

September 2000

Town Planning Report and Statement of Environmental Effects Masterplan DA

*Proposed Redevelopment of the former
Arnott's Biscuit Factory*

George Street
North Strathfield

Prepared for Kirela Pty Ltd
by urbis Pty Ltd

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Appendices

A. Proposed masterplan development plans

1. EXECUTIVE SUMMARY

- This report accompanies an application for approval for the masterplan of the proposed development of the former Arnott's biscuit factory land at North Strathfield. The masterplan provides a broad outline of the intended future development of the land. More detailed development consents will be required for individual components of development.
- The land included in the application was previously included in a 4(a) General Industrial Zone, with properties having been used for many years for a range of industrial purposes and some retail activities. The land included in the masterplan was recently rezoned to be included in the 10(b) Enterprise Area Zone under the provisions of Concord Planning Scheme Ordinance.
- The rezoning has resulted in legally established development on the property becoming 'non conforming' and thereby benefiting from existing use rights as defined under the Environmental Planning and Assessment Act.
- Features of the proposed development include:
 - Retention and adaptation of existing buildings, including the existing Canteen building, the Hockey Shop building, the main Bakehouse building on the Arnott's site, the current Arnott's office building, and other buildings.
 - Relocation of the three cottages.
 - Demolition of other buildings.
 - Construction of a number of new buildings with associated landscaping, car parking and works.
 - Development of a variety of publicly accessible spaces.
 - Provision of car parking areas and vehicle access arrangements.
- The proposed development is permissible subject to Council consent.
- The development provides significant public benefits including:
 - Removes existing non-conforming and potential expanded industrial activities, from the area.
 - Contributes to an enhancement of the amenity of the area and minimises the potential for detrimental impact from industrial operations.
 - Provides a catalyst around which the redevelopment of the surrounding area can focus.
 - Accommodates a range of facilities and services that are in demand from the existing and rapidly growing surrounding residential community.

- The development compliments state and local government initiatives to revitalise and redevelop the area.
 - Introduces activities that will generate significant public transport demand and encourages decreased reliance on private motor vehicle use.
 - Creates significant ongoing and construction employment.
 - Represents a major capital investment in the area, which will bolster government development initiatives in the post-Olympic period.
 - The development will be largely accessible to the public.
 - The development provides a focal point around which the adjoining land adjacent to Powell's Creek can be enhanced to provide significant public open space and associated leisure and recreation facilities.
- Assessment of the proposal reveals a development appropriate and acceptable to the area. The merits of the proposal are demonstrated by the following:
 - The proposal is permissible under the provisions of Concord Planning Scheme.
 - The proposal complies with the objectives of relevant planning instruments.
 - Variation from the specified floor space standard is warranted in the circumstances of the proposal.
 - The proposed layout and design of the development is appropriate and achieves a desirable environment.
 - The development will not result in unacceptable off site or amenity impacts.
 - The development can be provided with all necessary physical infrastructure and services.
 - The development contributes to significant public benefit and is considered in the public interest.
 - The development is appropriate for the site having regard to its location, context and the positive benefits arising from it.

2. INTRODUCTION

This report describes the proposal and examines the environmental impact of the development, with reference to the relevant clauses of Section 79C of the Environmental Planning and Assessment Amendment Act 1997, and the planning instruments, codes, policies and guidelines of Concord Council.

3. SITE AND SURROUNDS

3.1 Site

The land subject to this proposal is located at George Street, North Strathfield. The following table summarises details of the properties included in the application:

| Landowner | Parcels | Land area |
|-----------------------|--------------------|------------------|
| Kirela Pty Ltd | • Lot 1 DP 1002876 | • 2.310 hectares |
| | • Lot 1 DP 829703 | • 3.234 hectares |
| Arnott's Biscuits Ltd | • Lot 2 DP 829703 | • 0.656 hectares |
| Total area | | 6.20 hectares |

Other important matters regarding the site include:

- While the masterplan indicates a conceptual use of land adjoining the site, the development application does not include the following land:
 - Land covered by Concord LEP No 100 located on the eastern side of George Street, close to the intersection with Parramatta Road.
 - Lot 3 DP 829703, known as the 'Defiance Mill'.
 - Other land covered by LEP No 100 located on the western side of George Street and close to the intersection with Parramatta Road and including land owned by American Auto Parts.
- While the masterplan includes a conceptual possible treatment of the open space area owned by Kirela Pty Ltd, the application does not include the land zoned County Open Space under the provisions of Strathfield Planning Scheme and located on the west side of Powell's Creek.
- While the masterplan includes a conceptual possible treatment of George Street, this is not included in this application.

3.2 Existing development

Features of existing development on the site is summarised below:

- Existing development on the site comprises in the order of 60,500m² of gross building area, being:
 - Bakehouse building and associated buildings – 47,300m².
 - Canteen building and associated buildings – 8,400m².
 - Arnott's office building – 4,700m².
- Given the land area of the site is 6.2 hectares, existing floorspace on the property achieves an existing floor space ratio of approximately 0.97:1. This can be further broken down as follows:
 - Floor space on Lot 1 DP 1002876 (George Street West) – 8,400m² being an FSR of 0.36:1.
 - Floor space on Lot 1 DP 829703 (George Street West) – 47,300m² being an FSR of 1.45:1.
 - Floor space on Lot 2 DP 829703 (Arnotts office site) – 4,700m² being an FSR of 0.72:1.
- A pedestrian bridge over George Street connects the canteen building with the main Bakehouse building on the east side of George Street.
- A collection of smaller buildings, including workshops; truck wash garage; maintenance facilities; and shop are situated on the land.
- Three small weatherboard cottages.
- Two disused tennis courts and paved factory employee car park areas are located on the land.
- Land on the west side of Powell's Creek, and which is not affected by the application, contains no significant structures and remains predominantly as grassed and treed open space.

A search of Council records reveals a limited history of development approvals for the various Arnott's landholdings, which is summarised below:

- DA No 31/73 issued on 13th February 1973 for 'construction of a toilet block'.
- DA No 312/73 issued on 11th September 1973 for 'alterations to general office building'.
- DA No 293/76/1 issued on 12th April 1977 for 'amended plans'.

- DA No 93/5/79 issued on 2 April 1979 for 'erect a bulk storage and batching facility for flour, sugar and other raw materials'.
- DA No 381/79 issued on the 23rd October 1979 for 'sugar silo facility'.
- DA No 381/79/1 issued on the 7th July 1980 for 'computer control room'.
- DA No 140/82/1 issued on the 25th June 1982 for 'emergency electricity generating equipment'.
- DA No 69/84 issued on 27th July 198 for 'watchmans office'.
- DA No 134/87 issued on 25th January 1988 for 'the cleaning, maintenance and repair of vehicles'.
- DA No 4/87 issued on 24th February 1987 for 'construction of experimental bakery'.
- DA No 40/91 issued on 24 March 1992 for 'modification to development consent'.
- DA No 22/97 issued on 12th March 1997 for 'renovating part of the existing building are use as corporate office and research and development'.

With industrial operations having been first established in 1907, and with the majority of site development having been carried out between 1910 and 1939, it is evident that much of the Arnott's site history pre-dates town planning controls.

3.3 Surrounds

Features of the surrounding area include:

- The site is highly accessible by public transport. North Strathfield station is located about 100 metres from the site and Homebush Station is about 300 metres of the site. Strathfield station is located approximately 1 kilometre to the south east.
- The area is highly accessible by private vehicle, with the intersection of the M4 Motorway and Parramatta Road being located close to the site. Other arterial roads serving the site are Homebush Bay Road, Concord Road and its southerly extension Leicester Avenue.
- The land is located in an area undergoing significant development and change. The nature of change is highlighted by recognising that much of the planned increase in the resident population of Concord (anticipated to increase from current level of 24,000 to 35,000) is located in the vicinity of the site, while an additional 5,000 to 10,000 people are planned to be accommodated in nearby parts of the Strathfield Council area.
- Homebush Bay Olympic 2000 site is located about 1.5 kilometres to the north west.

4. TOWN PLANNING CONTROLS

The land subject to this application was recently rezoned to 10(b) Enterprise Area Zone by Concord Local Environmental Plan No. 100.

