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Executive Summary

This report has been prepared by Ethos Urban, on behalf of Turrella Property Pty Ltd to seek support of a Planning Proposal to amend the Rockdale Local Environmental Plan 2011. This relates to lands in the Turrella Industrial Precinct (later to be known as Girrahween Point) which is located within Bayside local government area (LGA). Specifically, this Planning Proposal seeks to:

- support a land use zone change from IN2 Light Industrial to a composition of B4 Mixed Use and B7 Business Park zones to accommodate residential, urban services, commercial and retail in the Precinct.;
- increase the maximum permissible building height from 14.5 metres to heights ranging between 8.5 metres and 65.5 metres;
- increase the maximum permissible floor space ratio (FSR) limit from 1:1 to a maximum FSR ranging from 2.6:1 to 3.3:1, which accounts for both residential, retail, office and urban services floor space;
- include the Precinct as part of clause 6.14 Design Excellence to deliver the highest standard of architectural, urban and landscape design; and
- insert a local provision '6.15 Urban Services' for the accommodation of urban services within the Precinct.

The proposed controls will enable the transformation of the industrial area into a vibrant mixed-use precinct, and a logical extension of the Wolli Creek Renewal Precinct, while making a positive contribution to the housing and employment needs of Bayside LGA and responds to the evolving strategic context of this location. This Planning Proposal has been prepared for the purpose of section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and the NSW Department of Planning and Environment's "A guide to preparing Planning Proposals". It is important to note that the guide outlines the following (on page 5) with regards to the level of information which support a Planning Proposal.

A planning proposal must demonstrate the strategic merit of the proposed amendment to the LEP proceeding.

A Planning Proposal must provide enough information to determine whether there is merit in the proposed amendment proceeding to the next stage of the plan-making process. The level of detail required in a planning proposal should be proportionate to the complexity of the proposed amendment.

Therefore, this Planning Proposal has been prepared with a focus primarily on the strategic merit and intent of the proposed concept, and an assessment of the proposed built form and land uses.

It is recommended that Council resolves to support this Planning Proposal to the NSW Department of Planning & Environment's Gateway Review Panel and the issuing of a Gateway Determination that facilitates the proposed amendments to the Rockdale LEP 2011 for the following reasons:

1. The Planning Proposal has strategic merit, demonstrating consistency with regional, district and local planning policies.
2. The Planning Proposal has site-specific merit due to following:
 - its location and accessibility around an existing railway station, that will support the effective utilisation of existing rail infrastructure;
 - the availability of large sites available for renewal;
 - environmental benefits to Wolli Creek by minimising polluting land uses along its foreshore; and
 - the capacity to influence / catalyse complementary renewal, as the Precinct faces a number challenges that will continue to diminish its desirability and competitiveness as an industrial precinct.
3. The Precinct can effectively compete as a mixed business/urban services Precinct. As a result, the Planning Proposal will establish a new local centre and support a variety of business activity supporting the local

population in not just retail and business services, but with the addition of urban services. The planning proposal has allocated the following for employment uses within the Precinct:

- over 33,158m² of GFA for future urban services businesses by 2036;
 - 3,462m² of GFA for retail uses; and
 - 3,000m² of GFA for commercial office space.
4. The Planning Proposal will facilitate the delivery of approximately 4,883 new dwellings that will support housing diversity within the area, whilst facilitating the achievement of the 0-5 year targets set for Bayside LGA and longer term targets for the Eastern City District.
 5. The Planning Proposal aims to create a diverse and resilient community through high quality public domain improvements and community infrastructure within the Precinct that will support the social needs of the current and future population, including:
 - a new multi-purpose community centre;
 - improvements to the public domain and upgraded streets, public open space and new facilities;
 - the embellishment of adjacent Turrella Reserve for active and passive recreational activities;
 - the upgrade of Walker Street Reserve;
 - protection, enhancement and rehabilitation of the Wolli Creek and Bardwell Valley Parklands, as part of the Priority Green Grid Project; and
 - upgraded public transport facilities, in particular Turrella Railway Station, can also be delivered to improve station access.
 6. The Planning Proposal will deliver more housing within 30-minutes from surrounding jobs, services and existing infrastructure. Accordingly, it will provide an outcome that would be consistent with the approach to locate housing in highly accessible locations in existing centres.
 7. The masterplan demonstrates that the proposed development of the Precinct will achieve a high level of residential amenity and will minimise the impacts on adjoining residential buildings. Additionally, the proposal will not have any significant adverse environmental impacts with respect to flooding, significant biodiversity, overshadowing, traffic, airspace operations, heritage or urban design, rather it will deliver numerous benefits as demonstrated within this report.
 8. A Sustainability Strategy will be prepared post Gateway Determination and before public exhibition of the Planning Proposal. The Strategy will develop sustainability initiatives to be incorporated into the project and articulate how these initiatives may be implemented. This will address the Greater Sydney Region Plan and Eastern City District Plan's Directions and Planning Priorities aimed toward improving the sustainability and resiliency of Greater Sydney.

Need for a Planning Proposal

The need to revise planning controls for Turrella Industrial Precinct arises from the need to focus future housing growth in well-located areas with access to existing and proposed transport infrastructure, along with changes to the nature of industrial employment within inner-ring employment lands. Traditional industrial uses such as manufacturing are in decline, leading to a dramatic decline in employment in these industries and a resultant decline in the urban fabric of the Precinct. This is particularly relevant to the Turrella Industrial Precinct as its characteristics (i.e. location, poor access and amenity) will impede the functionality and long-term sustainability of employment within Turrella.

Recent strategic planning and infrastructure decisions by the NSW Government, including the nomination of Turrella as a Planned Precinct have substantially altered the context for future land uses in Turrella and the broader Bayside LGA. To ensure that Girrahween Point continues to contribute the employment and housing needs of Bayside LGA and Greater Sydney in the future, a more diversified and modern mix of businesses (through retail, commercial and urban services) and housing is required. The location of the Precinct encompassing Turrella Station, adjoining existing residential areas and with good access to services of surrounding centres also makes the location ideal for greater development in appropriate areas.

Mostly, Girrahween Point offers an opportunity to create a new neighbourhood centre, as well as accommodating urban services within a mixed-use environment for Turrella that will extend urban renewal from Discovery Point and Bayside West. This will improve local services, employment diversity, increase housing choice and affordability in a highly accessible location.

The renewal of this Precinct will significantly improve the quality of the urban form within the Precinct, and improve connectivity, amenity and interface for neighbouring areas by reducing land use conflict and unlocking access to natural environmental features of Wolli Creek and Bardwell Valley Parklands.

Objectives and Summary of Provisions

The core objectives of this Planning Proposal are to:

1. create a vibrant and rejuvenated population serving centre that fosters a place to live, work and play and a more connected community, both in terms of the ability for people to access surrounding Strategic and District Centres, and opportunities for community interaction within the Precinct;
2. promote a broader mix of businesses and employment that better meet the local employment profile and needs of the local population;
3. improve housing accessibility, diversity and affordability by delivering high-density development surrounding Turrella Station;
4. promote sustainable development by accommodating growth in a highly accessible location that will provide access to urban services, retail and community services and existing recreational areas;
5. create an efficient and resilient built environment in Girrahween Point through the application of ecologically sustainable design principles and initiatives;
6. facilitate improvements to permeability, streetscapes and amenity within the Precinct;
7. ensure appropriate interfaces between the Precinct, surrounding residential areas;
8. improve the precinct's interface with existing natural amenities and unlock these areas as a source of high quality open space for the public; and
9. manage existing stormwater and flooding constraints.

A Draft Development Control Plan amendment to Rockdale Development Control Plan 2011 for Girrahween Point will also be prepared by the proponent. This will set out clear vision and objectives for the Precinct, and provides a much clearer planning framework to guide and regulate future development in accordance with the proposed LEP controls. This is expected to occur at Gateway Determination, and is to be publicly exhibited concurrently with the Planning Proposal.

Strategic Framework and Context

A Metropolis of Three Cities – the Greater Sydney Region Plan is the NSW Government's metropolitan plan and is the primary strategic planning document for Greater Sydney and establishes key directions and objectives to guide the development of Sydney to 2056.

The Greater Sydney Region Plan identifies Turrella as a Planned Precinct, earmarking the area for new homes, jobs and services. This Planning Proposal provides a catalyst for the regeneration of this area to deliver suitable employment opportunities that align with the Precinct's locational characteristics and will provide more diverse housing opportunities, along with increased community benefits. Accordingly, this Planning Proposal is considered to be consistent with, and facilitative of, the Greater Sydney region Plan and Eastern City District Plan.

The next iteration of Greater Sydney's metropolitan plan is the Greater Sydney Region Plan. Based on 10 key directions, the Plan builds on the vision where people can live within 30 minutes of jobs, education and health facilities, services and great places. Girrahween Point is centred around the existing Turrella Railway Station, which directly links the Precinct to surrounding Strategic Centres, such as the Harbour CBD, Green Square and Mascot, presenting the opportunity to facilitate housing in well-located areas with easy access to jobs and essential services.

The Greater Sydney Region Plan is supported by the revised Eastern City District Plan, which guides the implementation of the metropolitan plan at a District level. The District Plan plans for the District's future growth over the next 20 years, establishing planning priorities that are directly linked to supporting the 10 key directions and toward enhancing Greater Sydney's liveability, productivity and sustainability into the future.

It is recognised that Greater Sydney Region Plan and Eastern City District Plan aims for the protection of industrial and urban services lands from residential encroachment (Planning Priority E12). This is reinforced by Action 50 – *"Manage industrial land in the Eastern City District by protecting all industrial zoned land from conversion to residential development, including conversion to mixed use zones."*

Despite the above, the Plan outlines planning priority (E5) Providing housing supply, choice and affordability, with access to jobs and services. As part of this priority, it recognises current initiatives and opportunities for additional capacity for housing supply. This specifically identifies Turrella as a Planned Precinct, which will focus on delivering new homes, jobs and social infrastructure in well-located areas throughout Greater Sydney.

These conflicting planning priorities place Turrella in a position without a clear strategic role outlined.

The planning proposal aims to support both planning priorities through the creation of a highly-diverse mixed use community. The opportunity to convert Turrella Industrial Precinct should be leveraged to transition Turrella into a vibrant mixed-use community at scale, through Transit Oriented Development and a diversity of activities that will be generally consistent with the priorities of the District Plan. A key objective of the proposal is to establish a mixed use Precinct that truly integrates employment and residential uses in a way that will set a new benchmark for Greater Sydney. This will be through the provision of urban services, retail and commercial, residential uses as an enabler for these activities.

The Masterplan

A masterplan has been prepared for Girrahween Point. The masterplan builds on the core elements of the public domain, including the open space corridor along the Wolli Creek and Bardwell Valley Parklands. The masterplan integrates the new neighbourhood centre for Girrahween Point directly with the Turrella station, and prioritises walking and cycling as the preferred modes of travel within the local area.

The planning and design process for Girrahween Point started with how redevelopment of the Precinct can contribute broader public benefits and achieve of strategic outcomes for Turrella, Bayside Council and the Eastern City District. The location of the Precinct along Wolli Creek creates the potential for the Bayside community to benefit from improved housing choice, better access to jobs, and to live healthier, more active lives in a high amenity environment. A total of 23% percent of the Precinct is proposed to be public open space, that will accommodate additional public facilities such a multi-purpose community centre and playgrounds that will significantly enhance the quality and useability of open space in the area. This will be delivered through a new contributions framework that will outline the potential funding arrangements for key local infrastructure and facilities.

Most importantly, an intended outcome is the protection and rehabilitation of the Wolli Creek foreshore as part of the Wolli Creek and Bardwell Valley Parklands Green Grid Priority Project. Given the regional significance of the Wolli Creek and Bardwell Valley Parklands, Turrella Property Pty Ltd wishes to propose that a portion of the monetary contribution from the new Section 94 Contributions Plan is dedicated toward the protection, enhancement and rehabilitation of the Wolli Creek and Bardwell Valley Parklands.

The specifics of the contribution amount will come to further negotiation with Council, but it is proposed that a monetary amount per dwelling (to be agreed upon) is established as part of the future renewal of Girrahween Point. It is intended that Council will be responsible for determining how this funding is allocated toward best serving the protection, enhancement and rehabilitation of the Wolli Creek and Bardwell Valley Parklands, as a Priority Green Grid Project.



Girrahween Point Social Wheel
Source: Scott Carver

Overall, the masterplan will deliver:

- more than three hectares of public open space through a public plaza, a new community park and waterfront open space area along the Wolli Creek foreshore;
- a rehabilitated waterfront, recreational and environmental corridor along the entire Wolli Creek foreshore. The Wolli Creek Regional Park and Bardwell Valley Parklands is a critical component of the Green Grid and Blue Grid for Central Sydney. Wolli Creek is to be enhanced as a regional open space, and active transport corridor, while ensuring protection from development by improving stormwater management;
- a new multi-purpose community centre that will support a range of uses for the local community, including:
 - function and community rooms;
 - out of school hours (OOSH) care;
 - an operating café and outdoor dining to encourage greater activation of the centre.
- improvements to the public domain and enhance amenity through upgraded streets and new and embellished public open spaces;
- a new neighbourhood centre including up to 3,462 square metres of retail floor space, cafes, restaurants and 3,000 square metres of commercial office space
- capacity for 33,158 square metres of urban services uses that will support the future needs of the local population; and
- approximately 4,883 new residential dwellings with a mixture of one, two and three-bedroom apartments, townhouses and terraces.



Girrahween Point Masterplan
Source: Scott Carver

Key Outcomes of the Proposal

Employment

The Planning Proposal will deliver capacity for 39,620 square metres of employment generating floor space. Importantly, there will be significant scope to diversify and strengthen the employment profile with capacity for retail and commercial uses that will complement the substantial capacity for urban services within the Precinct to support floorspace demand to 2036.

These new job opportunities will offset the relocation of existing manufacturing and industrial jobs that are unsuitable for the Precinct due to its disadvantages regarding access, road network and amenity. Despite its disadvantages, the Precinct can effectively compete as a mixed business/urban services Precinct as its size is ideal for a mix of uses and will play a local service role for the local market catchment.

The proposal seeks to facilitate urban services within a mixed-use built form with residential uses. Many urban services businesses are 'low impact' and subject to astute design, can co-exist with residential uses. Through astute design and sympathetic spatial distribution of the various uses would optimise usage of land within the Precinct. The quality of the two uses are proposed to be maintained by horizontal and vertical separation. The uses will be provided with separate entries and access points, with urban services located at the ground level, while residential dwellings will be located above ground. This is important to ensure land use conflicts are adequately managed to ensure the sustainable co-existence of the both uses in the Precinct. This will be considered carefully in preparation of a site-specific Development Control Plan that will outline clear objectives and controls to manage the interface and relationship between urban services and residential uses.

Girrahween Point will be a true mixed use and transit oriented development, comprising not only complementary retail and commercial uses, but urban services that will be key to a functioning city. The need for residents to travel outside the Precinct for their daily needs will be minimal, with shopping, community facilities and other key services all able to locate in the Precinct. A green travel plan will promote sustainable transport options over car use.

Housing supply and diversity, with design excellence

The proposal will deliver housing choice and contribute to improved affordability by both increasing the supply of new homes, and offering homes that are better suited to projected growth in the proportion of smaller households. Girrahween Point will directly address demand for housing to suit these residents in a highly desirable and connected location.

Design quality and sustainability will be central to the delivery of every stage of the development. Residents and workers will benefit from a high quality public domain network of streets, parks, plazas and waterways. Buildings will activate the public domain. It is proposed that future development within the Precinct will be subject to the Design Excellence provisions (Clause 6.14) of the Rockdale LEP 2011 to ensure development delivers the highest standard of architectural, urban and landscape design.

Public benefit

The planning proposal aims to provide significant improvement in local infrastructure to support the future community of Girrahween Point and the surrounding local population. The provision of proposed infrastructure improvements has been informed by an Open Space, Recreation and Community Services Assessment prepared by MacroPlan Dimasi (**Appendix H**). The proposed infrastructure improvements will include:

- A new multi-purpose community centre that will support a range of uses for the local community, including:
 - function and community rooms;
 - out of school hours (OOSH) care;
 - an operating café and outdoor dining to encourage greater activation of the centre.
- improvements to the public domain and enhance amenity through upgraded streets, public open space and new facilities;
- enhance recreation / open space linkages. The Wolli Creek Regional Park and Bardwell Valley Parklands is a critical component of the Green Grid and Blue Grid for Central Sydney. Wolli Creek is to be enhanced as a regional open space, and active transport corridor, while ensuring protection from development by improving stormwater management;

- enhance public access to of this part of the Wolli Creek and Cooks River foreshore, encouraging this important recreational corridor as a place to meet, exercise and enjoy the river environment;
- support the provision of upgraded public transport facilities, in particular Turrella Railway Station, can also be delivered to improve station access.

It is proposed that a new Section 94 Contributions Plan will be prepared specifically for Girrahween Point. This will apply to all development applications that are determined after the commencement of the proposed Girrahween Point Section 94 Contributions Plan.

Further Studies and Justification

This Planning Proposal includes studies and justification that meet the normal requirements for a Planning Proposal at the Pre-Gateway stage. Further planning and studies will be done following a Gateway Determination and prior to public exhibition of the Planning Proposal. We envisage that the following documents would be prepared prior to or in parallel with the public exhibition of the Planning Proposal:

- Draft Development Control Plan for Girrahween Point, to provide a clear vision and objectives for the Precinct, and provides a much clearer planning framework to guide and regulate future development in accordance with the proposed LEP controls;
- Draft Section 94 Contributions Plan for Girrahween Point and works schedule;
- A detailed Traffic and Transport Report; and
- A Sustainability Strategy, outlining sustainability and resilience planning measures for the Precinct.

Following gateway determination, the Turrella Property Pty Ltd commit to continuing a close working relationship with Bayside Council, and increased engagement with other government agencies and the community to refine the planning proposal, with a view to publicly exhibit in late 2018.

1.0 Introduction

This report has been prepared by Ethos Urban on behalf of Turrella Property Pty Ltd in support of a Planning Proposal to amend the Rockdale Local Environmental Plan 2011 and relating to Girrahween Point (also known as Turrella Industrial Precinct).

The objective of this Planning Proposal is to support a change of land use zone and development standards applying to Turrella Industrial Precinct to facilitate its renewal into a vibrant and sustainable mixed use environment. Specifically, this Planning Proposal seeks to:

- support a land use zone change from IN2 Light Industrial to a composition of B4 Mixed use and B7 Business Park zones to accommodate residential, urban services, commercial and retail in the Precinct.;
- increase the maximum permissible building height from 14.5 metres to heights ranging between 8.5 metres and 65.5 metres;
- increase the maximum permissible floor space ratio (FSR) limit from 1:1 to maximum FSR ranging from 2.6:1 to 3.3:1, which accounts for residential, retail, office and urban services floor space;
- include the Precinct as part of clause 6.14 Design Excellence to deliver the highest standard of architectural, urban and landscape design; and
- include a local provision '6.15 Urban Services' for the accommodation of urban services within the Precinct.

This Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning & Assessment Act, 1979 (EP&A Act), and 'A Guide to Preparing Planning Proposals' prepared by the NSW Department of Planning and Environment. **Section 7.0** of this report sets out the strategic justification for the Planning Proposal and provides an assessment of the relevant strategic plans, state environmental planning policies, ministerial directions and the environmental, social and economic impacts of the proposed amendment. This report should be read in conjunction with the relevant expert consultant reports appended (see Table of Contents).

We request that Council forward the Planning Proposal to the Minister for Planning for a 'Gateway determination' in accordance with section 3.34 of the EP&A Act.

1.1 Background

1.1.1 Deed agreement

The Proponent has executed a Planning Deed with Bayside Council to fund the independent assessment of the Planning Proposal. Given the history and extensive work carried out to prepare the Planning Proposal, it was the preference of Bayside Council and the Proponent to lodge a Planning Proposal, and for Council undertake the assessment of the proposal as the relevant planning authority (RPA).

1.1.2 Turrella Planned Precinct

In June 2017, DP&E announced Turrella as a Planned Precinct. Its nomination aims to boost the supply of new homes, jobs and services. As shown in **Figure 1**, the boundaries of the area suggest that the subject Precinct is included as part of the investigation process.

This will involve a state-led renewal proposal for the Precinct that will outline strategies and initiatives for land use, urban design, transport and open space. Critically, this will identify changes in zoning, building heights and floor space ratios, along with the preparation of a Development Control Plans to guide design and built form outcomes.

At this time, it is understood that DP&E have yet to begin its preliminary investigations and have so far undertaken a community information session on the 24th of July 2017. From the investigation, the Department will develop a draft plan which will be placed on public exhibition for a minimum period of six weeks in late 2018.



Figure 1 – Turrella Planned Precinct Investigation Area

Source: NSW Department of Planning and Environment

1.1.3 Stakeholder and Community Engagement

Turrella Property and the project team have undertaken extensive consultation with a number of key stakeholders in relation to the Planning Proposal for Girrahween Point. Consultation to date has focused on identifying the planning process being undertaken, key planning issues and matters for further consideration in preparing the Planning Proposal and subsequent detailed site investigations and planning.

Bayside Council

The project team have met regularly with Council staff over the past 24 months as part of the preparation and administration of the Planning Proposal for Girrahween Point. This has included:

- introducing the project and vision;
- identifying key issues to be addressed in the planning proposal;
- specialist studies required, with Council outlining scope to be addressed as part of each specialist report; and
- briefing of indicative masterplan and reiterative briefings of specialist study updates and key issues.

The project team will be willing to brief Councillors again upon the submission of this Planning Proposal.

Department of Planning & Environment

The Proponent has met with the Urban Renewal team within the Department of Planning and Environment (DP&E) on the 12th of October 2017. This involved discussions regarding the planning proposal and appropriate rezoning pathway for the Turrella Industrial Precinct in concurrence with DP&E Planned Precinct investigations for Turrella.

It was agreed with the DP&E that the proponent continue with lodgement of a planning proposal for the Turrella Industrial Precinct and undertake the assessment process in collaboration with Bayside Council.

Transport for NSW, Roads and Maritime Services, Office of Environment and Heritage, and Sydney Trains

On the 26th of October 2016, The Proponent and traffic consultant (Trafix) met with Council and Transport for NSW, Roads and Maritime Services, Office of Environment and Heritage and Sydney Trains to discuss the Planning Proposal and identify key issues to be addressed for Gateway Determination. The minutes of this meeting can be found within **Appendix N**.

Local land owners

The proponent and project team have consulted both formally and informally with over 50 businesses and land owners of the Turrella Industrial Precinct throughout the duration of the planning process.

1.2 The Planning Process

This Planning Report forms part of a Planning Proposal submitted to Bayside Council. The intent of this submission is to provide Council, as the Relevant Planning Authority (RPA) with sufficient information to form a view regarding the strategic merit of the Planning Proposal and to refer the matter to the NSW Department of Planning and Environment's LEP Gateway Review Panel.

It is important to note that at this stage, both Council and the LEP Gateway Review Panel are only required to determine whether the Planning Proposal has strategic merit and is worthy of further detailed assessment. An LEP Gateway determination will allow for detailed site investigation, additional technical studies and further concept planning for Girrahween Point to occur.

The detailed site investigations will inform the finalisation of the Planning Proposal to allow it to be placed on public exhibition for community consultation, following which it will be fully assessed by Bayside Council with further input from DP&E and other government agencies including the NSW Roads and Maritime Service and the Department of Infrastructure and Regional Development (Cth). The intended planning process for this proposal is outlined at **Figure 2** below.

Proponent Instigated LEP Rezoning Process (Guide)



Figure 2 - Proponent instigated LEP Rezoning Process

Source: Ethos Urban

1.3 The Project Team

Development of the rezoning proposal, detailed investigations and environmental assessment has been undertaken by a team of specialist consultants, listed in **Table 1** below:

Table 1 – Project team

Discipline	Consultant
Urban Design	Scott Carver
Planning	Ethos Urban
Economics & Employment	AEC
Transport	Traffix
Community Facilities & Open Space	MacroPlan Dimasi
Historical Heritage	Eco Logical Australia
Aboriginal Heritage	Eco Logical Australia
Flora and Fauna	Eco Logical Australia
Flooding	J. Wyndham Prince
Acid Sulfate Soils	Environmental Investigations Australia Pty Ltd
Contamination	Environmental Investigations Australia Pty Ltd
Airport Operations	Strategic Airspace
Air Quality	Todoroski Air Sciences

2.0 The Precinct

This chapter describes the Precinct, its locational context, history, existing features, landownership and existing planning controls.

2.1 Precinct Location

The Turrella Industrial Precinct is approximately 13 ha in area and is located within Bayside local government area (LGA). The Precinct is located approximately 9km south-west of the Sydney CBD, 3km west of Sydney Kingsford-Smith Airport and 7.8km north-west of the Port Botany Container Freight Terminal.

The urban context of Girrahween Point is illustrated in **Figure 3** and is characterised by the following:

- high level of public transport accessibility being located adjacent to Turrella Railway Station and the T2 Airport Line;
- situated immediately west of Discovery Point, a recent urban renewal Precinct of Wolli Creek a mixed-use Precinct that comprises development up to 24 storeys;
- neighbouring local and regional open space (Turrella Reserve, Waterworth Park, Gough Whitlam Park and Arncliffe Park) and Wolli Creek; and
- proximate to major employment hubs, including Sydney Airport, Port Botany and Sydney CBD

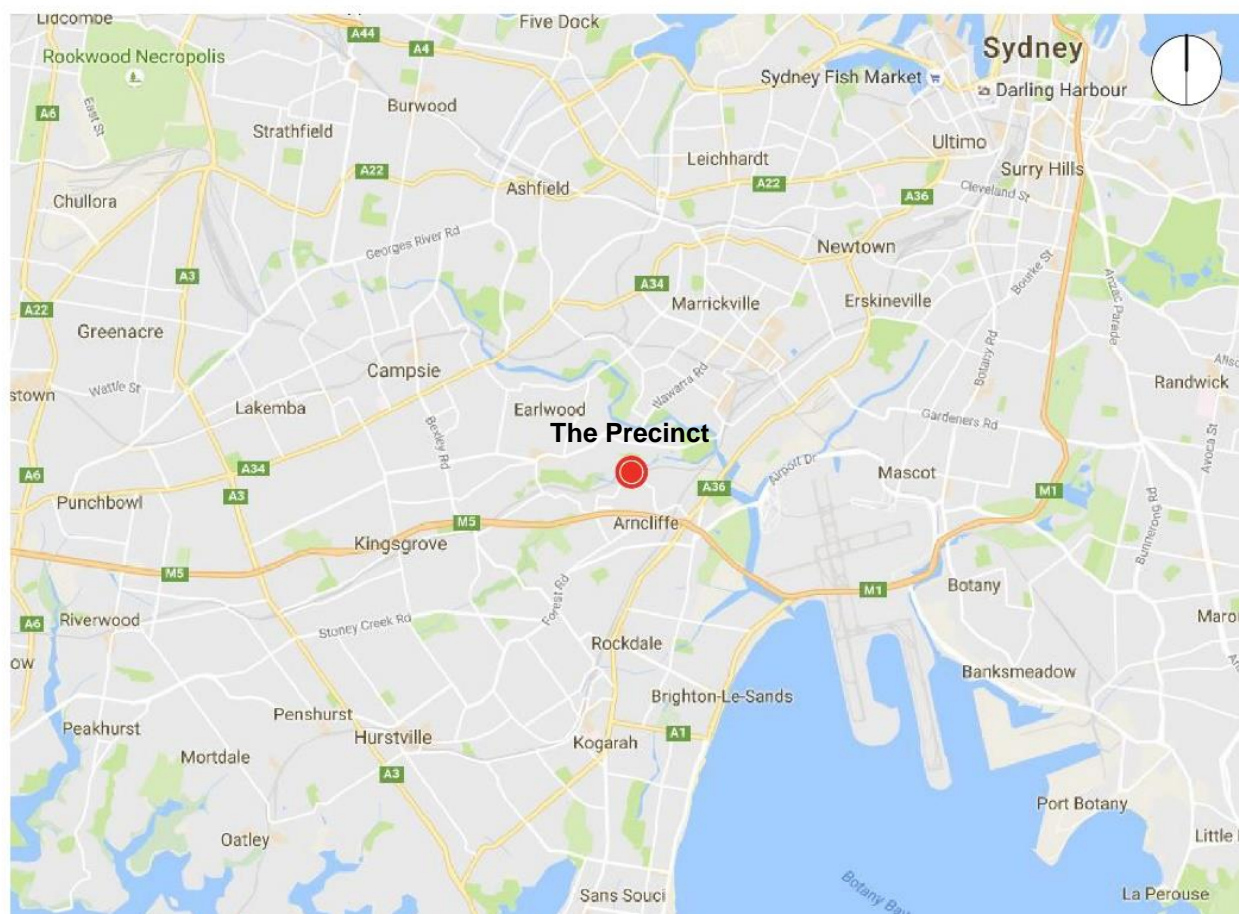


Figure 3 – Precinct context

Source: Google Maps & Ethos Urban

2.2 Precinct Context

The Precinct is bounded by natural features to the north by Wolli Creek and open space areas, while the south is bounded by the East hills rail line and areas of infill high-density housing and an established low-density neighbourhood, as illustrated in **Figure 5**. High-density residential and mixed use development has emerged to the east of the Precinct as part of the development of Discovery Point, a recent renewal project around Wolli Creek Railway Station.

Retail and Services

- There is little to no retail in the form of neighbourhood shops within the surrounding the Turrella Railway Station.
- The eastern edge of the Precinct is within walking distance to Discovery Point, Wolli Creek, a redevelopment Precinct that has transformed a previous industrial area into a mixed-use Precinct. The centre currently contains a Woolworths and a number of smaller neighbourhood retail services.
- The Precinct is also near Arncliffe local centre, with a number of small retail shops and community services that include a medical and child care centres, banks and post office.

Recreation

- A number of open space areas are located immediately to the north and north east of the Precinct that function as part of the Wolli Creek.
- Turrella Reserve is located directly north of the Precinct across Wolli Creek and is within the Canterbury-Bankstown local government area. The comprises a large open grassed area with a small playground facility. The Precinct has direct access to Turrella Reserve through the pedestrian footbridge that extends from Henderson Street.
- Waterworth Park is located approximately 350 metres to the east of the Precinct edge and contains a number of sporting fields, with a grandstand for the main field.
- Gough Whitlam Park is approximately 400 metres to the north east and is comprised of several sporting fields, picnic areas, playgrounds and access to the Cooks River.

Transport and Access

- The Precinct adjacent to the East Hills Railway Line and the Turrella Railway Station provides connection to the Sydney CBD within 16 minutes. Furthermore, the eastern edge of the Precinct is within walking distance of Wolli Creek Railway Station that also connects to the CBD and Strategic Centres to the south i.e. Kogarah (9 min) and Hurstville (8 min).
- The eastern portion of the Precinct is also in proximity to Wolli Creek rail station that that services the East Hills line and the South line, directly connecting the area to surrounding strategic centres, including Kogarah, Hurstville, Green Square and Sydney CBD.
- Furthermore, the 473 bus service also runs regularly to Turrella Railway Station that provides further transit options to surrounding centre such as Campsie and Rockdale. The combination of regular bus and train services within and in the vicinity of the Precinct ensures the area is well connected to local and regional destinations by public transport.
- Turrella Street is a local collector road that traverses the southern side of the railway line. It provides vehicular access to the west with Hannam Street and this provides further access to multiple local routes onto Wollongong Road (linking to Rockdale town centre) and to Forest Road further to the south. To the east of the site, Turrella Street connects to Loftus Street which in turn provides access to Wollongong Road and the Rockdale town centre.
- Henderson Road provides an exclusively local access function serving the northern portion of the Precinct which has a dead-end road to the east and to the west.

Renewal Precincts

There are a number of existing and future renewal projects within the surrounding area. This highlights the changing urban context has begun a transformation of Girrahween Point's surrounding context. These renewal Precincts are described in **Table 2**.

Table 2 – Summary of surrounding renewal Precincts

Renewal Precinct	Description
Discovery Point	The Precinct is located immediately west of Discovery Point, which has seen a significant transformation of the area into a mixed use Precinct, comprising development of up to 24 storeys. The renewal of the Precinct has seen significant amenity and access improvements along the Wolli Creek and Cooks River foreshore.
Bayside West Precincts (Arncliffe, Banksia and Cooks Cove) <i>Shown as '1' in Figure 4</i>	<p>Arncliffe and Banksia have both been nominated as Planned Precincts within the Greater Sydney Region Plan. Identification as Planned Precincts will lead to the preparation of a new plan for both Precincts to support the delivery of new jobs and housing along the rail corridor.</p> <p>The NSW Department of Planning and Environment released the Bayside West Precincts Land Use and Infrastructure Strategy (LUIS) on public exhibition. The strategy sets out the future delineation of growth within Arncliffe and Banksia, and the potential renewal of Cooks Cove. The Bayside West LUIS includes a rezoning proposal for Arncliffe and Banksia Precinct. The proposed amendments to the Rockdale LEP propose for heights up to 70 metres and floor space ratios up to 4.5:1. The LUIS has also recognised the potential renewal of Cooks Cove and relocation of the Kogarah Golf Course.</p>
Turrella Planned Precinct <i>Shown as '17' and '22' in Figure 4</i>	<p>In June 2017, DP&E announced Turrella as a new Planned Precinct. Its nomination aims to boost the supply of new homes, jobs and services.</p> <p>This will involve a state-led draft renewal proposal for the Precinct that will outline strategies and initiatives for land use, urban design, transport and open space.</p> <p>In October 2017, Turrella Property Pty Ltd met with the Urban Renewal team within the Department of Planning and Environment (DP&E). It was agreed with the DP&E that Turrella Properties Pty Ltd could continue with lodgement of a planning proposal for Girrahween Point.</p>

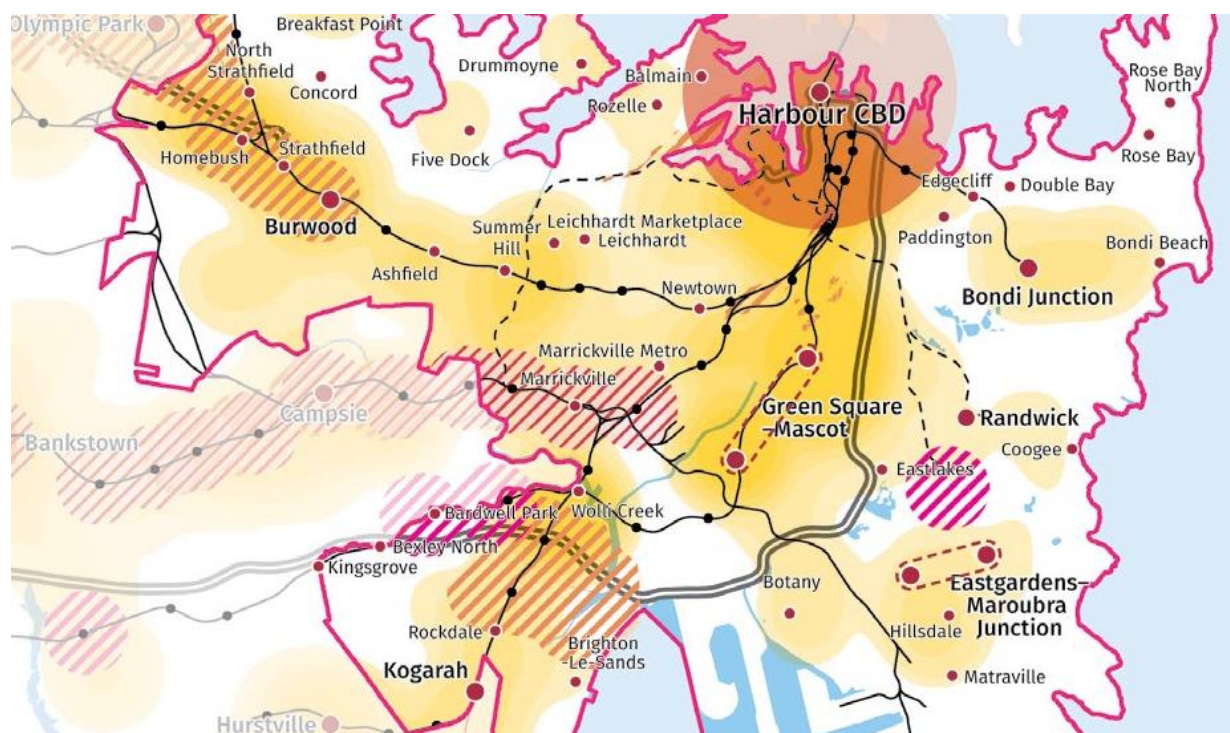


Figure 4 – Future housing: government programs and preferred locations for consideration

Source: Greater Sydney Commission, 2018

2.3 Precinct Description

The boundary of Precinct is illustrated in **Figure 5**. The boundary of the Precinct is consistent with the extent of the existing IN2 Light Industrial zone, which is described as the Turrella Industrial Precinct. The Precinct covers an area approximately 13 ha in size with land parcels fronting Henderson and Turrella Streets.



Figure 5 – Boundary of Girrahween Point (The Precinct)

Source: Ethos Urban

2.3.1 Existing Land Uses

The Precinct is comprised of predominantly light industrial, warehouse and business land uses. Land uses north of the rail line, along Henderson Street comprise a number of metal manufacturing, repair and maintenance services and construction services. A number of road transport depots toward the eastern edge of Henderson Street. There is also a Sports and Recreation industry within the Precinct with a laser siege and indoor paintball facility.

Businesses located south of the rail line are predominantly manufacturing and warehousing uses that include, King Furniture, Turrella Textiles, and wholesaling businesses. These businesses have a direct interface with low density residential areas across Turrella Street, presenting a conflict of uses. The Precinct also includes land owned by RMS that contains an electrical sub-station and a ventilation exhaust stack to support the release of emissions from the M5 Motorway.

