 80-90% diversion of construction and demolition waste from landfill</li> </ul> |
| Movement and place                        | <ul style="list-style-type: none"> <li>• Level 1 EV charging points to every residential car parking spaces and Level 2 charging points to 10% of non-residential car parking spaces</li> </ul>   |
| Nature-based solutions                    | <ul style="list-style-type: none"> <li>• 40% urban tree canopy</li> <li>• Increase biodiversity with a high proportion of indigenous planting (+60%) and a significant nesting tree per 500m2 of landscaped area</li> </ul>   |

## 10.0 Response to NSW DPE Guidelines

### 10.1 Part 1 - Objectives and Intended Outcomes

The key objectives for the Planning Proposal are:

- Demonstrate the strategic and site-specific planning merit of accommodating the proposed mix of uses and development on the site.
- Demonstrate the proposal will clearly deliver better outcomes than development in accordance with the *Parramatta Road Corridor Urban Transformation Strategy* (November, 2016) and *Parramatta Road Corridor Implementation Plan 2016-2023* (November, 2016) having regard to their vision and objectives,
- To evaluate the impact of building height and density.
- Assess the relevant environmental, social, and economic impacts of the proposal.

The objective of this Planning Proposal is to amend the CBLEP 2013 to enable a mixed-use residential development immediately adjacent to the Concord West Railway Station at 1 King Street, Concord West. The intended outcomes of this Planning Proposal are to deliver:

- 10 buildings, ranging from 4-12 storeys accommodating approximately 716 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and townhouses.
- New loop road through the site connecting King Street and George Street.
- A total of approximately 83,050m<sup>2</sup> of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
  - 75,461m<sup>2</sup> residential floor area
  - 7,589m<sup>2</sup> non-residential floor area
- A green connection of approximately 2,500m<sup>2</sup> to provide legible pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park to provide additional amenity for the existing and future community.
- A new civic precinct – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) on the ground plane that will activate the public domain.

## 10.2 Part 2 - Explanation of Provisions

The following amendments to the CBLEP 2013 are sought under this Planning Proposal:

**Table 19** Summary of Proposed Amendments to the CBLEP 2013

| Control                   | Clause / Map            | Existing              | Proposed  |
|---------------------------|-------------------------|-----------------------|---|
| Land Use Zone             | Land Zoning Map         | E4 General Industrial | R3 Medium Density Residential<br><br>Refer to <b>Figure 32</b> .  |
| Building Height           | Height of Buildings Map | 8.5m                  | Building A: 38m<br>Building B1: 47m<br>Building B2 & B3: 43m<br>Building B4: 33m<br>Building C: 46m<br>Building D1 & D2: 45m<br>Building E: 26m<br>Building F: 26m<br><br>Refer to <b>Figure 33</b> . |
|                           | Clause 4.3E             | N/A                   | Provisions to introduce flexibility pertaining to height exceedances related to plant and lift overruns as a result of topography. Refer to <b>Section 10.2.1</b> .                                   |
| Floor Space Ratio         | Floor Space Ratio Map   | 1:1                   | 2.65:1<br><br>Refer to <b>Figure 34</b> .   |
|                           | Clause 4.5A             | N/A                   | Provisions to introduce flexibility pertaining to FSR exceedances related to the enclosure of wintergarden balconies. Refer to <b>Section 10.2.2</b> .  |
| Design Excellence         | Design Excellence Map   | N/A                   | Site included in specified area. This will result in future development within the precincts being subject to Clause 6.14 Design excellence. Refer to <b>Figure 35</b> .                              |
| Additional permitted uses | Schedule 1              | N/A                   | Commercial premises and Shop top housing to be permitted with consent on the site. Refer to <b>Section 10.2.3</b> .   |



### 10.2.1 Proposed exceptions to height of buildings control – Clause 4.3E

The Planning Proposal seeks to amend the CBLEP 2013 to allow for the following exceptions to height of building controls:

#### **4.3E Exceptions to height of buildings for land at 1 King Street, Concord West**

- (1) *This clause applies to land at 1 King Street, Concord West, being Lot 101, DP 791908.*
- (2) *The height of a building on the land may exceed the maximum height shown for the land on the Height of Buildings Map if—*
  - (a) *the height of the building does not exceed the maximum height by more than 3 metres, and*
  - (b) *that part of the building that exceeds the maximum height comprises either—*
    - (i) *roof-top plant or equipment, lift overruns and associated structures, or*
    - (ii) *an architectural roof feature that complies with subclause (3).*
- (3) *An architectural roof feature complies with this subclause if it—*
  - (a) *comprises a decorative element on the uppermost portion of a building, and*
  - (b) *is not an advertising structure, and*
  - (c) *does not include floor space area and is not reasonably capable of modification to include floor space area, and*
  - (d) *will cause minimal overshadowing, and*
  - (e) *has fully integrated into its design any building identification signage or equipment for servicing the building (such as plant, lift motor rooms, fire stairs and the like) that is contained in or supported by the roof feature.*

### 10.2.2 Proposed additional floorspace control – Clause 4.5A

The Planning Proposal seeks to amend the CBLEP 2013 to allow for the following exceptions to floor space ratio controls:

#### **4.5A Balconies on certain residential buildings**

- (1) *The consent authority may exclude the gross floor area of any existing or proposed wintergarden from the calculation of the total floor space for a building on land at 1 King Street, Concord West, being Lot 101, DP 791908, if the consent authority is satisfied of the following—*
  - (a) *the wintergarden balcony is likely to be adversely affected by rail noise or vibration,*
  - (b) *the excluded wintergarden balcony gross floor area does not exceed 15% of the gross floor area of the apartment to which the wintergarden is attached,*
  - (c) *the wintergarden balcony is used, or designed to be used, as external open space,*
  - (d) *the wintergarden balcony has sufficient natural ventilation,*
  - (e) *the partial enclosure of the wintergarden does not increase the apparent bulk of the building.*
- (2) *For the purposes of this clause, wintergarden balcony means a balcony that is—*
  - (a) *part of a residential flat building or Shop top housing, and*
  - (b) *above the level of any podium that is, or is required to be, part of the construction of the residential flat building or Shop top housing, and*
  - (c) *partially enclosed.*

### 10.2.3 Proposed additional permitted uses

The Planning Proposal seeks to amend the CBLEP 2013 to permit the following additional permitted uses:

**24 Use of certain land at 1 King Street, Concord West**

- (1) *This clause applies to land at 1 King Street, Concord West, being Lot 101, DP 791908.*
- (2) *Development for the following purposes is permitted with development consent—*
  - (a) *commercial premises,*
  - (b) *Shop top housing.*

### 10.3 Part 3 – Justification of Strategic and Site-Specific Merit

The following section provides strategic justification for the Planning Proposal, assessed against the questions to consider when demonstrating justification of strategic and site-specific merit under Table 3 of the *Local Environmental Plan Making Guideline*.

#### 10.3.1 Section A – Need for the Planning Proposal

##### Q1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

The Canada Bay Local Strategic Planning Statement specifies, in Action 6.5, that:

*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:*

- the Eastern City District Plan;
- the Parramatta Road Corridor Urban Transformation Strategy;
- 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.

*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.*

In fulfilment of the above, a social and economic study has been prepared justifying the proposal. This is discussed at **Section 9.4** and are attached at **Appendix E** and **Appendix G**.

##### Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. This Planning Proposal is the best means of achieving the objectives and intended outcomes identified for the local area. To achieve the realisation of a pedestrian-oriented neighbourhood centre and improved street network the development standards under the CBLEP 2013 must be amended to facilitate the renewal of the site in a manner that will achieve desirable outcomes for the area.

#### 10.3.2 Section B – Relationship to the Strategic Planning Framework

##### 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)?

Refer to **Section 7.1** and **7.2**.

##### Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Refer to **Section 7.6**.

##### Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Refer to **Section 7.3**.

**Q6. Is the Planning Proposal consistent with applicable State Environment Planning Policies?**

Refer to **Section 8.2**.

**Q7. Is the Planning Proposal consistent with the applicable Section 9.1 Directions?**

Refer to **Section 8.1**.

**10.3.3 Section C – Environmental, Social and Economic Impact****Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

The Planning Proposal will not adversely affect critical habitat or threatened species, population, or ecological communities in their habitats, as none have been identified on the site. A Biodiversity Assessment Report (**Appendix M**) confirms the site does not have significant biodiversity values in accordance with Clause 1.5 of the Biodiversity Conservation Act 2016 and Clause 1.4 of the Biodiversity Conservation Regulation 2017.