The objectives of the 10(b) Zone are:

- *To permit development to be carried out for residential, commercial and recreational purposes and for the purposes of community facilities which will create economic and social benefits for the Municipality of Concord.*
- *To provide for a range of residential accommodation in a landscaped and integrated environment*
- *To provide for effective landscape transition areas between varying land uses to permit development to be cohesively linked and compatibly integrated*
- *To provide compatible housing opportunities with a mix of commercial, retail and recreational uses while providing a high standard of residential amenity*
- *To provide and encourage transport linkages between the site, the locality and the wider region*
- *To provide for the retail and personal service needs of the residents and employees of the area without conflicting with the primarily residential and commercial nature of the zone*
- *To permit the development of employment opportunities associated with business and commercial activities*
- *To create a park like environment emphasising the integration of all buildings, structures and landscaped areas with strong visual and aesthetic appeal.*

In addition, the site and proposed development is affected by the following provisions of the Concord Planning Scheme Ordinance:

- Clause 33 relating to matters to be reviewed in assessing a proposal.
- Clause 42J relating to remediation of land that was included in LEP No 100.
- Clause 61D(5) specifies floor space ratio controls for land included in LEP No 100.
- Clause 61G(2) specifying development of land in the 10b Zone must be consistent with the objectives of the zone.
- Clause 61I specifying specific development provisions applicable to the land included in LEP No 100.

Other planning controls relevant to consideration of the development are:

- Draft Concord Local Environmental Plan No 103 – Heritage controls.
- State Environmental Planning Policy No 11 – Traffic generating development,
- State Environmental Planning Policy No 55 – Remediation of land.

Importantly, the Arnott's site is currently developed for a range of industrial, warehousing, retail and other uses – virtually all of which were constructed before the introduction of town planning controls. As a result of the rezoning, existing development on the site has become 'non-conforming' – that is, they are prohibited in the 10(b) Zone. These developments are prohibited because:

- 'Industries' are prohibited development in the Zone.
- The Hockey Shop, which is a long established, specialised retail outlet, is prohibited because:
 - It is not a shop listed in Schedule 3 of the Concord Planning Scheme Ordinance.
 - It is not a shop which provides only for the retail and personal service needs of employees or residents (or employees and residents) of the site.
 - It is not a supermarket.
 - It is not a shop selling automotive parts and accessories.
- In addition, these existing uses have operated continuously on the site for many years.

It is apparent therefore that the Arnott's site currently benefits from existing use rights as defined in Section 108 of the Environmental Planning and Assessment Act 1979. Section 108(2) of the Act and the accompanying regulations specify that:

'An existing use may, in accordance with this Division, be:

- (a) enlarged, expanded or intensified; or*
- (b) altered or extended; or*
- (c) rebuilt; or*
- (d) changed to another use, including a use that would otherwise be prohibited under the Act.'*

The Act states that development consent may be granted for any such enlargement, expansion, intensification, alteration, extension, rebuild or change of use.

5. PROPOSAL

5.1 Overview

Major features of the proposed development are:

- Retention and adaptation of existing buildings, including the existing Canteen building, the Hockey Shop building, and main Bakehouse building on the Arnott's site, the existing Arnott's office building and other buildings.
- Relocation of the three cottages.
- Demolition of other buildings.
- Construction of a number of new buildings, with associated landscaping, car parking and works.
- Development of a variety of publicly accessible spaces.
- Provision of car parking areas and vehicle access arrangements.

Plans of the proposed development, prepared by Perkowitz and Ruth Architects, Krikis Taylor Architects and others are included in Appendix B.

Features of the proposed development are described in detail as follows.

5.2 Adaptation of existing buildings, demolition and relocation of buildings

The proposal involves the adaptation and reuse of a number of existing buildings, the relocation of other structures and demolition of some buildings. Broad proposals are outlined below:

- Three of the largest buildings associated with the former Arnott's Biscuit factory, being the Canteen building, the main bakehouse building and the current Arnott's office building, will be retained and adapted for modern use.
- Many other smaller existing buildings will be retained and adapted for new use.
- The three weatherboard cottages will be relocated from the site. Discussions have commenced with Council regarding the potential to relocate the three cottages onto other land selected by Council.
- Virtually all other buildings and structures on the land will be demolished.

5.3 *Proposed buildings*

The development comprises fourteen buildings of varying size. Details of each of the buildings are summarised below:

Building A

- Located near the corner of George Street and Allen Street.

Building B

- The existing former Canteen building. The building will be adapted, altered and extended.

Building C

- A new building constructed on the west side of George Street.

Buildings D and E

- Located on the south west corner of George Street and Parramatta Road and being located on land owned by American Auto Parts and not included in the development application.

Building F

- A new building located in the south east corner of the site.

Building G

- The existing 'stables' building which will be adapted, altered and extended.

Building H

- The former Arnott's 'bakehouse' building. The building will be adapted, altered and might be extended.

Building I

- An existing building which will be adapted, altered and extended.

Building J

- An existing building which will be adapted, altered and extended.

Building K

- An existing building which will be adapted, altered and extended.

Building L

- A new building on the site of the existing Arnott's office building car park.

Building M

- The existing Arnott's office building, which will be retained.

Building N

- The existing 'Hockey Shop' which will be retained.

The specific use of the buildings will be determined at the time of lodging development applications for development of specific buildings.

Development of the site will proceed in stages.

5.4 *Building form*

Each of the buildings has their own individual architectural character and identity. The detailing of the buildings is such as to break large expanses of façade into smaller, richly detailed areas, to harmonise with the urban fabric of the site.

The main buildings are designed to provide a contemporary interpretation of inter-war and early 20th century buildings. These buildings are attractively juxtaposed with the existing early 20th century industrial architecture found on the site.

Other buildings are contemporary in style in their interpretation of lightness and transparency to engender strong visual connections with open space areas.

The relationship and connection between the differing buildings and their varying styles is achieved with massing and bulk similarities, together with the treatments of public space linkages.

Strong attention to detail has been provided to roof treatments of proposed buildings. As the development will be visible from the elevated M4, the richness of roof treatments is important. All air conditioning and plant will be enclosed within roof structures complementing the architectural treatment of each building. Several of the buildings are provided with turrets for identity and will have the effect of breaking up the view of the upper levels of the building.

In addition, a range of publicly accessible spaces are proposed throughout the site, including the following:

- Pedestrian connections and walkways leading through and from the site to open space areas, public transport nodes and towards Strathfield centre.
- Enhanced public space along the George Street frontage.
- A range of public spaces around and between buildings on the site.

5.5 Car parking and vehicle access

Car parking and vehicle access arrangements are summarised as follows:

- Car parking is to be provided at a range of locations around the site, including:
 - Ground level car parking behind buildings.
 - Basement parking below buildings.
 - Basement parking below ground level parking.
- Car parking will be provided through the site and designed to satisfy Council requirements and will be based on the provisions contained in the Roads and Traffic Authority '*Guide to Traffic Generating Developments*'.
- Vehicle access to car parks will be provided at several locations, including:
 - Access to main car parks to be taken predominantly from George Street.
 - Access to be provided to car parking below Building A from Allen Street.
- Car parking spaces and accessways will be of a size to satisfy Council requirements.
- Buildings will be provided with suitable loading docks.

The masterplan provides an indicative treatment of George Street. While not forming part of this development application, the applicant is seeking to advance discussions with authorities regarding suitable treatments of this road.

5.7 Landscaping and site works

An overall site-landscaping concept plan has been submitted with the development application. *A copy of the plan prepared by Site Image, is included in Appendix B.*

Features of the landscaping proposal include:

- Landscape works are designed to enhance the amenity of the site and adjoining streetscapes.
- Some existing trees and other vegetation will be removed. The two existing mature fig trees on the site will be preserved and relocated from the site to nearby land.
- The George Street streetscape is to be enhanced with widened pedestrian footpaths, street tree planting and new pavement treatments to vehicular and pedestrian areas. Planting of trees along the street frontage (within the road reserve) will compliment the existing trees found along the street.

- A landscape zone will be provided along the Allan Street frontage incorporating lawn, groundcovers, shrubs and tree planting – providing a green edge to the site and landscaped features around building entries.
- A landscape zone will be created between the western at grade car park area and the boundary to Powell's Creek. Planting will incorporate native trees, shrubs and groundcovers appropriate to a creek line environment. Planting will compliment pedestrian links being created between the site and the open space area to the west of Powell's Creek.
- Deciduous feature trees will be used to provide colour, interest and climate control throughout the site.
- Formal hedge planting, low shrubs and ground covers will be used to define open space areas throughout the site.
- The building façade fronting Allen Street will comprise minimal maintenance climbers trained onto trellis fixed to the wall, to create a 'living wall'. Bougainvillea and Ivy are examples of the climbers that may be used.
- Landscaping will generally conform to the following:
 - Plant species will be installed so as to achieve dense planting within approximately five years.
 - Appropriate soils will be provided as required to ensure successful establishment of plants.
 - Subsoil drainage will be provided as necessary to ensure suitable drainage to planting areas.
 - Automatic watering systems will be installed.
 - Planting will be maintained to a suitable standard.
- An indicative planting species list is shown on the plans submitted with the application.