A summary of all land uses is provided within **Table 3** below.

Table 3 – Existing land uses in Girrahween Point

Lot Details	Street Address	Business Name	Industry	Building Area (sq.m)	Land Area (sq.m)
L1/DP563180	61 Turrella St	Tulloch Aust. Organic Crop Protec tants	Basic Chemical and Chemical Product Manufacturing	2,337	4,547
L102/DP70218 6	63 Turrella St	Turrella Textiles PTY.	Furniture and Other Manufacturing	2,405	3,891
L101/DP70218 6	65-121 Turrella St	BML Pharmaceuticals (e.g. Cenovis)	Other Goods Wholesaling	1,661	2,837
L2/DP182322	115-125 Turrella St	King Furniture	Furniture and Other Manufacturing	4,781	9,276
L1/DP220806	127-139 Turrella St	Livingstone Pty Ltd	Other Goods Wholesaling	6,800	13,140
L1/DP220806 totals	141 Turrella St	NCR Systemedia (office equipment/printing)	Machinery and Equipment Wholesaling	460	
				7,260	
L2/DP575914	143 Turrella St	Bill's Automotive	Repair and Maintenance	235	588
L1/DP575914	145 Turrella St	SydTell Communications	Telecommunications Services	400	468
L310/DP116487 3	1-3 Henderson St	Sydney Civil Pty Ltd	Construction Services		10,000
LD/DP163566	2 Henderson St	Florco Investments (bakery proposed)			3,895
L311/DP116487 3	5-9 Henderson St	Sydney Civil Pty Ltd	Construction Services	1,212	2,575
L1/DP854246	6 Henderson St	Thompson's Roller Shutters	Fabricated Metal Product Manufacturing	1,163	1,289
L2/DP854246	8 Henderson St	Thompson's Roller Shutters	Fabricated Metal Product Manufacturing	625	1,010
B/DP157862	10-12 Henderson St	Thompson's Roller Shutters	Fabricated Metal Product Manufacturing	576	695
L10/DP1051384	10-12 Henderson St	Thompson's Roller Shutters	Fabricated Metal Product Manufacturing		153
L2/DP568141	11 Henderson St	Laser Siege and Diehard Indoor Paintball	Sports and Recreation Activities	2,242	3,964
L4/DP220045	11a Henderson St	Electrical substation		10	44

Lot Details	Street Address	Business Name	Industry	Building Area (sq.m)	Land Area (sq.m)
SP65839	17-21 Henderson St	<u>Henderson Business Park (multiple tenancies listed below)</u> Professional Adaptive Electronics Norman Shopfitters C & J Security Metalwork Form Interiors Savi Maurizio Furniture Yolk and White P/L, AGD P/L Metro Windows & Doors Bighom Events Deepa Foods Charmel Industries PTY LTD Bill Watson Industries Group PTY LTD A. Allen Steel Security Corou Property Services Banksia Towing Sydney Upholstery Motor Repairing & Tailshafts PTY LTD Flametron - Classic Elly Pieratos Queens Outdoor Blinds and Awnings PTY LTD Gridcoin Industries PTY LTD	Repair and Maintenance Construction Services Fabricated Metal Product Manufacturing Construction Services Warehousing and Storage Services Construction Services Grocery, Liquor and Tobacco Product Wholesaling Construction Services Fabricated Metal Product Manufacturing Building Cleaning, Pest Control and Other Support Services Road Transport Repair and Maintenance Repair and Maintenance Machinery and Equipment Wholesaling Other Goods Wholesaling Furniture and Other Manufacturing		
SP65839 totals				4,712	12,970
L1/DP854246	23 Henderson St	A1 Metallising Services	Repair and Maintenance	2,000	3,187
L2/DP809831	27 Henderson St	Roads & Traffic Authority of NSW Property		550	3,941
L1/DP875483	29 Henderson St	Halifax Vogel Group	Wholesale trade nfd	6,486	10,760
L2/DP545159	31-39 Henderson St	Vacant			10,620
A/DP364992 L1/DP599717 L2/DP500729 B/DP364991 L1/DP1099099 L479/DP752056	41-47 Henderson St	Macnaught	Manufacturing, nfd	5,680	13,830
L2/DP599717	43 Henderson Street	Carparking for 41-47 Henderson St			786
L1/DP628356 L103/828714 L104/828714	57-67 Henderson St	Telfords	Road Transport	1,888	5,379
L1/DP775302	75 Henderson St	Designer Transport	Transport, Postal and Warehousing, nfd	5,809	27,750

Source: MacroPlan Dimasi

2.3.2 Existing Built Form

The scale and built form within the Precinct predominantly comprises 1-2 storey industrial sheds with large open areas. The building footprint of existing sheds within the Precinct is diverse ranging from 600 m² to in excess of 6,000m².

Built form in the precinct are predominately older industrial buildings, with a number of examples in disrepair and few instances of redevelopment to modern, large format buildings. On the eastern half of Henderson Street, much of the land is used as hardstand areas, which do not contribute to employment. The site configuration for a number of tenants can be described as inefficient, with their operations located across more than one lot and existing buildings rather than being housed within purpose built facilities.

Buildings north of the rail line are predominately inward focused toward Henderson St, with little (if any) active interface with the street with the exception of loading docks within the Precinct.

The existing built form south of the rail line are typically single storey warehouses that have a direct interface with low density residential housing across Turrella Street.

2.4 Land Ownership

There are a number of large consolidated land holdings within the Precinct. Existing land owners within the Precinct are listed within **Appendix O**. In addition to those shown below, there are a number of smaller individual land holdings. All land owners have been consulted regarding the Planning Proposal (refer to **Section 1.1.3**).

2.5 Current Planning Controls

2.5.1 Rockdale Local Environmental Plan 2011

The Turrella Industrial Precinct is currently subject to the local planning controls outlined in the Rockdale Local Environmental Plan 2011.

Zoning

The Precinct is zoned IN2 Light Industrial. **Figure 6** contains an extract from the land use zoning map.

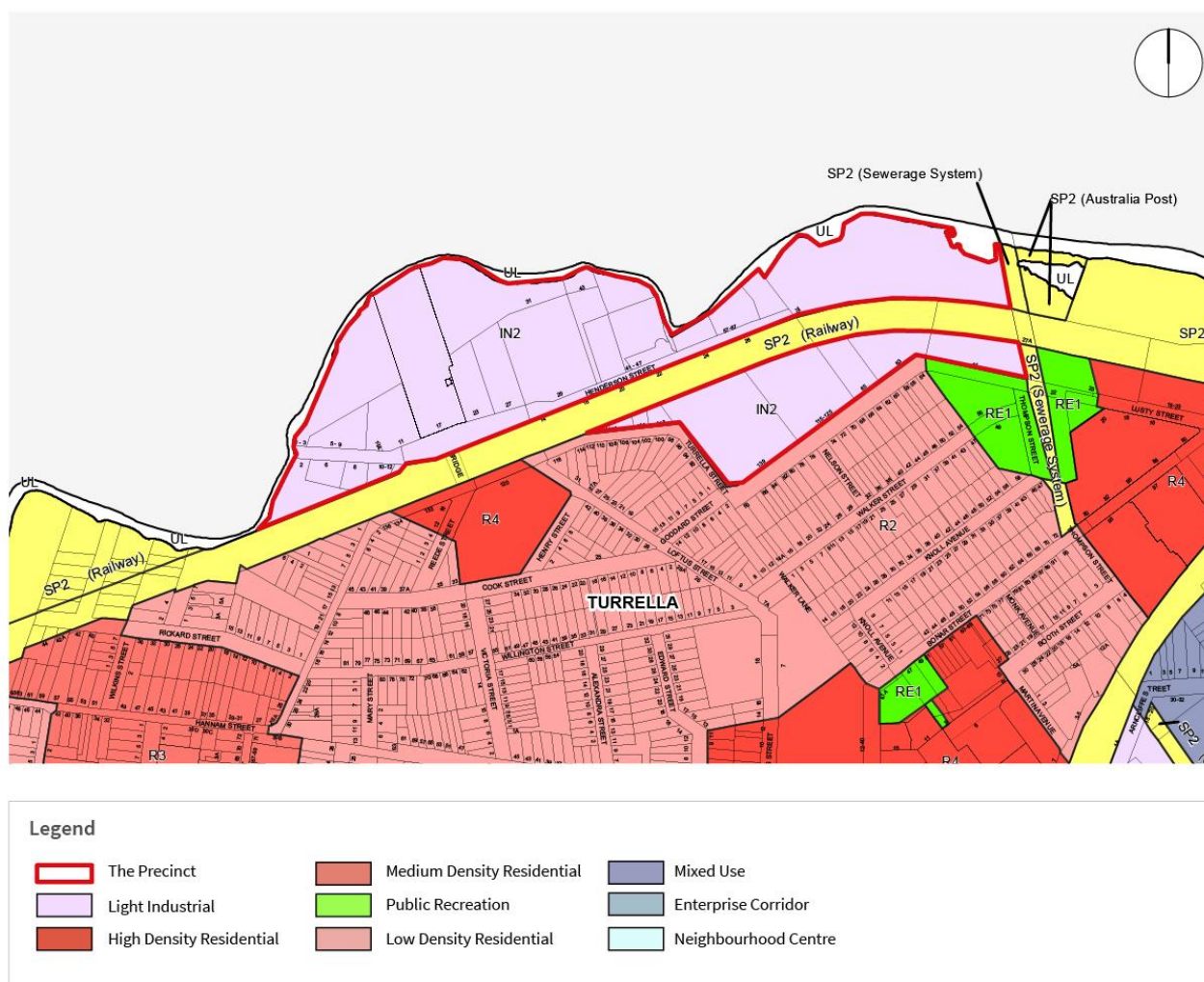


Figure 6 – Land Use Zoning Map from Rockdale LEP 2011

Source: Legislation NSW & Ethos Urban

Building Height

Maximum building height controls for the Precinct are illustrated in **Figure 7**. The Precinct is subject to a maximum building height of 14.5 metres.

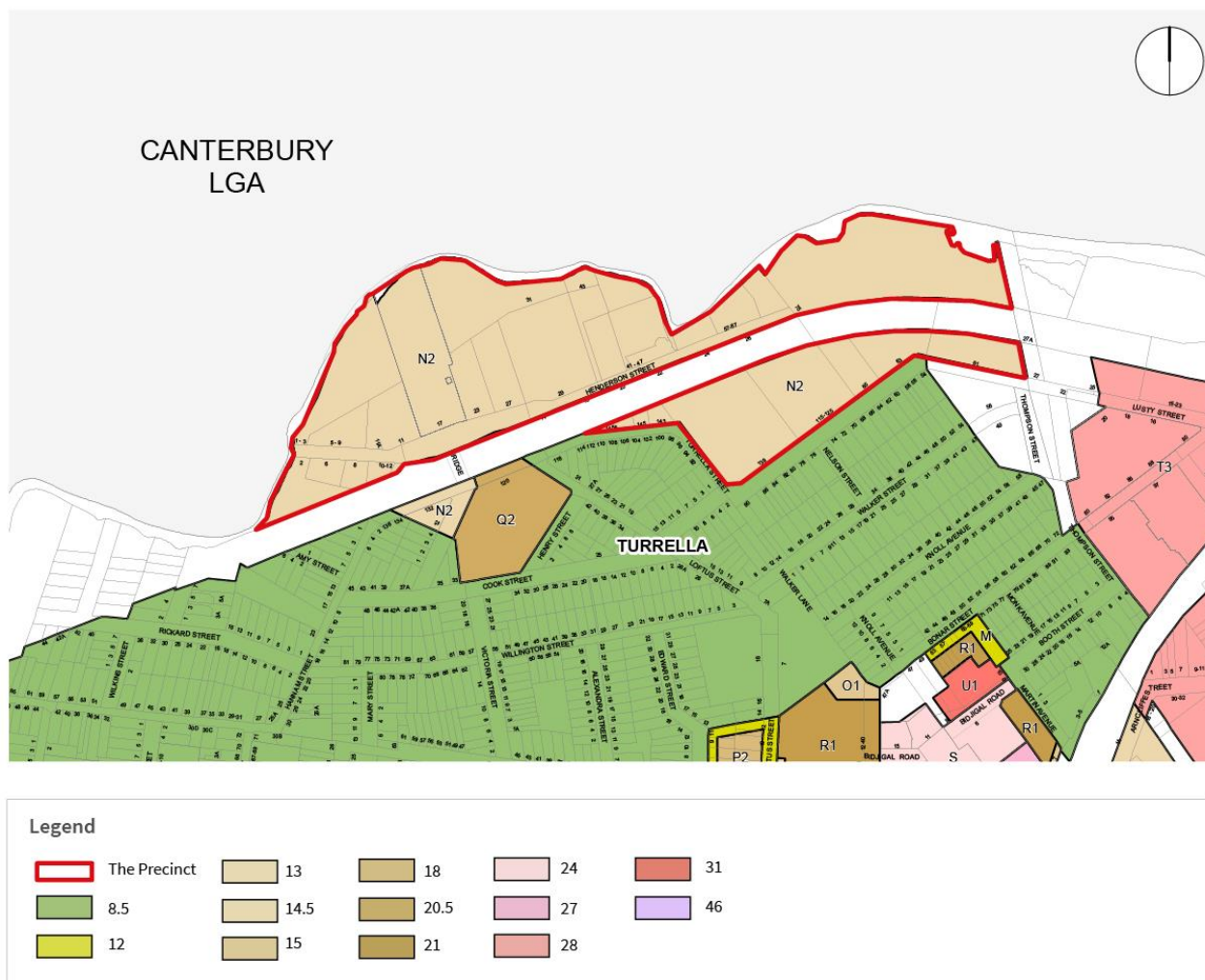


Figure 7 – Maximum Building Height Map from Rockdale LEP 2011

Source: Legislation NSW & Ethos Urban

Floor Space Ratio

The Precinct is subject to a maximum Floor Space Ratio (FSR) of 1:1, as shown in **Figure 8**.

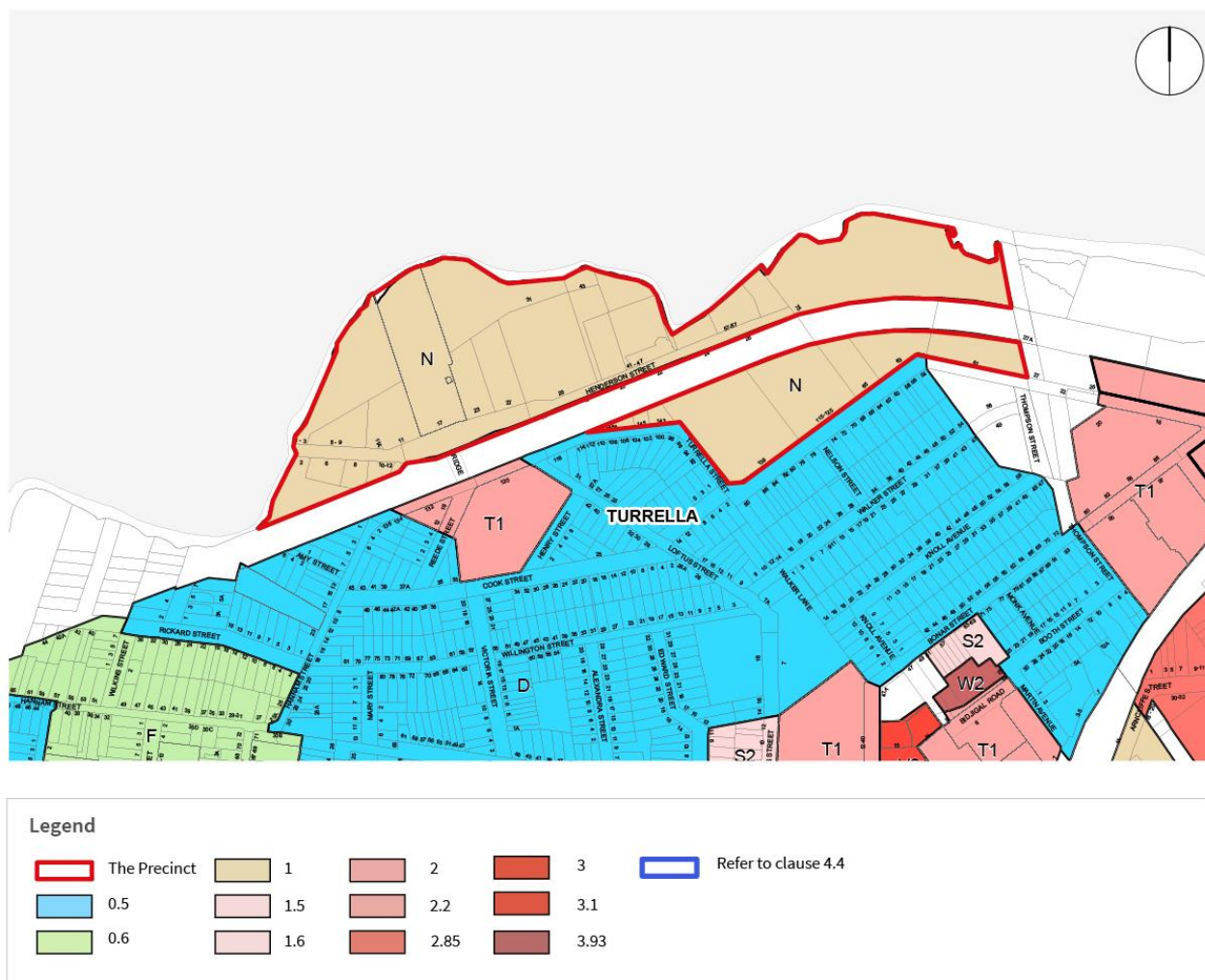


Figure 8 – Maximum Floor Space Ratio Map from Rockdale LEP 2011

Source: Legislation NSW & Ethos Urban

Heritage

There are four listed heritage items that are adjacent or within the vicinity of the Precinct (as shown in **Figure 9**):

- Turrella Railway Station (1931) - local heritage item s.170 NSW State agency heritage register (Sydney Trains);
- Wolli Creek Valley - (I237) local heritage item, Rockdale LEP 2011;
- Wolli Creek Wetlands – (I232) local heritage item, Rockdale LEP 2011; and
- Wolli Creek Aqueduct – (I36) State heritage item, listed under the Heritage Act.

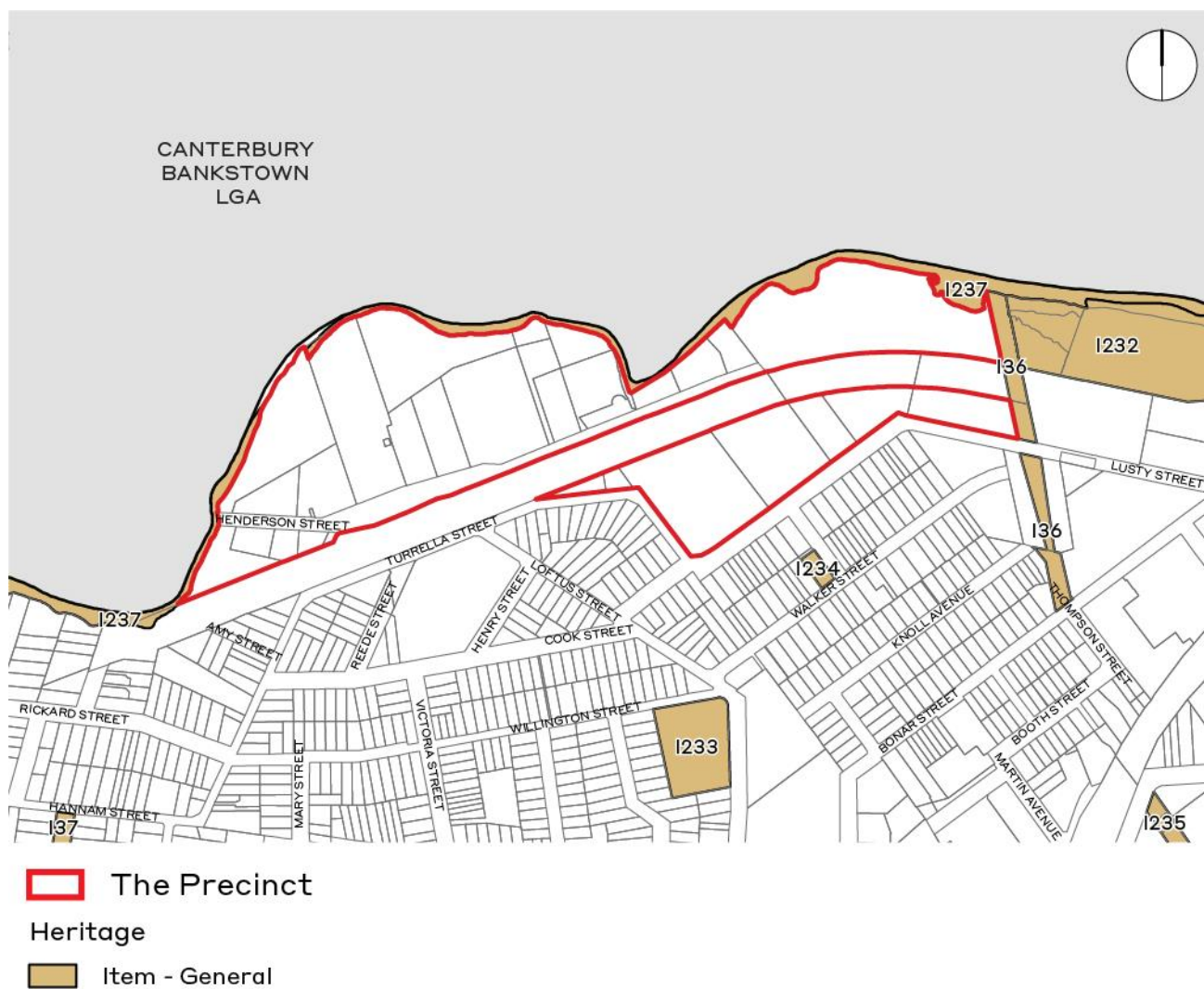


Figure 9 – Heritage Map from Rockdale LEP 2011

Source: Legislation NSW & Ethos Urban

Airspace operations

The Precinct is subject to the provisions of Clause 6.4 Airspace Operations, which states that:

- If a development application is received and the consent authority is satisfied that the proposed development will penetrate the Limitation or Operations Surface, the consent authority must not grant development consent unless it has consulted with the relevant Commonwealth body about the application.
- The consent authority may grant development consent for the development if the relevant Commonwealth body advises that:
 - the development will penetrate the Limitation or Operations Surface but it has no objection to its construction, or
 - the development will not penetrate the Limitation or Operations Surface.
- The consent authority must not grant development consent for the development if the relevant Commonwealth body advises that the development will penetrate the Limitation or Operations Surface and should not be constructed

As seen in **Figure 10** and **Figure 11**, the current Obstacle Limitation Surface restriction covering Girrahween Point is 51 metres AHD, while the PANS-OPS restriction is predominately 126.4 metres, transitioning to 110 metres to the eastern portion of the Precinct.

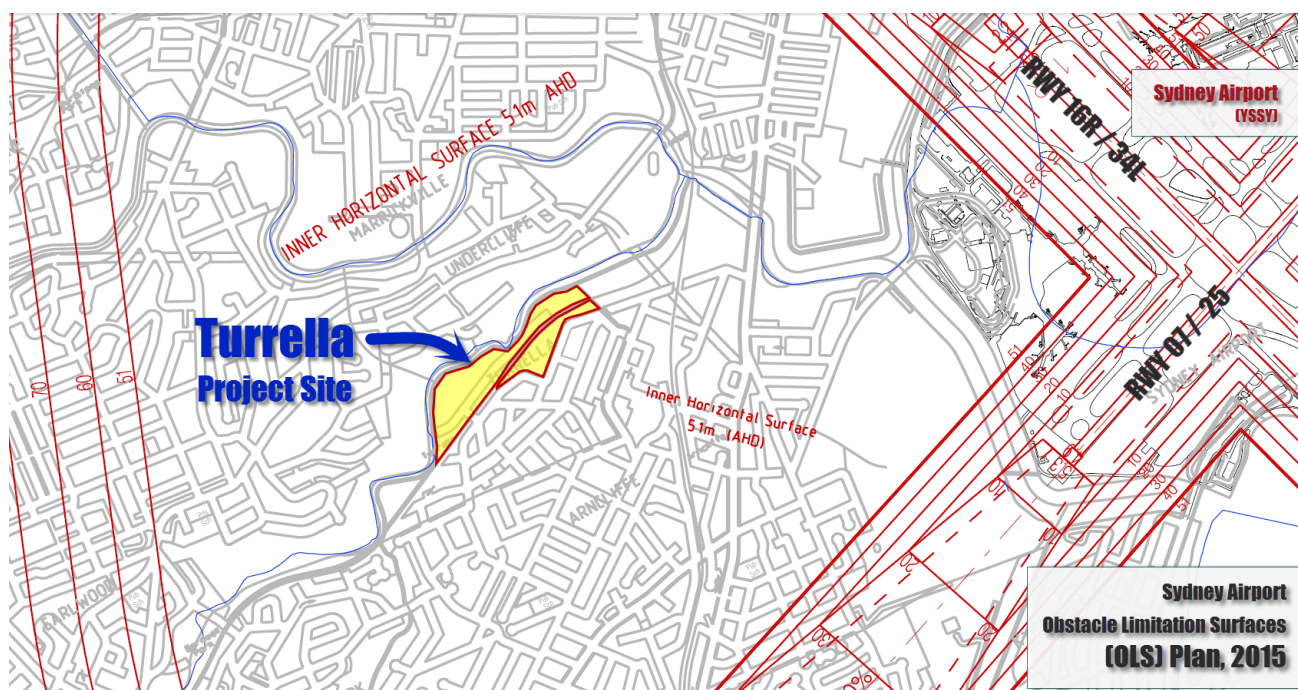


Figure 10 – Obstacle Limitation Surface Plan

Source: Strategic Airspace

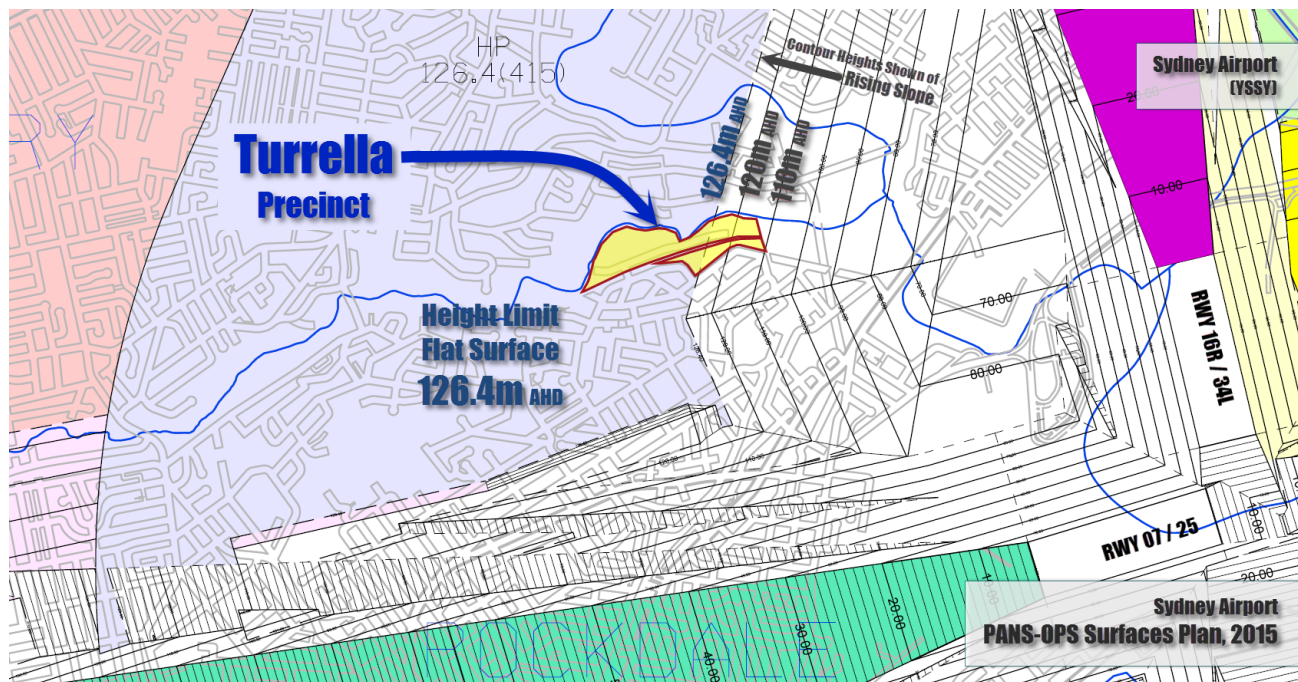


Figure 11 – PANS-OPS Surfaces Plan

Source: Strategic Airspace

Flood Planning

A large portion of the land north of the rail line is identified within Council's Flood Planning Map as being within a flood planning area, whilst some lots south of the rail line within the Precinct boundaries are also within the flood planning area, as shown in **Figure 12**.

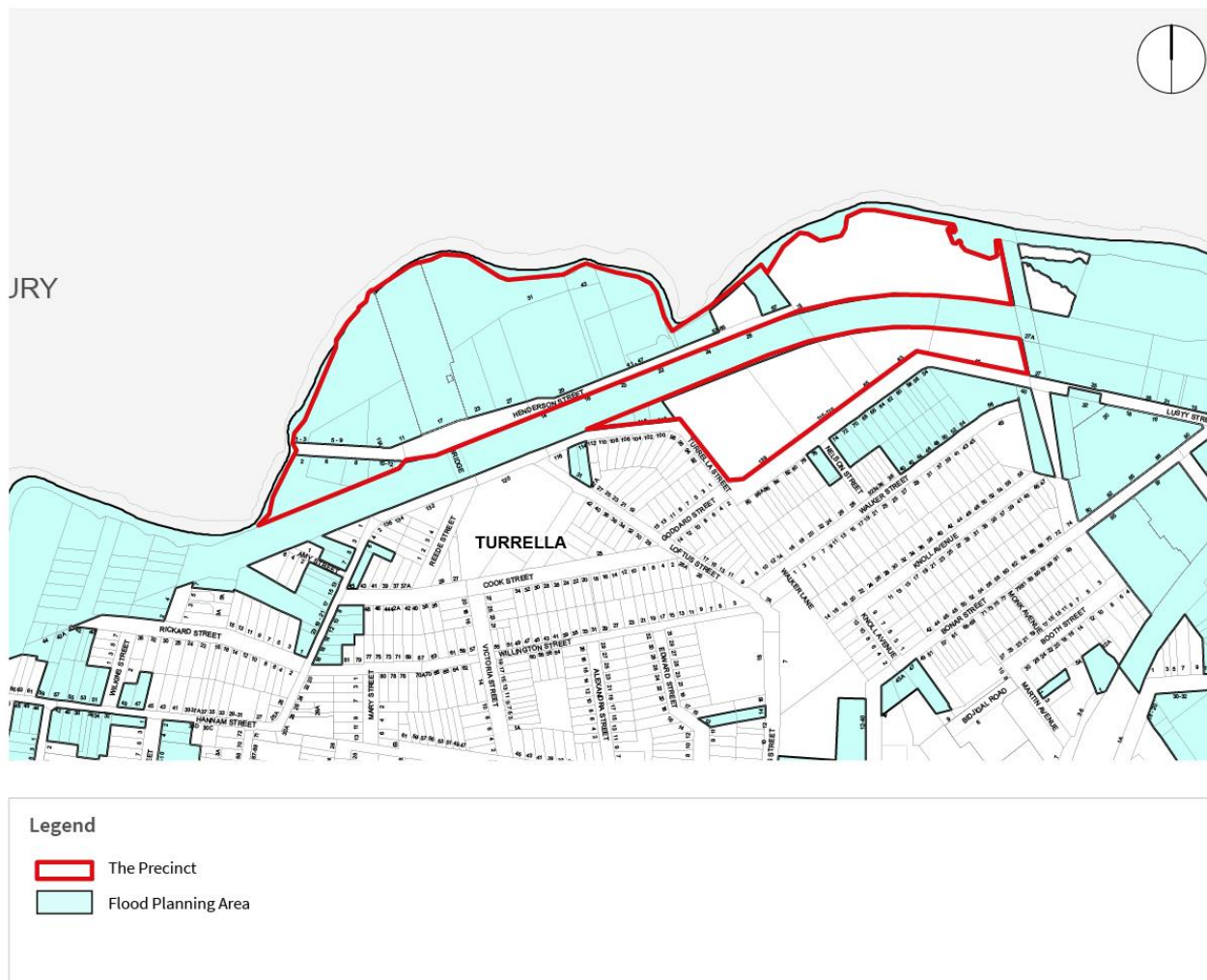


Figure 12 – Flood Planning Area Map from Rockdale LEP 2011

Source: Legislation NSW & Ethos Urban

Acid Sulfate Soils

The majority of the Precinct is affected by Class 3 acid sulfate soils with portions of the northern edge affected by Class 1 acid sulfate soils. The eastern portion of the Precinct is affected by Class 2 acid sulfate soils, as shown in Figure 14.

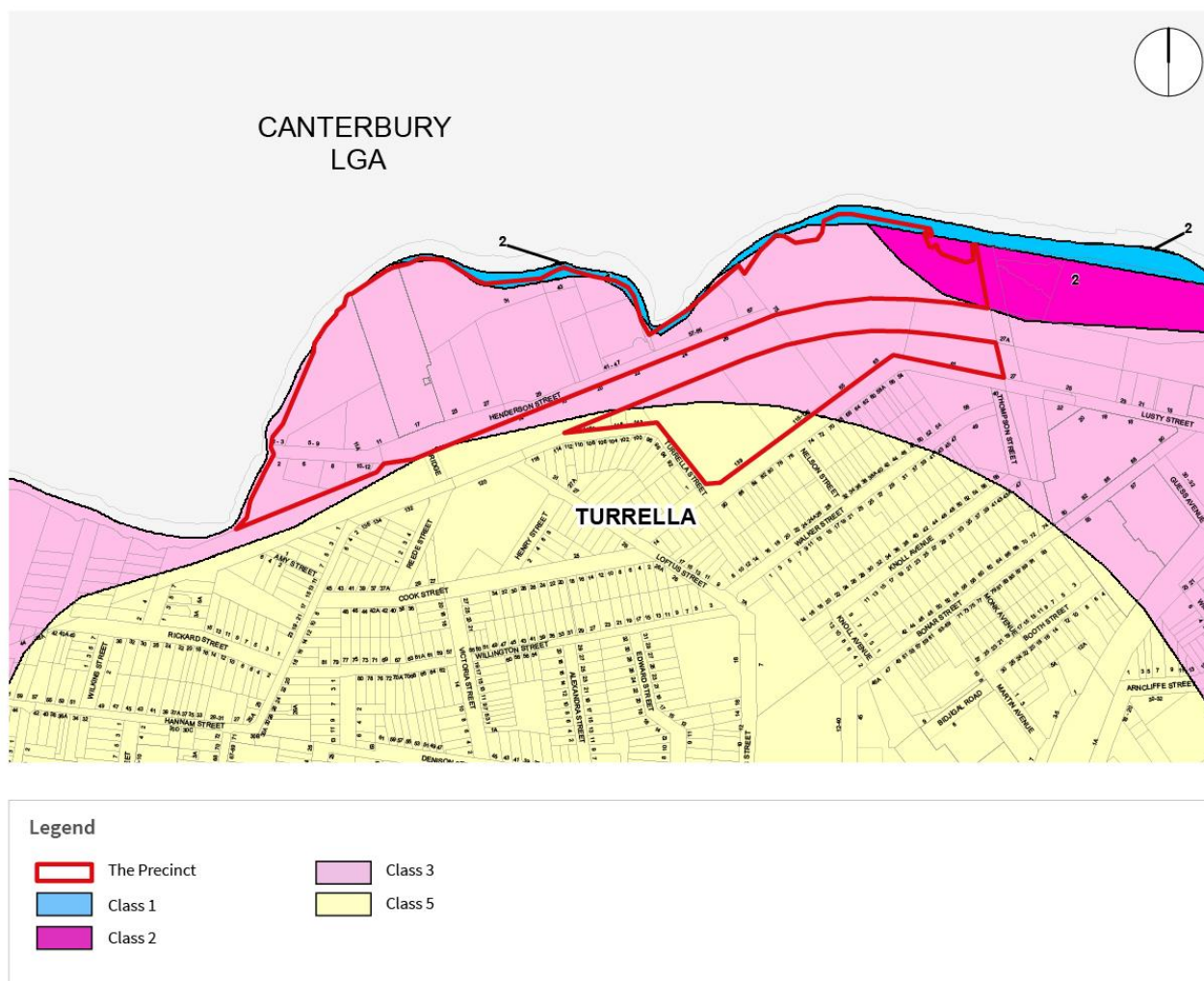


Figure 14 – Acid Sulfate Soils Map from Rockdale LEP 2011

Source: Legislation NSW & Ethos Urban

Biodiversity protection

The north western edges of the Precinct are identified 'Environmentally Sensitive Land – Biodiversity', as shown in Figure 15.