**Q9. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

An assessment of the environmental impacts of the Planning Proposal is provided at **Section 9.0**. No unacceptable impacts will result from the achievement of the intended outcome.

**Q10. Has the planning proposal adequately addressed any social and economic effects?**

An assessment of the social impacts of the Planning Proposal is provided at **Section 9.4.3**. An assessment of the economic impacts of the Planning Proposal is provided at **Section 9.4.1**.

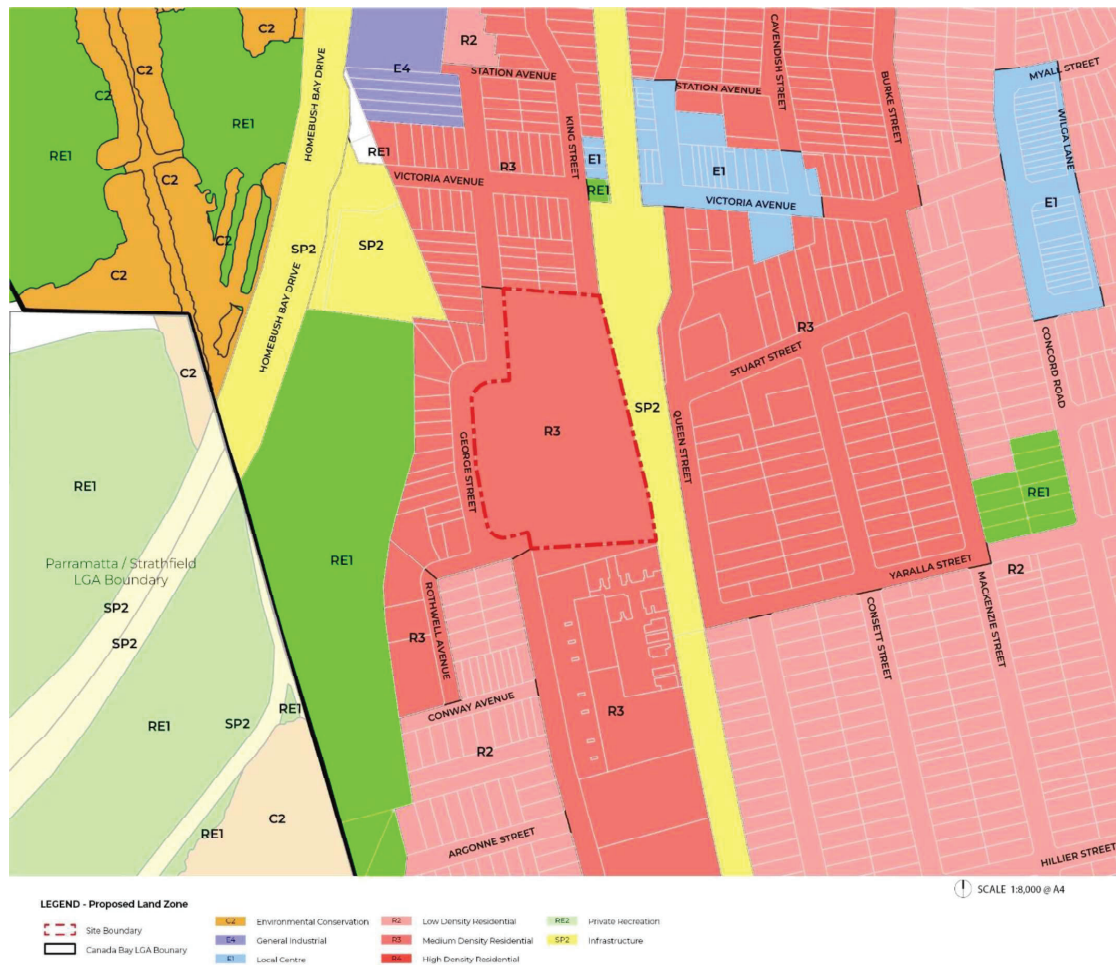
**10.3.4 Section D – Infrastructure (Local, State and Commonwealth)****Q11. Is there adequate public infrastructure for the Planning Proposal?**

The site is adjacent to the Concord West Railway Station which is one stop from the future North Strathfield Sydney Metro West station. In addition, the Planning Proposal will facilitate the critical infrastructure upgrade to the George Street and Pomeroy Street intersection and a monetary contribution towards the George Street stormwater infrastructure and road regrading.