5.8 Development statistics

Details of the proposed development are summarised as follows:

- The total floor space contained within the development is approximately 72,000m².
- Overall site floor space ratio will be in the vicinity of 1.16:1.
- Development is proposed to generally conform with the maximum permissible height of 24 metres.

6. BENEFITS OF THE PROPOSED DEVELOPMENT

The proposed development offers a range of significant public benefits, including the following:

- Removes existing non-conforming and potential expanded industrial activity, from the area.
- Contributes to an enhancement of the amenity of the area and minimises the potential for detrimental impact from industrial operations on the nearby growing residential community.
- Provides a catalyst around which the redevelopment of the surrounding area can focus. The introduction of a modern, well-planned, people friendly development will enhance the appeal of the area to new residents and other investors.
- Compliments state and local government initiatives to revitalise and redevelop the area.
- Accommodates development that will generate significant public transport demand and encourages decreased reliance on private motor vehicle use.
- Creates significant ongoing and construction employment.
- The proposal represents a major capital investment in the area and which will bolster government development initiatives in the post-Olympic period.
- The development will be virtually fully accessible to the public.
- Will provide a focal point around which the adjoining land adjacent to Powell's Creek can be enhanced to provide significant public open space and associated leisure and recreation facilities.
- The development will create significant ongoing and construction employment.

7. ASSESSMENT OF TOWN PLANNING ISSUES

7.1 Overview

The proposed masterplan provides a broad outline of the intended form of proposed development of the former Arnott's Biscuit Factory and surrounding land, and is a significant opportunity to achieve a desirable enhancement to the environment of the area.

The suitability of the proposal is demonstrated through examination of the following:

- Permissibility of development.
- Compliance with Concord planning controls.
- Suitability of the design and layout of the proposal.
- Consideration of traffic and parking issues.
- Consideration of heritage issues.
- Assessment of the noise impact of the development
- Consideration of servicing issues.

Each of these matters are addressed in detail below.

7.2 *Permissibility of the proposal*

All development proposed in the masterplan is permissible subject to the granting of development consent.

It is noted that no specific uses are nominated for the development proposed in the masterplan. Details of uses of buildings will be provided at the time of obtaining development consent for specific stages of development.

However, development proposed on site is intended to accommodate a range of uses being predominantly commercial offices, a supermarket, a range of shops, a live theatre, restaurants and cafes, gymnasium, and medical centre. In addition, the development on the American Auto Parts owned land is intended to accommodate an automotive parts and accessories outlet.

The vast majority of the proposed uses of the buildings will comply with the provisions of Councils planning instruments. It is possible some shop uses may not be considered permissible under the terms of the above instruments. Importantly, these uses can still be approved pursuant to an application under Section 108 of the Environmental Planning and Assessment Act relating to a change to a legally established existing use.

7.3 Conformance with zone objectives

The proposal fully complies with the objectives of the 10(b) Enterprise Area zone. This is demonstrated by the following:

Objective - *To permit development to be carried out for residential, commercial and recreational purposes and for the purposes of community facilities which will create economic and social benefits for the Municipality of Concord*

Comments

Economic and social benefits arising from the development include:

- Revitalise a former major employment site.
- Eliminates the potential for continued industrial activity on the site.
- Creation of significant job opportunities.
- Provides for services and facilities not available in the area.
- Provides important service location for major residential growth occurring in the region.
- Creates a catalyst for further redevelopment in the area.
- Generates increased demand for use of public transport facilities surrounding the site.

Objective - *To provide for a range of residential accommodation in a landscaped and integrated environment*

Comments

- Residential development is not proposed

Objective - *To provide for effective landscape transition areas between varying land uses to permit development to be cohesively linked and compatibly integrated*

Comments

- Development around the site will be linked by integrated landscaping and design theme.
- Development is planned to integrate with potential future development of adjoining regional open space area.

Objective - *To provide compatible housing opportunities with a mix of commercial, retail and recreational uses while providing a high standard of residential amenity*

Comments

- Residential development is not proposed

Objective - *To provide and encourage transport linkages between the site, the locality and the wider region*

Comments

- Introduction of activities generating high public transport demand

Objective - *To provide for the retail and personal service needs of the residents and employees of the area*

Comments

- No specific uses of buildings are proposed in this application.

Objective - *To permit development of employment opportunities associated with business and commercial activities*

Comments

- The proposal creates many on going and construction jobs.

Objective – *To create a park-like environment emphasising the integration of all buildings, structures and landscaped areas with strong visual and aesthetic appeal*

Comment

- Well designed landscaping will integrate with building development and compliment the publicly accessible ace areas throughout the site.

7.5 Compliance with Clause 42J – Remediation of land

This clause requires site development to have regard to State Environmental Planning Policy No 55 - Remediation of Land. This SEPP requires Council, in determining a development application, to consider:

- Whether the land is contaminated.
- If the land is contaminated, that the land is in a suitable state to accommodate the proposed development.
- If the land requires remediation, that appropriate arrangement will be made for this to occur prior to development.

A report on the environmental site characteristics of the Arnott's property has been prepared previously. The report by Woodward Clyde, Engineering Consultants concluded as follows:

'Investigation on Lots 1 and 2 have not identified any serious or extensive contamination of soils requiring remediation, however, underground tanks should be removed during redevelopment, and the surrounding soils assessed. Lot 20 has been extensively filled with materials which, in some locations, exceed environmental and health-based guidelines.

It is technically feasible to remediate the identified types of soil contamination using well proven methods such as capping and/or appropriate off site disposal, possibly with associated management of the site in respect of future land use.

Some additional investigation will be required to select and develop the details of the most appropriate remedial action to meet regulatory authority requirements in the context of a particular redevelopment'.

CM2H Hill as an independent auditor carried out a review of the Woodward Clyde report. CM2H concludes as follows:

'From the information provided, and based on comparison with current industry practice and national and state laws, policies and procedures for the assessment and management of contaminated sites, the following conclusions have been drawn:

The site has been adequately characterised to enable an application for rezoning to be forwarded to Council for consideration.

While certain environmentally significant issues have been identified at the site, appropriate and practically achievable remediation technologies have been identified that may enable the site to be redeveloped for the landuses proposed.

Therefore, in my opinion the proposed rezoning of the site for more sensitive residential purposes should not be withheld on the basis of any of the identified soil contamination problems.

The environmental problems that have been identified, and others that may be identified as a result of proposed additional environmental investigations, would need to be comprehensively addressed in the remedial action plan (RAP) that would be required as part of a subsequent development application for remedial works. It is recommended that Council not approve the reuse of the site until the site has been appropriately remediated and validated as being in a state that would allow the more sensitive landuses to proceed'.

The proposal has no residential component, resulting in the current concept being less 'sensitive' in terms of remediation requirements.

Nevertheless, the proponent recognises the need for site remediation and is committed to an appropriate remedial action plan, and will accept a consent condition to that effect.

7.6 Compliance with Clause 61D(5) – Floor space ratio

Clauses 61D(5)(a) and (b) set out maximum floor space applicable to development on the site. Clause 61D(5)(a) specifies a maximum FSR of 0.75:1 in the area covered by LEP No 100. Based on the 6.20 hectares of land included in this application, this allows a maximum floor area of 46,500m².

Clause 61D(5)(b) specifies a maximum 6,000m² Gross leasable area for shops and refreshment rooms. It is considered that this floor area is permitted in addition to the maximum floor space allowed under Clause 61D(5)(a).

On this basis, a total floor space in the order of 52,500m² is permissible on the site. It is noted that this amount is well below the 62,000m² of floor space existing on site at present.

The proposal achieves a floor space of approximately 72,000m², representing an FSR of 1.16:1. As the proposal does not nominate the nature of use of buildings, assessment of compliance with Clause 61D(5)(b) is not relevant.

Whilst the proposal is permissible and provides a range of important benefits for the site and the community, the development does not conform with the specified maximum Floor Space Ratio applying to the land.

Approval for development exceeding the FSR control is therefore sought pursuant to State Environmental Planning Policy No 1 – Development Standards. This policy:

'...provides flexibility in the application of planning controls operating by virtue of development standards in circumstances where strict compliance with those standards would in any particular case, be unreasonable or unnecessary or tend to hinder the attainment of the objects specified in section 5(1)(i) and (ii) of the Act.'