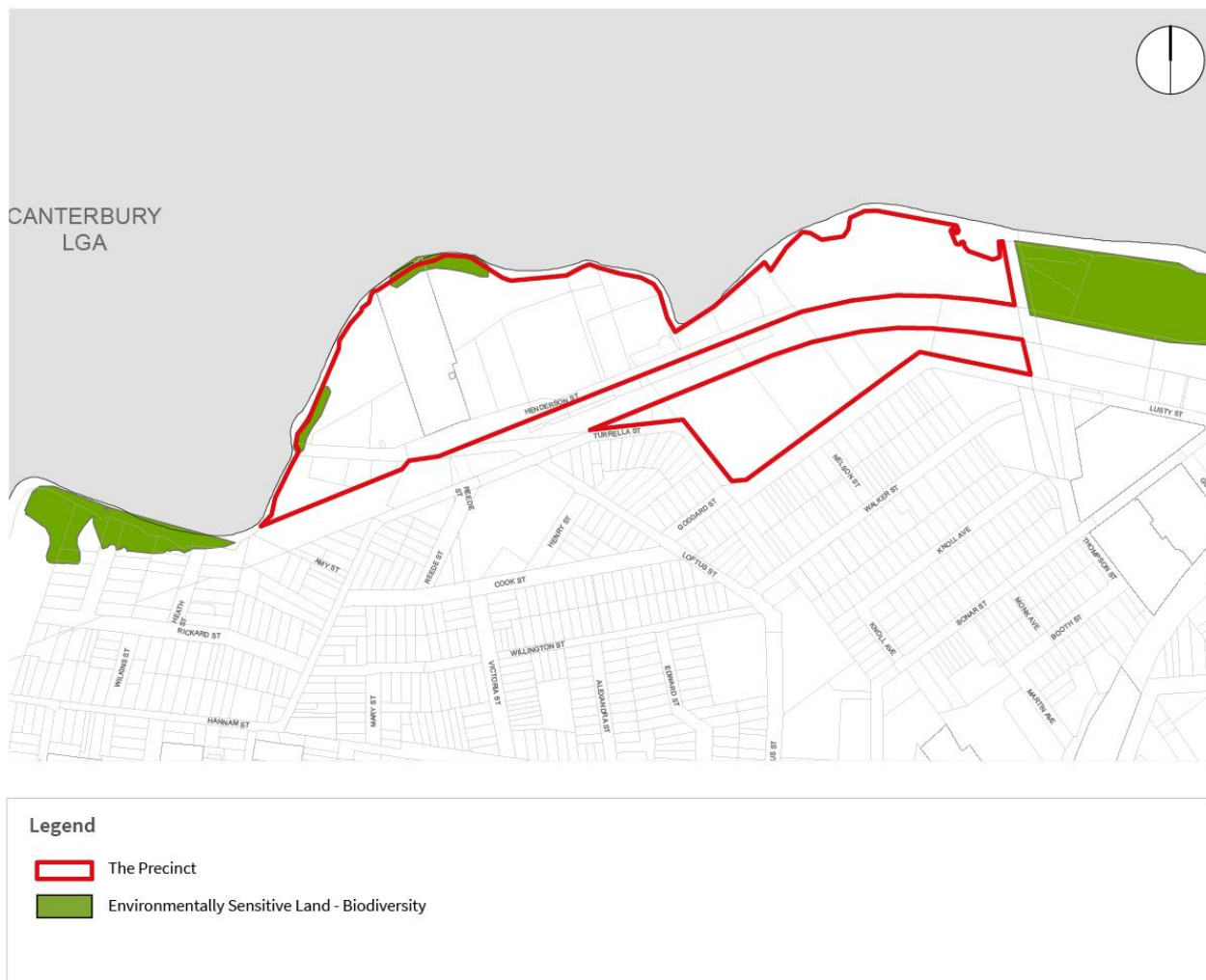


Figure 15 – Terrestrial Biodiversity Map from Rockdale LEP 2011

Source: Legislation NSW & Ethos Urban

Riparian land, watercourses and artificial waterbodies

The north western edges of the Precinct are identified 'Biodiversity', as shown in **Figure 16**.



Figure 16 – Biodiversity Map from Rockdale LEP 2011

Source: Legislation NSW & Ethos Urban

Wetlands

The north western edges of the Precinct are identified as 'Environmentally Sensitive Land – Wetlands', as shown in Figure 17.



Figure 17 – Natural Resource - Wetlands Map from Rockdale LEP 2011

Source: Legislation NSW & Ethos Urban

2.6 Land Use Capability

Our analysis of the capability of the physical attributes and context of the Precinct is contained in **Table 4** below.

Table 4 - Land use capability assessment

Site Attributes	Capability for Rezoning for Mixed Business, Residential and Retail Development
Urban and subregional context	Positioned alongside Turrella Station with good access to surrounding Local and Strategic Centres. Suitable for mixed business, retail and residential uses at a medium to high density.
Surrounding properties	Road boundaries and large Precinct scale allow for appropriate transition from surrounding low density to medium to high density and scale of development.
Land size and topography	Large Precinct capable of supporting medium to high scale of development.
Flora and fauna	Minimal limitation, highly significant biodiversity along the foreshore area and should be protected. Targeted surveys have been performed for the Australasian Bittern, Grey-headed Flying-fox and Litoria aurea (Green and Golden Bell Frog). No sightings of the Australian Bittern and no Green and Golden Bell Frogs were recorded during these surveys. The Wolli Valley Grey-headed Flying Fox (GHFF) camp is located along the banks of Wolli Creek, 150 m west of the Precinct at its closest point. Any proposed works in the Precinct will not directly impact the GHFF camp or its flight paths.
Existing buildings and infrastructure	Existing buildings within the Precinct are outdated and of diminished relevance to the key economic drivers for employment in the area.
Access and transport	The Precinct is well-served by public transport and is capable of supporting higher density employment and residential development. The existing road network has adequate capacity to support additional population.
Heritage significance	Four (4) local heritage items with localised restrictions relating to retention, no broader implications for new development elsewhere within the Precinct.
Contamination	Given the previous activities in the Precinct, there is a moderate to high potential for contamination of the subsurface in some parts of the Precinct. The Phase 1 Preliminary Site Investigation prepared by EI Australia (Appendix I) concludes that the Precinct can be appropriately remediated during the Development Application stage.
Stormwater and flood risk	The Precinct currently drains into Wolli Creek, which forms part of the Cooks River catchment and ultimately drains into Botany Bay. Available flood information indicates that a large portion of the site is inundated in the 1% Annual Exceedance Probability (AEP) event, with the site fully inundated in the Probable Maximum Flood (PMF). A Water Cycle and Flood Management Strategy prepared by J. Wyndham Prince (Appendix D) provides a basis for the detailed design and development of the site to ensure that the environmental, urban amenity, engineering and economic objectives for stormwater management and site discharge can be achieved.
Air Quality	The northern portion of the Precinct contains the M5 East Ventilation Stack. The results of an air ventilation model study (Appendix K) demonstrate that it is feasible to accommodate residential uses in the Precinct.
Aircraft Operations	The Obstacle Limitation Surface (OLS) is 51 metres across the entire Precinct. Any proposed buildings above the OLS will require airspace height approval, subject to evaluation of an application to the Department of Infrastructure via Sydney Airport, this process can be undertaken during the development application stage. The PANS-OPS height limit applied to the Precinct ranges from 110m AHD to 126.4m AHD.

Subject to the limitations identified in **Table 4** above, it is considered that Girrahween Point has the capacity to accommodate a broader and denser range of employment and residential uses than the current planning controls described in **Section 2.5.1** would permit. The following chapters of this report explore how the existing planning controls could be expanded to maximise the utilisation of the Precinct in line with the strategic aims and objectives for Sydney within the identified capability of the land.

3.0 Strategic Vision

The Planning Proposal is consistent with and supports a range of strategic planning outcomes established by both Bayside Council and the NSW Government. This chapter provides a brief overview of the strategic planning policies governing development in NSW and how the vision and intended outcomes for Girrahween Point will implement or otherwise be consistent with relevant plans and policies.

A detailed assessment of the planning proposal's consistency with State and local strategic planning policies is provided within **Section 7.2.1**.

3.1 NSW Making It Happen – Premier's Priorities

The NSW Premier's Priorities represent 12 of the 30 key policy priorities for the NSW State Government, replacing the former NSW 2021 plan. The priorities outline the NSW State Government's vision and objectives for the state's near-term future and are intended to guide all government action. The priorities set a series of targets designed to rebuild the economy, deliver quality government services, improve infrastructure, strengthen our local environment and communities and improve governance structures. The key priorities as they relate to the Precinct and employment strategy are discussed below.

Creating Jobs

The NSW Government identifies NSW as leading the nation on key economic indicators, whilst also acknowledging that more can be done to attract new jobs and businesses to the state. The State Government has targeted the creation of 150,000 new jobs in NSW between 2015-2019, a key pillar of which is 'Jobs for NSW', a private sector-led and NSW Government-backed initiative which aims to make the NSW economy as competitive as possible and therefore help create new jobs across the state. A key element of the NSW Government's priority is to create jobs and apprenticeships for the construction sector through infrastructure investment.

Delivering infrastructure

The State Government has identified that NSW growing population continues to place pressure on existing infrastructure. By 2036, NSW will require infrastructure to support 113% more train trips, 30% more car trips and 40% more households. This government has an ambitious infrastructure investment program to address these needs. It will ensure NSW residents have the best transport, water, education, health, sports and arts infrastructure.

The NSW Government has either under construction or in the pipeline a number of key infrastructure projects, including but not limited to:

- WestConnex and NorthConnex
- Pacific Highway upgrade (Woolgoolga to Ballina)
- Sydney Light Rail (CBD and South East)
- Sydney Metro Northwest
- Sydney Metro City and South West
- Northern Beaches B-Line
- Newcastle Light Rail
- Westmead Stage 1A/B Redevelopment
- Northern Beaches Health Service Redevelopment

Making housing more affordable

The NSW Government has identified that increasing the amount of available housing is a priority, outlining that reducing timeframes for housing approvals gives certainty to the market, instils confidence and increases housing supply, making it easier for people to find or build homes to suit their lifestyles. The State Government has also identified that the construction of new dwellings will also help grow the economy, and provide additional employment opportunities for builders and tradespeople.

3.2 Metropolitan, District and Local Planning Strategies

3.2.1 A Metropolis of Three Cities - Greater Sydney Region Plan and Eastern City District Plan

In March 2018, the Greater Sydney Commission finalised 'A Metropolis of Three Cities - Greater Sydney Region Plan', which replaced A Plan for Growing Sydney (2014) as the NSW Government's metropolitan plan for Sydney. The Plan presents a strategy for managing growth and change, and intends to guide infrastructure delivery over the next 40 years. The plan seeks to reposition Sydney as a metropolis of three cities – the western parkland, central river and eastern harbour cities.

To support the vision of boosting Greater Sydney's liveability, productivity and sustainability, the Greater Sydney Commission have established ten (10) directions which establish the aspirations for Greater Sydney over the next 40 years. These directions will be used to guide future planning policy and infrastructure decisions within Greater Sydney to 2056. The identified directions include:

1. A city supported by infrastructure
2. A collaborative city
3. A city for people
4. Housing the city
5. A city of great places
6. A well-connected city
7. Jobs and skills for the city
8. A city in its landscape
9. An efficient city
10. A resilient city

The Greater Sydney Region Plan is supported by the revised Eastern City District Plan, which guides the implementation of the metropolitan plan at a District level. The District Plan plans for the District's future growth over the next 20 years, establishing planning priorities that are directly linked to supporting the 10 key directions and toward enhancing Greater Sydney's liveability, productivity and sustainability into the future.

In summary, the planning proposal will be consistent with a number of directions and planning priorities of these of the Greater Sydney Region Plan and Eastern City District Plan for the following reasons:

- Turrella is identified as a Planned Precinct, which will focus on support the provision of new homes, jobs and social infrastructure in well-located areas and recognised by the District Plan as being transformative precincts to deliver "targeted development focused on housing diversity around a centre and transit node/rail station" (pg. 22 of the Eastern City District Plan). The planning proposal will facilitate greater housing that are close to jobs, services and existing infrastructure, being consistent with the intended outcome for Turrella Planned Precinct.
- The planning proposal aims to provide significant improvement in infrastructure to support the future community of Girrahween Point and the surrounding local population, including:
 - a new multi-purpose community centre;
 - improvements to the public domain and upgraded streets, public open space and new facilities;
 - the embellishment of adjacent Turrella Reserve for active and passive recreational activities;
 - the upgrade of Walker Street Reserve;
 - Wolli Creek is to be enhanced as a regional open space, and active transport corridor, while ensuring protection from development by improving stormwater management;
 - enhance public access to this part of the Wolli Creek and Cooks River foreshore;
 - upgraded public transport facilities, in particular Turrella Railway Station, can also be delivered to improve station access.

- Girrahween Point proposes to create a diverse and resilient community through high quality public domain improvements and community infrastructure within the Precinct that will support the social needs of the current and future population.
- The planning proposal will support the delivery of approximately 4,883 new dwellings, to facilitate the achievement of the 0-5 year targets set for Bayside LGA and longer term targets for the Eastern City District.
- By transitioning the Precinct to allow for residential as part of a mixed-use Precinct, it will unlock the ability for workers and residents to access many of Sydney's key employment areas and recreation destinations within 30 minutes (the 30-minute city).
- The Precinct can effectively compete as a mixed business/urban services Precinct. As a result, the planning proposal has allocated the following for employment uses within the Precinct:
 - 33,158m² of GFA for future urban services businesses by 2036;
 - 3,462m² of GFA for retail uses; and
 - 3,000m² of GFA for commercial office space.
- The amount of GFA proposed for urban services will support the future demand for these businesses within Turrella by 2036. This will establish a new local centre with a variety of businesses that will supporting the local population in not just retail and business services, but with that addition of urban services. This will create a diversity of employment uses that will foster a vibrant community through varied activity within the Precinct.
- The project will seek to deliver high quality open space in the Precinct and contribute to the Green Grid Priority Project for Wolli Creek and Bardwell Valley Parklands through accommodating land uses with a lower environmental impact on the Wolli Creek ecosystem.
- The proposal will also enhance existing open space areas surrounding the Precinct, including Turrella Reserve and Walker Street Reserve.
- The Precinct is underutilised relative to its strategic location above and adjacent a railway station (which does not have a purpose of serving freight and logistics). The better utilisation of this land results in the efficient use of this piece of infrastructure, providing employment and housing surrounding the existing rail infrastructure.
- A Sustainability Strategy will be prepared post Gateway Determination and before public exhibition of the Planning Proposal. The Strategy will develop sustainability initiatives to be incorporated into the project and articulate how these initiatives may be implemented. This will address the Greater Sydney Region Plan and Eastern City District Plan's Directions and Planning Priorities aimed to improving the sustainability and resiliency of Greater Sydney.

3.2.2 Future Transport Strategy

Coinciding with the release of the Greater Sydney Region Plan and the District Plans, the NSW Government released *the Future Transport Strategy* 2056. The Future Transport Strategy sets out a 40 year framework and is underpinned by the Regional Services and Infrastructure Plan (which applies to regional NSW) and the Greater Sydney Services and Infrastructure Plan. The Future Transport Strategy sets six state-wide outcomes to guide investment, policy and reform and service provision:

- Transport services will be convenient and responsive to customer needs, with integrated services.
- Population and economic growth will support a stronger network of thriving centres across the state. The transport system will support the liveability of places with a road network that supports movement and place functions and walking and cycling facilities around centres.
- Connecting people and places in a growing city will enable efficient access for customers to the nearest centre and new industries and jobs growth in Regional NSW and Greater Sydney.
- A transport network that provides customers with efficient, safe and secure travel. As the population continues to grow, innovation and technology will allow for improved performance and safety across networks. Major passenger and road corridors will be upgraded with automated mobility and smart networks.
- Providing accessible services. The Sydney Metro and Light Rail are among the first projects to deliver fully accessible networks, with the whole transport network developed overtime through the delivery of new assets or the repurposing of existing assets.
- Providing a sustainable network that will benefit our environment, economy and wellbeing. The transport system will be financially and environmentally sustainable through asset management and a network that is resilient and has a net zero emissions impact.

The planning proposal will contribute to delivering upon these outcomes, in particular connecting peoples and places and providing accessible services. The activation of Turrella as a new mixed-use community will create a thriving centre and increase access for the population in proximity to existing rail services provided by Turrella Railway Station.

The proposal will support initiatives to promote more sustainable forms of transportation through enhance walkability through new public domain treatments and pedestrian connections, along with new cycle route connections and bike storage facilities.

3.2.3 Rockdale Urban Strategy 2010

Established in 2010 by the former Rockdale City Council, the Rockdale Urban Strategy 2010 outlined the principles that informed the direction and planning of the Rockdale Local Environmental Plan (LEP) 2011 and Rockdale Development Control Plan (DCP) 2011.

In summary, the strategy primarily focuses growth in the 'primary centres' of Wolli Creek, Rockdale Town Centre and Princes Highway Corridor. While the potential for alternative uses, such as residential and retail within the Turrella was not considered.

3.2.4 Rockdale Employment Strategy 2007

Given the strategy has been superseded by further strategic planning work or State Government policies, the relevance of the strategy for the strategic direction Turrella is limited. However, it should be provided consideration in relation of the future strategic role of Turrella.

This is especially given the District Plan's recognition to review the list of appropriate activities within a Precinct to "*accommodate evolving business practices and changes in needs for urban services from the surrounding community and businesses*" (pg. 93 of Eastern City District Plan). Importantly it highlights that any review should take into consideration findings of the industrial, commercial and centres strategies for the local government area and/or district.

The Rockdale Employment Strategy was endorsed in 2007 to inform the future direction of employment lands within the former Rockdale LGA. Despite the strategy preceding the Greater Sydney Region Plan, it provides insight into Council's the envisioned direction for Turrella Industrial Precinct. These have been identified within **Table 5** below.

Table 5 – Strategies and Actions of the Rockdale Employment Strategy 2007

Turrella Light Industrial Area – Strategies and Actions	Comment
P.9.1 Promote higher density mixed use development (with employment generating uses on lower floors) on fragmented employment sites to the south of the railway line that are redundant / no longer suited to industrial use and in close proximity to the station.	The strategy recognises the appropriateness for mixed use within the south industrial Precinct.
P.9.2. Protect existing strategic employment sites that are suited to continued industrial use.	<p>An Employment Analysis has been undertaken by AEC to inform the objectives and intended outcomes for Girrahween Point. This is further detailed in Section 6.1 and Appendix B.</p> <p>The analysis found that the Precinct's location within the Bayside LGA positions it in a relatively central position, however the Precinct's constraints is its major limitation for being competitive as an industrial Precinct. These constraints include:</p> <ul style="list-style-type: none"> • its access by road however, is its major limitation for being competitive as an industrial destination, which requires heavy vehicles to traverse residential roads to and from, the types of business activity that will be sustainable will be those that do not require heavy and frequent truck access; • the high risk of significant employment loss as businesses that support a large proportion of employees within the Precinct are looking to relocate. HVG and Macnaught who are key occupiers with approximately 150 employees (FTE) within the Precinct, have highlighted their relocation plans that have been in the pipeline for the past 2-4 years given current operational difficulties for their businesses being located within Turrella; • The Precinct is poorly positioned to appeal to businesses involved in advanced manufacturing and related activities, primarily owing to the quality of the public domain and the overall amenity offer. Business and enterprise parks that generally appeal to these types of occupiers also have a certain critical mass of occupiers, which then underpins the provision of retail and ancillary facilities. <p>Given the above, it was found that the Precinct is most suited to accommodate a Mixed Business and Urban Services Precinct to support a new residential population, meeting the day-to-day needs of households and businesses in the local catchment.</p> <p>The Planning Proposal intends to support the provision of urban services as a primary employment function for Girrahween Point, providing 33,158m² of GFA to accommodate the projected floor space demand for this use to 2036.</p>
P.9.3 Promote a mix of uses for the former Streets Ice Cream Site.	The Streets Ice Cream factory was rezoned from Light Industry to R4 High Density Residential in 2011 as part of the preparation of the Rockdale LEP 2011.

Source: Rockdale Employment Strategy 2007

4.0 The Indicative Masterplan

4.1 Vision Statement

Our vision for the Girrahween Point is of a revitalised and vibrant mixed-use precinct that provides essential services and promotes activation during the day and evening.

The vision is aligned to the State and local government's view to increase residential diversity and mixed uses around transport nodes, with the inclusion of urban services. This will enable the creation of a vibrant and rejuvenated centre that fosters a place to live, work and play and a more connected community, both in terms of the ability for people to access surrounding Strategic and Local Centres, and opportunities for community interaction within the Precinct.

The rezoning and renewal of this Precinct provides the opportunity to make significant improvements to the public domain, develop a new mixed-use community and increase employment opportunities that establishes a true focal point of activity for the local area. The core of the Precinct will be immediately north of the railway station, with a new local centre for the Precinct and the wider local area. This will accommodate a mix of commercial uses that can support the everyday needs of the community, while providing a high quality public domain that will encourage pedestrian traffic and expansion of businesses into outdoor areas that will result in a lively, attractive and activated streetscape. Increased soft landscaping and street tree planting will provide a perceived buffer from traffic, increased microclimate comfort, scale and colour.

New residential development will be established in the Precinct, that will have improved access to surrounding open space and community facilities which will ensure dwellings have good access to parks, amenities and recreational facilities along the Wolli Creek and Cooks River foreshore. This new residential population will stimulate the proposed businesses and retail outlets in the new commercial hub of Turrella. Mixed uses will increase opportunities for residents to work locally and use local retail and leisure facilities. Active uses such as cafes, studios and small retail opportunities which line the streets and face open spaces will assist in increasing activity levels and pedestrian traffic in the area.

New open spaces and pocket parks within the Precinct will be integrated and promoted as green, active and attractive public places for the new residential areas. These open space areas will be strategically placed to enhance the public domain and increase amenity for new residents. The inclusion of new vehicle and pedestrian links will increase permeability of the Precinct and allow better activation and connectivity to key nodes within and surrounding the Precinct.

The scale of the proposed built form is generally 3 to 9 storey perimeter block typology with taller, slender tower elements up to 20 storeys, which is of a lower height than seen in Wolli Creek. This is generally configured to provide strong definition to existing and new streets within the Precinct, while taller elements will be strategically positioned and sited to maximise resident views to surrounding amenity features while minimising the loss of amenity to the neighbouring areas.

4.2 Design Principles

Scott Carver have established a set of design principles to inform the preparation of the master plan for Girrahween Point. These design principles aim to support the overall objectives of the planning proposal provided below.

1. Transit oriented urban structure

- Deliver public-transit oriented design as one of the major catalyst within the urban renewal corridor.
- Encourage higher density and active uses around Turrella railway station.
- Increase permeability and accessibility, both pedestrian and bicycle, to the train station and wider open space network.

2. Road connectivity and hierarchy

- Ensure the existing road network is capable of supporting sufficient servicing to the proposed development.
- Ensure efficient utilisation of existing bridge across the train lines connecting the northern part of the Precinct with the southern part of the precinct to carry the forecast traffic load.
- Establish a clear road hierarchy separating the main road from local streets to create a desired neighbourhood character.

3. Pedestrian permeability and access

- Enhance pedestrian permeability and accessibility to ensure Girrahween Point will be well integrated into the Two Valley Trail pedestrian network along Wolli Creek and the Turrella train station.
- Increase engagement with Wolli Creek through pedestrian pathways and various nodes along the waterfront.

4. Cycle network

- Establish a clear network of cycle paths within the development
- Increase accessibility to the Turrella train station underpinning the Transport Oriented Development nature of the Precinct.
- Ensure cycle network is linked to Two Valley Trail network, linking the site with Wolli Creek parklands and Cooks River.

5. Activity anchors

- Establish activity anchors to provide essential services and retail amenities for future residents.
- Focus the neighbourhood centre toward the entry of the Northern part of the Precinct close to Turrella train station.
- Support a mix of urban services and residential uses in the southern Precinct.

6. Engaging and celebrating the waterfront

- Promote Wolli Creek waterfront as an extremely valuable asset of Girrahween Point.
- Create a continuous walkway and an array of open spaces will foster interaction with the waterfront, whilst maintaining and enhancing high value ecological areas.

7. Green connections

- Improve the quality of Turrella Reserve and regional parkland as the key asset of Girrahween Point.
- Integrate open space network with the broader parklands.

8. Streetscape

- Establish various streetscapes will give the Precinct character and allow orientation throughout the Precinct.
- Promote active street frontages to foster social interaction.

9. Views and vistas

- Manage views along and vistas towards Wolli Creek and Turrella reserve whilst minimising views onto and along the train lines.

10. Built form

- Create a cluster of tallest buildings articulating the heart of the development surrounding the Turrella train station and the neighbourhood centre.
- Respond to and integrate with the surrounding low-density residential area, Wolli Creek waterfront and train line.
- Create clearly defined street edges and quality streetscapes by introducing good proportions between building heights and street widths.
- Minimise shadow impact on surrounding buildings and open space by providing special attention to the positioning, the orientation and the height of the buildings.

4.3 Indicative Masterplan

Scott Carver have prepared the indicative masterplan for the Precinct, which has informed the proposed planning provisions of this planning proposal. The key features of this master plan include:

- a range of uses including retail, residential, commercial, urban services and open space;
- a floor space ratio ranging from 2.6:1 to 3.3:1 in the Precinct;
- maximum building heights between 2 to 20 storeys;
 - predominantly hybrid typology with 3-9 storeys perimeter blocks with taller tower elements up 20 storeys;
 - predominantly 5-storey perimeter block typologies south of the railway corridor to minimise over shadowing to the south;
- a new neighbourhood centre comprising retail and office uses with approximately 3,462m² of retail floorspace, and 3,000m² of commercial office floorspace;
- approximately 4,883 new residential dwellings across the Precinct with a mixture of one, two and three-bedroom apartments, townhouses and terraces;
- a mixed use/urban services sub-Precinct with approximately 33,158m² of GFA to support urban services lands uses on the ground floor, with residential on upper levels;
- a new park and multi-purpose community centre that will include:
 - a community / function Centre;
 - OOSH Centre which can be leased;
 - an operating Café with Outdoor Dining; and
 - playground facilities.
- a new Waterfront Green, with approximately 1.2 km of continuous publicly accessible waterfront along Wolli Creek. The masterplan proposes remediation of the waterfront and makes it more accessible and usable to the public by incorporating boardwalks, lookout points, cycleway and pathway.
- a balanced mix of rehabilitated natural areas and more urban recreation and open space areas to activate the creek and contribute to the Wolli Creek and Bardwell Valley Parklands Priority Green Grid Project.

Figure 18 illustrates the proposed layout of land uses within Girrahween Point envisaged under the Master Plan.



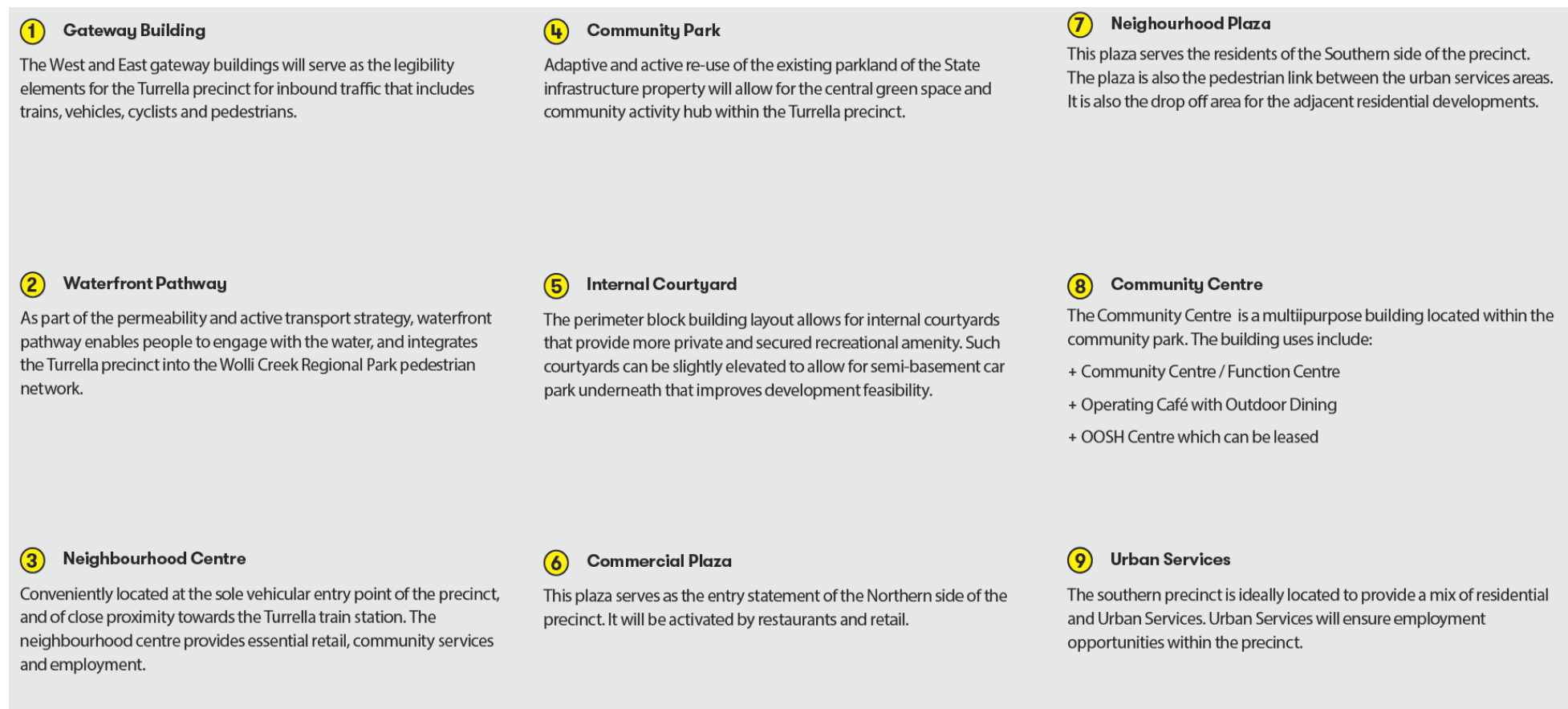


Figure 18 – Girrahween Point Master Plan

Source: Scott Carver, 2017

4.4 Land Uses and Development Yield

The Masterplan establishes a new street layout to accommodate with the development area comprising a gross floor area (GFA) of 453,232m² being:

- 413,612m² of residential uses;
- 33,158m² of urban services uses
- 3,462m² of retail uses;
- 3,000m² of commercial office uses

The overall density of the project is 3.3:1 when measured over the gross development area of land north of East Hills rail line and 2.6:1 when measured over land south of the East Hills rail line.

Residential Development

The Master Plan accommodates approximately 4,883 residential dwellings in a mix of 1, 2 and 3 bedroom configurations (**Table 6**). Approximately 488 three-bedroom dwellings are included to cater for the expected demand for family style accommodation generated by the open space and education facilities. The three-bedroom product proposed will be larger than current market provision and will include three-storey townhouses, two-storey-ground floor terraces and typical three-bedroom apartments (as illustrated in **Figure 19**).

Based on an average occupancy rate of 2.1 persons per dwelling, the future population of Girrahween Point is expected to be approximately 10,254 persons.

Table 6 - Numerical overview of residential floor space within the Northern Precinct

Dwelling type	Quantity	Ratio (%)
3 bedroom	488	10%
2 bedroom apartment	2,930	60%
1 bedroom apartment	1,465	30%
Total	4,883	100%



Figure 19 – Providing greater housing diversity within the Turrella and Bayside LGA

Source: Scott Carver

Retail and commercial hub

Commercial premises with retail and potential for office uses will be focused in areas north of the station with clear linkages to surrounding open space and community facilities (as illustrated in **Figure 20**). Approximately 3,462m² of retail floor space and 3,000m² of commercial office floorspace will create a strong commercial hub that can service the retail and business services needs of the surrounding community.



Figure 20 – Vision of neighbourhood centre comprising retail, commercial and residential uses

Source: Scott Carver, 2017

Mixed urban services sub-Precinct

The southern part of the Precinct, bounded by Turrella Street and the East Hill rail line will comprise of a new and innovative land use composition, integrating urban services and residential. The quality of the two uses are maintained by horizontal and vertical separation. The uses will be provided with separate entries and access points, with urban services located at the ground level, while residential dwellings will be located above ground (as illustrated in **Figure 21**).

Many of the urban services will be 'low impact' and subject to astute design measure to ensure they can co-exist with residential uses. Through astute design and sympathetic spatial distribution of the various uses, the master will optimise usage of land within the Precinct. This is important to ensure land use conflicts are adequately managed to ensure the sustainable co-existence of the various uses in the Precinct. The co-existence of urban services with residential areas is envisioned to create a vibrant working neighbourhood that is well connected by rail and road. The inclusion of urban services will contribute to enhancing the ability of the Precinct to accommodate a mix of local service businesses that will enable residents to have access to a range of urban services in their local area.



Figure 21 – Vision of mixed use development comprising urban services and residential uses

Source: Scott Carver, 2017

4.5 Public Domain and Open Space

A crucial element to the success of the planning proposal is the provision of a vibrant public domain and public open space. The public domain for Girrahween Point Precinct is to engage and celebrate the waterfront of Wolli Creek. This will be achieved through a variety of easily accessible and connected passive and active spaces.

The Master Plan proposes a new network of enhanced public open space area, providing for a significant upgrade to the urban amenity within the Precinct. New development would provide for street tree planting, new communal open space, publicly accessible pocket parks and pedestrian/cyclist linkages to improve connectivity within the Precinct and provide opportunities for passive and active recreation. The location of open space within the Precinct has been positioned to maximise the views and vistas toward the Wolli Creek Wetlands from the south. The key elements of the Open Space plan for the Precinct is shown at **Figure 22** and **Figure 23** and is summarised below:

- 24,515m² of continuous publicly accessible waterfront open space (the Waterfront Green).
- a new 6,892m² community park, that will include a new multi-purpose community centre.
- The landscaped retail plaza with outdoor dining opportunities close to the train station.
- All open spaces and streetscape to include sensitive water sustainable urban design (WSUD) strategies to manage stormwater runoffs to mitigate pollutants flowing into Wolli Creek.
- Private internal rooftops are to be provided with amenities to cater to the residents requirements.



Figure 22 – Girrahween Point Open Space Plan

Source Scott Carver. 2017



Figure 23 – Envisioned new community park and multi-purpose community centre

Source: Scott Carver, 2017

4.6 Built Form

The built form strategy applied by Scott Carver integrates the design principles articulated above. The Master Plan proposes for a medium to high density urban form for Girrahween Point that supports the function of the proposed land uses within the Precinct, such as urban services and commercial. The built form will transition in height to sympathise with the existing lower-scale built form south of Turrella Street. The design considerations of density, height and scale are oriented to the following elements:

- Creating a cluster of tallest buildings articulating the heart of the development surrounding the Turrella train station and the neighbourhood centre.
- Responding to and integrating with the surrounding low-density residential area, Wolli Creek waterfront and train line.
- Creating clear defined street edges and quality streetscapes by introducing good proportions between building heights and street widths.
- Minimising the shadow impact on surrounding buildings and open space by providing special attention to the positioning, the orientation and the height of the buildings.

Neighbourhood Centre

The neighbourhood centre is conveniently located in close proximity of Turrella train station and easily accessible by road. The neighbourhood centre provides essential retail, office spaces and community services, and an urban plaza for the community to engage with one another (as shown in **Figure 24**). The neighbourhood centre is also located adjacent to the community park, which will promote activity to flow on into the community park and multi-purpose community centre. These amenities will ensure the neighbourhood centre is the future heart of the Precinct and will provide new local employment opportunities within the Precinct. Residential towers will also be located above the neighbourhood centre to encourage greater activity within the centre.



Figure 24 – Girrahween Point Neighbourhood Centre

Source: Scott Carver, 2017

Residential Development

Residential land uses frame the neighbourhood centre at the northern, eastern and southern edges of the Northern sub-Precinct. Key characteristics of the residential built form include:

- Active street edges, through promoting ground floor townhouses with landscaping features that will engage with the public domain.
- Raised internal community garden, which can be both private or public, with car parking below.

- Raised internal garden results in higher sun exposure for apartments facing onto the communal garden.
- Higher apartment buildings at the corner to define the urban block structure and define street corners.
- Diverse residential typologies.

Mixed Use / Urban Services

The southern part of the Precinct, bounded by Turrella Street and the East Hill rail line will comprise a mix of residential and urban services uses. Urban services are proposed to be located within the podium of the building and will comprise of high floors that can accommodate vehicles drop off areas as well as mezzanines for small offices (as seen in **Figure 25**).

The urban services podium will have separate access areas and frontages from residential components, with access and entrances being on the main street and rear laneway that buffers buildings from the rail corridor, as seen in **Figure 26**. Residential buildings will be located above the urban services podium, and will have separate pedestrian access point away from the main road and rear access lane. Amenities for the residents will be located in the central landscaped court on the podium.