**10.3.5 Section E – State and Commonwealth Interests****Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?**

There has been pre-lodgement consultation undertaken with State authorities as part of the Scoping Proposal process. No consultation with Commonwealth authorities has been carried out to date with regards to this Planning Proposal. The views of the State and Commonwealth authorities will be known following the Gateway process.

## 10.4 Part 4 – Maps



**Figure 32** Proposed Land Use Zoning Map

Source: Ethos Urban / NSW Legislation





**Figure 33 Proposed Height of Buildings Map**

Source: Ethos Urban / NSW Legislation



**Figure 34 Proposed Floor Space Ratio Map**

Source: Ethos Urban / NSW Legislation



**Figure 35** Proposed Design Excellence Map

Source: Ethos Urban / NSW Legislation

## 10.5 Part 5 – Community Consultation

With reference to the relevant considerations set out within the NSW Department of Planning & Environment's *Local Environmental Plan Making Guideline*, it is noted that:

- The LEP making process does not require formal community consultation prior to a proponent submitting a planning proposal to council.
- The most appropriate time for community consultation for planning proposals is after a Gateway determination is issued and all relevant studies and reports have been completed. This ensures the community has clear and evidence-based information available to help them make informed comments on the proposal.

Notwithstanding the above, consideration will be given to the potential early engagement of the local community to consider any views they may have to assist in informing the preparation of the Planning Proposal.

## 10.6 Part 6 – Project Timeline

**Table 20** provides the project timeline anticipated for the subject Planning Proposal which is predicated on the nature and scale of the Planning Proposal.

**Table 20** *Anticipated Project Timeline*

| Action                                   | Timeframe     |
|--|---------------|
| Stage 1 – Pre-lodgement                  | Complete      |
| Lodgement                                | July 2022     |
| Stage 2 – Planning Proposal              | January 2024  |
| Stage 3 – Gateway Determination          | April 2024    |
| Stage 4 – Post-Gateway                   | June 2024     |
| Stage 5 – Public exhibition & Assessment | December 2024 |
| Stage 6 – Finalisation                   | April 2025    |

## 11.0 Conclusion

This report has been prepared by Ethos Urban to support a Planning Proposal submitted to the City of Canada Bay Council in respect of the site at 1 King Street, Concord West. The Planning Proposal seeks to amend the CBLEP 2013 as follows:

- Rezone the site to R3 Medium Density Residential.
- Amend the maximum building to a range of heights between 26 metres and 47 metres.
- Amend the maximum floor space ratio to become 2.65:1.
- Include the site on the Design Excellence Map.
- Amend Schedule 1 to include 'commercial premises' as an additional permitted use on the site.

The Planning Proposal is justified for the following reasons:

- It is consistent with the objects of the EP&A Act; in that it promotes the orderly and economic use and development of land.
- The proposal is consistent with the applicable SEPPs and Ministerial Directions.
- The Council recognise the existing planning controls and those proposed by the PRCUTS are suitable for review subject to appropriate analysis. In lieu of an updated Concord West Socio Economic Study, the proponent has prepared and submitted this Planning Proposal and supporting documentation including a Social Impact and Needs Assessment and an Economic Impact Assessment. The Planning Proposal demonstrates that future development will deliver better planning outcomes with regard to the Eastern City District Plan and the Parramatta Road Corridor Urban Transformation Strategy, when compared to the outcomes possible under the planning controls proposed by the PRCUTS.
- It will facilitate the renewal of a large and underutilised site immediately adjacent to the Concord West Railway Station one stop from the committed future North Strathfield Metro.
- The proposed building heights will ensure an appropriate transition in scale to the existing lower density residential dwellings to the south and east. The planning proposal will not create any unacceptable or unreasonable privacy or shadow impacts to the surrounding dwellings.
- The planning proposal can meet the design criteria of the Apartment Design Guide.
- The planning proposal will not have any adverse impacts on the future operation of the surrounding road network.
- The planning proposal will deliver preferable outcomes when compared to development that complies with the current planning controls.