The objects of the Environmental Planning and Assessment Act 1979 are defined in sections 5(a)(i) and (ii) are to encourage:

- i. *The proper management, development and conservation of natural and man made resources, including agricultural land, natural areas, forest, minerals, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.*
- ii. *The promotion and co-ordination of the orderly and economic use and development of land.*

A key determinant in assessing the appropriateness of the variation to the FSR is the compliance of the development with the underlying objectives of the standard. That is, whilst there is a specified numerical control, the principle and objectives behind the standard are the critical issues for consideration.

It is significant to note that the Concord Planning Scheme Ordinance does not contain any specific objective relating to floor space ratio or development density in the 10(b) Enterprise Area Zone.

In the absence of a specific objective, it is considered that FSR generally seeks to control a number of elements, being:

1. Bulk and scale of buildings.
2. Traffic generation.
3. Intensity of site use.
4. Amenity considerations and public interest.

Assessment of the suitability of the proposed FSR variation is therefore focussed around assessment of the suitability of the proposal in addressing these matters. Examination reveals a development that achieves a built form that is appropriate to the environmental capacity of the site and that strict compliance with the standard in this circumstance is unreasonable and unnecessary. This is demonstrated by the following.

7.6.1 Bulk and scale of development

Despite the variation from the specified FSR, the scale, form and physical appearance of overall development is appropriate. This is demonstrated by the following:

- Despite varying from the FSR, buildings on the site will generally conform with the maximum specified 24 metre height limit applying to the site.
- Much of the site development involves the adaptive reuse of existing buildings, which will not significantly alter in form.
- Development rationalises existing site development, which has a comparable overall floor space to the proposed masterplan development.
- Development scale fits 'comfortably' within its environment, which is characterised by:
 - Being well separated from residential development.
 - Being bounded by Parramatta Road, the railway line, Hamilton Street East and parkland.
 - Bisected by the M2 flyover, which rises to a height of around 10 metres as it passes through the site.
- The scale of development is appropriate given the very large site area.

7.6.2 Intensity of site use

The proposed FSR accommodates an appropriate intensity of site use. The following points should be noted in this consideration:

- The site as exists, comprises a total floor area in the order of 62,000m², which is already in excess of the maximum floor space permitted under Clause 61D(5).
- The proposal results in a change of current site use from industrial to predominantly commercial office use, which is desirable as it achieves employment and amenity benefits to the community. Variation from the FSR as proposed provides a positive incentive to encourage the redevelopment of the site and acknowledges significant efforts made to adapt and reuse former factory buildings.
- Amendment No 100 to the Concord LEP arose from a request for the rezoning of the Arnott's site and surrounding properties submitted by Kirela Pty Ltd. The rezoning request was based on a proposed development of the land to accommodate:
 - Around 50,000m² of commercial office space.
 - A 17 screen cinema complex.
 - Restaurants and cafes.
 - Specialised leisure/recreation facilities.
 - A number of 'big box' retail outlets and supermarket, having a combined floor area of between 15,000 to 20,000m².
 - Overall floor space in this proposal was in the order of 100,000m².

The development proposed by Kirela was supported by Concord Council and raised virtually no objection from residents surrounding the site. The current proposal, even despite a variation from the FSR standard, is well below the level of development previously supported by Council and the community.

7.6.3 Traffic generation

Despite the variation from the FSR, the development results in no unacceptable traffic impacts. This is highlighted by reference to traffic impact studies carried out by Colston Budd Hunt and Kafes, Traffic Consultants, in 1999 relating to the original development proposal outlined above. This study concluded that *'...the road network in the area generally has adequate capacity to cater for forecast flows'*.

The masterplan proposes a floor space in the order of 72,000m², which is well below the 100,000m² floor space considered in the Colston Budd report. Accordingly, it is considered that the reduced floor space proposed will result in no unacceptable impacts on local roads or their efficiency and safety of operation.

7.6.4 Amenity considerations and public interest

Of equal importance is recognition that the scale of development will not result in unacceptable off site impacts. This is demonstrated by the following:

- The separation of the site from residential development restricts the potential for negative off site impacts such as overshadowing, noise, traffic impacts and overlooking.
- The development achieves a desirable redevelopment of the site from its past industrial character to a modern, attractive employment and service destination.

7.6.5 Conclusion

For the above reasons, it is concluded that the proposed variation to the FSR standard is acceptable and appropriate in the circumstances as it will facilitate desirable development that comfortably satisfies the objectives of the FSR standard and the zone.

7.7 Compliance with Clause 61I (Land included in LEP No 100)

Clause 61I provides specific provisions applying to land covered by LEP No 100. Assessment of the proposal against Clause 61I reveals development that substantially complies with these provisions.

7.7.1 Consideration of matters

Clause 61I lists a number of issues for council to consider in the assessment of a development proposal for the subject site. Each of these issues are listed and discussed below.

Building height, siting, arrangements and finishes

- Finishes of buildings are designed to complement existing buildings and to highlight the purpose of each building. Roof treatments have been designed in consideration of the development's appearance from the M4 Motorway, screening air conditioning and plant equipment.

Landscaping

- Landscaping will be provided throughout the area.
- Planting of evergreen trees is proposed along the George Street frontage (within the road reserve) to compliment the existing trees found along the street.
- The two existing mature fig trees on the site will be preserved and relocated from the site to nearby land.
- Deciduous feature trees will be used to provide colour, interest and climate control.
- Formal hedge planting, low shrubs and ground covers will be used to define open space areas throughout the site.

Open space

- A large part of the site is proposed to accommodate publicly accessible open spaces and pedestrian walkways that link the development with the parklands on the west side of Powells Creek.

Pedestrian movement

- The development facilitates pedestrian access through the site, to adjoining parklands and to nearby public transport. The proposed development has been designed provide an attractive and safe urban environment, satisfying the needs of people visiting the site. Features of the appropriate design and intended management of the site are summarised below:

- The publicly accessible spaces are designed to be safe and inviting. Activity 'nodes' or public focal points offer benefits of natural surveillance, focussed security presence and constant activity.
- The overall urban design places great emphasis upon architecture and site layout providing an attractive, functional and secure urban environment.
- Car parking areas maximise safety and accessibility. Special emphasis is placed on providing parking areas that are located close to destination points, in order to minimise walking distances. In addition parking spaces will be well lit and well connected to public spaces.
- Pedestrian access through the site is safe and inviting. Pedestrians moving through the site, including from the adjoining parklands, do so along well marked and lit pathways. Active frontages along this route encourage public surveillance.
- Site design emphasises public entry points to buildings and which are also clearly connected to publicly accessible focal points.
- All development provides unrestricted access for disabled persons.
- A site manager will oversee on site activities and security. This is important to co-ordinate and control activity on the site.

Car parking and road access

- Sufficient car parking will be provided to comply with Council requirements. Car parks will be located throughout the site, with safe and efficient access points.

Public transport access

- The subject site has excellent access to public transport, including:
 - North Strathfield station is located about 100 metres from the northern end of the site.
 - Homebush station is located approximately 300 metres from the southern part of the area.
 - Strathfield station, a major transport interchange point, is located approximately 1 kilometre to the south-east. Strathfield station is a major rail interchange from which rail services operate to the Sydney CBD and the northern, western and south-western suburbs.

Local and subregional traffic management

- The development will not result in unacceptable impact on local and subregional traffic management.

Drainage

- Stormwater drainage from the site can be appropriately managed.

Environmental sustainability

- The proposed development retains and adapts major existing buildings for modern purposes
- Opportunities for the reuse and recycling of materials and energy will be maximised in the development, including:
- Water recycling, utilising the existing large tanks which are to be retained and incorporated into the development.
- Opportunities for use of generation of power for the site through the use of solar panels will be examined.

Arrangement of land uses

- Development on the site is integrated and co-ordinated to provide an attractive and functional environment.
- The proposal has been designed to ensure that each of the proposed buildings are easily accessible by pedestrians through publicly accessible areas. The accessibility of the site is further enhanced by the linkages to the adjoining parklands on the western side of Powells Creek.

Effect of the development on the amenity of the site during the construction of any buildings or works or their operation.

- The proposed development is unlikely to have any significant effect on the amenity of the site during the construction of any building works or their operation.

7.7.2 Building height

Clause 61I(3) specifies that development height is limited to a maximum of 24 metres.

The proposal does not propose to exceed the maximum building height of 24 metres.

7.7.3 Permissible development

Clause 61I(4) identifies specific form of shops permissible subject to the issues of development consent. The proposal does not nominate specific uses of buildings, thereby making assessment against this provision irrelevant.