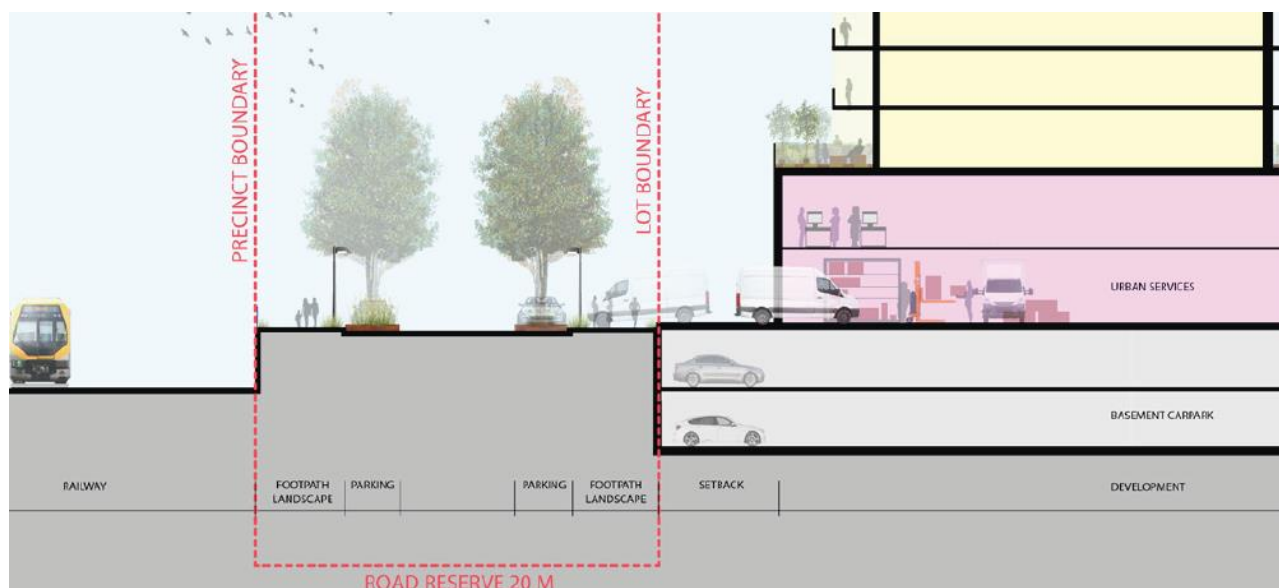


Figure 25 – Section of urban services and residential mixed-use development

Source: Scott Carver, 2017

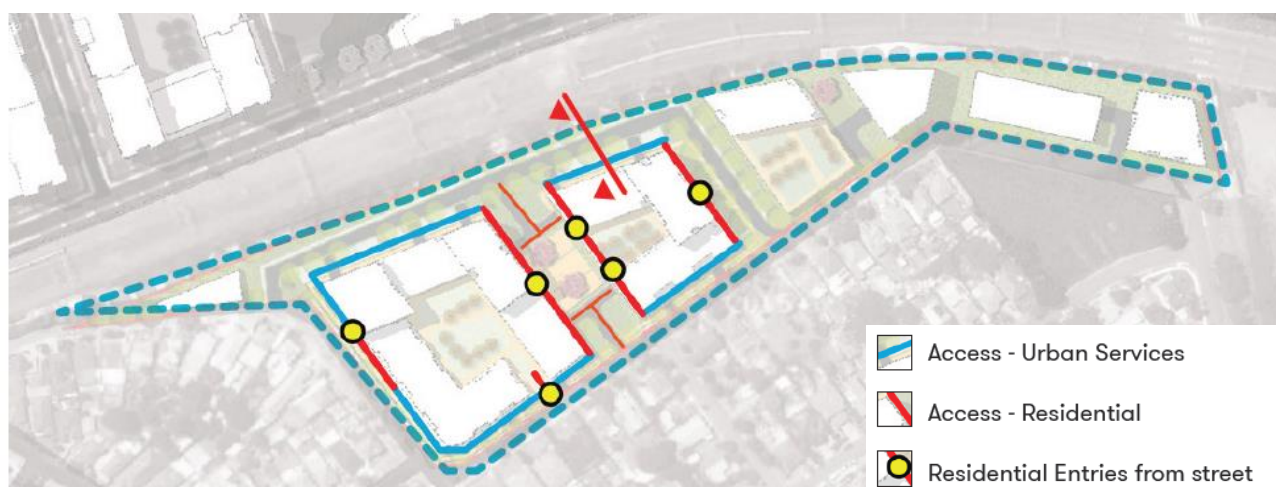


Figure 26 – Access points and entries within urban services and residential mixed-use sub-Precinct

Source: Scott Carver, 2017

4.7 Residential amenity

Given the east-west aspect of the Precinct, the built form has been arranged to minimise overshadowing and to maximise solar access. In their current form majority of the towers receive more than two hours of sunshine on 70% of its surface, complying with SEPP65. Indicative building floorplate typologies are available in **Appendix A** which demonstrates compliance with SEPP65 and the Apartment Design Guide. Further detail of apartment design will be prepared at the detailed design stage for future development applications to ensure compliance with the Apartment Design Guide.

4.8 Housing Affordability and Diversity

The proposal seeks to provide a highly diverse range of apartment types and sizes, ranging from studios and one bedrooms up to three-bedroom units. An emerging model to deliver housing diversity is the idea of apartment buildings with a 2-3 storey podium that contains townhouses (**Figure 27**). This can deliver a better relationship with the street, and can offer more diverse housing that is particularly suited to families in a high-density context. Consistent with the District Plan, an affordable rental housing target of between 5-10% will be set based on detailed feasibility analysis and through discussions and negotiation with Council. A mechanism for ensuring the delivery of affordable housing will also be discussed further and agreed with Council.



Figure 27 - Providing greater housing diversity within the Turrella and Bayside LGA

Source: Scott Carver, 2017

4.9 Street Network

As illustrated in **Figure 28**, the Concept Plan proposes a series of new roads and pedestrian/cycle linkages to improve permeability within the Precinct and create new blocks to encourage street activity.

The proposed amendments will allow greater connectivity within the Precinct and allow for the efficient provision of vehicular access to new development blocks within the Precinct and provide coordinated vehicle movements to new access points.



Figure 28 – Proposed street hierarchy in Girrahween Point

Source: Scott Carver, 2017

5.0 Planning Proposal

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning & Assessment Act, 1979* (EP&A Act), and 'A Guide to Preparing Planning Proposals' prepared by the NSW Department of Planning and Environment, which requires the following matters to be addressed:

- objectives and intended outcomes of the amendment to the LEP;
- explanation of provisions;
- justification;
- relationship to strategic planning frameworks;
- environmental, social and economic impact;
- State and Commonwealth interests; and
- community consultation.

This Section outlines the vision, objectives and intended outcomes and provides an explanation of provisions in order to achieve those outcomes, including relevant mapping. The justification and evaluation of impacts is set out in **Section 6 & 7** of this report.

5.1 Objectives and Intended Outcomes

5.1.1 Objectives

The primary objective of the Planning Proposal is to establish a strategic land use plan that will facilitate the future renewal and revitalisation of the Turrella Industrial Precinct into a vibrant mixed-use Precinct that will deliver housing, jobs, services and amenities to the local area. In doing so, the Planning Proposal seeks to provide an appropriate balance of uses that can support the key directions and actions of the Greater Sydney Region Plan and the Eastern City District Plan. The key objectives are:

Employment and Economy

- Shift the economic role of Turrella Industrial Precinct to support higher order uses and urban services that can feasibly support projected employment growth within the area.
- Create a new local centre that encourages new employment opportunities through retail and commercial businesses.
- Encourage the provision of urban services that support the future population growth of Turrella and the wider Bayside and Canterbury-Bankstown LGAs.
- Provide land use zones which better meet the demand for Eastern City District employment lands, particularly for urban services.
- Create direct employment through the redevelopment stages as well as indirect employment in local businesses and construction support services.

Housing

- Provide for additional housing to meet the needs of Sydney's growing population.
- Provide additional housing adjacent to major transport corridors.
- Support housing affordability policies by increasing housing supply and diversity.
- Ensure that new housing has a high level of amenity in terms of location, access to services and facilities, solar access and acoustic attenuation.
- Co-locate additional housing within areas of high amenity features within the surrounding area, including Wolli Creek and the linear corridor of parklands along the waterway.
- Ensure that the interface between existing and new housing with employment uses is appropriate.

Urban Design

- Stimulate the urban renewal of a run-down industrial Precinct and extend the renewal process from Wolli Creek Precinct.
- Provide uplifts in urban density commensurate to the Precinct's proximity to transport, local centres, services and recreational facilities.
- Create a vibrant mixed-use precinct that promotes activity throughout the day and evening.
- Ensure that future development within the Precinct incorporates design excellence and high quality public domain treatments.
- Improve permeability within the Precinct to encourage walking and cycling.
- Upgrade streetscapes to create pleasant, attractive and welcoming spaces that integrates with the existing amenity from Wolli Creek and its adjoining parklands.
- Deliver a high-quality design outcome that appropriately responds to its surrounding context and interfaces.

Transport and Traffic

- Create a transit-oriented development that is appropriate for its location, given its direct access to Turrella railway station, linking key destinations such as Sydney CBD, Green Square and Kogarah.
- Establish a clear road hierarchy separating the main road from local streets to create a desired neighbourhood character.
- Increase permeability and accessibility, both pedestrian and bicycle, to the train station and wider open space network.
- Create opportunities for jobs and housing to be located in close proximity to transport in order to reduce car dependency and congestion.
- Promote non-car methods of travel by facilitating the renewal and redevelopment of the Precinct.

Sustainable Development

- Accommodate growth by increasing urban densities in existing, under-utilised urban areas, with good access to retail and community services and recreational facilities.
- Create an efficient and resilient built environment in Girrahween Point through the application of ecologically sustainable design principles and initiatives;
- Promote non-car travel in favour of more sustainable transit modes.

Ecological

- Ensure the protection of high-value flora groups that accommodate significant fauna activities.
- Support the rehabilitation of the Wolli Creek and Bardwell Valley Parklands as part of the Green Grid Priority Project.
- Create a continuous walkway and an array of open spaces will foster interaction with the waterfront, whilst maintaining and enhancing high value ecological areas.

5.1.2 Intended Outcome

Girrahween Point will be transformed into a vibrant mixed-use Precinct that supports ongoing local employment within Turrella. Greater employment opportunities will be provided through retail, commercial and urban services uses that will align with the work profile of the local area, support the work/live lifestyle, and the daily needs of the local population. The revitalisation of the Precinct and will extend the improvement in the aesthetic and amenity of the local area and encouraging activity within the public domain whilst enhancing opportunities to access the Wolli Creek foreshore as part of public domain improvements. Housing will be incorporated within the Precinct, creating an environment where residents can live close to major transport infrastructure, whilst enjoying a high level of residential amenity. Diversity in housing stock will be increased whilst ensuring that new development is consistent with, and contributes positively to, the lifestyle of the area.

5.2 Explanation of Provisions

5.2.1 Land Use Zoning

To promote population-serving employment uses, such as urban services and retail, whilst facilitating the incorporation of residential uses, the proposed rezoning of lands within Girrahween Point incorporates a range of zones to match the desired future land uses. The B4 Mixed Use zone is proposed to support a range employment generating uses within the local centre core of the Precinct such as retail and smaller offices. Whilst a B7 Business Park zone is proposed to support urban services uses within the Precinct, which plays an important role in serving the needs of the local population.

Discussion of each proposed zone is provided below. The existing land use table from RLEP 2011 would continue to apply.

B4 Mixed Use

The objectives of the B4 Mixed Use zone under the RLEP 2011 are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*

The objectives of this land use zone are generally supportive of the desire to establish a vibrant mixed use Precinct which combines multiple compatible land uses. The open zoning permits a range of land uses that are consistent with desired future development, including commercial premises, shop top housing and residential flat buildings.

B7 Business Park

The Planning Proposal intends to introduce a new zone into the Rockdale LEP 2011, with a B7 Business Park zone proposed. The main justification for a new zone is to establish a zone that aims to support the provision of urban services and residential uses within a mixed use built form.

Consideration was given to a B6 Enterprise Corridor zone which is a current zone within the Rockdale LEP 2011. However, the objectives and permissible uses do not align with the intended outcome to support urban services in this location. Furthermore, residential accommodation is specified as a prohibited use in the B6 zone, which would prevent the residential uses in a mixed use built form.

Given the recent prioritisation of protecting urban services in strategic policy (i.e. Greater Sydney Region Plan and Eastern City District Plan), there is no clear definition of 'urban services' specified within the LEP Standard Instrument. Furthermore, there is limited to no precedence of Land Use zones within the Rockdale LEP 2011 that specifically refer to the accommodation of urban services. The SGS Economic & Planning's report to inform the Greater Sydney Region Plan and District Plans *Sydney's Urban Services Land: Establishing a Baseline Provision (July 2017)* highlights that urban services have specific specifications for their operations, and typically locate in Industrial, B5 Business Development and B7 Business Park zones.

The objectives of the B7 zone under the LEP Standard Instrument (in black) align with the employment objectives of the planning proposal, while additional objectives (in red) are proposed to support the provision of residential uses as part of mixed use development with urban services.

- *To provide a range of office and light industrial uses.*
- *To encourage employment opportunities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To provide for residential uses, but only as part of a mixed use development.*
- *To sustain the provision of urban services to serve the local population.*

The proposed list of uses considered to be urban services, include the following land uses and have been incorporated in the proposed B7 Business Park zone. This is informed by the AEC's Employment Report (**Appendix B**), which provides a list of businesses that are considered to be urban services.

- business premises,
- depot,
- garden centre,
- hardware and building supplies,
- industrial retail outlet,
- industrial training facility,
- light industry,
- plant nursery,
- self-storage units,
- storage premises,
- vehicle body repair workshop,
- vehicle repair station,
- vehicle sales or hire premises,
- warehouse or distribution centre,
- wholesale supplies.

Residential flat buildings are also proposed to be included as a permissible use within the proposed B7 zone. This will enable residential uses to be incorporated as part of the a future mixed use precinct comprising urban services at ground, with residential above.

The proposed B7 zone and items 1, 2, 3 and 4 are described below (**red** text included as part of B7 Business Park zone of LEP Standard Instrument).

B7 Business Park

1 Objectives of zone

- To provide a range of office and light industrial uses.
- To encourage employment opportunities.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- **To provide for residential uses, but only as part of a mixed use development.**
- **To sustain the provision of urban services to serve the local population.**

2 Permitted without consent

Roads

3 Permitted with consent

Business premises; Centre-based child care facilities; Community facilities; Depots; Food and Drink Premises; Garden centres; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; Light industries; Markets; Neighbourhood shops; Office premises; Passenger transport facilities; Plant nurseries; Residential flat buildings; Respite day care centres; Self-storage units; Storage premises; Vehicle body repair workshop; Vehicle repair station; Warehouse or distribution centres; Wholesale supplies; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Helipads; Highway service centres; Home occupations (sex services); Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Port facilities; Recreation facilities (major); Residential accommodation; Restricted premises; Rural industries; Sewerage systems; Sex services premises; Tourist and visitor accommodation; Waste or resource management facilities; Water recreation structures; Water supply systems

5.2.2 Development Standards

Maximum Building Height

The proximity of Girrahween Point to Sydney Airport means that built form heights within the Precinct are heavily influenced by Obstacle Limitation Surfaces (OLS) and PANS-OPS Surfaces. PANS-OPS surfaces are the most restrictive surfaces that remain after analysing the surfaces from the overlapping protection areas of many procedures. Furthermore, the existing Ventilation Stack has also informed the proposed heights to ensure acceptable air quality is provided for future residents of Girrahween Point. The Master Plan has been developed based on these airspace and ventilation stack limitations to help assure the approvability of the project under the relevant regulations.

The proposed maximum building height map is reproduced at **Section 5.3** of this report. In brief, the Planning Proposal envisages the following building height controls within the Precinct to range from 8.5 metres to 65.5 metres

A draft Development Control Plan will be prepared, which will provide greater detail regarding the distribution of heights (in storeys) to reflect the detailed masterplan for Girrahween Point. This is further detailed in **Section 4.10.4**.

Maximum Floor Space Ratio

This Planning Proposal seeks to remove the current Floor Space Ratio under Rockdale LEP 2011 across the site, and set a new maximum floor space control for Girrahween Point. This proposes to implement a FSR of 3.3:1 for lands north of East Hill rail line and apply a FSR of 2.6:1 for lands located south of the rail line.

The proposed maximum floor space ratio map is reproduced at **Section 5.3** of this report.

5.2.3 Additional Local Provisions

Clause 6.14 Design excellence

Clause 6.14 of the RLEP 2011 requires development on land shown on the Design Excellence Map to undergo an architectural design competition before the consent authority may grant consent. In particular, clause 6.14(3) states that development consent must not be granted unless the architectural design competition is consistent with Council's adopted Design Excellence Guidelines.

To ensure a quality design outcome is delivered in Girrahween Point, it is proposed that the Precinct is identified as land shown on the Design Excellence Map.

The proposed design excellence map is reproduced at **Section 5.3** of this report.

Clause 6.15 Urban services

To ensure the provision of urban services within the Precinct, it is proposed that a new local provision is inserted as Clause 6.15 of Rockdale LEP 2011. The new clause aims to ensure that non-conflicting urban services uses are retained within the Precinct to support the operation and function of the local population, while ensuring it can be delivered as part of mixed use development with residential amenity consideration factored as part of the assessment process. This provision to outline the controls regarding urban services within the Precinct is provided below.

6.15 Urban services

(1) *The objective of this clause is to:*

- (a) *support the provision of urban services uses to serve the local population,*
- (b) *manage the potential land use conflicts between residential and urban services uses.*

(2) *This clause applies to the following development:*

- (a) *the erection of a new building on land bounded by a heavy black line on the Urban Services Map.*

- (3) *Development consent must not be granted to development to which this clause applies unless the consent authority is satisfied that:*
- (a) *the development is part of a mixed use development that includes a non-residential use permitted in Zone B7 Business Park, and*
 - (b) *no part of the ground floor of the building that fronts a street will be used for residential purposes (excluding pedestrian and vehicular access, car parking and waste storage), and*
 - (c) *not less than 80% of gross floor area on the ground floor is for the purpose of urban services, and*
 - (d) *any potential land use conflict with residential uses is managed appropriately.*

For the purpose of Clause 6.15, Urban services means a building or place used for the purpose of businesses that service a local population, and includes any of the following:

- (a) *business premises,*
- (b) *depot,*
- (c) *garden centre,*
- (d) *hardware and building supplies,*
- (e) *industrial retail outlet,*
- (f) *industrial training facility,*
- (g) *light industry,*
- (h) *plant nursery,*
- (i) *self-storage units,*
- (j) *storage premises,*
- (k) *vehicle body repair workshop,*
- (l) *vehicle repair station,*
- (m) *vehicle sales or hire premises,*
- (n) *warehouse or distribution centre,*
- (o) *wholesale supplies.*

The proposed urban services map is produced at **Section 5.3** of this report.

5.2.4 Draft Development Control Plan

A Draft Development Control Plan amendment to Rockdale Development Control Plan 2011 for Girrahween Point will be prepared by the proponent that sets out a clear vision and objectives for the Precinct, and provides a much clearer planning framework to guide and regulate future development in accordance with the proposed LEP controls. Whether this will be a stand-alone DCP or a Rockdale DCP 2011 amendment will be ascertained at Gateway Determination, and is to be publicly exhibited concurrently with the Planning Proposal. This will enable greater certainty to the proposed built form and layout of the Precinct in accordance with the master plan. The DCP will contain:

- vision statement
- objectives and / or principles
- structure plan (drawn from the masterplan)
- objectives and controls for:
 - public domain
 - built form matters, including height and setbacks
 - access and movement (ie vehicular, cycle, pedestrian)
 - stormwater management

- open space and community infrastructure
- sustainability initiatives and benchmarks
- supporting figures, including maps and sections for thematic elements (eg access and movement, setbacks).

Importantly, this will establish key objectives and controls for the proposed integration of urban services and residential within a mixed use development.

5.3 Mapping

This Planning Proposal seeks to amend the following maps of the Rockdale LEP 2011:

5.3.1 Zoning

This Planning Proposal seeks to amend the Land Zoning Map under the Rockdale LEP 2011, as identified in **Figure 29** below.

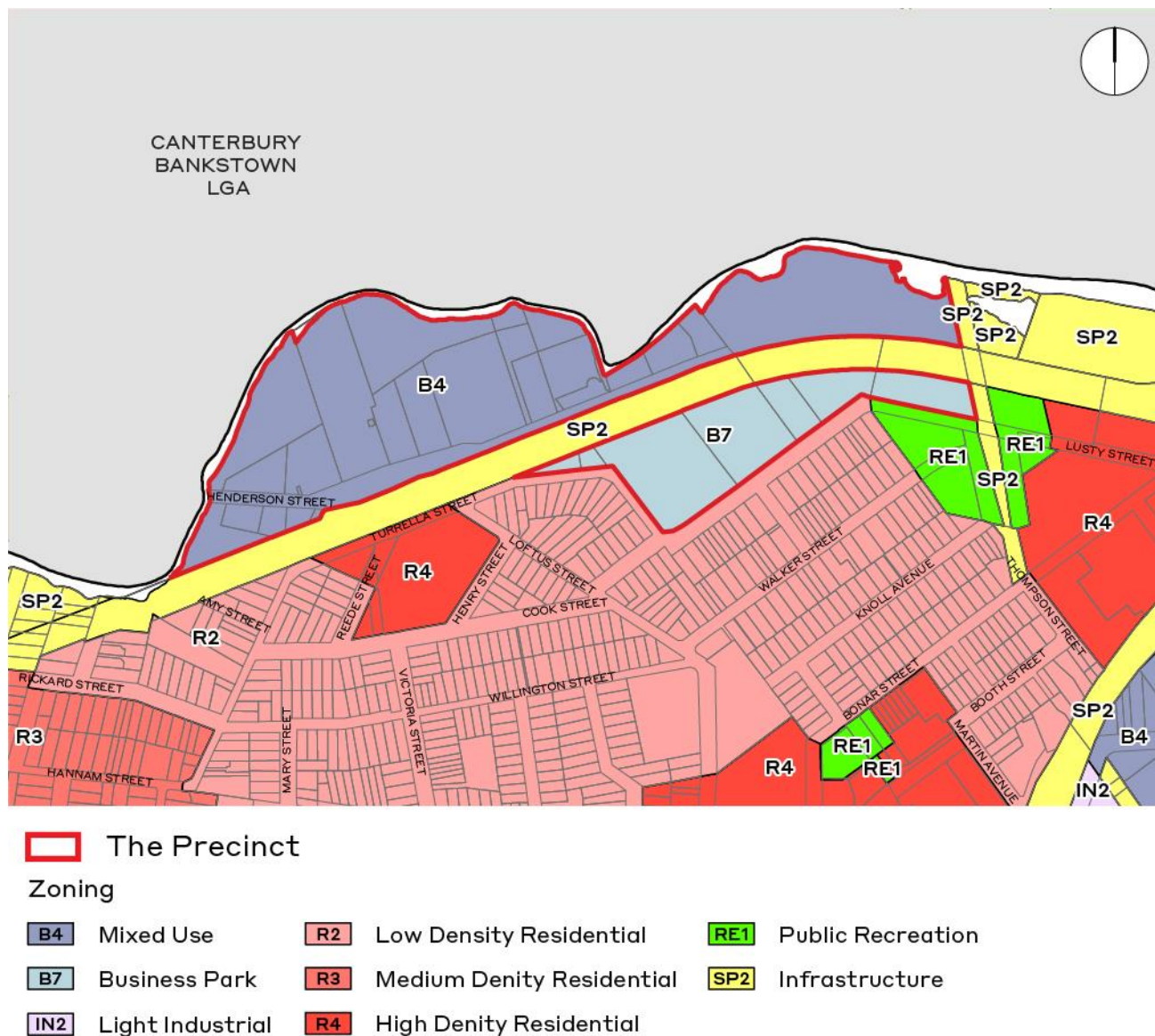


Figure 29 - Proposed land use zoning controls

Source: Ethos Urban

5.3.2 Building Height

This Planning Proposal seeks to amend the Height of Buildings Map under the Rockdale LEP 2011 as identified in **Figure 30** below.

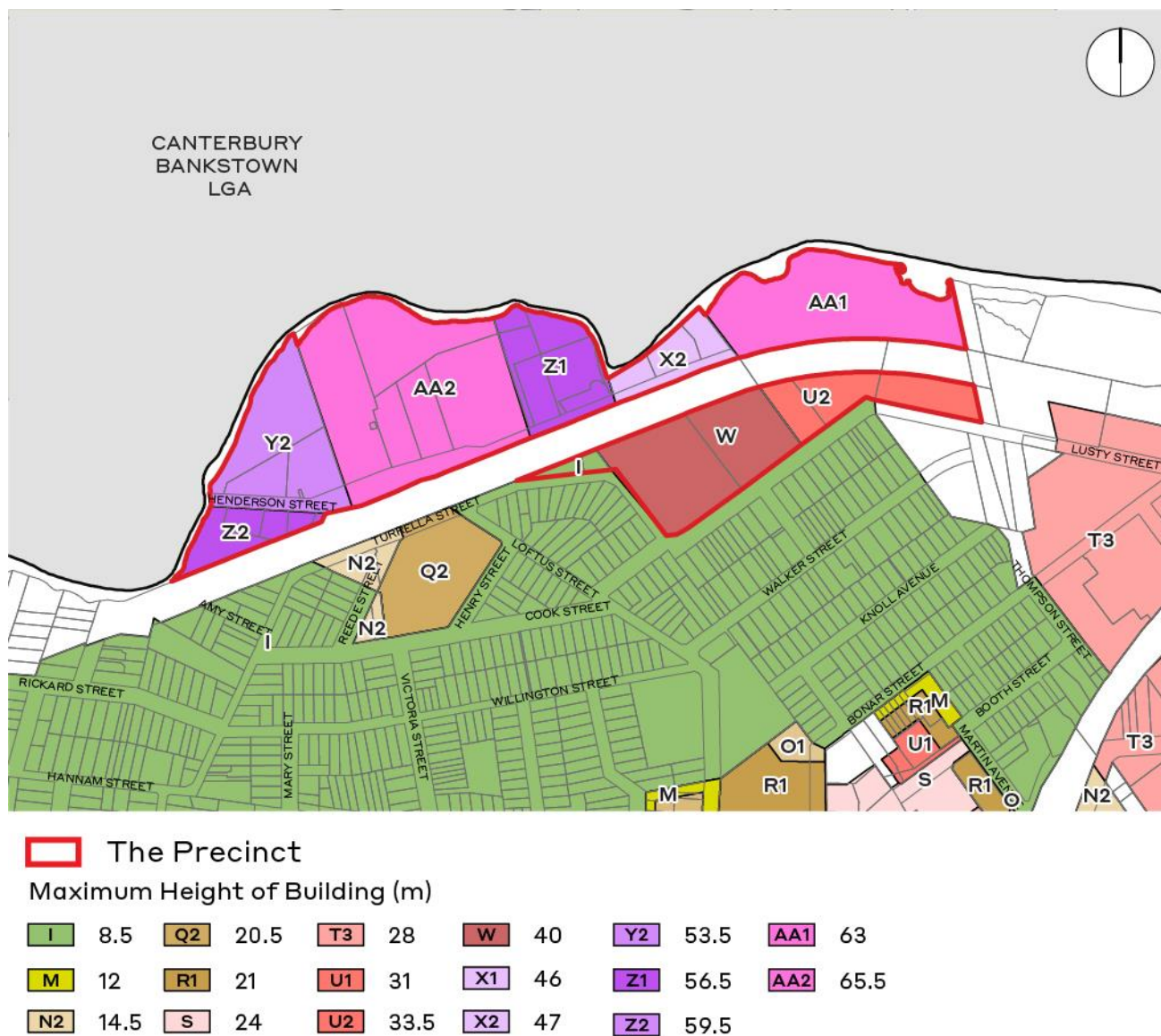


Figure 30 - Proposed building height (in metres) controls

Source: Ethos Urban

5.3.3 Floor Space Ratio

This Planning Proposal seeks to amend the Floor Space Ratio Map under the Rockdale LEP 2011 as identified in **Figure 31** below.

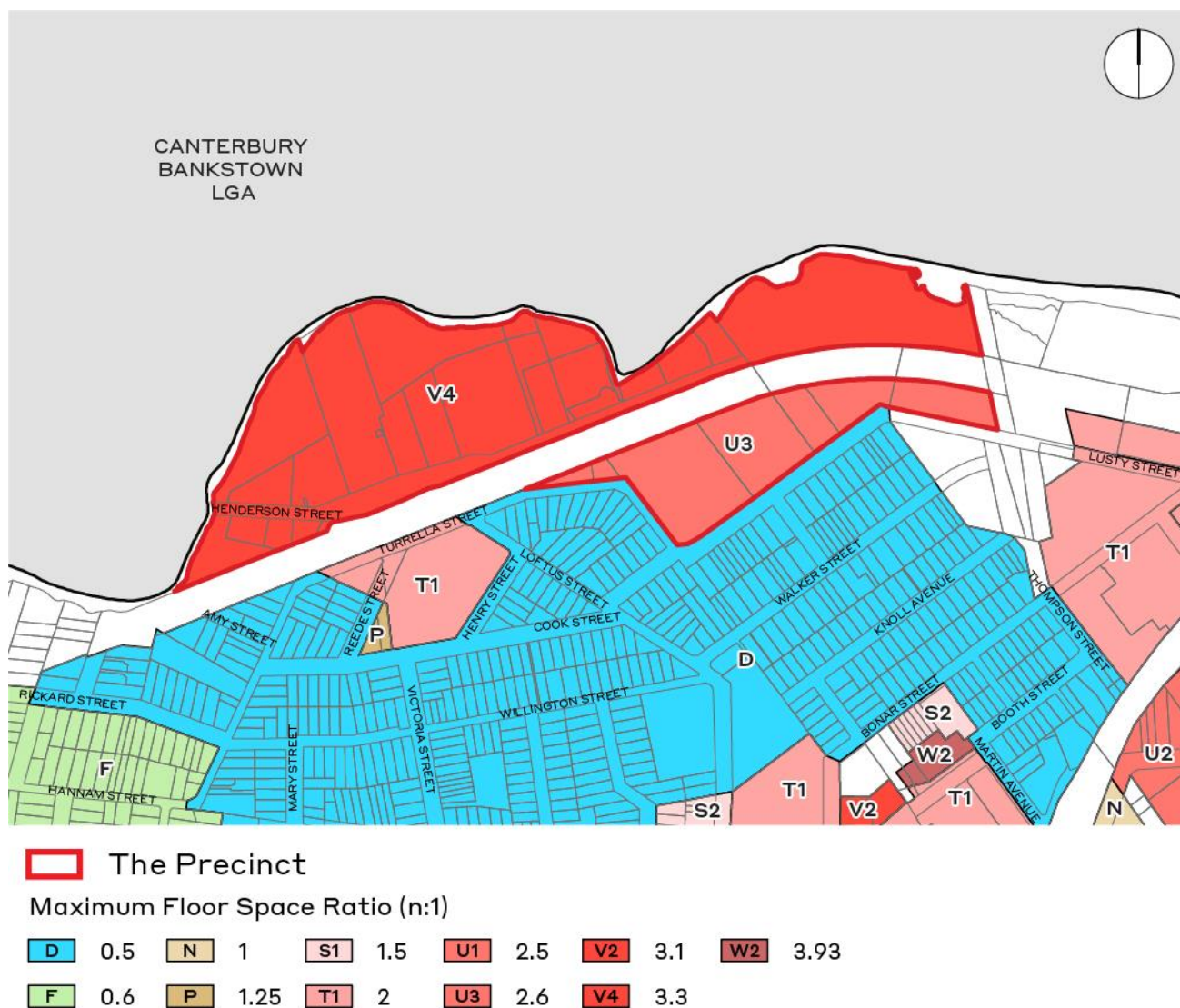


Figure 31 - Proposed maximum floor space ratio controls

Source: Ethos Urban

5.3.4 Design Excellence

This Planning Proposal seeks to amend the Design Excellence Map under the Rockdale LEP 2011 as identified in **Figure 32** below.

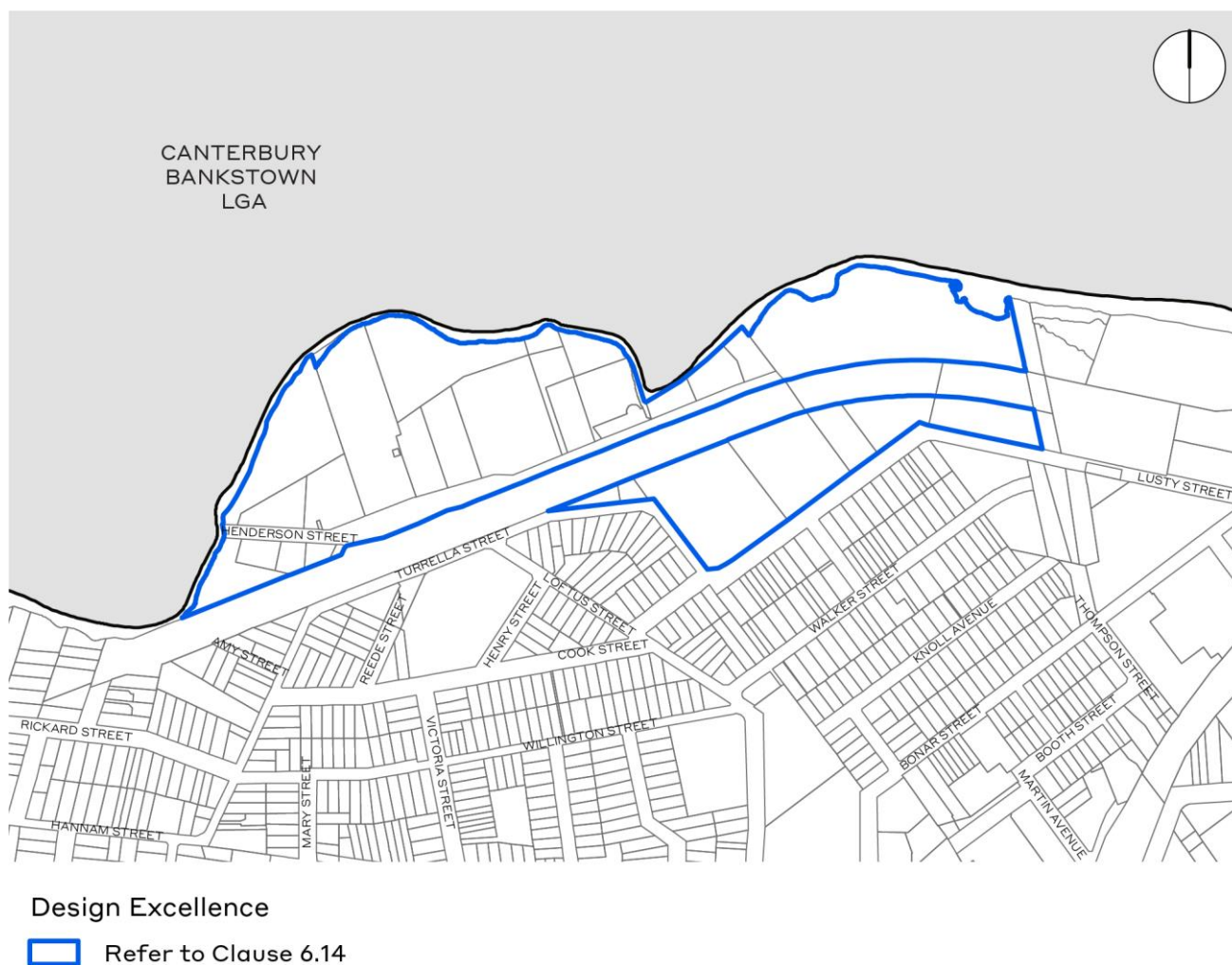


Figure 32 - Proposed Design Excellence Map

Source: Ethos Urban

5.3.5 Urban Services

This Planning Proposal seeks to insert a new Urban Services Map under the Rockdale LEP 2011, as identified in **Figure 33** below.

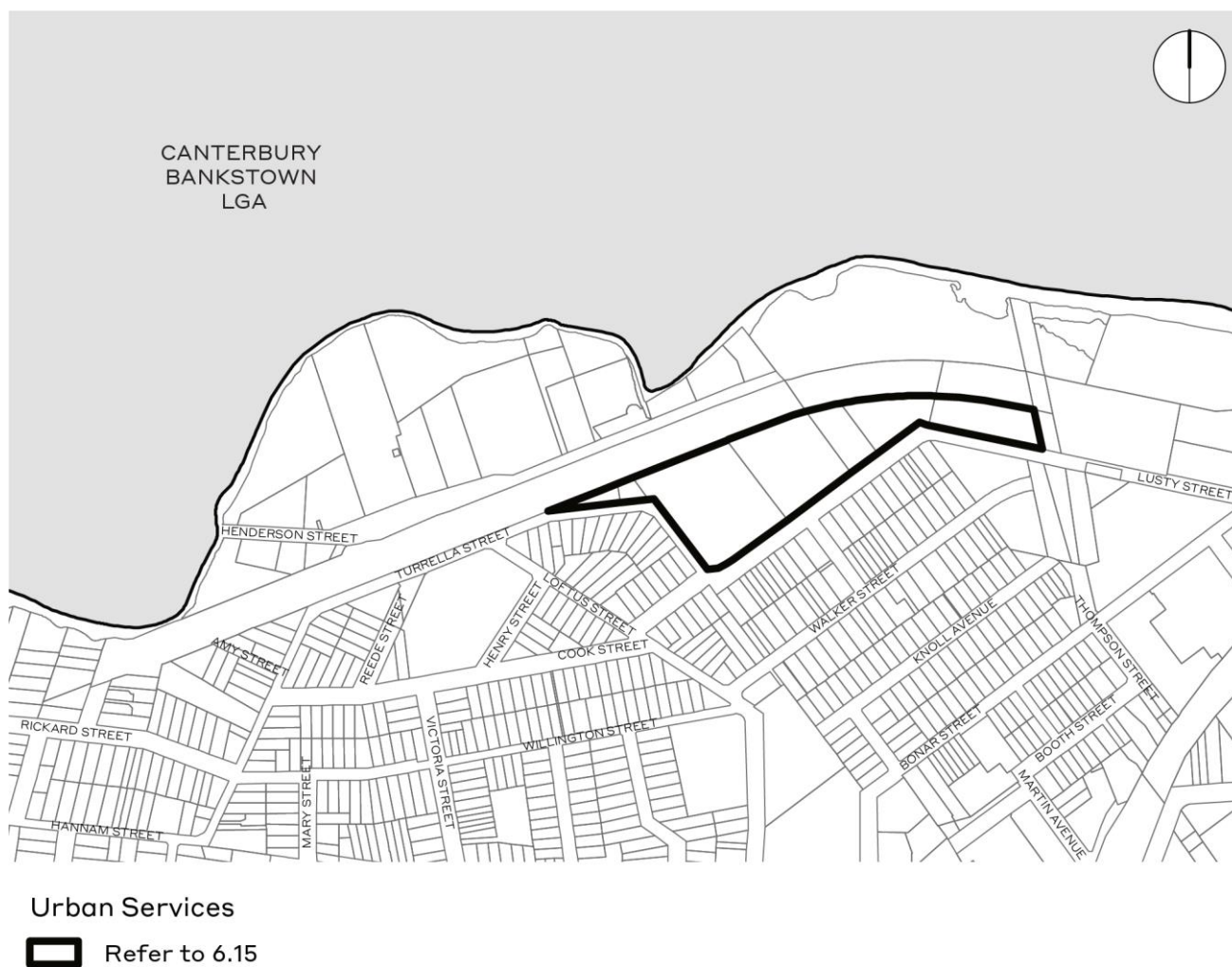


Figure 33 - Proposed Urban Services Map

Source: Ethos Urban

6.0 Key Planning Issues

6.1 Employment

The following sections provide a summary of the key employment issues and trends that are affecting employment in the Turrella Industrial Precinct, which are described in greater detail in AEC's Employment Land Use Analysis (**Appendix B**). The analysis seeks to provide an understanding of the land use composition and characteristics of the Precinct and if they are appropriate and sustainable in the long term.