7.8 Suitability of the design and layout of the proposal

The proposal has been designed to provide an attractive, functional and efficient environment. Important elements of the design and layout include:

- The buildings are highly articulated and treated to provide attractive and interesting finishes.
- The buildings are provided with high quality finishes and innovative urban design elements are evident throughout the proposal.
- Major buildings existing on the site, including the former canteen building, the Hockey Shop and main bakehouse building, are substantially retained and adapted for new use.
- The three cottages found on the site will be relocated, onto other land to be nominated by Council.
- The layout has been designed to minimise noise disturbances through the location of Building A to the north (effectively shielding properties further north from noise from the M4 and Parramatta Road) and vehicular access to the southern side of the site.
- The development is designed to maximise access to public transport opportunities - with easy access to North Strathfield station and Homebush station and close proximity to Strathfield station, a major transport interchange point.
- Open space areas provided on the site are integrated with adjoining buildings to achieve a close relationship, maximising opportunity for use and natural surveillance.
- Entrances to buildings are clearly identified and accessible from George Street, the parklands to the west of Powells Creek and the publicly accessible open space areas within the development.
- A mix of activities are accommodated ensuring diversity, liveliness and a choice of activities.
- The design and layout of the development creates opportunities for surveillance to improve the perception of safety in public spaces. Environmental security and amenity in the development is achieved by:
 - Security cameras will be installed throughout the site.
 - Proactive security will be achieved through the use of all hours, on the ground security presence.

7.9 Traffic and Parking Issues

Colston Budd Hunt and Kafes Pty Ltd, Consulting Traffic Engineers have previously assessed issues relating to traffic and parking matters. This report was prepared relating to the original rezoning and larger development.

Relevant findings of Colston Budd include the following:

The Existing Situation

- The site is located close the geographic centre of metropolitan Sydney. The site is adjacent to, and can be readily accessed, major east west arterial routes of the M4 Motorway and the Great Western Highway and the major north south ring route (Metro 3) that runs along Homebush Bay Drive.
- The site is well located in relation to the regional public transport system. The site is within walking distance of North Strathfield and Homebush Railway Station. Both stations provide a convenient (one stop) connection to Strathfield station, which is an important interchange.
- Services on the two main lines generally run at 10 to 15 minute intervals on weekdays, with lower frequency on weekends and public holidays. In addition to the rail services, there are bus routes along Concord Road and Parramatta Road providing connections to Lidcombe, Strathfield and Ryde as well as the Homebush Bay shuttle to Olympic Park. Overall, the site is well located in terms of public transport access.
- The existing site has its primary access of George Street with minor access of Allan Street and Railway Lane.
- Traffic surveys were carried out surrounding the site to determine the current operational characteristics of surrounding roads.
- An INTANAL Analysis was carried out on the operating characteristics of intersections of roads in the local area. Other reviewed sections of Concord Road and the M4 Motorway with Parramatta Road, all intersections are operating at an acceptable level or better.
- George Street and Queen Street currently operate as collector roads, however are not functioning purely as residential streets. George Street, south of Pomeroy Street, has industrial uses along one side and the relevant section of Queen Street has the railway on one side and shops on a section of the other side.
- The subject site is currently zoned for industrial purposes. In the past over 4,000 people were employed at the factory and the site would have generated a large number of truck movements in George Street and the surrounding area. If the site were developed for industrial purposes, it would significantly impact on the amenity of George Street through the introduction of large number of trucks into the street.

Implications of the Development

- Carparking will be provided in accordance with the relevant codes and guidelines. Parking provisions should take into account of the good level of accessibility by public transport and the ability of different elements of the development to use the same parking at different times.
- Traffic in George Street will be the subject of traffic calming and action will be taken to prevent the use of Allen Street/Ismay Avenue route by traffic generated by the development.
- Public transport access to the site, already convenient, will be improved by upgrading pedestrian access to North Strathfield station. Discussions will be held with State Rail to increase the number of trains stopping at North Strathfield. Access to Homebush Station will be improved by a provision of a shuttle bus service to the station.
- Consideration should also be given to the provision of a regular bus route connection surrounding residential areas with the development. This is because the development will provide retail, entertainment and employment opportunities currently unavailable within the municipality.
- Bicycle and pedestrian routes are proposed through the open space areas along the stormwater channel to connect Bicentennial Park to the overall network of open space.
- At a municipal and regional level, traffic generation from the proposed development is expected to largely redirect or intercept existing trips that are currently leaving the area to use similar facilities currently unavailable. At the broader level, the development should have relatively little impact on overall traffic flows.
- The development will increase traffic flows in the immediate vicinity of the site. On the basis of the development concept outlined by Kirela Pty Ltd, it is anticipated that the site would have an afternoon peak hour generation of the order of 1,500 vehicles per hour, two way. This is estimated to split roughly 600 vehicles arriving and 900 departing during the afternoon peak.
- The anticipated increase traffic generation will be accommodated primarily by George Street. Increases in other streets have significantly smaller increases. Thus, while there are significant increase utilising George Street, traffic moves directly from George Street to the arterial work network, minimising the impacts on local streets. Importantly, this would occur with any future use of the Arnott's site.
- The operating characteristics in the area have been reassessed on the basis of anticipated traffic generating and this concluded that all intersections continue to operate at the current level of service or at a satisfactory level.
- Overall it is concluded that the road network around the site has adequate capacity to cater for forecast development traffic.

- There are no potential impacts on amenity resulting from traffic generation occurring on George Street and along Allan Street/Ismay Avenue. Increases in traffic flows in George Street are unavoidable as it provides the only effective access to the site. Traffic flows will increase in Allan Street and Ismay Avenue if drivers attempted to use that route to travel to and from Pomeroy Street as an alternative to using the northern section of George Street. Again this increase would occur with any future use of the Arnott's site.
- Allan Street and Ismay Avenue currently carry low traffic flows. It is proposed that Allan Street be closed where it crosses the stormwater channel to prevent access.
- It is recommended that traffic-calming measures be put in place over the whole length of George Street between Pomeroy Street and Parramatta Road to reduce vehicle speeds. Such treatments may include:
 - Roundabouts and intersections.
 - Raised thresholds.
 - Carriageway narrowing and curvi-linear alignments.
 - Provision of right angle parking in the street.
- While there will inevitable be some impacts on residential amenity due to increased traffic flows, there are actions available to eliminate or mitigate those impacts on the streets potentially most effected. It must be remembered that the site is currently zoned for industrial purposes. If it were redeveloped as an industrial site, this would result in significant increases in traffic in George Street and in particular increases in the number of trucks accessing the site. Heavy vehicles impact on residential amenity to a far greater degree than to cars.

Summary

The Colston Budd Report concluded as follows:

'The proposed rezoning applies to a substantial area of land on either side of George Street in North Strathfield. Whether the site is redeveloped under its industrial zoning or its proposed zoning, it will result in a significant increase traffic generation from the site. If it is redeveloped for industrial purposes, this increase will include a substantial proportion of trucks. An industrial development could generate 240 heavy vehicle movements per hour at peak times, 4 heavy movements per minute.

The applicant has identified the site has the potential to development the site to provide a range of uses including offices, restaurants, bars, cinema's and retail. The site is well located for such uses being close to the geographic centre of Sydney and adjacent to the focus of both public transport and road networks.

The site is highly accessible by public transport being only a short walk from North Strathfield station and a slightly longer walk to Homebush Station. At a broader municipal and regional level, the development is expected to largely redirect or intercept existing trips that are currently leaving the area to use facilities currently unavailable. Thus at this broader level, the development should have relatively little impact on the overall traffic flows.

However, the development will increase flows compared to the situation with an industrial development in the immediate vicinity of the site as drivers use these roads to actually access these development. The potential generation of the site has been estimated and its impact on the operation of the road network analysed. Generally the road network has adequate capacity to cater for forecast flows. Problems at intersections on Concord Road and the M4 Motorway with Parramatta Road are existing and regional in nature and do not result from the development.

The main potential impacts on amenity in George Street and along Allan Street/Ismay Avenue. Increase in traffic flows in George Street are unavoidable as it provides the only access to the site. Traffic flows would increase in Allan Street and Ismay Avenue if drivers attempted to use that route to travel to and from Pomeroy Street as an alternative to using the northern section of George Street.

It is proposed to address these issues by closing Allan Street and by undertaking a comprehensive traffic calming exercise in George Street between Pomeroy Street and Parramatta Road.

Thus while there will inevitable by some impacts on residential amenity due to increased traffic flows, there are actions available to eliminate or mitigate those impacts on the streets potentially most effected'.

Detailed traffic calming and other parking and access issues can be further addressed at development application stage

Given the current proposal involves significantly less development, it is considered that recommendations of Colston Budd, which had previously been supported, still stand.

7.10 Heritage issues

The three cottages and the 'Hockey Shop' located on the Arnott's site are nominated heritage items under draft Concord LEP No 103. The development application proposed to relocate the three cottages from the site onto other land, while the 'Hockey Shop' is proposed to be retained.

A Heritage Impact Statement is being prepared by Brian McDonald and Associates and will be submitted shortly.

7.11 Amenity impacts

The proposal will result in no unacceptable detrimental impacts on the amenity of the area. This is demonstrated by the following.

7.11.1 Noise

Assessment of the existing and anticipated noise levels following the redevelopment of the Arnott's biscuit factory has been carried out previously by Atkins Acoustics and Associates Pty Ltd, Consulting Acoustical and Vibration Engineers. This report was prepared relating to the original rezoning and larger development on the Arnott's site.

Relevant findings of Atkins Acoustics included the following:

Existing ambient background noise

A continuous noise level survey was carried out in the subject area from Tuesday 24 February to Thursday 5 March 1998.

The ambient noise level in the area is '...controlled by road traffic, rail traffic, industrial activities and local domestic activities'.

Background noise in the subject area range varies little between 'daytime' levels of 43 to 50dB(A) and 'night-time' levels of 41 to 50dB(A).

Assessment of site noise emissions

Mechanical plant contained servicing development in the area would need to achieve a noise level contribution of LA10 - 50dB(A) daytime and LA10 - 40dB(A) to comply with EPA criteria. The report concludes, 'Given the distances involved and the potential to select and locate equipment in acoustically treated plant rooms and screen areas, our assessment has shown that the above sound levels can be satisfied and will not represent a significant constraint on development'.

Noise from activities located inside proposed development is not considered a significant constraint for development. Satisfaction of EPA criteria is assisted by, '...the distances involved to the residential properties and the ability during the design phase of the project to select noise mitigation materials and design building facades to attenuate noise, the recommended assessment criteria summarised in the report will not represent a significant constraint for the development..'.

Car parking on the west side of the property is located below ground level. The report states, '....the noise emanating from the car park activities would be attenuated by the building structure and not give rise to any intrusive noise at the Allen Street residences that exceed the EPA noise criterion'.

Conclusion

The Atkins Acoustic report concluded as follows:

'Considering the masterplan for the proposal, the assessment has shown that noise emissions from the mechanical plant and the complex are readily capable of being attenuated through appropriate design to achieve the recommended criteria.

In regard to noise generated by people and their vehicles on the site, the assessment has shown that the noise levels will satisfy the recommended disturbance criterion and would not result in a loss of acoustical amenity to the residential properties on Queen Street or Allen Street.

Considering the projected traffic conditions, the predicted change to the existing traffic noise levels for the peak hour traffic flow conditions is less than the recommended assessment goal and would be considered as 'insignificant' in terms of likely community reaction to increases in traffic noise.

The assessment has confirmed that the existing acoustic environment of the area is controlled by road traffic on the M4 Motorway and the nearby industrial developments. The assessment has shown that the proposed development will provide an opportunity to improve the existing acoustic environment for the residential properties on Allen Street, Elliot Street, Lemnos Street, George Street and Queen Street by providing effective acoustic shielding between the residential areas and the Motorway. The redevelopment will result in a number of the industrial activities being removed from the area, hence a reduction in industrial noise in the area'.

Important features of the proposed development that minimise noise impacts are:

- Building are located and constructed to a height that will effectively shield the adjoining residential area from noise emanating from the elevated M4 motorway and from activity focal points on the site.
- Buildings are of masonry construction, minimising the opportunity for noise emissions.

- 'Rail Related Noise and Vibration: The impact of issues to consider in Local Environmental Planning - Development Applications and Building Applications, State Rail Authority of NSW, October 1995', has been referred to in the design and planning of the development.

7.11.2 Impact on nearby land

Assessment of the proposal reveals minimal potential for unacceptable detrimental physical impacts from development on surrounding land uses. The site is currently used for industrial activity. The development offers the benefits of :

- Adding employment and social activities into the area.
- Reducing the potential for heavy traffic infiltration through the surrounding road network.
- Reducing noise, water and air emissions from manufacturing activity.
- Redeveloping the site to provide more attractive buildings.
- The site is relatively isolated from major areas of low density residential development. The Main Northern railway line, Powell's Creek, George Street and Allen Street all provide varying degrees of physical separation to residences. This separation minimises the potential for detrimental impacts.
- The sites location ensures that proposed buildings will not cast shadows that impact on residences.

7.11.3 Effect on Powell's Creek open space

The proposal does not affect any part of the Arnott's site located in Strathfield Council area and zoned public open space. However the proposal will impact on the open space area located on the west side of Powell's Creek. The implications of this relationship are reviewed below:

- Powell's Creek has been identified by the Strathfield Open Space Study as a link in an 'unstructured' walkway linking the area to Millenium Park. The proposed development could facilitate the upgrading of the open space area including the provision of improved and safe pedestrian/bicycle links. This could include a suitable treatment for pedestrians at the Parramatta Road frontage.
- The amenity of the park is currently adversely impacted by noise from traffic on the M4 flyover. The quality of the environment lends itself to a more active use of the open space, rather than as an area for a peaceful withdrawal. The proposal provides a strong catalyst for enhancement of the space for complimentary public activity.

- The adjoining parkland has the potential for use for a range of active recreational activities, probably focussed at young people. Facilities for skating, ball games, bike riding could all be accommodated in the area. Appropriate design and treatment could see these facilities significantly enhancing the quality of the open space.
- The usability of the open space could be enhanced through an appropriate integration of buildings on the east side of Powell's Creek with the open space. Building and public spaces can be designed and orientated to facilitate use of the open space and to provide strong natural surveillance of the park.

7.12 Consideration of Servicing Issues

Detailed investigations have been carried out previously with regard to the availability and capacity of utility services to the area. Relevant findings of the investigations include:

- Existing services can accommodate a variety of development scenarios with either no significant adjustment to service provision, or with upgrading which can be achieved in consultation with the relevant service authority.
- The 1 in 100 year level affects a minor part of the site, but which creates no impediment to the development proposed.
- The proposed development needs to be provided with all normal utility services and this would be conditioned on development consent.

Stormwater management proposed in association with the development is summarised below:

- The site is traversed by 3 Council stormwater mains, running approximately perpendicular to the George Street boundary and discharging into Powell's Creek.
- It is proposed that the mains be relocated and upgraded to alleviate the current flooding occurring around the area of the railway property, east of the development in George Street.
- The connections to Powell's Creek are to be fitted with silt and rubbish traps.
- Roof drainage will be collected and pumped into the existing water treatment tanks found on the site. These tanks had previously been used in Arnott's operations to recycle water used on site for reuse in manufacturing of chocolate. The captured rainwater will be treated and recycled and used throughout the site for use in water features and irrigation.
- External surface level stormwater will be collected separately and discharged to Powells Creek via silt and rubbish arrestors.
- Roof drainage system will be designed to cater for a 1:100 year ARI and all other areas will be designed to cater for a 1:20 year ARI.

8. STATEMENT OF ENVIRONMENTAL EFFECTS

This statement of environmental effects provides a summary of the matters for consideration set out in Section 79C of the Environmental Planning and Assessment Amendment Act 1997. This assessment clearly demonstrates the minor nature of the proposed development and the suitability of the use for the subject site.

The provision of any environmental planning instrument; and draft instrument; and DCP; any matter prescribed in the regulation.

- The development is permissible subject to Council consent.
- Draft Concord LEP 103 (Heritage) affects the proposal. The development satisfies the provisions of the LEP in that the three cottages on the site are proposed to be relocated, and the Hockey Shop building will be retained.

The likely impacts of the development, including environmental impacts, on both the natural and built environments, and social and economic impacts in the locality.

- The proposed development represents a desirable revitalisation and use of the site.
- The development will provide an attractive and functional development that will provide significant social, economic and environmental benefits to the site and surrounds.

The suitability of the site for the development.

- The site is large enough to accommodate the proposed development.
- The proposed development includes the adaptation and reuse of the large existing former factory buildings.

Any submission made in accordance with the Act or the regulations.

- Extensive public and authority consultation regarding the rezoning and proposed development of the site has revealed overwhelming community support for the development.