6.1.1 Employment Profile

In 2016, the Precinct employed 834 employees with 18.9% employed in manufacturing, 24.3% in construction and 16.8% in transport, postal & warehousing (ABS, 2017). At a sector level, there has been a consistent decline in employment in production-based industries, while industries in Business and Consumer Trade Services and Knowledge and Creative Services had a significant increase in the proportion of employment in the Precinct (**Table 7**). Despite the reduction in production-based employment, the role of urban services businesses grew in significance between 2011 and 2016, increasing from 47.4% to 56.7% of total employment in the Precinct.

Table 7 – Employment by Sector in Turrella Industrial Precinct, 2011-2016

Sector	2011		2016		Average Annual Change (2011-2016)
	No.	%	No.	%	
Resources-based	0	0.0%	0	0.0%	9.6%
Production-based	397	50.7%	360	43.2%	-1.9%
Business and Consumer Trade Services-based	248	31.6%	304	36.4%	4.2%
Knowledge and Creative Services-based	85	10.9%	114	13.7%	6.0%
Personal Services-based	53	6.7%	56	6.7%	1.1%
Total	783	100.0%	834	100.0%	1.3%
Urban Services ¹	372	47.4%	473	56.7%	4.9%

Source: AEC, 2017

When closely observing the change in composition of employment by industry in Turrella (**Figure 34**), the following observations are made from the changing employment profile of the Precinct:

- Significant reduction in manufacturing, comprising 43.5% of total employment (2006) to 18.9% of total employment (2016).
- Notable reduction in wholesale trade, comprising 12.7% of total employment in 2006 to comprise 7.8% of total employment in 2016.
- Notable proportional increases in employment are observed in construction, retail trade, transport, postal & warehousing and education & training.

Notably, the proportion of employees in manufacturing has been in steady decline since 2006 when it comprised 43.5% of total employment in the Precinct. Wholesale trade has also been in decline. In contrast, employment gains in construction and transport, postal & warehousing have offset the fall in manufacturing and wholesale trade. This trend is also observed across the broader Bayside LGA (formerly the Rockdale LGA).

The change in employment and economic composition of Bayside LGA is a result of local and global factors. Employment losses in traditional industrial sectors like manufacturing and wholesale trade are giving way to increases in construction, healthcare, professional, scientific & technical services, as it evolves as a service location that is supported by population growth. AEC expects this trend to continue as Bayside continues to grow in response to macro-economic and market trends which influence demand for services from the growing population.

¹ Urban services and other employment sectors are not mutually exclusive. There is crossover between the activities carried out in other sector-based employment and urban services

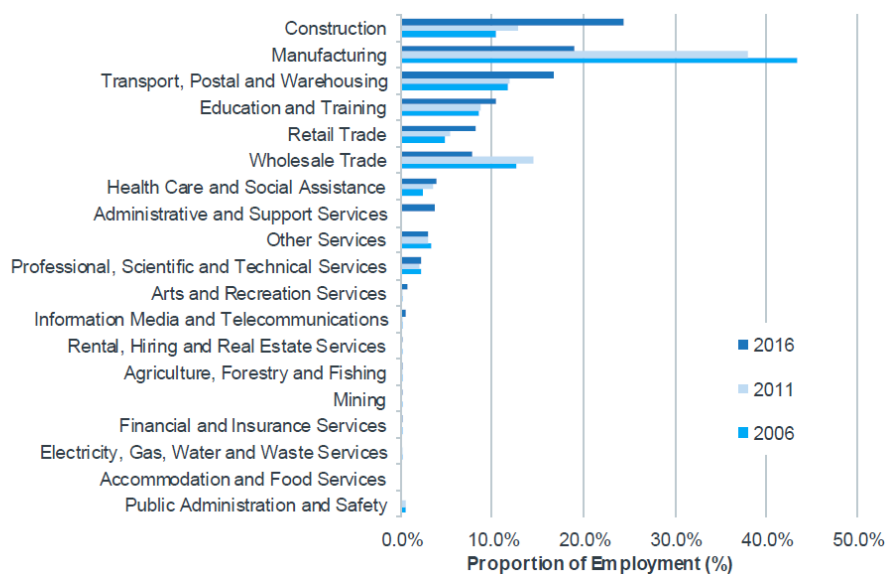


Figure 34 – Employment by industry in Turrella

AEC, 2017

Interviews with current businesses within Turrella Industrial Precinct

As part of the employment analysis, AEC undertook a series of interviews with the local businesses within the Turrella Industrial Precinct to understand the nature of activities on-site, primary reason for locating within the Precinct, key locational advantages and disadvantages, relationship with surrounding uses and their future accommodation plans.

Many businesses selected the Precinct for their operations for a variety of common reasons, including:

- **Legacy Occupiers:** A number of businesses have been in the Precinct for more than 25 years, with many indicating that other than historical reasons, no current strategic reason drives their decision to remain. Several businesses identified the high capital cost as a major impediment to a location strategy other than remaining on-site.
- **Affordability:** Affordability of premises was cited as a key reason for many businesses to selecting the Precinct.
- **Proximity to Workers' and Business Owners' Residence:** Many sole operators and small businesses cite the proximity of the Precinct to their workforce as an advantage.

The key disadvantages found when interviewing business owners in the Precinct centred around access, road network and amenity.

- Poor road access, particularly for larger operators in the Northern Precinct reliant on heavy and frequent truck movements. The single entry point into the Northern Precinct was a unanimous issue raised by respondents.
- Distance of the closest arterial road Prince Highway (2km away) which necessitates the traversing of narrow, local residential roads to and from the Precinct.
- Lack of adequate street parking.
- Lack of worker amenity with no options for workers within walking distance, with the exception of a small Indian food grocer at the base of the new development at Turrella train station.

A number of legacy businesses in the Precinct remain in occupation of assets that they own and have customised over a number of decades. Some occupiers are reluctant to consider relocation options due to the expense that will be involved. Some occupiers state an inevitability of need to relocate given business requirements for space and challenging road access which has resulted in a declining functionality of the area as an industrial location.

6.1.2 Forecast Employment Projections

Over the projection period (2016-2041), overall employment growth in the Precinct is projected at 24.7% (or an additional 206 workers) (**Table 8**).

- Growth in personal serviced-based employment is projected to be the strongest (additional 58.4% workers), however acknowledging this sector is starting from a low base (only 56 workers in 2016).
- Growth in knowledge and creative services-based employment is also projected to grow strongly (additional 46.2% workers), adding to a modest base of 114 workers in 2016.

In contrast, the two sectors that are currently most dominant in the Precinct (production-based and business and consumer trade services-based employment) are projected to grow more modestly to 2041.

Urban services employment in the Precinct is approximately 57% of total employment (473 workers of total 834 workers), increasing from 47% in 2011. Projections expect the proportion of urban services to stabilise at around 55% of total employment (2031-2041).

Table 8 – Employment Projections by Sector, The Precinct, 2016 to 2041

Sector	Historical			Projected			Change (2016-2041)		
	2011	2016	2021	2026	2031	2036	2041	No.	%
Resources-based	-	-	-	-	-	-	-	-	-
Production-based	397	360	379	391	407	425	445	84	23.4%
Business and Consumer Trade Services-based	248	304	304	307	313	325	341	37	12.1%
Knowledge and Creative Services-based	85	114	124	134	145	156	167	53	46.2%
Personal Services-based	53	56	61	66	73	80	88	32	58.4%
Total	783	834	868	899	938	986	1,040	206	24.7%
Urban Services ²	372	473	489	503	519	543	571	98	20.7%

Source: AEC, 2017

This will result to the Floorspace projections by sector in the Precinct between 2016 and 2041 presented in **Table 9**.

Table 9 – Floorspace Projections by Sector, The Precinct, 2016 to 2041

Sector	Historical			Projected			
	2011	2016	2021	2026	2031	2036	2041
Resources-based	12	13	13	13	13	13	13
Production-based	41,109	30,377	31,733	32,525	33,571	34,765	36,110
Business and Consumer Trade Services-based	18,574	22,457	21,828	21,866	22,078	22,827	23,779
Knowledge and Creative Services-based	5,200	7,177	7,865	8,536	9,309	10,056	10,836
Personal Services-based	1,683	1,990	2,122	2,279	2,435	2,645	2,860
Total	66,577	62,014	63,561	65,217	67,405	70,306	73,598
Urban Services ²	25,808	30,502	30,550	30,914	31,466	32,562	33,893

Source: AEC, 2017

² Urban services and other employment sectors are not mutually exclusive. There is crossover between the activities carried out in other sector-based employment and urban services

6.1.3 Implications for Turrella Industrial Precinct

The Precinct's weaknesses are generally a function of its evolution over time. When many industrial Precincts in locations such as Turrella were developed, the local population was much smaller and not as densely developed. Over time, as surrounding areas develop and residential activities begin to impede road access and business activity, as is the case with the Precinct, those industrial Precincts start to decline in functionality.

The Precinct does not suit industrial businesses who have heavy and frequent truck movement requirements. The Precinct is also poorly suited to accommodating those businesses who rely on high quality worker amenity to attract and retain employees. Hence, despite the above floorspace projections, the Precinct is poorly positioned to accommodate projected floorspace needs of all industries.

As the AEC analysis demonstrates, the Precinct is most suited to accommodate a Mixed Business and Urban Services Precinct to support a new residential population, meeting the day-to-day needs of households and businesses in the local catchment.

6.1.4 Future employment role of Turrella

Based on the above implications, an investigation of alternative employment land uses was undertaken by AEC. The alternate use options considered were:

- Redeveloped Industrial Precinct;
- Business Park;
- Office Park; and
- Mixed Business and Urban Services Precinct.

The Precinct's location within the Bayside LGA positions it in a relatively central position, the Precinct's constraints is its major limitation for being competitive as an industrial destination. This includes:

- The Precinct's location within the Bayside LGA positions it in a relatively central position within metropolitan Sydney, proximate to Port Botany and Sydney Airport. Its access by road however, is its major limitation for being competitive as an industrial destination;
- Given the location of the Precinct a distance from Princes Highway and the need to traverse residential roads to and from, the types of business activity that will be sustainable will be those that do not require heavy and frequent truck access;
- There is high risk of significant employment loss as businesses that support a large proportion of employees within the Precinct are looking to relocate. HVG and Macnaught who are key occupiers with approximately 150 employees (FTE) within the Precinct, have highlighted their relocation plans that have been in the pipeline for the past 2-4 years given current operational difficulties for their businesses being located within Turrella;
- The Precinct is poorly positioned to appeal to businesses involved in advanced manufacturing and related activities, primarily owing to the quality of the public domain and the overall amenity offer. Business and enterprise parks that generally appeal to these types of occupiers also have a certain critical mass of occupiers, which then underpins the provision of retail and ancillary facilities.

Given this, AEC outlined that a Mixed Business and Urban Services Precinct is the only viable alternate employment option for the Precinct. This recognised that the Precinct can effectively compete as a mixed business/urban services Precinct as its size is ideal for a mix of uses and will play a local service role for the local market catchment. Many of these urban services businesses can be found in existing residential zoned areas in 'B' or business land use zones. They will require a mix of floorspace types -some light industrial, warehouse/storage space, limited retail and supporting office floorspace.

6.1.5 Response of Planning Controls to accommodate employment floorspace

As the Precinct can effectively compete as a mixed business/urban services Precinct, the Planning Proposal for Girrahween Point aims to respond to the need of redefining the employment role of Turrella Industrial Precinct by allocating the following for employment uses within the Precinct:

- 33,158m² of new purpose built urban services GFA to accommodate the projected floorspace required for such uses by 2036;
- 3,462m² of GFA to accommodate retail uses; and
- 3,000m² of GFA to accommodate commercial office space.

The amount of GFA proposed for urban services will support the future demand for these businesses within Turrella by 2036 (**Figure 35**). This will establish a new local centre and support a variety of business activities supporting the local population in not just retail and business services, but with that addition of urban services. This will create a diversity of employment uses that will create vibrancy through varied activity within the Precinct.

Overall, the Planning Proposal will deliver a number of employment benefits, including:

- Providing a diversity of employment opportunities to meet the future needs of the local population;
- The Precinct is placed amongst a large immediate population catchment within a 5km radius. Consequently, there will be considerable future demand for a range of urban services. Delivering a range of new businesses in purpose-built facilities specifically designed to meet the needs of the local population;
- Facilitating the creation of nearly 700 jobs in the precinct. Despite being a reduction from the existing 834 jobs, this will lead to a sustainable employment outcome for the precinct, through the provision of GFA for essential population-serving businesses such as urban services, retail and commercial. This is critical as the Precinct's status quo is not sustainable.

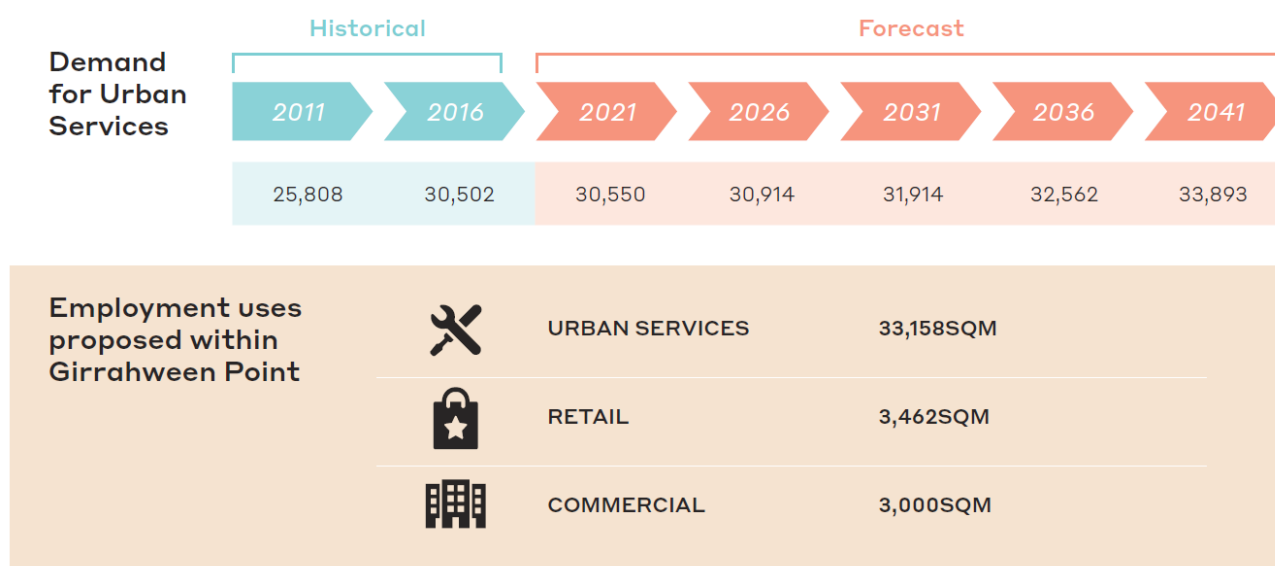


Figure 35 – Forecast floorspace demand for urban services and proposed employment floorspace provision for Girrahween Point

AEC & Ethos Urban, 2017

6.2 Housing Supply

6.2.1 Contribution to Housing Supply in Bayside LGA

The Department of Planning and Environment has published its Implied Dwelling Requirements for Bayside LGA. This is a measure of likely housing demand based on projected population growth and household formation. Bayside LGA's number of dwellings to grow by some 43% from 2016 to 2036, with an additional 28,050 dwellings within the LGA. This rate of growth is well below the predictions for the wider Sydney Metropolitan Area (36%).

The goal for renewing Girrahween Point is to ensure that land use planning is optimised in this area to deliver housing supply and diversity in appropriate locations that align with Transit Oriented Development principles.

The delivery of additional housing, and its required affordable housing contribution, will help the area accommodate its future growth forecasts and alleviate some pressure on the local housing market. This is considered a significant positive contribution in renewing the Precinct as a new transit-oriented community.

The renewal of Girrahween Point is also a strategic opportunity to deliver a higher proportion of smaller dwellings in a transit oriented location with access to excellent amenities and employment. The site is capable of making a significant contribution to the supply and diversity of housing in the District. This will promote the opportunity for older generations to age in place and afford younger generations with the opportunity to buy into the area they grew up in by increasing the supply and diversity of dwellings.

6.2.2 Suitability for Residential Uses

Transitioning the Turrella Industrial Precinct from an industrial zone to a mixed use residential area will remove many of the environmental impacts that currently exist such as noise from heavy vehicles associated with transport depots and manufacturing. This will improve the amenity of the surrounding residential areas and integrate new residential uses into the Precinct.

The key constraints for residential development within the Precinct required to be addressed are the impacts of the OLS and PANS-OPS restrictions, traffic and transport, economic impact and environmental constraints such as flooding, contamination and flora and fauna. These constraints are addressed in **Sections 6.3-6.11** below. It is anticipated that the Planning Proposal for public exhibition will include design guidelines (Draft DCP) addressing the relationship between employment and residential uses which would be incorporated into the Rockdale Development Control Plan 2011 should the Planning Proposal proceed.

The key social, environmental and economic benefits of incorporating residential uses within Girrahween Point are summarised below:

- improved economic incentive to redevelop underutilised sites, ensuring that new business premises and residential dwellings are delivered in a timely manner;
- proximity to local centres at Wolli Creek, Arncliffe and Kogarah;
- improves housing diversity and accessibility within the Bayside LGA, including the provision of live/work opportunities;
- delivers much-needed housing within a location with good amenity, such as the open space areas along the Wolli Creek wetlands and Cooks River; and
- improving amenity and safety within the Precinct by increasing daytime with employment uses and during the evening with residential uses.

6.3 Transport and Traffic

TRAFFIX have prepared a Traffic Impact Assessment (**Appendix C**) that assesses the current conditions of the local road network, parking and access requirements and examines the likely traffic impacts of the proposal and sets out some of the required infrastructure upgrades associated with any significant redevelopment of the Precinct.

Existing Road Network

The existing site traffic generation on average, attracts the following peak hour traffic generation rates:

- 325 vehicles per hour (228 in, 98 out) in the morning peak hour; and
- 364 vehicles per hour (110 in, 254 out) out in the evening peak hour.

Given the industrial land uses currently within the Precinct, the area attracts a significant volume of heavy vehicles with regular movements of up to 12.5m long Heavy Rigid Vehicles (HRV) relating to the Telfords tour bus company and regular deliveries relating to existing building supply warehouses located on site.

Traffic generation

Application of these trip rates to the indicative yield of 4,883 residential units and proposed non-residential uses will result in the following predicted trip generation volumes in **Table 10**.

Table 10 – Girrahween Point Traffic Generation

Land use	AM Peak	PM Peak
Residential	928	730
Commercial	27	1020
Retail	10	52
Urban Services	130	140

Source: *Traffix, 2017*

Based on the above, development of the Precinct is expected to generate approximately 1,095 vehicle trips per hour during the AM peak and 942 trips per hour during the PM peak.

The above trips assume a high dependency on public transport and other alternate travel modes to car travel, particularly walking. That is, the rates reflect the excellent accessibility to public transport, which is comparable to what would occur at a regional centre. Hence, to achieve the above outcome, it is expected that a significant modal shift will occur over time. This would be achieved through constrained parking supply, as well as containment of travel demand ('internalisation' of trips) through the mixed-use zoning, whereby people will walk for many trip purpose

It should be noted however, that the mixed-use nature of the Precinct will facilitate trip containment, which will reduce the overall impact on the external road network. The Household Travel Survey data for the Sydney region indicates a significant number of trips are made in the AM and PM peaks for the purposes of shopping, education and recreation, all of which will be provided within the Precinct within a walking distance of less than 500m negating the need to travel by car.

Intersection performance

An assessment of traffic impacts on key intersections was undertaken through a series of traffic count surveys. The results of these surveys were analysed using the SIDRA computer program to determine their performance characteristics under existing traffic conditions. The intersections assessed, included:

- Henderson Street / Reede Street;
- Turrella Street / Reede Street;
- Wollongong Road / Kelsey Street; and
- Hannam Street / Dowling Street.

Table 11 - Intersection Performance (AM and PM Peak Hour)

Intersection description	Control type	Model	Period	Degree of Saturation	Intersection Delay	Level of Service
Henderson Street / Reede Street	Priority	AM	Existing	Not assessed		
		AM	Future	0.199	4.9	A
		PM	Existing	Not assessed		
		PM	Future	0.348	4.3	A
Turrella Street /Reede Street	Priority	AM	Existing	0.058	10.7	A
		AM	Future	0.721	9.1	B
		PM	Existing	0.143	10.0	A
		PM	Future	0.536	6.8	B
Wollongong Road / Kelsey Street	Signals	AM	Existing	0.504	7.9	A
		AM	Future	0.768	15.6	B
		PM	Existing	0.463	12.1	A
		PM	Future	0.771	15.6	B
Hannan Street / Dowling Street	Priority	AM	Existing	0.003	6.0	A
		AM	Future	0.269	6.2	A
		PM	Existing	0.003	6.2	A
		PM	Future	0.368	2.2	A

Source: Traffix, 2017

The results of the survey and model (**Table 11**) indicate that all intersections operate satisfactorily under the existing 'base case' scenario as well as the 'future' scenario, in both the AM and the PM peak periods with acceptable performance in terms of both degree of saturation and intersection delays. All intersections modelled record a good level of service of 'A', indicating spare capacity remaining on the network. It is considered the network capacity surrounding the subject site is not an impediment to the planning proposal as presented in the masterplan.

This outcome reflects the fact that these intersections are presently under quite moderate demands, with significant spare capacity.

Car parking

Residential

Parking for the proposed development has been assessed in accordance with the requirements of Rockdale DCP 2011 and the State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65). It is emphasised that the Apartment Design Guide (SEPP 65) applies a minimum requirement that is the lesser of either the relevant rate set out in RMS's Guide to Traffic Generating Developments or the Rockdale DCP 2011 for residential apartment development.

As the Precinct is located within 800 metres of a network railway station the rates from the SEPP 65 has been applied to assess the minimum requirement for the future renewal of the Precinct (shown in **Table 12**).

Table 12 – Residential car parking provision in Girraheen Point

Use	Number of dwellings or proposed GFA	RMS rate	Parking required (SEPP 65)	Proposed residential parking
1-bed	1,465	0.6	879	879
2-bed	2,930	0.9	2,637	2639
3-bed	488	1.4	683	683
Visitor parking	4,883	0.2	976	698
Total			5,450	4900

Source: Traffix, 2017

Commercial

The 3,000m² of commercial GFA attracts a rate of 1 space/40m² under Rockdale DCP 2011. However, this is commensurate with the RMS Guideline rate that would apply in an 'unconstrained' environment, being where there is a high level of car dependency and associated lack of good public transport services.

In this regard, a rate of 1 space/70m² is more appropriate and more common in activity Precincts and Transit Oriented development generally and this indicates a need for 43 retail parking spaces.

Retail

The 3,462m² of retail GFA area also attracts a rate of 1 space/40m² under Rockdale DCP 2011. This less than the RMS Guideline rate of 1/22m² that would apply in an 'unconstrained' environment, so that this level of provision is generally satisfactory. However, given the very large population density within the Precinct it is expected that there will be a very high level of walking trips, with this retail area being 'ancillary' to this residential use, as well as the other non-residential uses.

Therefore, a range of between 1/60m² and 1/40m² is expected to be appropriate, depending on the types of retail uses to be provided. Therefore, the expected range of parking provision is 57 to 86 spaces.

Urban services

The urban services land use category is not covered by the DCP but is similar in nature to a light industrial use and this would likely require parking within the range of 1/80m² to 1/300m², the former being a factory rate under RMS Guidelines and the latter being the RMS rate for warehouse uses and distribution services. An average rate of 1/190m² would give rise to about 175 spaces.

Car parking summary

It is noted that the proposed parking rates are lower than the minimum rates for residential, commercial and other uses provided in the current RMS and have been constrained to promote the use of alternative modes of transport and reduce the traffic impact of the development on the surrounding road network.

Compliance with relevant car parking controls will be confirmed as part of any subsequent development application(s), following approval of this rezoning application. However, it is noteworthy that the Precinct presents no obvious constraints and the requisite parking can be provided generally at basement level, but also at ground level for some uses, notably the urban services component.

In this regard, the cumulative parking requirement for all uses would be in the range of 5,175 to 5,450 parking spaces.

Future Transport and Traffic Assessment

It is expected further detailed analysis will be undertaken post Gateway Determination as well as subsequently in relation to staged improvements to support future development application(s).

This will involve a detailed strategic assessment by the State government, which is expected to be undertaken after Gateway approval to identify infrastructure requirements (upgrades) that will be required, taking due account of WestConnex and other major initiatives. In a local context, these are likely to be moderate based on the assessment undertaken above, particularly as the Precinct is quite remote from arterial road corridors and is also inaccessible to/from the immediate north, where Wolli Creek forms a natural barrier.

Nevertheless, the analysis undertaken on the local network demonstrates the concept design adopted for the planning proposal is considered acceptable from a traffic and transport planning perspective.

6.4 Airport Operations

6.4.1 Obstacle Limitation Surface and PANS-OPS

The maximum building height provisions in this Planning Proposal are above the Obstacle Limitation Surface (OLS) and PANS-OPS levels for Sydney Airport. A Preliminary Aeronautical Impact Statement has been prepared to inform the preparation of this Planning Proposal. It has confirmed that:

- the proposed height will exceed the OLS restriction of 51 metres AHD. This will require a prior airspace height approval, subject to a positive evaluation of an application to the Department of Infrastructure via Sydney Airport. This can be undertaken as part of the Development Application process; and
- development of the heights envisaged under this Planning Proposal will not interfere with the PANS-OPS levels for Sydney Airport.

Obstacle Limitation Surfaces (OLS)

As shown in **Figure 36**, the OLS limit is 51 metres AHD.

A maximum obstacle height of 70.5m AHD has been assumed to reflect maximum building height proposed for the Precinct is that of a 20-storey building. It is therefore likely that buildings of 12 storeys or more will, proposed in the masterplan will require an airspace height application.

It is considered that if the proposed development will require airspace height approval, subject to evaluation of an application to the Department of Infrastructure via Sydney Airport, this process can be undertaken during the development application stage. Despite this, consultation with Sydney Airport Corporation Limited will be undertaken post-Gateway Determination to brief the relevant authority of the proposal and proposed exceedance of the OLS height limits.

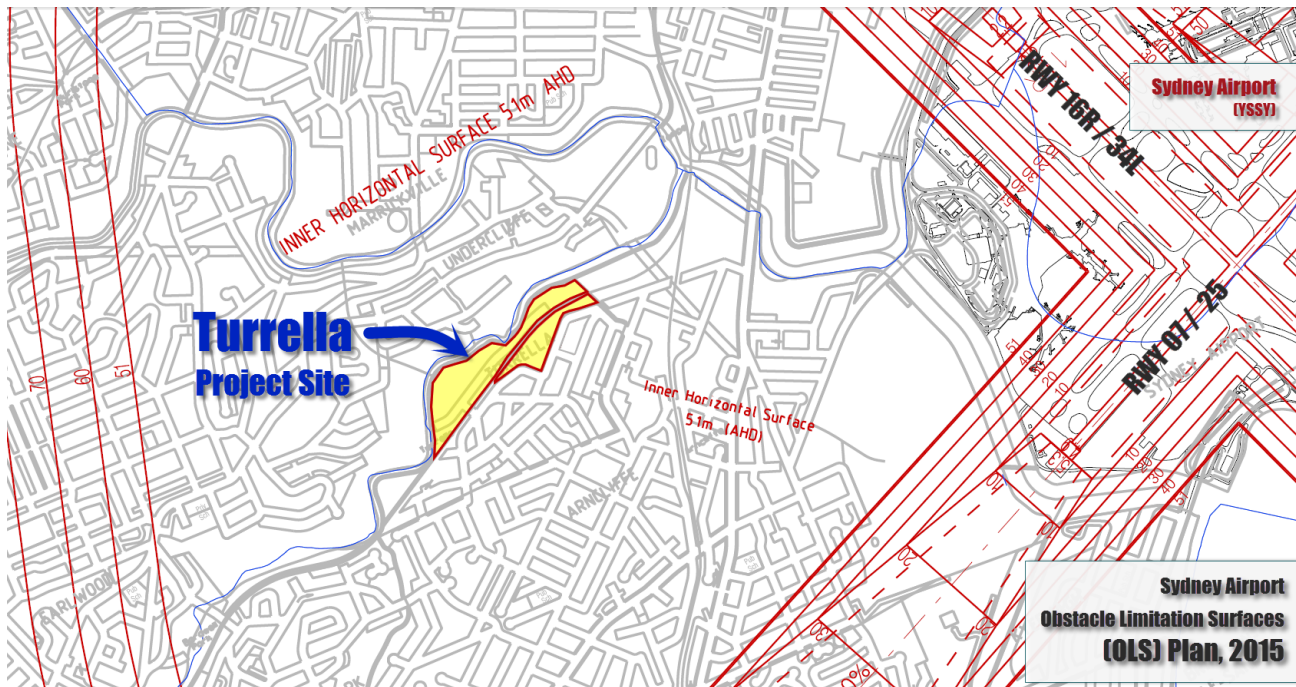


Figure 36 - Obstacle Limitation Surfaces Plan

Source: Strategic Airspace

PANS-OPS Surfaces

PANS-OPS surfaces represent the protection surfaces for published instrument flight procedures to and from the airport. These comprise flat, sloping and complex surfaces.

As shown in **Figure 37**, the PANS-OPS height limit applied to the Precinct ranges from 110m AHD to 126.4m AHD. Based on the master plan, location of planned buildings of various heights across the site, the assessment indicates that all buildings will be 39.5 metres or more below the most restrictive of the PANS-OPS height limits —and therefore technically approvable under the Airports (Protection of Airspace) Regulations.

Further, given the location of the Precinct in relation to Sydney Airport, and the amount of clearance between the maximum building height of the proposed tower and the constraining 'maximum permissible heights' defined by the PANS-OPS surfaces, there is ample room for cranes to be used for construction — and so the development can also be considered feasible because its construction would not cause any adverse impacts on the protected airspace. It is therefore unlikely that Sydney Airport and other aviation stakeholders would not have cause to object to the approval of the towers on this basis.

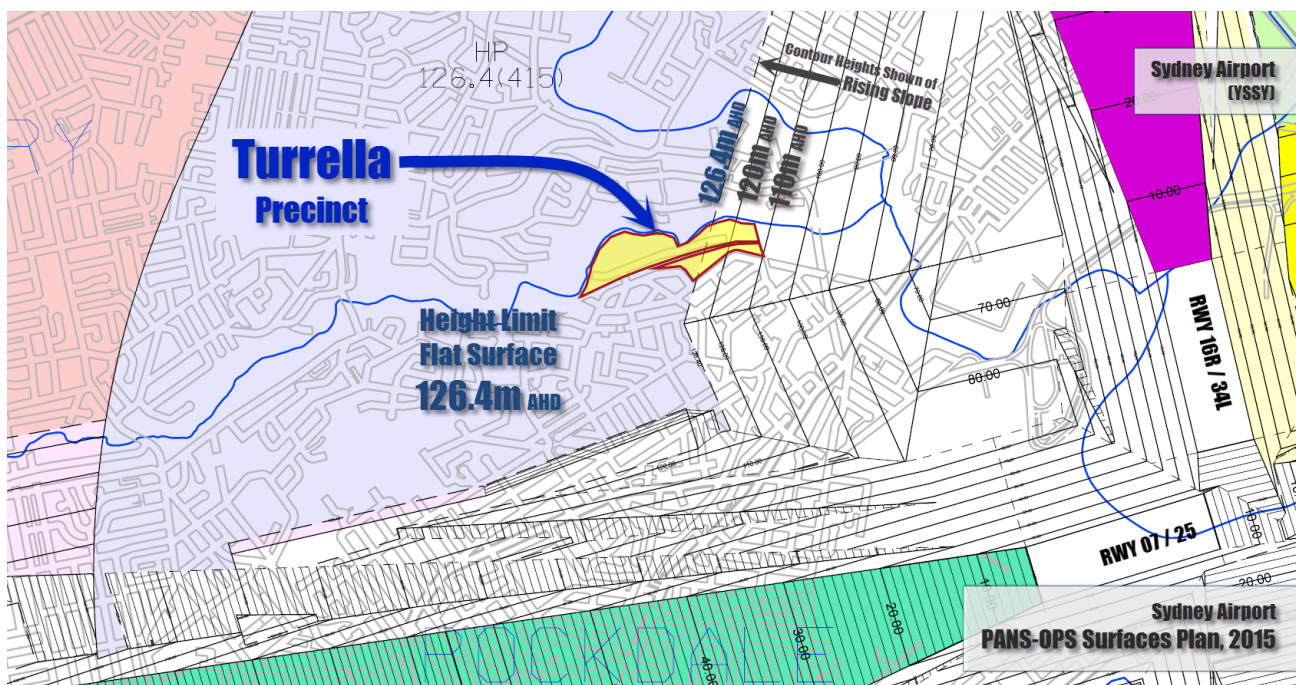


Figure 37 – PANS-OPS Surface

Source: Strategic Airspace

6.4.2 Section 9.1 Direction (former Section 117 Direction)

In accordance with Section 9.1 of the *Environmental Planning and Assessment Act, 1979*, this Planning Proposal is required to demonstrate consistency with Direction 3.5, which relates to 'Development near licensed aerodromes'. Direction 3.5 applies when any relevant planning authority prepares a Planning Proposal which will create, alter or remove a zone or a provision relating to land in the vicinity of a licensed aerodrome. Due to the proximity of the Precinct to Sydney Airport, Direction 3.5 applies to this Planning Proposal and a detailed assessment of the Planning Proposal against the objectives, has been undertaken (**Appendix L**). **Section 7.2.4** provides a full breakdown of the consistency of the proposal against Direction 3.5.

6.5 Heritage

Eco Logical Australia prepared a Historical Heritage Assessment and Aboriginal Heritage Assessment of Girrahween Point (**Appendix F & G**) as part of this planning proposal. The report considers existing and potential Aboriginal and Non-Aboriginal elements of heritage value adjacent or within the vicinity of the Precinct.

6.5.1 Non-Aboriginal Heritage

The report considers existing and potential Non-Aboriginal items of heritage value adjacent or within the vicinity of the Precinct area. This includes:

- Turrella Railway Station (1931) - local heritage item s.170 NSW State agency heritage register (Sydney Trains);
- Wolli Creek Valley - (I237) local heritage item, Rockdale LEP 2011;
- Wolli Creek Wetlands – (I232) local heritage item, Rockdale LEP 2011; and
- Wolli Creek Aqueduct – (I36) State heritage item, listed under the Heritage Act.

The outcome of the study found that:

- The proposal will not encroach on the curtilage of the state significant Wolli Creek Aqueduct or the locally significant Turrella Train Station, Wolli Creek wetlands and Wolli Creek Valley;
- The works will have no impact on any historical archaeological resource;
- No heritage fabric or significant elements will be removed or disturbed;
- There are presently no view corridors and existing development of the area already restricts views to all items;
- Views to and from the items do not form part of the heritage significance of any of the items;
- The proposed works will not detract from the heritage significance of the heritage items in the vicinity of the study area; and
- As the proposed works will have little to no impact on the heritage significance of one State listed item subsequent development of the site is unlikely to require approval under the Heritage Act 1977.

The assessment also recommends that the design of the proposal should consider the heritage values of the Wolli Creek Valley and that the protection of the riparian corridor will be integral to the future development of the Precinct. The significance of the valley is its association with the historical settlement of the area and is a rare example of native vegetation and landscape in the Inner Sydney area. As highlighted in **Section 6.9**, the high value ecological areas within the riparian buffer zone will be retained to maintain significant native vegetation along the Wolli Creek.

6.5.2 Aboriginal Heritage

Eco Logical Australia prepared an Aboriginal Heritage Assessment of Girrahween Point (**Appendix G**) as part of this planning proposal, which assesses the planning proposal and takes into consideration the due diligence Code of Practice process, as set out in the Office of Environment and Heritage's (OEH) Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW (CoP) (DECCW 2010). The assessment provides reasonable steps to address the following:

- identify whether or not Aboriginal objects are, or area likely to be, present in an area;
- determine whether or not their activities are likely to harm Aboriginal objects (if present); and
- determine whether an Aboriginal Heritage Impact Permit (AHIP) is required.

The findings of the Aboriginal Heritage Assessment indicate that although there are currently no recorded Aboriginal sites within the Precinct, that there is moderate potential for previously unrecorded Aboriginal objects and subsurface archaeological deposits being present within the study areas south of Wolli Creek bank.