The public interest

- The proposal is considered to be in the public interest.

9. CONCLUSION

This report concludes as follows:

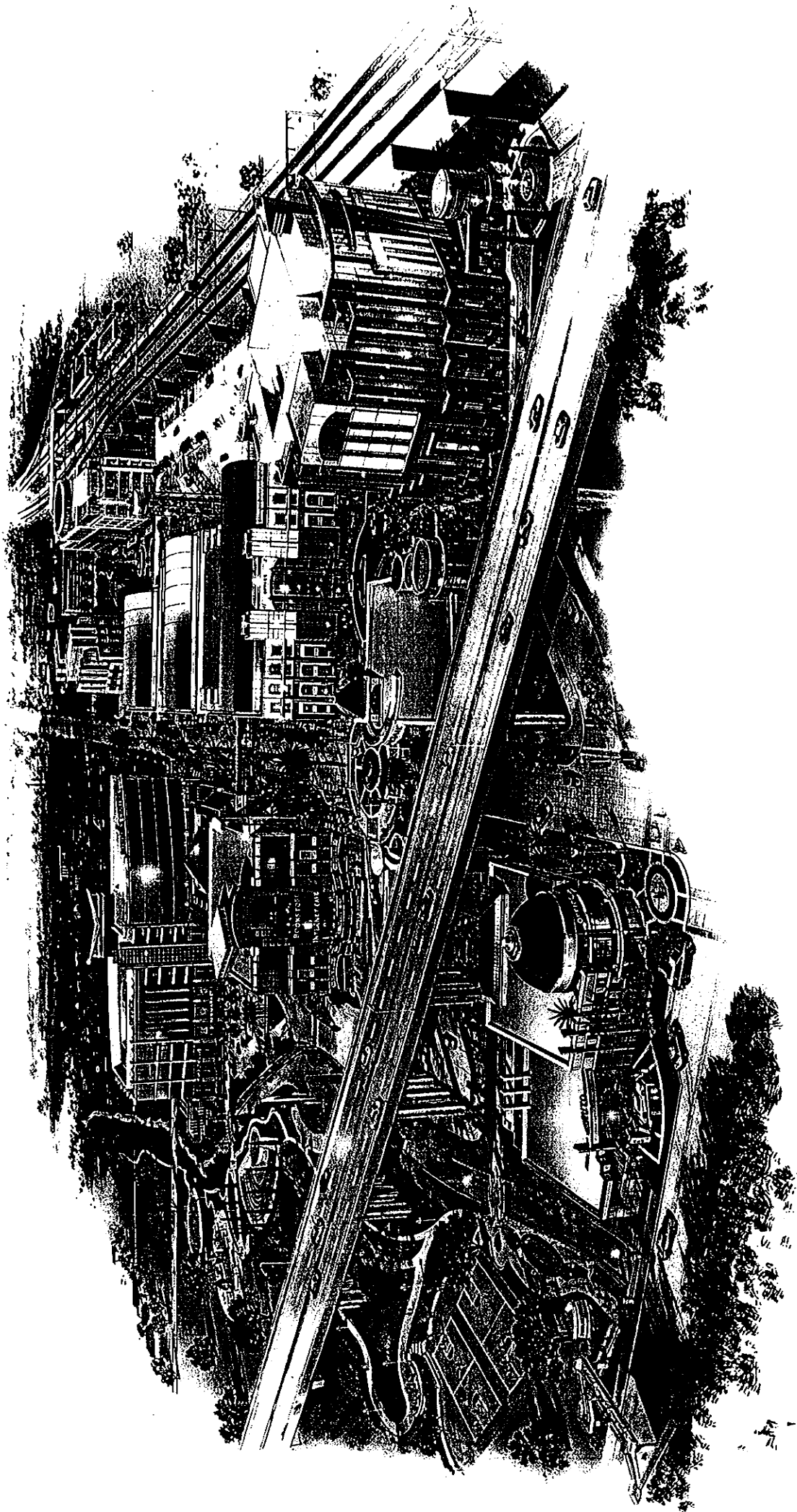
- The proposal is permissible under the provisions of Concord Planning Scheme.
- The proposal complies with the objectives of relevant planning instruments.
- Variation from the specified floor space standard is warranted in the circumstances of the proposal.
- The proposed layout and design of the development is appropriate and achieves a desirable environment.
- The development will not result in unacceptable off site or amenity impacts.
- The development can be provided with all necessary physical infrastructure and services.
- The development contributes to significant public benefit and is considered in the public interest.
- The development is appropriate for the site having regard to its location, context and the positive benefits arising from it, and represents good town planning.

For the above reasons, the proposed masterplan development is considered appropriate for approval.

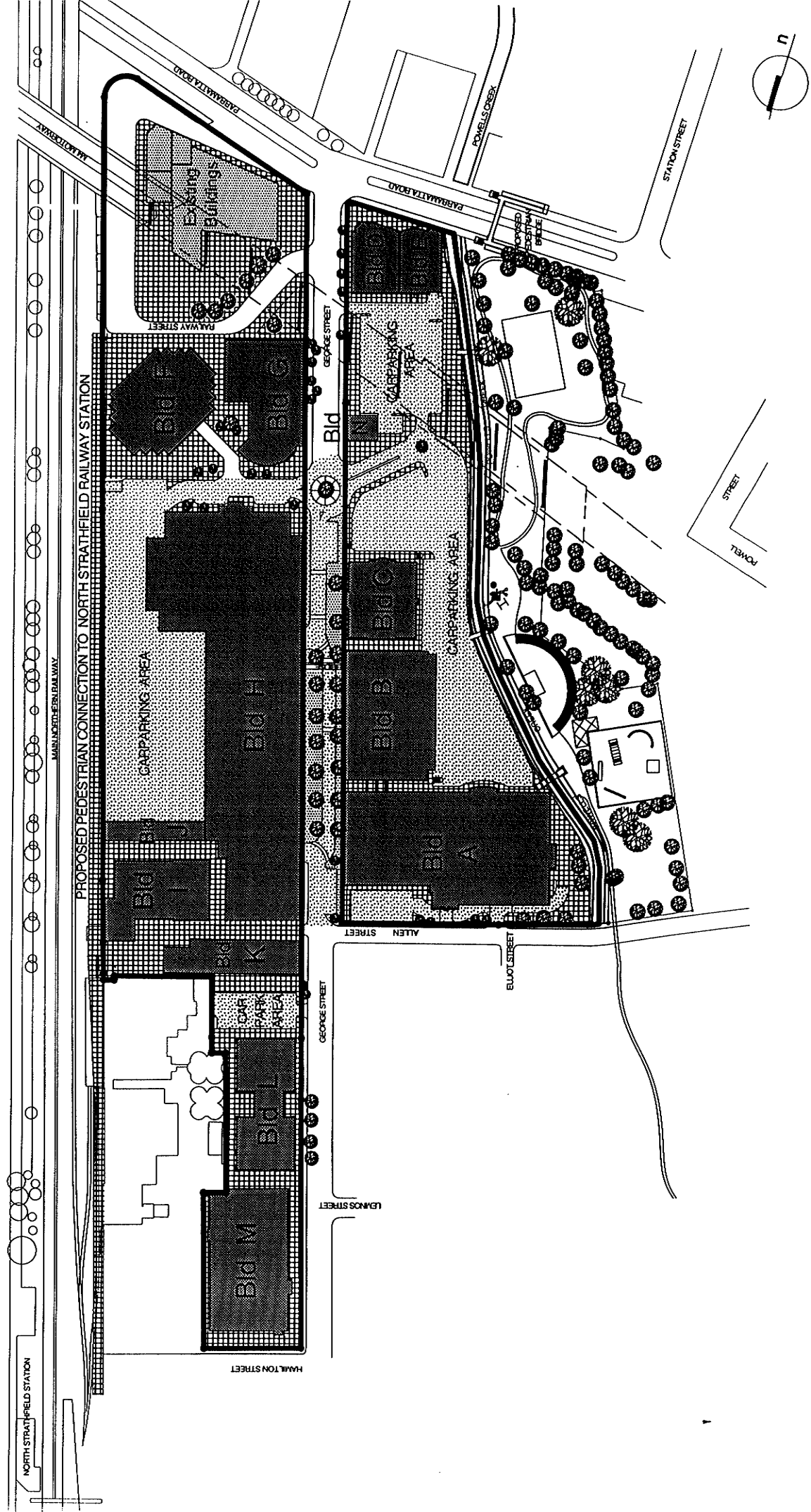
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Appendix A