To ensure any disturbance of these potential objects are avoided, the assessment recommends the requirement for a test excavation on the site below the existing fill/disturbed soil layer and test excavations are undertaken to

determine whether there are any Aboriginal objects on site and to assess the nature, extent and significance of the archaeological resource (if any) in the Precinct. As part of test excavations, the assessment has recommended:

- Any test excavations should focus on the natural soil profile which contains natural alluvial soils
- Prior to excavation, Aboriginal community consultation is to be undertaken in line with the National Park and Wildlife Act 2010 (NPW), the DECCW 2010 and a sampling strategy developed. Consultation must be completed to the stage described in subclause 80C (6) of the regulation prior to test excavation if undertaken under the Code of Practice and the OEH notified.
- Alternatively test excavation could be undertaken under an AHIP. To support an AHIP application, the OEH require an Aboriginal cultural heritage assessment report (ACHAR), an archaeological technical report (ATR) and an approved development application from Council or part 5 approval under the Environmental Planning and Assessment Act 1979.

If any archaeological resource is found from the test excavations, management options may comprise the conservation of areas of high significance or a future AHIP application. The recommendation for test excavations within the Precinct can be undertaken during the development application stage.

6.6 Flooding

J. Wyndham Prince (JWP) has prepared a Water Cycle and Flood Management Strategy (refer to **Appendix D**). The strategy has been prepared after extensive consultation with Bayside Council on methodology. The strategy details the procedures used and presents the results of investigations in developing a Flooding and Water Cycle Management Strategy for the site that incorporates the principles of Water Sensitive Urban Design (WSUD) and minimises impact on the surrounding environment.

The Turrella Precinct runs along Wolli Creek and is part of the Greater Cooks River catchment and ultimately drains into Botany Bay. Wolli Creek is a tributary of the Cooks River, joining it at Tempe Railway Bridge. In its upper reaches it is a concrete lined channel, however as it continues downstream it returns to a natural state, forming a defined but winding watercourse through the Wolli Creek Valley. The course of the river has been altered over time, and while it is a natural watercourse, it is not in its original location.

In order to manage existing flood affectation of the precinct, a flooding strategy has been prepared to be able to achieve Council's objectives and development controls for flood liable land. This strategy highlights the following opportunities to manage the existing flood constraint, including:

- Earthworks along the boundary of the site and Wolli Creek, to improve flow conveyance along Wolli Creek.
- Earthworks located in the proposed open space area within the development to compensate for any changes in floodplain storage.
- Provision of floodplain storage areas below the proposed buildings (if necessary).

6.6.1 Proposed Water Cycle Management Strategy

To manage water cycling impacts from the proposal, J. Wyndham Prince has prepared a management strategy proposing the following initiatives:

- Water sensitive urban design measures (WSUD);
- Water quality management measures;
- Water quantity management measures; and
- Measures to be incorporated during the construction phase.

Water Sensitive Urban Design measures (WSUD)

A treatment train approach is proposed to maintain stormwater quality to appropriate levels, where multiple devices are used in sequence to remove pollutants. A range of water sensitive urban design measures are recommended to be adopted as part of the proposed development for the management of stormwater runoff, these include:

- Bio-retention raingarden systems;
- Inlet Pit Filter Inserts and Gross Pollutant Traps; and
- Rainwater Tanks.

Proposed Water Quality Management System

To manage water quality, a water quality treatment system has been determined for the proposal that will provide the framework for more detailed assessments to be undertaken as part of the development application stage. Detailed water quality modelling will determine the sizes and locations of the measures.

The proposed water quality treatment system includes the following measures.

Water-efficient on-lot treatment

- Implementation of water efficient fittings and appliances in all buildings (dual flush toilet, AAA shower heads, water efficient taps and plumbing).
- Minimisation of impervious areas through acceptable development controls.

- Potential provision of rainwater tanks for each tower development, to provide at source water quality treatment and the ability to re-use stormwater runoff generated on site for irrigation purposes and/ or internal use.

Gross pollutant traps

Gross Pollutant Traps will be proposed at strategic locations to remove all gross pollutants from stormwater runoff generated on the site. GPTs will be provided at all main discharge points

Bio-retention systems and raingardens

Bio-retention 'raingardens' systems will be proposed at strategic locations throughout the precinct to provide the bulk of the water quality treatment for the site. The bio-retention raingarden systems will be sized to ensure the nutrient reduction targets required by Bayside Council, are achieved by the proposed development.

At this stage, the location and sizing of the individual bio-retention raingarden systems has not been determined, to allow flexibility in the final development layout. It is recommended that a bio-retention raingarden filter area that is approximately 1.5% of the contributing catchment area will be sufficient to ensure the water quality targets are achieved. Based on this, the total combined bio-retention raingarden filter area required for the Precinct will be approximately 1,950m².

Proposed Water Quantity Management System

A water quantity management system has been proposed to ensure peak flows discharging from the site are less than or equal to existing conditions to minimise the impact of increased stormwater runoff on the capacity of downstream drainage systems and flood related impacts.

The site covers an area of 0.6% of the overall Wolli Creek catchment and therefore, any changes in the runoff characteristics as a result in this development is unlikely to have any significant impact on peak flows in Wolli Creek. A proposed levee along Henderson Road that prevents flows topping the railway line in the 1% AEP event will increase flows in Wolli Creek by 4.5% at the model outlet in the 1% AEP, from 99 m³/s to 104m³/s.

JWP has highlighted that this additional flow does not result in an increase in flood levels within Wolli Creek and significantly reduces flooding for properties on the other side of the railway line surrounding Turrella Rail Station. The minor increases in flood levels in Wolli Creek are considered acceptable.

If un-detained 'developed' conditions flows are permitted to discharge directly into Wolli Creek, with appropriate water quality management systems, the flows along the river will unlikely result in adverse impacts to the peak flood levels for the precinct and downstream. Given the above, JWP have indicated that detention management is not seen as necessary.

As the development proceeds, further assessments will be undertaken to support this position and submitted to Bayside Council for review.

Additional Water Cycle Management Considerations

Other water cycle management measures proposed to be considered as part of the proposal include:

- Erosion and sediment control measures are to be implemented during the construction phase in accordance with the requirements of Bayside Council and the guidelines set out by Landcom's "Blue Book" 2004).
- Interim treatment measures, such as protection of the raingarden media bed throughout the civil and housing construction phases of the development
- Long term management, such as regular maintenance of the stormwater quality treatment devices to manage weeds, remove rubbish, and monitor plant establishment and health.
- Minimise impacts of the groundwater regime resulting from development to protect the Botany Bay Sands aquifer.

6.6.2 Flood Assessment

JWP's flood modelling for existing and post-development conditions in the precinct has assessed the impacts on flooding of the proposed development using TUFLOW software. Two (2) model scenarios have been assessed to represent the various catchment conditions that have and will occur as a result of this development, including:

1. **Current 'Existing' Conditions** – This considers the current topography of the precinct and catchment. This includes the current industrial uses on the precinct, as well as the surrounding urbanised areas, the existing pipe network, Wolli Creek and Turrella Weir.
2. **Future 'Developed' Conditions** – This option considers the proposed development landform with the various flood management options, such as the undercroft area and cantilevered buildings (preliminary design) and the Henderson Road levee.

Existing conditions

The existing conditions considers the current topography of the site and catchment. This includes the current industrial uses on the site, as well as the surrounding urbanised areas, the existing pipe network, Wolli Creek and Turrella Weir. The results for the existing site conditions during a 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) events are described below:

- During the 1% AEP event, mainstream flows breach the southern banks of Wolli Creek adjoining the northern precinct boundary. These flows are then conveyed through the precinct, resulting in ponding up to 3.2 m along the fringes of the precinct. Minor flooding occurs across much of the precinct. The flood levels across the precinct range from 1 m AHD (at the Eastern boundary) to 4.6 m AHD (along the western precinct boundary) (see **Figure 38**).

Furthermore, mainstream flows in Wolli Creek also breach the railway line both at the low point in the middle of the precinct and upstream of the precinct. These flows then combine with local overland flows and backwater from the SWOOS pipeline and railway culverts to cause flooding up to a depth of 0.8m to properties along Turrella Street.

With the Henderson St levee in the model, flood levels were significantly reduced on the south side of the railway line by up to 0.3 m. However, the levee also raises flood levels within Wolli Creek by up to 0.06 m. The affected area is contained to Wolli Creek, and no additional properties are at risk.

- During the PMF, mainstream flows breach the banks of the Wolli Creek. It is noted that due to the significant flow rate in the PMF, which is approximately 900 m³/s, the depth of ponding on the precinct ranges up to 4.5m, with the entire precinct being inundated.
- Mainstream flows in Wolli Creek also breach the railway line during this event. Flooding up to a depth of 3.2m to properties along Turrella Street.

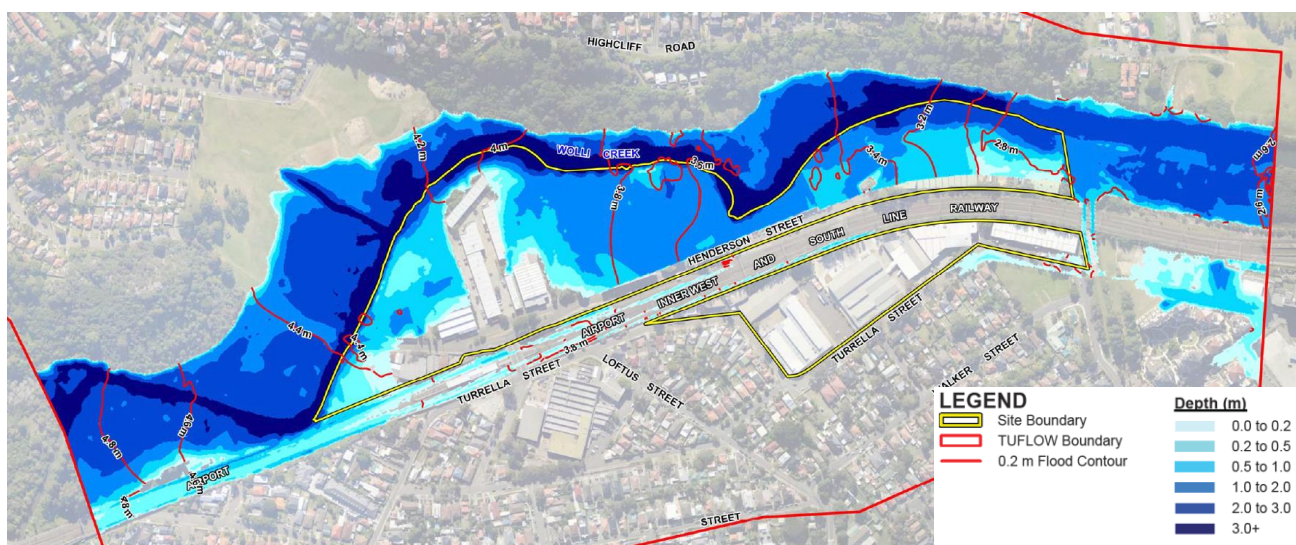


Figure 38 – 1% Annual Exceedance Probability (Existing Conditions)

Source: J. Wyndham Prince

Future 'Developed' Conditions

The following elements have been incorporated into JWP's base flood model to assess the future 'developed' conditions of the proposal. This is based on the existing terrain, within the following additional changes:

- The surface levels surrounding M5 motorway ventilation shaft remain unchanged.
- A levee has been added adjacent to Henderson Street at the 1% AEP flood level with an additional 0.5m freeboard. This prevents 1% AEP flows from crossing the railway line which is consistent with the intent of the proposed levee in the North Arncliffe Drainage Study Report. This has also been modelled independently of the proposed development so that the effects of this levee alone can be assessed.
- In total, less than three percent (3%) of the floodplain storage has been lost. Additional storage has been provided to compensate for the loss of floodplain storage caused by raising the proposed buildings to the 1% AEP flood level with an additional 0.5m freeboard. JWP have prepared a cut/fill plan for the precinct (refer to **Figure 39**) which has considered the following.
 - In order to achieve balanced cut/fill for the precinct, buildings where required utilise an undercroft which marries with the natural topography of the ground slope, enabling both flood storage in peak events and usable connected spaces for the future residents.
 - All environmental constraints have been considered. The proposed building locations do not infringe upon high value ecological constraints, such as the mangroves. The riparian corridor will be replanted after cut/fill has been undertaken.

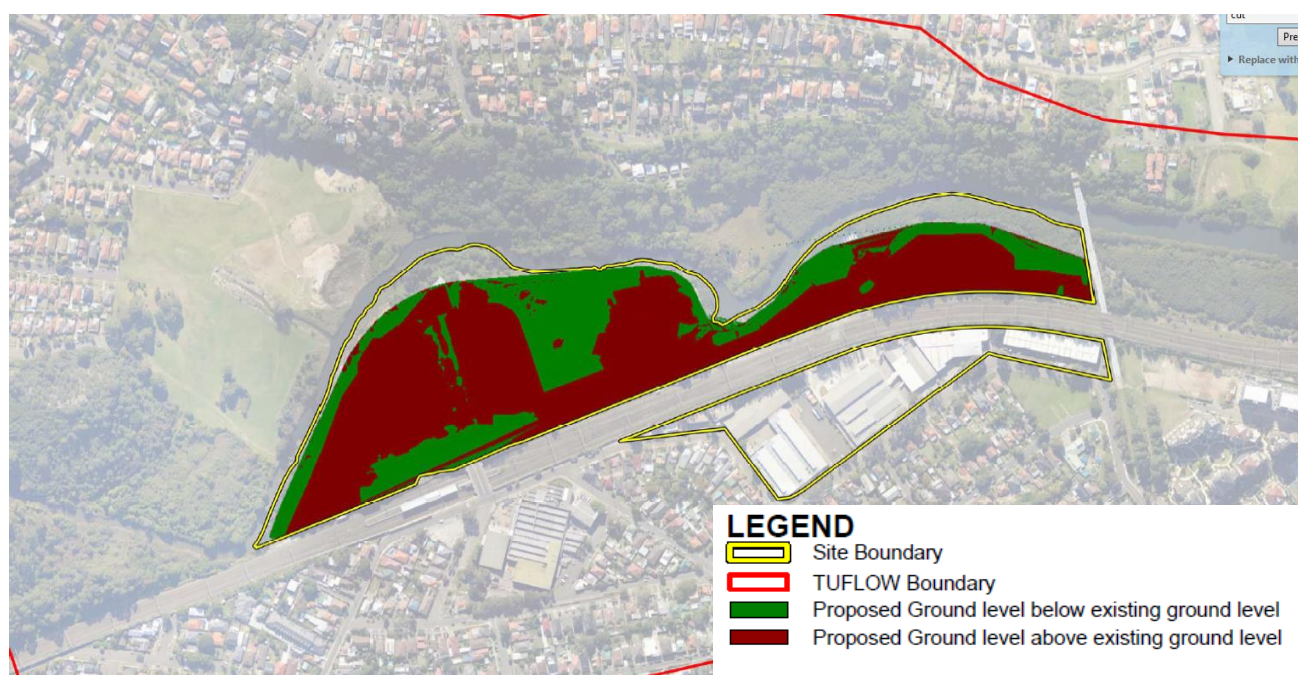


Figure 39 – Proposed cut/fill plan

Source: J. Wyndham Prince

The results for the post-development site conditions of the future developed conditions in a 1% AEP and PMF event are outlined below:

- During the 1% AEP event, the proposed levee prevents mainstream flows from breaching the railway in the vicinity of the precinct. This restriction significantly reduces the level of flood affectation within Turrella, with flood levels reducing by up to 0.3 m for properties on Turrella and Walker Streets. The proposed amendments along the banks of Wolli Creek results in flood depth of around 3.2 m (see **Figure 40**). There are some flood level increases up to 0.04m within Wolli Creek, however, the extent of flooding is not significantly changed. Flood levels have been reduced by 0.04m upstream of the precinct.
- During the PMF event, much of the precinct is flooded.

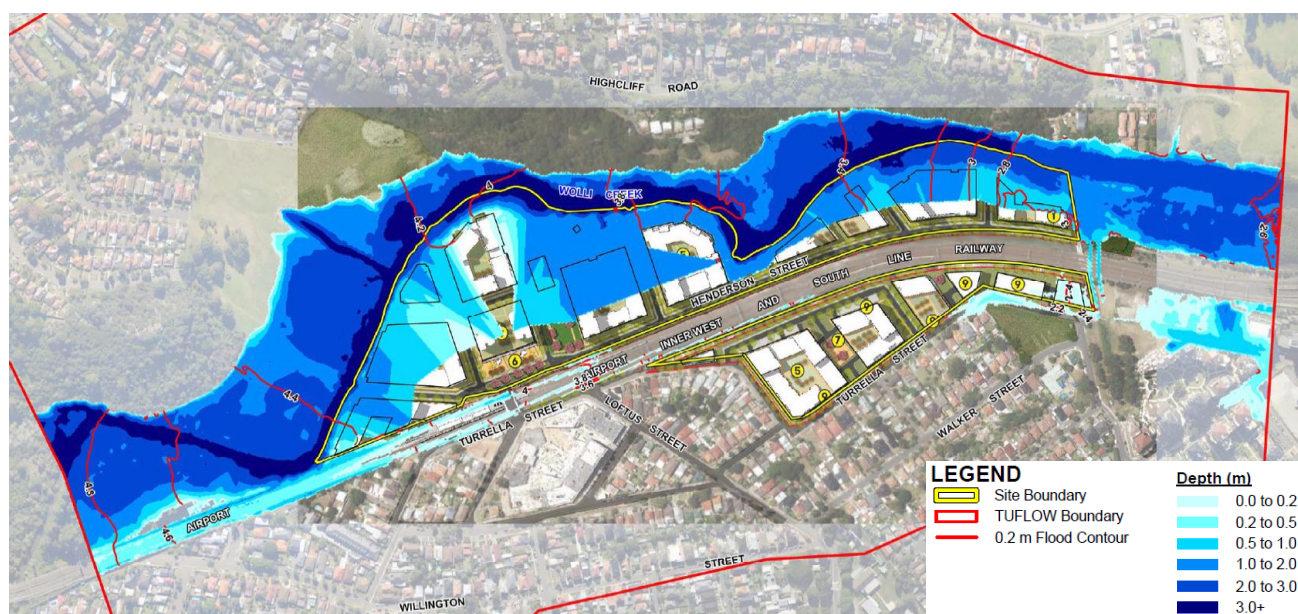


Figure 40 – 1% Annual Exceedance Probability (Proposed Conditions with levee)

Source: J. Wyndham Prince

A summary of key findings of resulting flood levels under the developed conditions during a 1% AEP flood event is provided within **Table 13** below.

Table 13 Summary of key changes under developed options during 1% AEP event

	Developed conditions
Change in flood level on Turrella and Walker Street	-0.3m
Change in flood level in Wolli Creek	+0.04m
Change in flood level upstream	-0.04m

Source: J. Wyndham Prince

6.6.3 Floodway extent

In order to minimise high flood risk damages, reducing the capacity of the existing floodway of Wolli Creek was not permitted. To demonstrate that the proposed filling on the development does not encroach on the floodway, a preliminary floodway extent was prepared for the 1% AEP event for Wolli Creek.

Results of the floodway assessment indicate that the proposed filling within the development is outside of Wolli Creek floodway for the majority of the precinct. Other areas have been cut to compensate for the resulting loss of floodplain storage for which JWP highlight that there is no discernible negative impact on Wolli Creek as a whole.

6.6.4 Floodplain storage

Compensatory excavation (cut) is proposed to ensure no net loss of floodplain storage. To determine the change in floodplain storage due to the proposed filling on the site, storage calculations were completed using the digital terrain models adopted in the flood modelling and the flood model results prepared for 'existing' conditions.

It is noted that the proposed Henderson Street levee was found to result in a storage loss of 11,000m³. This floodwater was stored on land primarily comprised of residential housing and provides storage, through the flooding of the houses and private property. As there was already a plan to remove this 'storage' due to flooding issues associated with it, this area has not been compensated for.

Results of the floodplain storage calculations for the site are provided in **Table 14**.

Table 14 – Floodplain storage calculations

	Volume (m ³)	Change in Floodplain Storage (m ³)	
		Existing Conditions	Existing Conditions (with Levee)
Existing conditions	120,000	0	11,000
Existing conditions (with Levee)	109,000	-11,000	0
Developed conditions	106,000	-14,000	-3,000

Source: J. Wyndham Prince

Flood difference under the developed conditions demonstrate that despite the change in floodplain storage, the proposed developed conditions will not generate any adverse impacts on flood levels within surrounding properties. While areas of Wolli Creek have been impacted, this is in part due to the impact of the proposed Henderson Street Levee, and not solely as a result of the Precinct.

The loss of floodplain storage associated with the developed conditions (i.e. the loss of 3,000m³) is considered by JWP to be minimal and this loss is not anticipated to have any adverse impact on flooding levels within Cooks river.

Staging

An assessment has been undertaken to determine how the development will deliver floodplain storage if it is constructed in stages. The proposed development has been assessed to determine how much storage each stage provides to assess the potential for developing parts of the precinct independently.

Table 15 – Floodplain storage calculations

	Floodplain Storage Volume (m ³)		
	Existing conditions	Developed conditions	
	Volume	Volume	Change
Stage 1	13,000	19,000	+6,000
Stage 2	14,000	19,000	+5,000
Stage 3	42,000	33,000	-9,000
Stage 4	40,000	35,000	-5,000
Total	109,000	106,000	-3,000

Source: J. Wyndham Prince

6.6.5 Flood Evacuation

During PMF events, the site will be inundated by mainstream flows from Wolli Creek. As a PMF event will occur quickly in a short amount of time (2 hours), a flood evacuation strategy that provides residents with enough time to mobilise is necessary to ensure the safety of the future population that use / reside within the development.

JWP's recommended strategy for affected residents is to shelter in place, where second storey house levels are above the PMF. This option is considered by JWP to present the lowest risk to life. A condition of consent could be included to nominate a flood evacuation marshalling area within each precinct on the podium. This would be consistent with other flood strategies adopted around Sydney.

JWP considers this to be the best option, with the appropriate management of potential risk of structural damage or failure to dwellings. JWP also highlights that any alternative strategy, such as evacuating the site, does not provide affected residents enough warning to evacuate locally to community centres or to other higher areas until the flood waters recede.

A flood evacuation strategy will ultimately need to be considered and adopted by the State Emergency Services (as applicable) and Bayside Council. The flood evacuation strategy will be further developed as part of the staged construction of Girrahween Point to ensure compliance with the required guidelines and statutory agencies (i.e. SES).

6.6.6 Flood hazard

In order to provide an understanding of the effects of flooding on building structures, vehicles and people, JWP has sub-divided floodwaters for Wollie Creek into hydraulic and hazard categories during a PMF event (see **Figure 41**). Flood hazard categories are quantified by considering the combination of flood depth and velocity against vulnerability curves.

To ensure buildings across the precinct are not at risk of structural damage, even in the PMF event, areas categorised by JWP as 'H5' (see **Figure 41**) identify where it is considered possible to construct a purpose-built structure that has been appropriately designed to withstand the full range of anticipated flood forces. This includes:

- Hydrostatic forces resulting from standing water or slow-moving flow around the structure;
- Buoyant forces due to displaced volume of water;
- Hydrodynamic forces arising from moderate-to-high-velocity water flow around the structure;
- Impulsive Forces caused by the leading edge of the water impacting the structure;
- Uplift forces on elevated floors of a structure that are submerged during a flood event;
- Debris Impact Forces generated by floating debris colliding with the structure;
- Damming of Waterborne Debris due to the accumulation of debris on the upstream side of the structure, which results in an increase in the hydrodynamic force.
- Wave actions from wind and wakes; and
- Erosion and Scour due to flood actions.

JWP's strategy has specified that all buildings at Girrahween Point are proposed to be purpose-built structures that address the above considerations, and considered suitable for vertical evacuation.

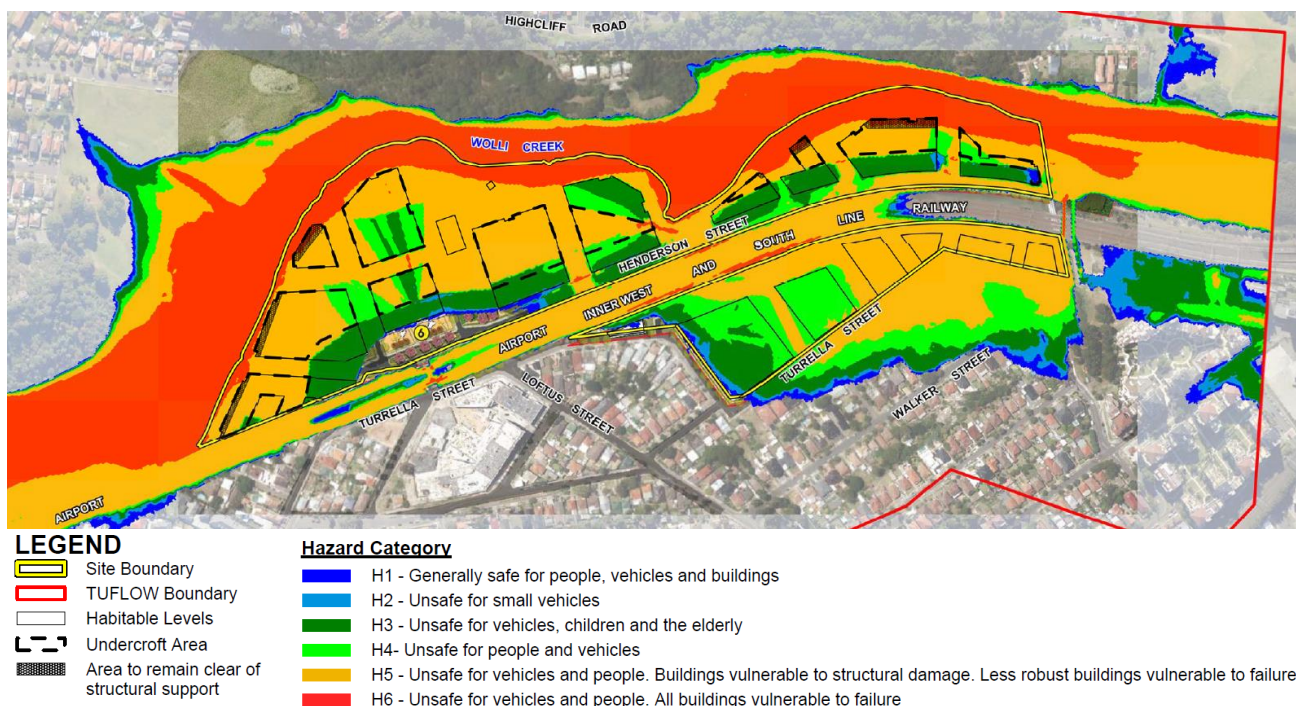


Figure 41 – Hazard category (Proposed Conditions)

Source: J. Wyndham Prince

6.7 Contamination

The Precinct has been used for industrial and employment purposes for over seven decades and is therefore potentially the subject of some form of localised contamination. A Preliminary Phase 1 Environmental Site Investigation has been prepared for the site by EI Australia and is located at **Appendix I**. The results of the Phase 1 Contamination Assessment identified the following potential sources of contamination within the Precinct:

- Potential presence of contaminated fill / top soils on-site;
- Impacts from long term historical commercial/industrial use within the Precinct, including;
- Potential leakage of petroleum hydrocarbons from vehicles in the carparking areas, underground storage tanks and above ground tanks;
- Potential deposition of particulates derived from the offsite M5 Motorway Tunnel emissions stack;
- Possible soil contamination resulted by wear and weathering of exposed painted surfaces, metallic objects and potential asbestos- containing materials;
- Possible soil contamination from potential on-site use of herbicides and pesticides; and
- Hazardous building products contained within the existing structures.

Based on a review of the site history, observations made during the site walkover and a discussion with site personnel, EI Australia concludes that there is a moderate to high potential for contamination of the subsurface in some parts of the Precinct, and recommends the following can be undertaken during the development application stage.

- Carry out a Hazardous Materials Survey on the existing site structures to identify potential hazardous building products
- Undertake a detailed site investigation (DSI) comprising an intrusive investigation of soil and groundwater
- Review of the qualitative assessment and conceptual site model in accordance with the Preliminary Site Investigation (**Appendix I**) to determine the further investigations and/or management actions are required
- If contamination is found to be present from the detailed site investigation, then remediation will be required. This will require the preparation of a remedial action plan (RAP) to guide any remediation of the site and outline the following:
 - appropriate decommissioning;
 - removal and validation of the ASTs and USTs; and
 - associated infrastructure onsite that is in compliance with relevant legislation.

It is considered that these further detailed investigations can be carried out during the development application stage.

6.8 Acid Sulfate Soils

A Preliminary Acid Sulfate Soils Management Plan (ASSMP) has been prepared by EI Australia and is located at **Appendix J**. The management plan describes the potential impacts caused by the proposed development of the Precinct and a description of the measures and procedures to be undertaken in the ASS area to prevent, control or minimise the generation of escape of acid leachate in the surrounding environment. A contingency plan has also been prepared in the case of failures of the management procedures. The plan has been informed by database analysis and soil sampling and analysis undertaken by EI Australia.

Potential Acid Sulfate Soils (PASS) are likely to be present within underlying natural soils. However, providing these materials are not disturbed they will not pose a risk to the local environment. It is expected that the planned development of the Precinct may result in disturbance of the PASS. Accordingly, a detailed ASSMP will be prepared during the detailed DA phase for the site and will be implemented prior to any physical works commencing.

Future development applications within the Precinct will be required to address the issue of ASS and provide appropriate management measures, such as those outlined below and further detailed in **Appendix J**.

- monitoring and assessment during excavation works;
- laboratory analysis;
- treatment of ASS;
- contingency measures;
- consultation and records;
- management planning;
- disposal of potential ASS below the water table;
- management of in-situ ASS;
- groundwater management and disposal; and
- a contingency plan.

6.9 Flora and Fauna

Eco Logical Australia undertook an Flora and Fauna Assessment (**Appendix E**) for Girrahween Point to consider the impact of the planning proposal on threatened species, populations and communities listed under the NSW Threatened Species Conservation Act 1995 (TSC Act) and Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).

Threatened ecological communities

The following threatened Ecological Communities (TECs) were recorded in the study area:

- Coastal Saltmarsh in the NSW North Coast, Sydney Basin and South East Corner Bioregions; and
- Swamp Oak Floodplain Forest of the NSW North Coast, Sydney Basin and South East Corner Bioregions.

The footprint of the Indicative Masterplan will not have a direct impact on these communities. Both will be contained within the proposed Waterfront Green area.

Threatened flora

A total of 61 flora species were identified within the study area during field investigations, of which 30 are exotic species. Six weeds declared noxious in the Local Control Authority area of RCC, and four Weeds of National Significance (WoNS) were recorded within the study area

Importantly, no threatened flora species were recorded within the study area during the survey.

Threatened fauna

Potential foraging habitat has been recorded within the study area for two threatened fauna species and three migratory species. Potential foraging habitat has been recorded within the study area for two threatened fauna species and three migratory species:

- *Botaurus poiciloptilus* (Australasian Bittern)
- *Pteropus poliocephalus* (Grey-headed Flying Fox)
- *Numenius phaeopus* (Whimbrel)
- *Actitis hypoleucos* (Common Sandpiper)
- *Calidris melanotos* (Pectoral Sandpiper).

The study highlights that the Wolli Valley Grey-headed Flying Fox (GHFF) camp is located on the southern corner of the study area along the banks of Wolli Creek, and is located 150 m west of the subject site at its closest point. The proposed works will not directly impact the GHFF camp or its flight paths (as shown in **Figure 42**). Indirect impacts, such as noise, light and conflict with humans, can be mitigated through the implementation of appropriate control

measures as part of the development application stage. Targeted surveys were performed for the Australasian Bittern, Grey-headed Flying-fox and *Litoria aurea* (Green and Golden Bell Frog). No sightings of the Australian Bittern and no Green and Golden Bell Frogs were recorded during these surveys. Furthermore, the Grey-headed Flying-fox was not observed utilising the Precinct during the surveys.

The study precinct provides habitat for common native species and is likely to provide suitable habitat for some threatened fauna. It is also noted that many fauna species may utilise the study precinct intermittently as marginal foraging habitat, particularly those that are highly mobile. However, due to the availability of foraging, nesting and roosting habitat in the adjacent landscape, adverse impacts to the majority of these fauna are not considered likely to occur as a result of the proposal.

Triggers under the Biodiversity Conservation Act 2016

Preliminary considerations thresholds triggering the Biodiversity Offset Scheme has been undertaken as part of the Ecological Assessment (**Table 16**).

Table 16 – Triggers of the Biodiversity Conservation Act 2016

Triggers for the Biodiversity Offset Scheme	Relevance to the Precinct
(a) Development is likely to significantly affect threatened species or ecological communities according to the test in s7.3 of the BC Act	<p>As there are no direct impacts to threatened flora or endangered ecological communities, development on the site in accordance with the proposed layout is unlikely to have a significant impact on these matters.</p> <p>Threatened fauna have been recorded on site, including a sighting of an Australasian Bittern and presence of Grey Headed Flying Fox camp near-by. As there are no direct impacts to habitat for these species it is unlikely that a significant impact will occur. A detailed assessment will be undertaken at the DA stage once greater design information is known, however based on the information available at present, it is unlikely that the BOS will be triggered by this clause at the DA stage.</p>
(b) development exceeds the biodiversity offsets scheme threshold Impacting on land identified on the Biodiversity Values Map	<p>There are two thresholds in the BC Regulation (2017):</p> <ul style="list-style-type: none"> an area threshold based on the amount of vegetation being impacted and the minimum lot size applicable under the LEP; and impacts to areas mapped on the Biodiversity Values Map. <p>The site currently has a minimum lot size of 840m² under Rockdale LEP 2011. Under the BC Regulation (2017), clearing of more than 0.25 ha of native vegetation would trigger the Biodiversity Offset Scheme. As this amount of native vegetation community will not be cleared, the BOS will not be triggered by this clause at the DA stage.</p> <p>The Precinct is not identified on the Biodiversity Values map and therefore the BOS will not be triggered by this clause at the DA stage.</p>
(c) It is carried out in a declared area of outstanding biodiversity value	<p>Only two areas are listed in the Biodiversity Conservation regulation: Wollemi Pine and Manly Little Penguin habitat. Neither of these are relevant to the Girrahween site and therefore the BOS will not be triggered by this clause.</p>

Source: *Eco Logical Australia*

Riparian Corridor

The riparian corridor in relation to the RLEP 2011 and the Water Management Act is identified as land situated within 40 metres of the top of the bank. Any works required on waterfront land will require a Controlled Activity Approval under s91 of the Water Management Act. This is expected to be undertaken during the development application phase.

The Ecological Assessment outlines that despite the development footprint extending onto waterfront land, this occurs in areas which are already developed. Development in accordance with the Planning Proposal will therefore not increase the impact to waterfront land. The Waterfront Green area will be rehabilitated and therefore the Planning Proposal is more likely to have a net increase in vegetated riparian land. Detailed assessments will be undertaken at the development application stage once stormwater management systems are designed.

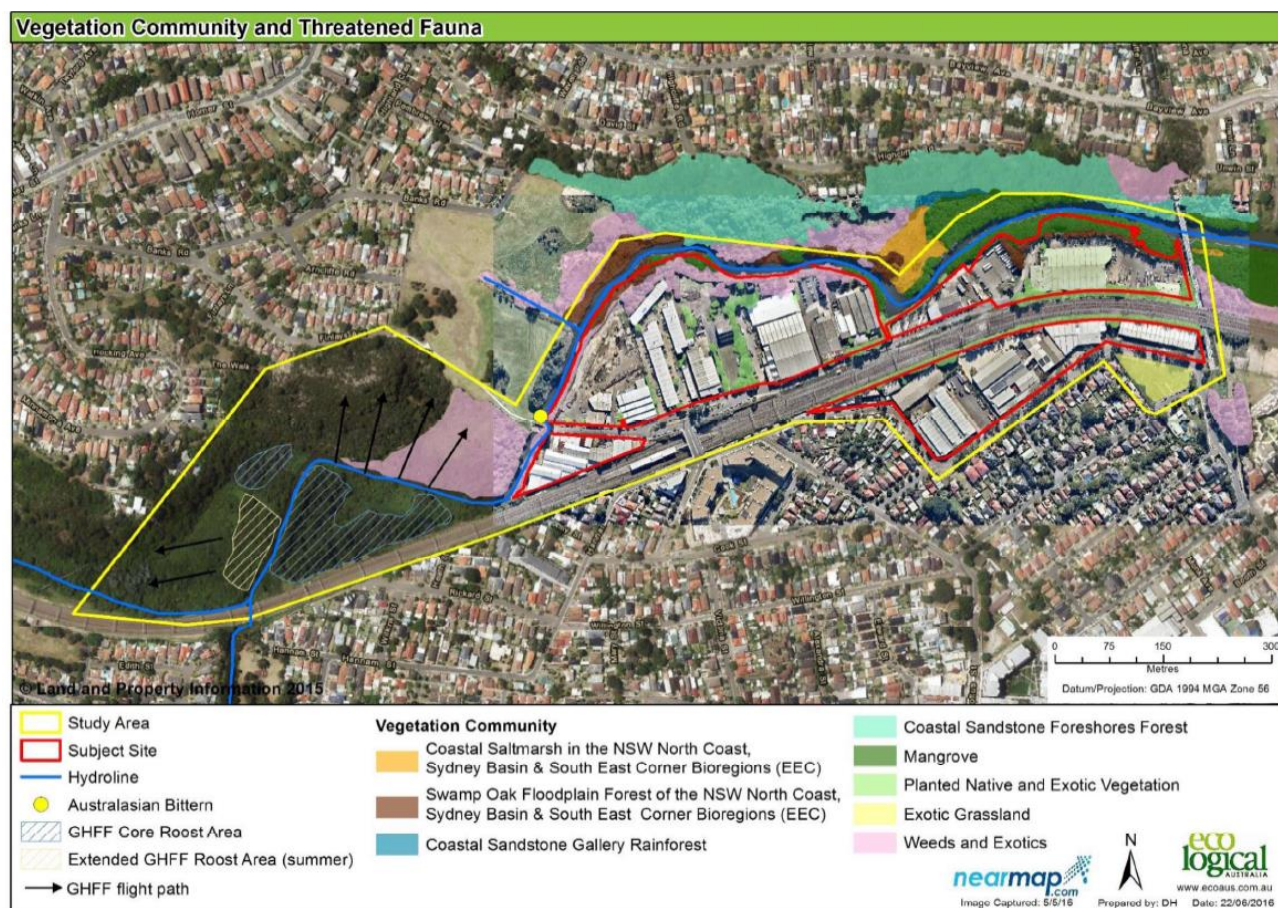


Figure 42 – Environmental constraints within and surrounding Turrella Industrial Precinct

Source: Eco Logical Australia

Key findings

The report provides the following key findings and recommendations to minimise any potential impact of the existing ecological setting within and surrounding the Precinct, including:

- Two TECs, Coastal Saltmarsh in the NSW North Coast, Sydney Basin and South East Corner Bioregions and Swamp Oak Floodplain Forest of the NSW North Coast, Sydney Basin and South East Corner Bioregions, were recorded within the study precinct. No threatened flora species were recorded or likely to occur within the study precinct.
- The proposed development footprint will not remove any native vegetation communities on the precinct. No impacts to Coastal Saltmarsh in the NSW North Coast, Sydney Basin and South East Corner Bioregions is expected to occur.
- Potential foraging habitat has been recorded within the study precinct for two threatened fauna species and three migratory species. The Wollie Valley GHFF camp is located on the southern corner of the study precinct along the banks of Wollie Creek, and is located 150 m south of the subject precinct at its closest point. Observations of flying fox flight paths indicate that they typically fly north and west with only occasional individuals flying over the precinct. Once detailed design is undertaken at the DA stage, control measures can be used to minimise or avoid any indirect impacts such as light spill.
- Whilst there are a number of biodiversity values on or adjoining the site, the zoning to B4 and B7 will not impact directly on these values given the site is already zoned IN2 and the masterplan does not extend building footprints into the biodiversity values. Therefore nothing contained within this report precludes rezoning of the precinct to B4 Mixed Use and B7 Business Park. Additional survey in accordance with legislative requirements will be required at the DA stage.

6.10 Community Facilities and Social Infrastructure

MacroPlan Dimasi have prepared an Open Space, Recreation and Community Services Assessment of the local area and the impact of the proposed development of the Precinct (**Appendix H**). Girrahween Point development is expected to generate additional demand for community facilities and social infrastructure within the local area.

Table 17 provides a summary of the main items of community infrastructure and how or whether their provision is necessitated by the proposal.

Table 17 - Social Infrastructure Provision and Need for Girrahween Point

Social infrastructure	Existing provision	Need Generated by Proposal	Recommendation
Open Space	30ha	2.83 hectares per 1,000 persons	Adequate provision to meet increasing populations needs.
Primary School	12 schools	730 students	Current education facilities have capacity to expand to meet increased demand.
Secondary School	3 schools	560 students	
Child care	633 places	128 places	Childcare and out of school care to be provided within Precinct.
Community Centre	3 centres	1 per 20,000 people	New additional multipurpose community facility to be provided.
Library	2 libraries	Branch Library – 1: 33,000 persons District Library – 1: 40,000 persons	Needs are met by existing provisions.

Source: MacroPlan Dimasi

Based on the above needs generated from the proposal, the planning proposal has proposed the following infrastructure improvements for Girrahween Point and surrounding areas (also shown in **Figure 43**):

- A new multi-purpose community centre that will support a range of uses for the local community, including:
 - function and community rooms;
 - out of school hours (OOSH) care;
 - an operating café and outdoor dining to encourage greater activation of the centre.
- improvements to the public domain and enhance amenity through upgraded streets, public open space and new facilities;
- the embellishment & configuration of adjacent Turrella Reserve for active and passive recreational activities
- the upgrade of Walker Street Reserve, including funding for the remediation and embellishment of the potential open space
- enhance recreation / open space linkages. The Wolli Creek Regional Park and Bardwell Valley Parklands is a critical component of the Green Grid and Blue Grid for Central Sydney. Wolli Creek is to be enhanced as a regional open space, and active transport corridor, while ensuring protection from development by improving stormwater management;
- enhance public access to of this part of the Wolli Creek and Cooks River foreshore, encouraging this important recreational corridor as a place to meet, exercise and enjoy the river environment;
- support the provision of upgraded public transport facilities, in particular Turrella Railway Station, can also be delivered to improve station access; and
- a child care centre to be provided within the Precinct.

A contributions framework by way of a new Section 94 Contributions Plan will be prepared post-Gateway (described further in **Section 8**) to support the funding of new and improved infrastructure within and surrounding the Precinct.

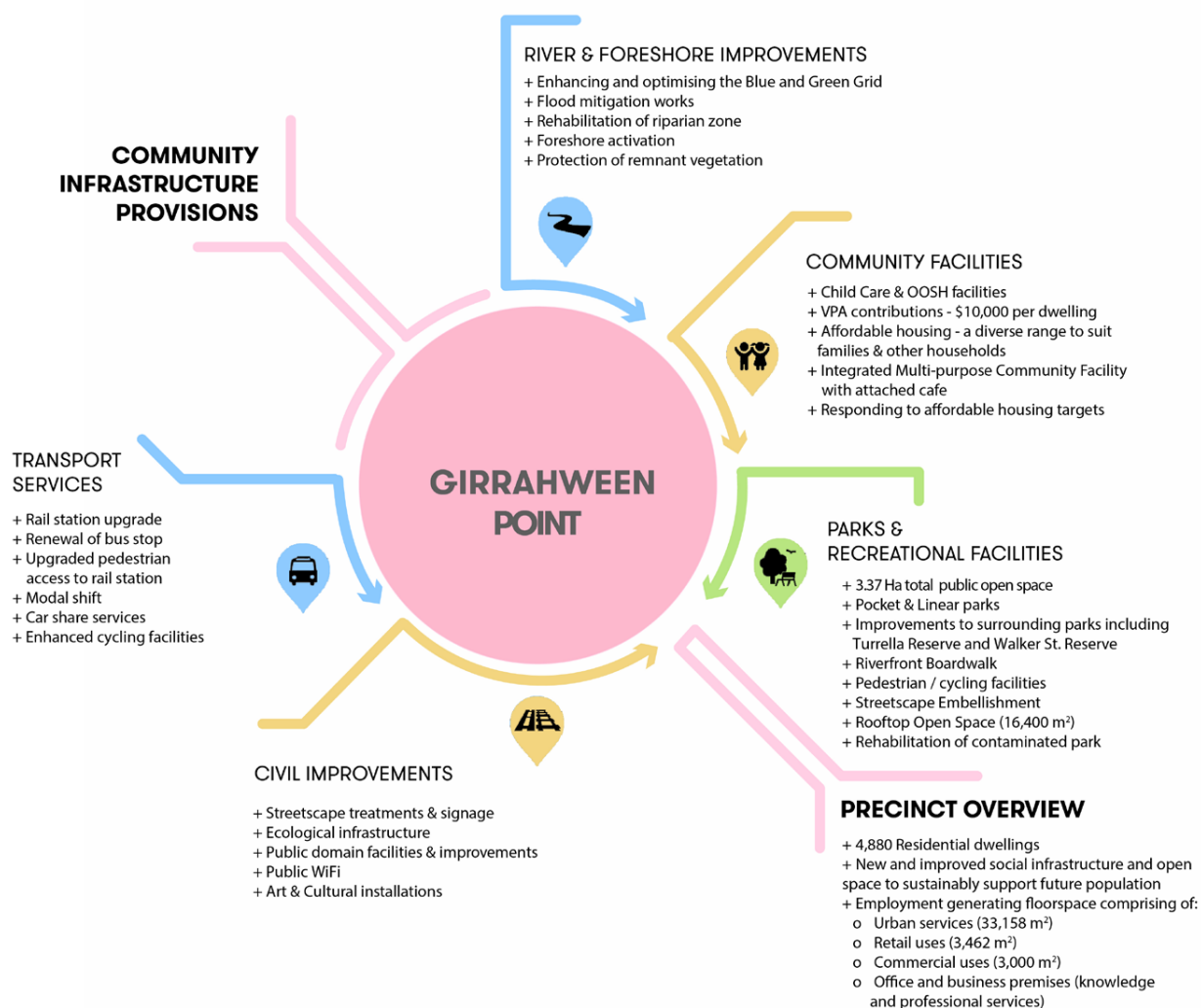


Figure 43 – Girrahween Point Social Wheel

Source: Scott Carver

6.11 Air Quality Assessment

An Air Quality Assessment was undertaken by Todoroski Air Sciences (**Appendix K**) to provide an understanding of the potential zone of effect of the M5 East Ventilation Outlet to inform the planning constraints for high-rise residential within the Precinct. The location of the ventilation stack is shown in **Figure 44**.

This air quality assessment has been prepared in accordance with the NSW Environment Protection Authority (EPA) document Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (NSW EPA, 2016) and the Generic Guidance and Optimum Model Settings for the CALPUFF Modelling System for Inclusion into the 'Approved Methods for the Modelling and Assessments of Air Pollutants in NSW, Australia (TRC, 2011).

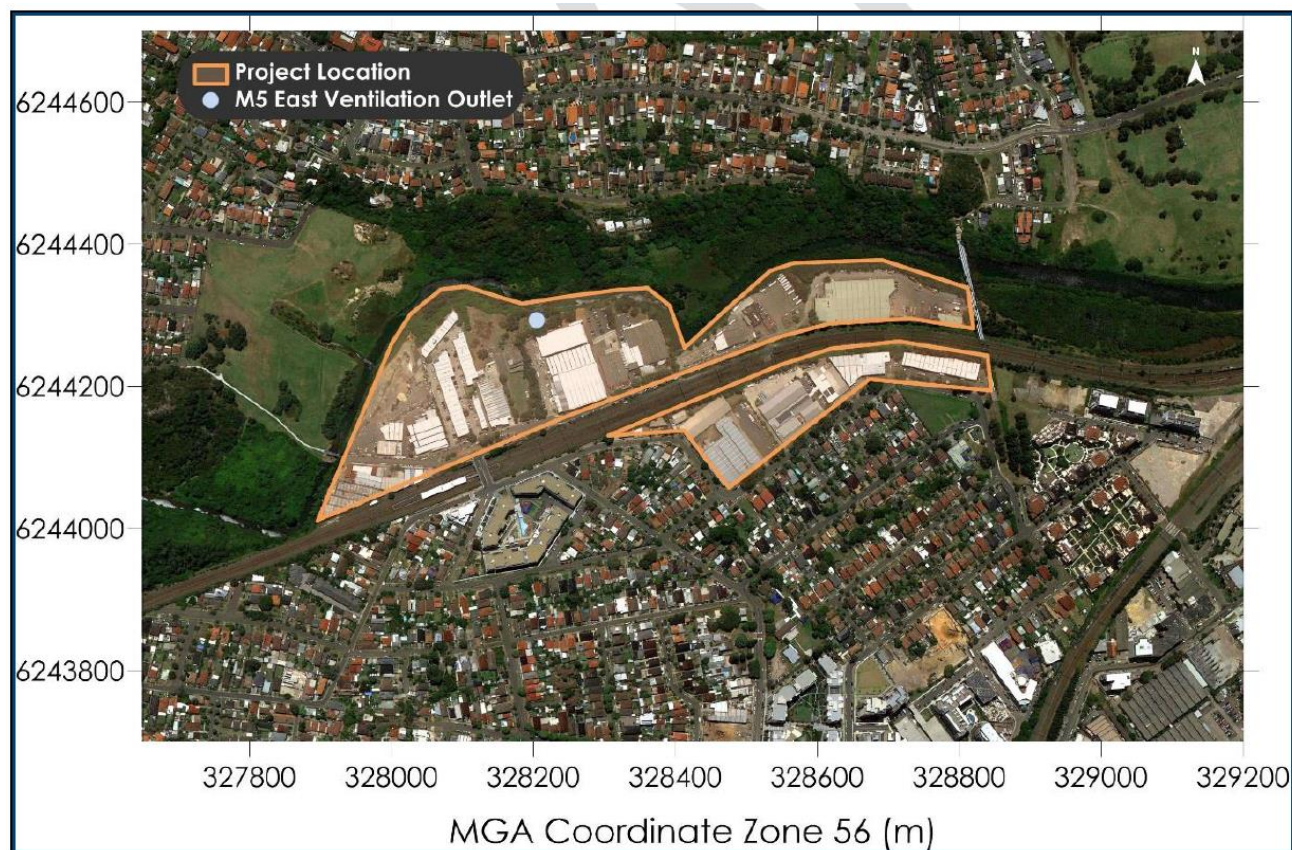


Figure 44 – Location of M5 East Ventilation Outlet

Source: Todoroski Air Sciences

The two air dispersion scenarios were modelled to provide predictions of the concentrations of pollutants based on the estimated emissions. One without tall new buildings and one with a conceptual potential building layout to examine the potential relative effects of tall new structures on wind flow effects upon the dispersion of emissions from the M5 East Ventilation Outlet. The model conservatively assumes that emissions from the ventilation outlet at all times occur at the permitted regulatory concentration limits, which will likely overestimate annual average effects that are linked most closely to adverse health impacts.

The results of this screening model study indicate that it is feasible to develop the Precinct for residential use, however there may need to be limitations on the height of the buildings nearest to the stack and/ or design of the buildings which warrant careful further consideration. There are a range of options which may be considered to ensure acceptable air quality at the residential receptors, as part of the detailed evaluation. If required, this will be done post Gateway Determination and prior to the public exhibition of the Planning Proposal.

A detailed Computational Fluid Dynamics (CFD) modelling of the overall Project area will be undertaken post-Gateway to determine the most appropriate building layout, geometry and heights, to meet acceptable air criteria in the final masterplan for the Precinct.

7.0 Strategic Justification

7.1 The Need for a Planning Proposal

Q1 – Is the Planning Proposal a result of any strategic study or report?

The Eastern City District Plan has identified Turrella as a Planned Precinct for its urban renewal potential to support additional population and businesses that are suited to the characteristics of the Precinct.

Girrahween Point is a strategic project that is closely aligned with Bayside Council and NSW Government strategic and land-use planning instruments and frameworks. It presents a strong case for urban renewal because of its accessibility to public transport and employment areas, along with access to high amenity areas that are currently underutilised along the Wolli Creek and Bardwell Valley Parklands.

Q2 – Is the Planning Proposal the best means of achieving the intended outcome?

Yes.

The Planning Proposal to have the Turrella Industrial Precinct rezoned with specific development standards for maximum FSR and building heights supplemented with a master plan is consistent with Government policy and approaches to the rezoning of land, and is considered the best means of achieving the objectives and intended outcomes.

The Planning Proposal is the best and most appropriate means of achieving the desired future redevelopment of Girrahween Point. Due to the current underlying permissibility issues, Girrahween Point cannot be redeveloped in a manner that will deliver a good urban design or built form outcome for Girrahween Point, nor will it enable the feasible redevelopment of Girrahween Point.

Essentially, the current zoning of IN2 Light Industrial does not facilitate residential land uses and therefore a Precinct-wide rezoning is considered the most appropriate means of achieving the intended outcomes. The ability to have business and residential uses permissible would create a desirable location whereby people could be within close proximity to a range of services and amenities, and transport infrastructure.

7.2 Relationship with the Strategic Planning Framework

7.2.1 Q3 – Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Strategic Merit Test

A Guide to Preparing Planning Proposals sets out that in order to answer this question, a planning proposal needs to justify that it meets the Strategic Merit Test. The consistency of this Planning Proposal with the mandated assessment criteria is set out below.

a) Does the proposal have strategic merit?

Yes.

NSW Making It Happen – Premier's Priorities

The NSW Premier's Priorities represent 12 of the 30 key policy priorities for the NSW State Government, replacing the former NSW 2021 plan. The priorities outline the NSW State Government's vision and objectives for the state's near-term future and are intended to guide all government action. The priorities set a series of targets designed to rebuild the economy, deliver quality government services, improve infrastructure, strengthen our local environment and communities and improve governance structures. The key priorities as they relate to the site and employment strategy are discussed below.

Creating Jobs

The NSW Government identifies NSW as leading the nation on key economic indicators, whilst also acknowledging that more can be done to attract new jobs and businesses to the state. The State Government has targeted the creation of 150,000 new jobs in NSW between 2015-2019, a key pillar of which is 'Jobs for NSW', a private sector-led and NSW Government-backed initiative which aims to make the NSW economy as competitive as possible and therefore help create new jobs across the state. A key element of the NSW Government's priority is to create jobs and apprenticeships for the construction sector through infrastructure investment.

The proposal will deliver new opportunities for a mix of employment generating uses within the Precinct. This will include providing key services to support the local population, such as retail, community services and urban services. The renewal of the precinct stimulate further employment in the construction industry during the development period, and will also provide an indirect contribution to employment with its links to other industry sectors.

Delivering infrastructure

The State Government has identified that NSW growing population continues to place pressure on existing infrastructure. Over the next 15 years, NSW will require infrastructure to support 113% more train trips, 30% more car trips and 40% more households. This government has an ambitious infrastructure investment program to address these needs. It will ensure NSW residents have the best transport, water, education, health, sports and arts infrastructure.

The rezoning of Girrahween Point provides a coordinated land use response to utilised existing rail infrastructure along the existing East Hills rail line that will promote people's choice of travelling by public transport at Turrella Railway Station.

Faster housing approvals

The NSW Government has identified that increasing the amount of available housing is a priority, outlining that reducing timeframes for housing approvals gives certainty to the market, instils confidence and increases housing supply, making it easier for people to find or build homes to suit their lifestyles. The State Government has also identified that the construction of new dwellings will also help grow the economy, and provide additional employment opportunities for builders and tradespeople.

Renewal of the precinct as a mixed-use precinct seeks to unlock the delivery of new homes in an accessible location to contribute to housing supply within Greater Sydney.

A Metropolis of Three Cities - Greater Sydney Region Plan and Eastern City District Plan

In March 2018, the Greater Sydney Commission finalised 'A Metropolis of Three Cities - Greater Sydney Region Plan' (the Plan), which replaced A Plan for Growing Sydney (2014) as the NSW Government's metropolitan plan for Sydney. The Plan presents a strategy for managing growth and change, and intends to guide infrastructure delivery over the next 40 years. The plan seeks to reposition Sydney as a metropolis of three cities – the western parkland, central river and eastern harbour cities.

To support the vision of boosting Greater Sydney's liveability, productivity and sustainability, the Greater Sydney Commission have established ten (10) directions which establish the aspirations for Greater Sydney over the next 40 years. These directions will be used to guide future planning policy and infrastructure decisions within Greater Sydney to 2056. The identified directions include:

1. A city supported by infrastructure
2. A collaborative city
3. A city for people
4. Housing the city
5. A city of great places
6. A well-connected city
7. Jobs and skills for the city
8. A city in its landscape
9. An efficient city
10. A resilient city

The proposed amendments to the Rockdale LEP 2011 are consistent with a number of directions to improve liveability, productivity, and sustainability in Greater Sydney, as described below.

Direction 1: A city supported by infrastructure

This direction aims to align infrastructure provision with future population growth to create strong communities. This will be an important consideration as part of the renewal process of Girrahween Point and how future demands of a growing population are supported. The Plan outlines the objectives for Direction 1, to which Girrahween Point will support the following:

- *Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact*
- *Objective 3: Infrastructure adapts to meet future needs*
- *Objective 4: Infrastructure use is optimised*

The planning proposal aims to provide significant improvement in infrastructure to support the future community of Girrahween Point and the surrounding local population. The provision of proposed infrastructure improvements has been informed by an Open Space, Recreation and Community Services Assessment prepared by MacroPlan Dimasi (**Appendix H**). The proposed infrastructure improvements are shown in **Figure 45**, and will include:

- A new multi-purpose community centre that will support a range of uses for the local community, including:
 - function and community rooms;
 - out of school hours (OOSH) care; and
 - an operating café and outdoor dining to encourage greater activation of the centre.
- improvements to the public domain and enhance amenity through upgraded streets, public open space and new facilities;
- the embellishment & configuration of adjacent Turrella Reserve for active and passive recreational activities

- the upgrade of Walker Street Reserve, including funding for the remediation and embellishment of the potential open space
- enhance recreation / open space linkages. The Wolli Creek Regional Park and Bardwell Valley Parklands is a critical component of the Green Grid and Blue Grid for Central Sydney. Wolli Creek is to be enhanced as a regional open space, and active transport corridor, while ensuring protection from development by improving stormwater management;
- enhance public access to of this part of the Wolli Creek and Cooks River foreshore, encouraging this important recreational corridor as a place to meet, exercise and enjoy the river environment;
- support the provision of upgraded public transport facilities, in particular Turrella Railway Station, can also be delivered to improve station access.

A contributions framework by way of a new Section 94 Contributions Plan will be prepared post-Gateway (described further in **Section 8**) to support the funding of new and improved infrastructure within and surrounding the Precinct. This will be prepared collaboratively with Bayside Council to ensure community expectations of social infrastructure delivery can be met and coordinated as the Precinct develops into the future.

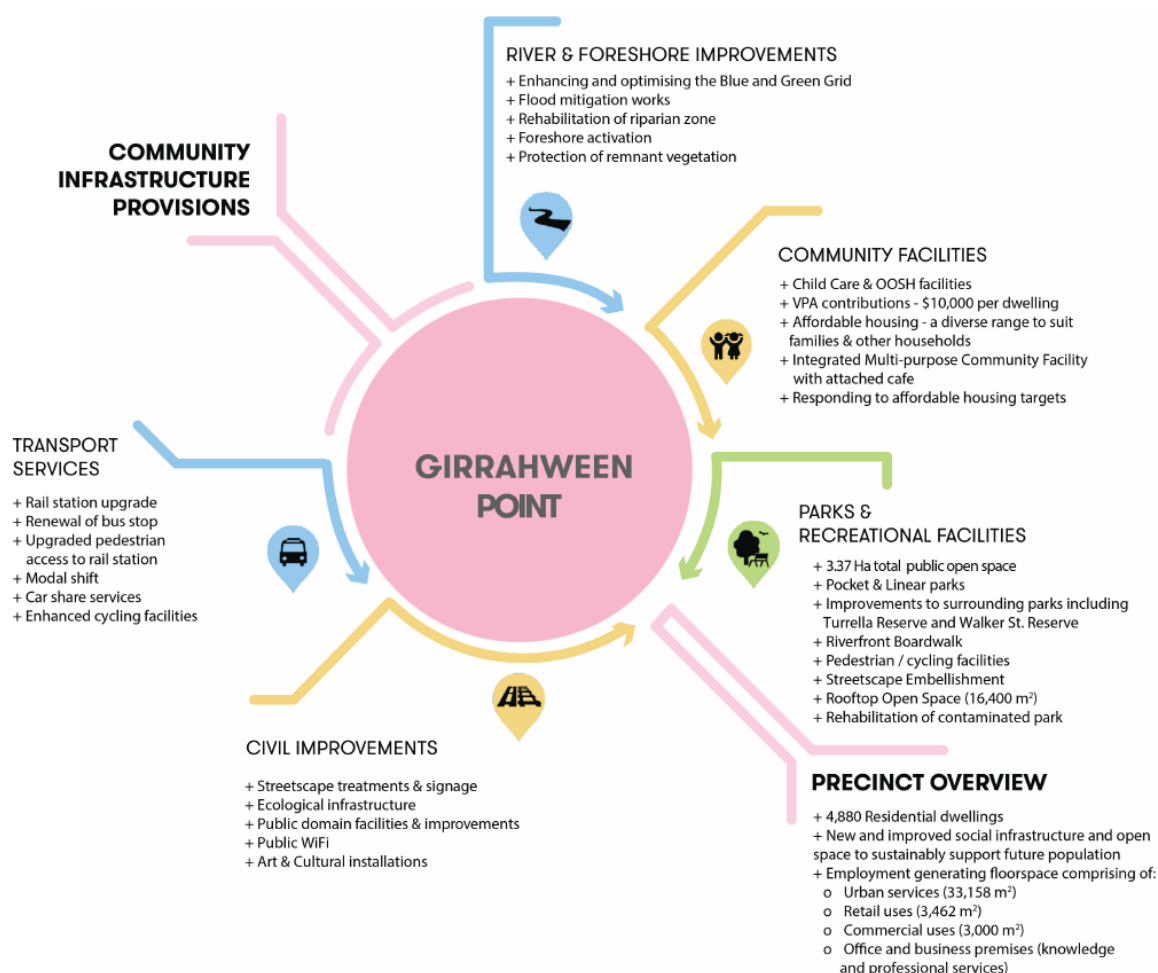


Figure 45 – Girrahween Point Social Wheel

Ethos Urban, 2017

Direction 3: A city for people

Direction 3 proposes to build on social and cultural connections and networks to create a place-based environment that meets the social needs of a community. The Plan outlines the objectives for Direction 3, to which Girrahween Point will support the following:

- *Objective 6: Services and infrastructure meet communities' changing needs*
- *Objective 7: Communities are healthy, resilient and socially connected*
- *Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods*
- *Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation*

Girrahween Point proposes to create a diverse and resilient community through high quality public domain improvements and community infrastructure within the Precinct that will support the social needs of the current and future population. This will include:

- A new multi-purpose community centre that will support a range of uses for the local community, including:
 - function and community rooms;
 - out of school hours (OOSH) care;
 - an operating café and outdoor dining to encourage greater activation of the centre.
- improvements to the public domain and enhance amenity through upgraded streets, public open space and new facilities;
- the embellishment & configuration of adjacent Turrella Reserve for active and passive recreational activities
- the upgrade of Walker Street Reserve, including funding for the remediation and embellishment of the highly contaminated open space
- enhance recreation / open space linkages. The Wolli Creek Regional Park and Bardwell Valley Parklands is a critical component of the Green Grid and Blue Grid for Central Sydney. Wolli Creek is to be enhanced as a regional open space, and active transport corridor, while ensuring protection from development by improving stormwater management;
- enhance public access to of this part of the Wolli Creek and Cooks River foreshore, encouraging this important recreational corridor as a place to meet, exercise and enjoy the river environment;
- support the provision of upgraded public transport facilities, in particular Turrella Railway Station, can also be delivered to improve station access.

The proposal also seeks to leverage off and contribute to Wolli Creek and Bardwell Valley parklands through enhanced connections to the waterway, that will improve the quality of the available open space areas surrounding the Precinct and access to this high amenity attribute of Turrella.

Direction 4: Housing the city

The Plan articulates government planning policy at a metropolitan scale. The Plan is based on the need to accommodate an additional 725,000 homes within Sydney to 2036. In terms of managing growth and change, the Plan seeks to accommodate growth in and around centres. This aims to increase the number of people living close to jobs, services and transport, and makes best use of existing infrastructure within established areas and support the notion of a '30-minute city' with increased supply of housing near transport and employment sources.

The objectives of this Direction supported by the planning proposal include:

- *Objective 10: Greater housing supply*
- *Objective 11: Housing is more diverse and affordable*

The planning proposal would be consistent with the above approach to locate housing in highly accessible locations for new centres. This will facilitate greater housing that are close to jobs, services and existing infrastructure.

Given its strategic location and scale, and capacity to catalyse renewal, the subject lands are suitable to be considered for renewal. This opportunity has also been recognised by the District Plan, highlighting Turrella as a Planned Precinct, which will also be a location of targeted development focused on housing diversity around the rail station by DP&E.

Direction 5: A city of great places

Direction 5 of the aims to facilitate place-based renewal, recognising the distinct characteristics and heritage of places that people value in their built environment. The objectives of this Direction supported by the planning proposal include:

- *Objective 12: Great places that bring people together*
- *Objective 13: Environmental heritage is conserved and enhanced*

The planning proposal seeks to unlock key attributes of the Precinct for the public, establishing a new public domain for future residents through new streets and access points along the Wolli Creek foreshore. New and improved public open spaces and community facilities will support the social needs of the community, presenting opportunities for greater passive and active recreation and greater social interaction between residents of the area.

The masterplan will not impact existing heritage items within and adjacent to the Precinct. These items are proposed to be integrated and celebrated as part of the future renewal of Girrahween Point.

Furthermore, it is proposed that future development within Girrahween Point will be subject to Council's Design excellence provisions (Clause 6.14) of the Rockdale LEP 2011. This will ensure future buildings will showcase the highest standard of architectural, urban and landscape design.

Direction 6: A well-connected city

A key initiative of this direction is to locate people close to jobs, services and transport, making the best use of existing infrastructure within established areas. This all contributes to achieving a '30-minute city', where people can access their nearest strategic centre within a 30-minute timeframe. Achieving this desired outcome will rely on the integration of land use, transport and infrastructure planning. The objectives of this Direction supported by the planning proposal include:

- *Objective 14: A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities*

As shown by **Figure 46**, the existing rail and bus network places Girrahween Point within a 30-minute travel time from a number of strategic and metropolitan centres in the Eastern City and South Districts. This makes Girrahween Point a highly accessible location for existing and future residents. By transitioning the Precinct to allow for residential as part of a mixed-use Precinct, it will unlock the ability for workers and residents to access many of Sydney's key employment areas and recreation destinations within 30 minutes (the 30-minute city).



Figure 46 – Access within 30 minutes to surrounding Centres

Source: Ethos Urban

Direction 7: Jobs and skills for the city

This direction aims to increase Greater Sydney's economic activity to \$655 billion and broaden its economic footprint to support a net employment growth of 817,000 jobs by 2036. Achieving the employment growth targets will predominately rely on identified metropolitan and strategic centres that have established economic scale and opportunities to provide additional jobs and services. The Planning Proposal is generally consistent with the following objectives of this Direction:

- *Objective 22: Investment and business activity in centres*
- *Objective 23: Industrial and urban services land is planned, protected and managed.*

The Greater Sydney Region Plan recognises there will be a need to establish new centres and highlights the following principles for developing Greater Sydney's centres.

- In established areas, innovative approaches to creating new centres are likely to be part of urban renewal and mixed-use developments.
- All new centres are to have good public transport commensurate with the scale of the centre.

The renewal of Girrahween Point will align with the above principles, by establishing a vibrant mix of uses to create a new centre of activity around Turrella Railway Station.

The productivity of Greater Sydney will be partly reliant on industrial and urban services lands that support a range of activities that contribute to the region's productivity and serve a role in supporting the needs of a local population. Despite the need for industrial and urban services lands, there has been substantial conversion of these areas for mixed use residential zoning, as it competes with demand for residential supply.

In response, the Plan has recommended to the NSW Government that planning authorities enforce the principle to 'retain and manage' all industrial zoned land from conversion to residential development in the Eastern City District, including conversion to mixed-use zonings.

As part of this planning proposal, AEC undertook an Employment Analysis of the Turrella Industrial Precinct to understand the land use composition and characteristics of the Precinct and if they are appropriate and sustainable in the long term (**Appendix B**). Further detail on the findings is further described in **Section 6.1**, but the key findings found that:

- The Precinct's location within the Bayside LGA positions it in a relatively central position within metropolitan Sydney, proximate to Port Botany and Sydney Airport. Its access by road however, is its major limitation for being competitive as an industrial destination;
- Given the location of the Precinct a distance from Princes Highway and the need to traverse residential roads to and from, the types of business activity that will be sustainable will be those that do not require heavy and frequent truck access;
- There is high risk of significant employment loss as businesses that support a large proportion of employees within the Precinct are looking to relocate. HVG and Macnaught who are key occupiers with approximately 150 employees (FTE) within the Precinct, have highlighted their relocation plans that have been in the pipeline for the past 2-4 years given current operational difficulties for their businesses being located within Turrella;
- The Precinct is poorly positioned to appeal to businesses involved in advanced manufacturing and related activities, primarily owing to the quality of the public domain and the overall amenity offer. Business and enterprise parks that generally appeal to these types of occupiers also have a certain critical mass of occupiers, which then underpins the provision of retail and ancillary facilities.
- Notwithstanding the limitations of the Precinct, it has an opportunity to accommodate urban services businesses that respond to local population and business need. This could accommodate:
 - Maintenance and repair (vehicle, building, pest control)
 - Construction (residential and non-residential building, heavy and civil engineering, building trades services)
 - Wholesale and retail of homewares, garden supplies, hardware, clothing/footwear, etc.
 - Food product manufacture and distribution.

Given the above, it was found that the Precinct can effectively compete as a mixed business/urban services Precinct. Its size is ideal for a mix of uses and will play a local service role for the local market catchment. To respond to the need of redefining the employment role of Turrella Industrial Precinct, the planning proposal has allocated the following for employment uses within the Precinct:

- 33,158m² of GFA to accommodate the projected floorspace required by urban services businesses by 2036;
- 3,462m² of GFA to accommodate retail uses; and
- 3,000m² of GFA to accommodate commercial office space.

The amount of GFA proposed for urban services will support the future demand for these businesses within Turrella by 2036. This will establish a new local centre and support a variety of business activity supporting the local population in not just retail and business services, but with that addition of urban services. This will create a diversity of employment uses that will create vibrancy through varied activity within the Precinct.

Direction 8: A city in its landscape

Direction 8 places an emphasis on managing the effects of urban development to protect, restore and enhance these landscapes, waterways, coastline, natural areas, tree canopy and open spaces. This aims to improve the liveability of Greater Sydney and mitigate the effects of climate change. The objectives of this Direction supported by the planning proposal include:

- *Objective 25: The coast and waterways are protected and healthier*
- *Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced*

- *Objective 28: Scenic and cultural landscapes are protected*
- *Objective 30: Urban tree canopy cover is increased*
- *Objective 31: Public open space is accessible, protected and enhanced*
- *Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths.*

The public domain will be an important aspect of the project, particularly as pedestrian and cycle linkages that the redevelopment can provide connections through the Precinct and to surrounding open space areas. The proposal will also enhance existing open space areas surrounding the Precinct, including Turrella Reserve and Walker Street Reserve to provide better quality of open space for the future community.

The project will also seek to deliver high quality open space in the Precinct and contribute to the Green Grid Priority Project for Wolli Creek Regional Park and Bardwell Valley Parklands through accommodating land uses with a lower environmental impact on the Wolli Creek ecosystem.

A new contributions framework by way of a Section 94 Contributions Plan will be prepared post-Gateway (described further in **Section 8**) to support the funding of new and improved infrastructure within and surrounding the Precinct, and toward the protection, enhancement and rehabilitation of the Wolli Creek and Bardwell Valley Parklands, as part of the Priority Green Grid Project.

Direction 9: An efficient city

This Direction aims to reduce costs, carbon emissions and environmental impacts, through effective strategic land use, transport and infrastructure planning, in order to manage water, energy, resources and waste within Greater Sydney. The objectives of this Direction supported by the planning proposal include:

- *Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change*
- *Objective 34: Energy and water flows are captured, used and re-used*
- *Objective 35: More waste is re-used and recycled to support the development of a circular economy*

The Precinct is underutilised relative to its strategic location above and adjacent a railway station (which does not have a purpose of serving freight and logistics). The better utilisation of this land results in the efficient use of this piece of infrastructure, providing employment and housing surrounding the existing rail infrastructure. The proposed creation of a new neighbourhood centre within the Precinct will also encourage greater self-containment for future residents, with uses to serve the daily needs of the local population. This will encourage more sustainable forms of travel, such as walking and public transport to support the minimisation of carbon emissions within Greater Sydney.

A Sustainability Strategy will be prepared post Gateway Determination and before public exhibition of the Planning Proposal. This will outline sustainability framework that addresses the management of water, energy, resources and waste in the Precinct. The recommendations and initiatives of the strategy will inform a sustainability section of the site-specific DCP that will ensure the holistic and comprehensive application of ecologically sustainable design principles in Girrahween Point.

Direction 10: A resilient city

Direction 10 aims to establish building capacity to withstand and adapt to known and unforeseen impacts such as changes in climate and technology to improvement resilience of the city.

Any future development application within the Precinct will seek to achieve all relevant standards in terms of resilience planning measures set by State and local government policy.

A Sustainability Strategy will be prepared post Gateway Determination and before public exhibition of the Planning Proposal. This will address this Direction through recommending resilience planning measures to be incorporated into the project. The recommendations and initiatives of the strategy will inform a sustainability section of the site-specific DCP that will ensure the holistic and comprehensive application of ecologically sustainable design principles in Girrahween Point.

Future Transport Strategy

The Future Transport Strategy sets out a 40 year framework and is underpinned by the Regional Services and Infrastructure Plan (which applies to regional NSW) and the Greater Sydney Services and Infrastructure Plan. The Future Transport Strategy sets six state-wide outcomes to guide investment, policy and reform and service provision:

- Transport services will be convenient and responsive to customer needs, with integrated services.
- Population and economic growth will support a stronger network of thriving centres across the state. The transport system will support the liveability of places with a road network that supports movement and place functions and walking and cycling facilities around centres.
- Connecting people and places in a growing city will enable efficient access for customers to the nearest centre and new industries and jobs growth in Regional NSW and Greater Sydney.
- A transport network that provides customers with efficient, safe and secure travel. As the population continues to grow, innovation and technology will allow for improved performance and safety across networks. Major passenger and road corridors will be upgraded with automated mobility and smart networks.
- Providing accessible services. The Sydney Metro and Light Rail are among the first projects to deliver fully accessible networks, with the whole transport network developed overtime through the delivery of new assets or the repurposing of existing assets.
- Providing a sustainable network that will benefit our environment, economy and wellbeing. The transport system will be financially and environmentally sustainable through asset management and a network that is resilient and has a net zero emissions impact.

The planning proposal will contribute to delivering upon these outcomes, namely, 'Successful Places' and 'Accessible Services'. Through activating Turrella as a new mixed-use community will create a thriving centre and increase access for the population in proximity to existing rail services provided by Turrella Railway Station.

The proposal will support initiatives to promote more sustainable forms of transportation through enhance walkability through new public domain treatments and pedestrian connections, along with new cycle route connections and bike storage facilities.