Plans of proposed development

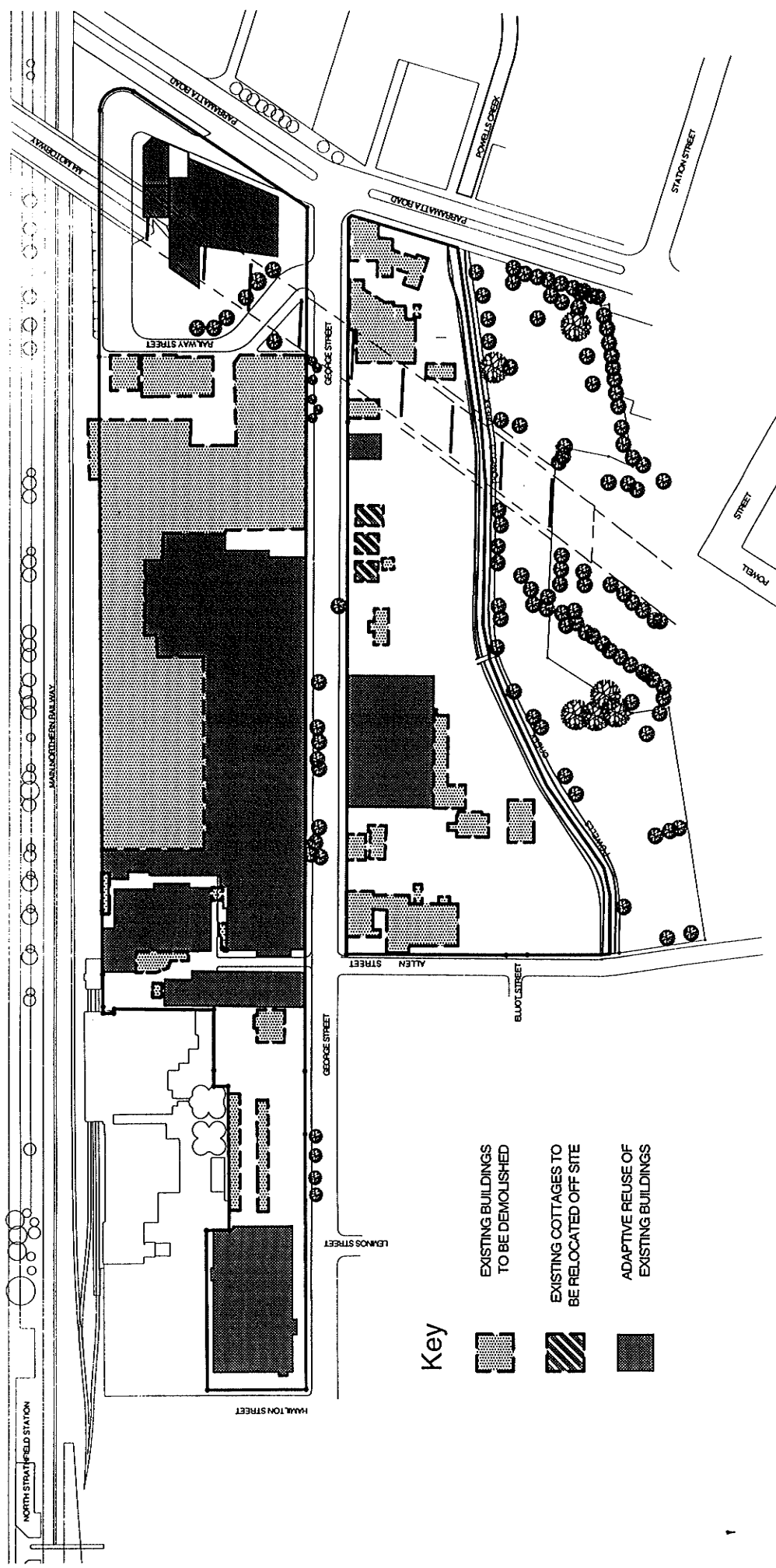


THE BAKEHOUSE QUARTER @ HOMEBUSH
MASTERPLAN
PERSPECTIVE






THE BAKEHOUSE QUARTER @ HOMEBUSH

MASTERPLAN SITE DEVELOPMENT PLAN



Key

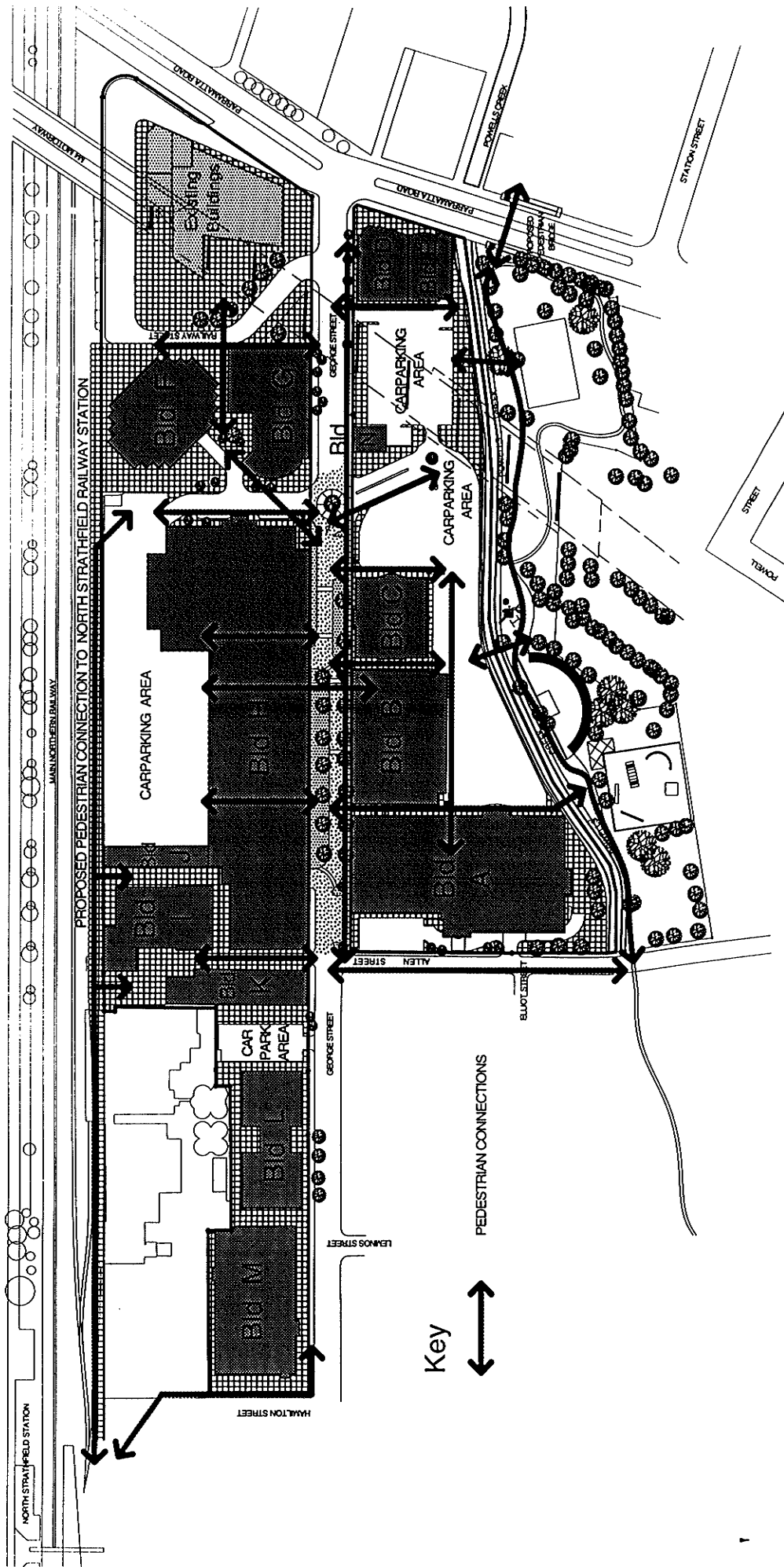
-  EXISTING BUILDINGS TO BE DEMOLISHED
-  EXISTING COTTAGES TO BE RELOCATED OFF SITE
-  ADAPTIVE REUSE OF EXISTING BUILDINGS



THE BAKEHOUSE QUARTER @ HOMEBUSH

MASTERPLAN

DEMOLITION PLAN



THE BAKEHOUSE QUARTER @ HOMEBUSH MASTERPLAN PEDESTRIAN MOVEMENT DIAGRAM