The Greater Sydney Services and Infrastructure Plan

The Greater Sydney Services and Infrastructure Plan sits under the Future Transport Strategy, and sets the objectives and customer outcomes for transport in Greater Sydney, focussing on delivering the '30-minute city' model. The notion of a '30 minute city' is based on enabling the population to access their nearest Metropolitan City Centre or Strategic Centre within 30 minutes, 7 days a week. This aims to contribute to the Greater Sydney Regional Plan's three themes of 'Productivity, liveability and sustainability' by:

- reducing travel time and enhancing access to jobs and business' access to workers;
- reducing the need for long commutes and helping to manage congestion by better spreading transport demand; and
- increasing the share of trips by public and active transport.

A summary of transport initiatives for the Eastern Harbour City is summarised in **Table 18** below.

Table 18 - Transport Initiatives for the Eastern Harbour City

Transport Initiatives for the Eastern Harbour City	
0-10 years	
Committed	<ul style="list-style-type: none"> • capacity and journey time improvements to radial transport corridors serving the Harbour CBD and surrounding centres, with Sydney Metro Northwest, Sydney Metro City and Southwest, Northern Beaches B-Line, and CBD and South East Light Rail. • New transport links to support growth and improve journey times, such as Western Harbour Tunnel and Beaches Link (subject to Final Business Case), and the proposed F6 - WestConnex to President Avenue, Kogarah (subject to Final Business Case)
For investigation	<ul style="list-style-type: none"> • Upgrades to road and rail corridors to improve capacity and reliability including F6 - President Avenue, Kogarah to Loftus (for immediate detailed planning). • Supporting freight by increasing road and rail capacity around Port Botany
10-20 years	
For investigation	<ul style="list-style-type: none"> • investment in higher capacity public transport links in selected parts of the Eastern Harbour City to support urban renewal initiatives, including a mass transit/ train link to the South East and extension of light rail to Maroubra and the Bays Precinct. • Supporting separation of freight and passenger trains by investing in freight capacity between Sydney and the Central Coast
20+ years	
For investigation	<ul style="list-style-type: none"> • addressing longer-term capacity constraints on selected corridors through new train and road links, such as extension of the South East mass transit/ train link to Miranda

Source: Greater Sydney Services and Infrastructure Plan (Transport for NSW)

The Eastern City District Plan

In March 2018, the Greater Sydney Commission finalised the Eastern City District Plan (the District Plan) which sets out the planning priorities and actions for growth and development within the Eastern City District over the next 20 years (refer **Figure 47**). This will fill the gap between the Metropolitan Plan (the Greater Region Plan) and Council's Local Environmental Plans, giving effect to the Directions of the Greater Sydney Region Plan by setting out priorities and actions for the Eastern City District.

The Eastern City District Plan sets a 20-year strategic target for housing and employment growth within the Eastern City District, with a priority to provide housing supply, choice and affordability with access to jobs and services. This sets a target of 157,500 dwellings by 2036 and a short-term (5-year) housing target of 46,550 new dwellings. Approximately 10,150 of these dwellings are proposed to be delivered in the Bayside local government area (LGA) from 2016-2021. The Planning Proposal will facilitate the delivery of approximately 4,883 new dwellings, to facilitate the achievement of the above 5-year targets set for Bayside LGA and longer term targets for the Eastern City District.

Turrella is in proximity to key areas of employment contained in surrounding strategic and local centres. By enabling renewal, this can be the catalyst to creating a vibrant and rejuvenated centre that fosters a place to live, work and play and a more connected community. In line with the District Plan, this would deliver upon the principles of the 30-minute city by locating new residents along the East Hills line providing access to the following Strategic Centres within 30 minutes.

- Green Square / Mascot;
- The Harbour CBD;
- Kogarah;
- Campsie; and
- Hurstville.

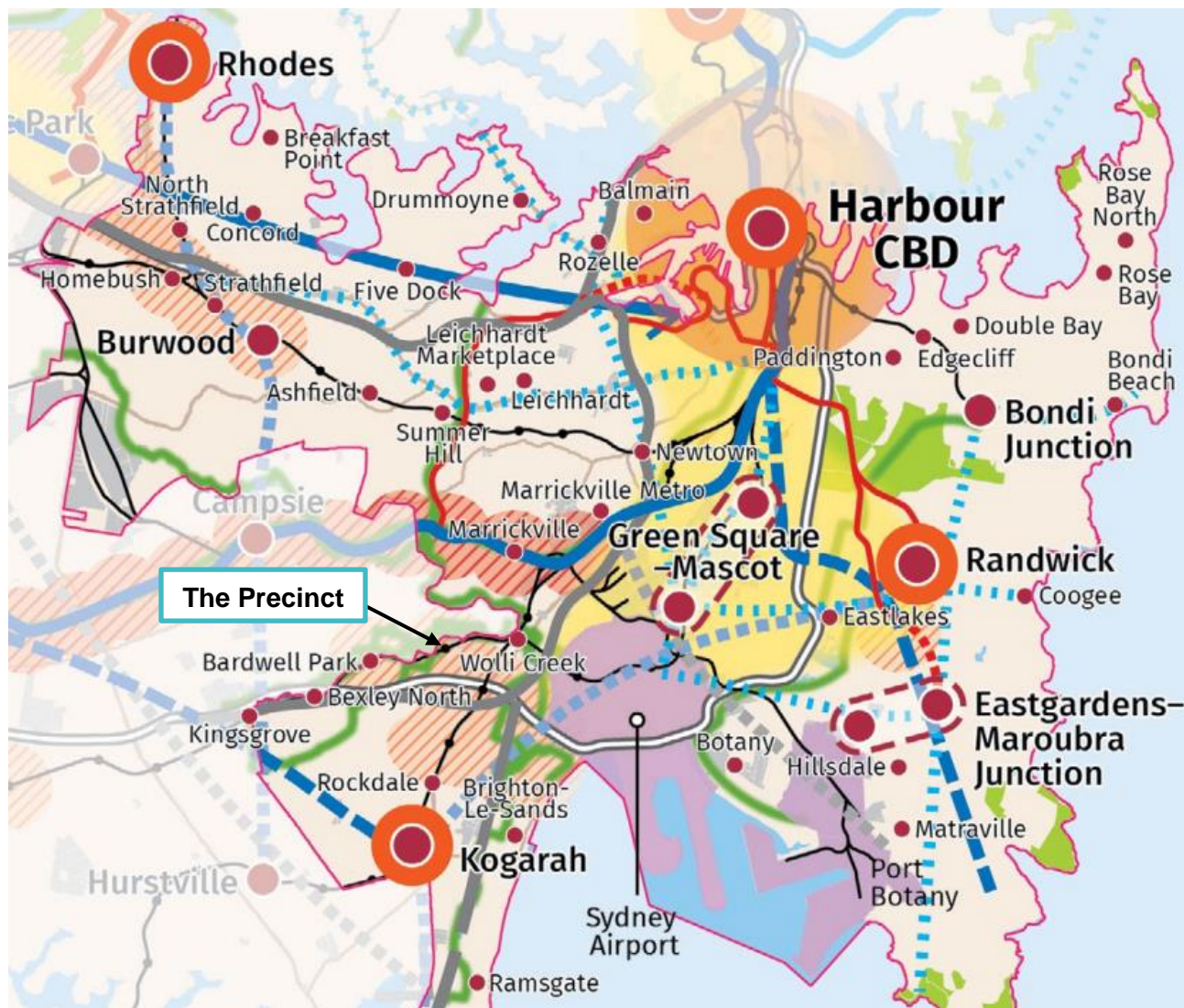


Figure 47 - Eastern City District Structure Plan

Source: Greater Sydney Commission (2018)

Table 19 outlines the relevant Planning Priorities for the Eastern City District and how Girrahween Point is capable of delivering on the majority of these priorities.

Table 19 – Eastern City District Plan - Planning Priorities

District Plan Priorities	Consistency	Comment
Direction 1: A city supported by infrastructure		
Planning Priority E1 A city supported by infrastructure	Yes	<p>The planning proposal aims to provide significant improvement in infrastructure to support the future community of Girrahween Point and the surrounding local population. The provision of proposed infrastructure improvements has been informed by an Open Space, Recreation and Community Services Assessment prepared by MacroPlan Dimasi (Appendix H). The proposed infrastructure improvements will include:</p> <ul style="list-style-type: none"> • A multi-purpose community facility comprising: <ul style="list-style-type: none"> – community and function centre; – outdoor dining experiences; and – out of school hours (OOSH) services. • New and improved public open spaces including: <ul style="list-style-type: none"> – a new local park within the Precinct; – remediation and conversion of government-owned lands on 56 Walker Street (Walker Street Reserve) as a new local park; and – improvements to Turrella Reserve to enhance public open space offering along Wolli Creek.
Direction 2: A collaborative city		
Planning Priority E2 Working through collaboration	Yes	<p>Applicable to identified Collaboration Areas.</p> <p>Despite not being located within a collaboration area, the Proponent has undertaken significant stakeholder consultation to inform the preparation of this planning proposal. Key stakeholders engaged, include:</p> <ul style="list-style-type: none"> • Bayside Council; • NSW Roads and Maritime Services; • Transport for NSW; • RailCorp; • NSW Office of Environment and Heritage; and • NSW Department of Planning and Environment.
Direction 3: A city for people		
Planning Priority E3 Providing services and social infrastructure to meet people's changing needs	Yes	<p>The Planning Proposal will facilitate the creation of a diverse and resilient community through high quality public domain improvements and community infrastructure within the Precinct that will support the social needs of the current and future population. This will include:</p> <ul style="list-style-type: none"> • A multi-purpose community facility comprising: <ul style="list-style-type: none"> – community and function centre; – outdoor dining experiences; and – out of school hours (OOSH) services. • New and improved public open spaces including: <ul style="list-style-type: none"> – a new local park within the Precinct; – remediation and conversion of government-owned lands on 56 Walker Street (Walker Street Reserve) as a new local park; and – improvements to Turrella Reserve to enhance public open space offering along Wolli Creek. <p>The proposal also seeks to leverage off and contribute to Wolli Creek and Bardwell Valley Parklands through enhanced connections to the waterway, that will improve the quality of the available open space areas surrounding the Precinct and access to this high amenity attribute of Turrella.</p>

District Plan Priorities	Consistency	Comment
Planning Priority E4 Fostering healthy, creative, culturally rich and socially connected communities	Yes	<p>The proposal aims to leverage off the area's underutilised attributes to create a healthy, creative, culturally rich and socially connected built environment. This will be achieved through unlocking access to the Wolli Creek foreshore, and providing new and embellished open spaces within and surrounding the Precinct.</p> <p>This, combined with active retail uses and the proposed multi-purpose community centre, will significantly enhance available social infrastructure and amenity of the area, thus fostering a health, creative, culturally rich and socially connected community.</p>
Direction 4: Housing the city		
Planning Priority E5 Providing housing supply, choice and affordability, with access to jobs, services and public transport	Yes	<p>The planning proposal would be consistent with the above approach to locate housing in highly accessible locations. This will facilitate greater housing that are close to jobs, services and existing infrastructure.</p> <p>Given its strategic location and scale, and capacity to catalyse renewal, the subject lands are suitable to be considered for renewal. This opportunity has also been recognised by Greater Sydney region Plan, highlighting Turrella as a Planned Precinct, which will also be a location of targeted development focused on housing diversity around the rail station by DP&E.</p>
Direction 5: A city of great places		
Planning Priority E6 Creating and renewing great places and local centres, and respecting the District's heritage	Yes	<p>The planning proposal seeks to unlock key attributes of the Precinct for the public, establishing a new public domain for future residents through new streets and access points along the Wolli Creek foreshore. New and improved public open spaces and community facilities will support the social needs of the community, presenting opportunities for greater passive and active recreation and greater social interaction between residents of the area.</p> <p>The masterplan will not impact existing heritage items within and adjacent to the Precinct. These items are proposed to be integrated and celebrated as part of the future renewal of the area.</p> <p>Furthermore, it is proposed that future development within the Precinct will be subject to Council's Design excellence provisions (Clause 6.14) of the Rockdale LEP 2011. This will ensure future buildings will showcase the highest standard of architectural, urban and landscape design.</p>
Direction 6: A well connected city		
Planning Priority E10 Delivering integrated land use and transport planning and a 30-minute city	Yes	<p>The Precinct is within a 30-minute travel time from a number of strategic centres and the Harbour CBD in the Eastern City and South Districts. This makes it a highly accessible location for existing and future residents. By transitioning the Precinct to allow for residential as part of a mixed-use Precinct, it will unlock the ability for workers and residents to access many of Sydney's key employment areas and recreation destinations within 30 minutes (the 30-minute city).</p>
Direction 7: Jobs and skills for the city		
Planning Priority E7 Growing a stronger and more competitive Harbour CBD	N/A	The Precinct is located outside of the Harbour CBD.
Planning Priority E8 Growing and investing in health and education Precincts and the Innovation Corridor	N/A	The Precinct is not identified as a health and education Precinct within the Eastern City District.
Planning Priority E9 Growing international trade gateways	Yes	<p>Although in proximity to Sydney Airport, the Precinct is characterised by the following:</p> <ul style="list-style-type: none"> Located approximately 2km from Princes Highway which is the closest arterial road.

District Plan Priorities	Consistency	Comment
		<ul style="list-style-type: none"> Poor access for frequent truck movements through residential roads, with one entry point across the rail line. Poor retail and urban amenity. <p>Based on the above, it is likely that these constraints will continue to impede the functionality and long-term sustainability of employment within Turrella, if continued as an Industrial Precinct.</p>
Planning Priority E11 Growing investment, business opportunities and jobs in strategic centres	N/A	Girrahween Point (Turrella) is not identified as a Strategic Centre within the Eastern City District.
Planning Priority E12 Protecting industrial and urban services land	No	Inconsistency justified further below.
Planning Priority E13 Supporting growth of targeted industry sectors	Yes	<p>This planning priority seeks to support growth of targeted industry sectors. The District Plan identifies areas such as Marrickville, Erskineville and surrounding neighbourhoods as emerging as a focal point for boutique breweries, coffee roasters and other artisans, with a breadth of unique small-scale cultural and arts experiences on offer through the District.</p> <p>The proposal will support the growth of urban services, with 33,158m² of GFA, which will play a pivotal role in supporting the needs of local population as it continues to grow to 2036.</p>
Direction 8: A city in its landscape		
Planning Priority E14 Protecting and improving the health and enjoyment of Sydney Harbour, and the District's waterways	Yes	The proposal will seek to deliver high quality open space in the Precinct and contribute to the Green Grid Priority Project for Wolli Creek Regional Park and Bardwell Valley Parklands through accommodating land uses with a lower environmental impact on the Wolli Creek ecosystem.
Planning Priority E15 Protecting and enhancing bushland and biodiversity	Yes	<p>The Precinct contains and is adjacent to significant biodiversity areas along Wolli Creek. A Flora and Fauna Assessment (Appendix E) has been undertaken by EI Australia to identify high value ecological areas within the Precinct. The masterplan has taken this into consideration in determining the location of proposed buildings to ensure the protection of the high value ecological areas.</p> <p>A new Section 94 Contributions Plan will be in place to include contributions to facilitate the restoration and rehabilitation of the waterfront and high ecological areas along Wolli Creek and Bardwell Valley Parklands, as part of the Priority Green Grid Project.</p>
Planning Priority E16 Protecting and enhancing scenic and cultural landscapes	Yes	<p>The proposal will enhance recreation / open space linkages that will integrate within the culturally significant Wolli Creek Regional Park and Bardwell Valley Parklands. This open space corridor will be enhanced as a regional open space, and active transport corridor, while ensuring protection from development by improving stormwater management.</p> <p>Enhanced public access to this part of the Wolli Creek and Cooks River foreshore will also be an important element of the proposal, encouraging this important recreational corridor as a place to meet, exercise and enjoy the river environment.</p>
Planning Priority E17 Increasing urban tree canopy cover and delivering Green Grid connections	Yes	<p>The proposal will enhance existing open space areas surrounding the Precinct, including Turrella Reserve and Walker Street Reserve to provide better quality of open space for the future community. Enhanced streetscapes will contribute to increasing the urban canopy of the area, through green connections that will integrate with the broader parkland areas.</p> <p>A new Section 94 Contributions Plan will be in place to include contributions to facilitate the restoration and rehabilitation of the waterfront and high ecological areas along Wolli Creek and Bardwell Valley Parklands, as part of the Priority Green Grid Project.</p>

District Plan Priorities	Consistency	Comment
Planning Priority E18 Delivering high quality open space	Yes	<p>The public domain will be an important aspect of the project, particularly as the linkages that the redevelopment can provide will be important to pedestrian and cycle connections through the Precinct and to surrounding open space areas. Proposed open space areas within and surrounding the Precinct will be enhanced through the following:</p> <ul style="list-style-type: none"> • a new multi-purpose community centre that will support a range of uses for the local community; • improvements to the public domain and enhance amenity through upgraded streets and new and embellished public open spaces; • enhanced recreation / open space linkages. The Wolli Creek Regional Park and Bardwell Valley Parklands is a critical component of the Green Grid and Blue Grid for Central Sydney. Wolli Creek is to be enhanced as a regional open space, and active transport corridor, while ensuring protection from development by improving stormwater management; and • enhanced public access to this part of the Wolli Creek and Cooks River foreshore, encouraging this important recreational corridor as a place to meet, exercise and enjoy the river environment.
Direction 9: An efficient city		
Planning Priority E19 Reducing carbon emissions and managing energy, water and waste efficiently	Yes	<p>The Precinct is underutilised relative to its strategic location above and adjacent a railway station (which does not have a purpose of serving freight and logistics). The better utilisation of this land results in the efficient use of this piece of infrastructure, providing employment and housing surrounding the existing rail infrastructure. The proposed creation of a new neighbourhood centre within the Precinct will also encourage greater self-containment for future residents, with uses to serve the daily needs of the local population. This will encourage more sustainable forms of travel, such as walking and public transport to support the minimisation of carbon emissions within Greater Sydney.</p> <p>A Sustainability Strategy will be prepared post Gateway Determination and before public exhibition of the Planning Proposal. This will outline sustainability initiatives that address the management of water, energy, resources and waste in the Precinct. The recommendations and initiatives of the strategy will inform a sustainability section of the site-specific DCP that will ensure the holistic and comprehensive application of ecologically sustainable design principles in Girrahween Point.</p>
Direction 10: A resilient city		
Planning Priority E20 Adapting to the impacts of urban and natural hazards and climate change	Yes	<p>A Sustainability Strategy will be prepared post Gateway Determination and before public exhibition of the Planning Proposal. This will address this Direction through recommending resilience planning measures to be incorporated into the project. The recommendations and initiatives of the strategy will inform a sustainability section of the site-specific DCP that will ensure the holistic and comprehensive application of ecologically sustainable design principles in Girrahween Point.</p>

Addressing Planning Priority E12: Protecting industrial and urban services land

A planning priority of the Eastern City District Plan is to retain and manage industrial and urban services lands. This is reinforced by Action 51 – *“Retain and manage industrial and urban services land, in line with the Principles for managing industrial and urban services land in the Eastern City District by safeguarding all industrial zoned land from conversion to residential development, including conversion to mixed use zones. In updating local environmental plans, councils are to conduct a strategic review of industrial land”* (pg. 93 of the Eastern City District Plan).

Despite the above, the District Plan outlines planning priority (E5) Providing housing supply, choice and affordability, with access to jobs, services and public transport. As part of this priority, it highlights current initiatives and opportunities for additional capacity for housing supply (pg.36). This specifically identifies Turrella as a Planned Precinct, which will focus on support the provision of homes, jobs and social infrastructure in well-located areas throughout Greater Sydney. The District Plan also recognise Planned Precincts as being transformative precincts to deliver *“targeted development focused on housing diversity around a centre and transit node/rail station”* (pg. 22 of the Eastern City District Plan).

These conflicting planning priorities place Turrella in a position without a clear strategic role outlined by regional and district planning policy.

In response, the planning proposal aims to support both planning priorities through the creation of highly-diverse mixed use community. The opportunity to convert Turrella Industrial Precinct should be leveraged to transition Turrella into a vibrant mixed-use community at scale, through Transit Oriented Development and a diversity of activities that will be generally consistent with the priorities of the Eastern City District Plan. A key objective is to establish a mixed use precinct that truly integrates employment and residential uses that will increase the diversity of uses to create vibrancy through varied activity. This will be through the provision of urban services, retail and commercial, residential uses as an enabler for these activities.

To caveat Action 51, the Eastern City District Plan recognises that any review should take into consideration findings of the industrial, commercial and centres strategies for the local government area and/or district. Despite there being no industrial, commercial or centres strategies prepared by Bayside Council that reflect the Eastern City District Plan. An assessment of the proposal has been undertaken against the strategies and actions of the Rockdale Employment Strategy 2007

The Rockdale Employment Strategy was endorsed in 2007 to inform the future direction of employment lands within the former Rockdale LGA. Despite the strategy preceding the Greater Sydney Region Plan, it provides insight into Council's the envisioned direction for Turrella Industrial Precinct. These have been identified within **Table 20** below.

Table 20 – Strategies and Actions of the Rockdale Employment Strategy 2007

Turrella Light Industrial Area – Strategies and Actions	Comment
P.9.1 Promote higher density mixed use development (with employment generating uses on lower floors) on fragmented employment sites to the south of the railway line that are redundant / no longer suited to industrial use and in close proximity to the station.	The strategy recognises the appropriateness for mixed use within the south industrial Precinct. This is consistent with the Planning Proposal, which proposes for a mix of residential and urban services within the southern portion of the Precinct.
P.9.2. Protect existing strategic employment sites that are suited to continued industrial use.	<p>An Employment Analysis has been undertaken by AEC to inform the objectives and intended outcomes for Girrahween Point. This is further detailed in Section 6.1 and Appendix B.</p> <p>The analysis found that the Precinct's location within the Bayside LGA positions it in a relatively central position, however the Precinct's constraints is its major limitation for being competitive as an industrial Precinct. These constraints include:</p> <ul style="list-style-type: none"> its access by road however, is its major limitation for being competitive as an industrial destination, which requires heavy vehicles to traverse residential roads to and from, the types of business activity that will be sustainable will be those that do not require heavy and frequent truck access;

Turrella Light Industrial Area – Strategies and Actions	Comment
	<ul style="list-style-type: none"> the high risk of significant employment loss as businesses that support a large proportion of employees within the Precinct are looking to relocate. HVG and Macnaught who are key occupiers with approximately 150 employees (FTE) within the Precinct, have highlighted their relocation plans that have been in the pipeline for the past 2-4 years given current operational difficulties for their businesses being located within Turrella; The Precinct is poorly positioned to appeal to businesses involved in advanced manufacturing and related activities, primarily owing to the quality of the public domain and the overall amenity offer. Business and enterprise parks that generally appeal to these types of occupiers also have a certain critical mass of occupiers, which then underpins the provision of retail and ancillary facilities. <p>Given the above, it was found that the Precinct is most suited to accommodate a Mixed Business and Urban Services Precinct to support a new residential population, meeting the day-to-day needs of households and businesses in the local catchment.</p> <p>The Planning Proposal intends to support the provision of urban services as a primary employment function for Girrahween Point, providing 33,158m² of GFA to accommodate the projected floor space demand for this use to 2036.</p>
P.9.3 Promote a mix of uses for the former Streets Ice Cream Site.	The Streets Ice Cream factory was rezoned from Light Industry to R4 High Density Residential in 2011 as part of the preparation of the Rockdale LEP 2011.

Source: Rockdale Employment Strategy 2007

Furthermore, AEC's Employment Analysis Report (**Appendix B**) has been prepared to provide an understanding of the land use composition and characteristics of the Precinct and if they are appropriate and sustainable in the long term. The report finds that the Precinct does not suit industrial businesses who have heavy and frequent truck movement requirements.

Considering the future role of Turrella Industrial Precinct to sustainably support employment, the report highlights that a Mixed Business and Urban Services Precinct is the only viable alternate employment option for the Precinct, which aligns the locational and size characteristics of the Precinct. The Planning Proposal seeks to support this shift in employment composition by accommodating 33,158m² of GFA, which will meet forecast floorspace demand for urban services by 2036 and will retain a pivotal employment role for the Precinct into the future by meeting the day-to-day needs of households and businesses in the local catchment.

It is believed that given the lack of clear strategic direction for Turrella, given planning priority E5 and E12, the Planning Proposal provides an appropriate balance to support the intentions of both planning priorities.

b) Does the proposal have site-specific merit?

Location and accessibility

It is current NSW Government policy to support more homes closer to jobs.

The establishment and growth of centres is influenced by people's desire to live in locations near to public transport nodes, which provide good connections to key areas of employment and services. Girrahween Point's location near the public transport network will provide future residents with easy access to surrounding employment centres and Precincts. This includes linkages to Strategic Centres of Green Square/Mascot and Sydney CBD.

Improving the level of access and service at Turrella railway station is likely to be required as part of the renewal process. Additional development opportunities provided will present greater value capture opportunities to fund improvements to the station to ensure that station operations are optimised.

Large sites available for renewal

The IN2 Light Industrial lands within the Turrella Industrial Precinct provides a significant renewal opportunity of this scale presents a significant opportunity for both local and state government to revitalise and contribute to state and local objectives for Turrella.

Environmental benefits

While the majority of the site is not subject to significant ecological constraints, its industrial uses and associated extensive areas of hard cover provide a greater risk of pollution to Wolli Creek compared to other uses. In addition, current uses do not engage with or activate the creek corridor. as a consequence, despite its significant potential the corridor in this location is poorly used. Subject to good design, other uses such as residential can overturn this and help reposition the corridor as an asset to Girrahween Point.

Capacity to influence / catalyse complementary renewal

The Planning Proposal has the potential to catalyse the future renewal and revitalisation of the industrial precinct, supporting a diverse range of employment uses, with residential as the enabler. The Precinct faces a number challenges that will continue to diminish its desirability and competitiveness as an industrial Precinct, this includes:

- Narrow roads through residential areas to and from Princes Highway, limiting frequency of truck access.
- Traffic congestion, making access to the Precinct difficult.
- Parking congestion with limited street parking.
- Poor amenity for employees.

Due to the above constraints of the Precinct, AEC's analysis from its Employment Analysis Report (**Appendix B**) finds that a Mixed Business and Urban Services Precinct is the only viable alternate employment option for the Precinct.

This planning proposal aims to accommodate this approach through residential uses that are co-located with urban services, convenience retail and complementary commercial uses. The Precinct can effectively compete as a mixed business/urban services Precinct. Its size is ideal for a mix of uses and will play a local service role for the local market catchment. Many of these urban services businesses can be found in existing residential zoned areas in 'B' or business land use zones. They will require a mix of floorspace types -some light industrial, warehouse/storage space, limited retail and supporting office floorspace

Renewal of Girrahween Point for a mix of residential uses, with complementary retail, business and urban services uses, along with additional social infrastructure, has the potential to contribute to the achievement of a number of planning policy objectives, This ranges from high level policy such as land use and public transport integration and greater supply and choice of housing and employment, to the creation of a better quality place, with improved public domain, connectivity and built form.

7.2.2 Q4 – Is the Planning Proposal consistent with a Council’s local strategy or other local strategic plan?

Bayside Community Strategic Plan 2030

The community strategic plan is the long term community plan that sets out the vision and outcome aspiration of the local government area by 2030.

The strategic plan notes that Bayside LGA is expected to accommodate approximately 81,000 dwellings accommodating 209,000 people by 2031, and also recognises Turrella as a Planned Precinct aimed at achieving the State government’s objectives to plan for our future population.

The community strategic plan sets a vision for being ‘*A City built on trust, with engaged communities effective leadership and access to decision making.*’ This vision is built around four themes of what Bayside will be as a city in 2030, these being:

- **Theme One: a vibrant place** - Built forms focus on efficient use of energy, are sympathetic to the natural landscape and make our area a great place to live. Neighbours, visitors and businesses are connected in dynamic urban environments.
- **Theme Two: a smart City** - Knowledge sharing and collaboration ensures that we have the expertise and relationships to lead with integrity, adapt to change, connect vulnerable people to community and effectively respond in times of adversity and stress.
- **Theme Three: green, leafy and sustainable** - The biodiversity of the area is protected and enhanced through collaborative partnerships. Vital habitats are supported to rehabilitate, thrive, adapt and recover from risks and climate events. The landscape will be preserved and regenerated to benefit a healthy environment now and in future.
- **Theme Four: a prosperous community** - Business innovation, technology, flourishing urban spaces and efficient transport will attract diverse business, skilled employees and generate home based business. Growth in services to the local community will generate employment support, a thriving community and livelihoods.

The Planning Proposal to rezone the Precinct will facilitate an outcome that is consistent with the vision and strategic outcomes set for the LGA. Redevelopment of the Precinct will be guided by the prepared master plan that will ensure development occurs in a considered and coordinated manner thereby ensuring a high quality built form outcome that will protect the natural environment and help reinforce the Bayside LGA as an active, healthy and safe community. The site’s proximity to Turrella Railway Station and existing bus stops will ensure that future development has good transport links.

The Planning Proposal will also support a significant number of jobs in the local area that are more aligned with the forecast employment composition within the LGA and in this regard will provide local jobs for local people, make a positive contribution to local business and help reinforce and stimulate the local economy.

7.2.3 Q5 – Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

Yes.

An assessment of the Planning Proposal against relevant State Environmental Planning Policies (SEPPs) is set out in **Table 21** below.

Table 21 –Consistency with relevant State Environmental Planning Policies

State Environmental Planning Policies (SEPPs)	Consistency		N/A	Comment
	Yes	No		
SEPP No 1 Development Standards			✓	The provisions of SEPP 1 have been replaced with Clause 4.6 of the Rockdale LEP 2011; as such it does not apply to the Planning Proposal.
SEPP No 4 Development Without Consent and Miscellaneous Exempt and Complying Development			✓	SEPP (Exempt and Complying Development Codes) 2008 applies to the site however is not relevant to the Planning Proposal.
SEPP No 6 Number of Storeys			✓	Standard instrument definitions apply.
SEPP No 32 Urban Consolidation (Redevelopment of Urban Land)	✓			The planning proposal is consistent with SEPP 32 in providing for the opportunity to deliver additional housing in an area where there is existing public infrastructure, transport, and community facilities, and is close to employment, leisure and other opportunities.
SEPP No 55 Remediation of Land	✓			SEPP 55 provides that a consent authority must not consent to the carrying out of development unless any contamination considered is remediated and the Precinct is made suitable for the purpose which the development is proposed to be carried out. The Phase 1 Preliminary Site Investigation prepared by EI Australia is included at Appendix I and concludes that the Precinct can be appropriately remediated. It is proposed that a detailed Phase 2 Detailed Contamination Assessment will be undertaken during the Development Application stage.
SEPP No 60 Exempt and Complying Development	✓			The Planning Proposal does not seek to change anything to the Rockdale LEP 2011 with regard to SEPP 60.
SEPP No 64 Advertising and signage			✓	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Apartment Development	✓			Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application. Nonetheless, the planning proposal seeks to facilitate and achieve best practice compliance with SEPP 65 by formalising the provision of generous private and communal open space areas, which are technically included in the floor space calculations for the site.
SEPP No.70 Affordable Housing (Revised Schemes)			✓	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009			✓	Not relevant to proposed amendment
SEPP (BASIX) 2004	✓			Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application.
SEPP (Exempt and Complying Development Codes) 2008	✓			May apply to future development of the Precinct.
SEPP (Infrastructure) 2007	✓			SEPP (Infrastructure) 2007 (ISEPP) consolidates a number of previous project specific SEPPs to standardise provisions relating to infrastructure across NSW. The ISEPP addresses, amongst other things, the safety associated with

State Environmental Planning Policies (SEPPs)	Consistency		N/A	Comment
	Yes	No		
				<p>development near key sections of infrastructure, ensuring continued supply of infrastructure distribution networks and development in or adjacent to road corridors and road reservations.</p> <p>Development near rail corridors The southern portion of the Precinct is immediately adjacent to the T2 rail corridor. Any future development application will, in accordance with clauses 85, 86 and 87 of the SEPP, seek that written notice is given to the chief executive officer of the railway authority for the rail corridor; address the potential effects of any excavation on the rail corridor, and assess the potential impact of rail noise or vibration on the future residential uses.</p> <p>Moomba-Sydney Ethane Pipeline System (Ethane gas pipe easement) Subdivision 2 of ISEPP, governs development within gas pipeline corridors. Under Clause 55(1), before determining an application for development adjacent a gas pipeline, —the consent authority must: (a) be satisfied that the potential safety risks or risks to the integrity of the pipeline that are associated with the development to which the application relates have been identified, and (b) take those risks into consideration.</p> <p>It is our understanding that the Moomba-Sydney pipeline runs along the East Hills rail line.</p> <p>Consultation between the proponent and the pipeline owner, APA Group Pty Ltd, will be undertaken post-Gateway to inform the Planning Proposal. It is anticipated that measures will be in place to mitigate impact on the pipeline.</p>
SEPP (State and Regional Development) 2011	✓			The future development within the Precinct is likely to be deemed as 'regional development' (meeting the relevant thresholds under Schedule 7 of the SEPP (State and Regional Development) 2011), with the Sydney Eastern Planning Panel acting as the determining authority.

7.2.4 Q6 – Is the Planning Proposal consistent with applicable Ministerial Directions (s. 9.1 directions)?

Yes.

An assessment of the Planning Proposal against applicable Section 9.1 Directions is set out in **Table 22** below.

Table 22 –Consistency with Section 9.1 Directions (former Section 117 Directions)

Direction	Consistency			Comment
	Yes	No	N/A	
1. Employment and Resources				
1.1 Business and Industrial Zones	✓			See further below.
1.2 Rural Zones			✓	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries			✓	Not applicable.
1.4 Oyster Aquaculture			✓	Not applicable.

Direction	Consistency			Comment
	Yes	No	N/A	
1.5 Rural Lands			✓	Not applicable.
2 Environment and Heritage				
2.1 Environmental Protection Zones			✓	Not applicable.
2.2 Coastal Protection			✓	Not applicable.
2.3 Heritage Conservation	✓			<p>The site is not listed as an item of heritage significance nor is it within a heritage conservation zone. The site is, however located within the vicinity of:</p> <ul style="list-style-type: none"> Turrella Railway Station (1931) - local heritage item s.170 NSW State agency heritage register (Sydney Trains); Wolli Creek Valley - (I237) local heritage item, City of Rockdale Local Environment Plan (LEP); Wolli Creek Wetlands – (I232) local heritage item, City of Rockdale Local Environment Plan (LEP); and Wolli Creek Aqueduct – (I36) State heritage item, listed under the Heritage Act. <p>Eco Logical Australia (Appendix F) prepared a Historical Heritage Assessment, with the outcome of the study finding:</p> <ul style="list-style-type: none"> the proposal will not encroach on the curtilage of the state significant Wolli Creek Aqueduct or the locally significant Turrella Train Station, Wolli Creek wetlands and Wolli Creek Valley the works will have no impact on any historical archaeological resource no heritage fabric or significant elements will be removed or disturbed
2.4 Recreational Vehicle Area			✓	Not applicable.
3. Housing, Infrastructure and Urban Development				
3.1 Residential Zones	✓			<p>The Precinct is proposed to be rezoned to B4 Mixed Use and B7 Business Park, to facilitate residential development.</p> <p>Further discussion is provided below.</p>
3.2 Caravan Parks and Manufactured Home Estates			✓	Not applicable
3.3 Home Occupations	✓			No change is proposed to the current permissibility of home occupations.
3.4 Integrating Land Use and Transport	✓			<p>This Direction applies due to this Planning Proposal relating to a residential zone. The Direction states that a Planning Proposal must be consistent with the aims, objectives and principles of:</p> <ul style="list-style-type: none"> Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and The Right Place for Business and Services – Planning Policy (DUAP 2001). <p>The Planning Proposal is broadly consistent with the aims, objectives and principles of the above documents in that it will provide residential accommodation and employment uses in an area well serviced by public transport.</p>
3.5 Development Near Licensed Aerodromes	✓			The Planning Proposal has been developed giving consideration to ensure the protection of airspace for Sydney International Airport.

Direction	Consistency			Comment
	Yes	No	N/A	
				Further discussion is provided below.
3.6 Shooting Ranges			✓	Not applicable
4. Hazard and Risk				
4.1 Acid Sulfate Soil	✓			Rockdale LEP 2011 contains acid sulphate soils provisions and this proposal does not seek to amend them. A preliminary acid sulfate soils management plan has been prepared (Appendix J) and has outlined a number of management procedures to minimise or prevent the risk of seepage and concluded that the site can be made suitable for the proposed mixed (residential, public open space and commercial) uses. Further analysis will accordingly be undertaken as part of any future development of the land in accordance with the requirements of the Rockdale LEP 2011.
4.2 Mine Subsidence and Unstable Land			✓	The site is not identified as mine subsidence or unstable land.
4.3 Flood Prone Land		✓		See further below.
4.4 Planning for Bushfire Protection			✓	The Precinct is not identified as bushfire prone land.
5. Regional Planning			✓	Not applicable
6. Local Plan Making				
6.1 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 and proposed LEP amendments.
6.2 Reserving Land for Public Purposes			✓	This Planning Proposal is consistent with this Direction in that it does not create, alter or reduce existing zonings or reservations of land for public purposes.
6.3 Site Specific Provision		✓		See further below.
7. Metropolitan Planning				
7.1 Implementation of A Plan for Growing Sydney	✓			The Planning Proposal is consistent with the Metropolitan Plan, as discussed in Section 7.2 above.

A number of key Section 9.1 Directions (former Section 117 Directions) relevant to the Planning Proposal are addressed in further detail below.

Section 9.1 Direction - 1.1 Business and Industrial Zones

The proposal's consistency with the S9.1 Direction for Business and Industrial zones is outlined in **Table 23** below.

Table 23 - Consistency with S.9.1 Direction – 1.1 Business and Industrial Zones

Provision	Comment	Consistent?
(4) A Planning Proposal must:		
give effect to the objectives of this direction,	The planning proposal gives effect to the objectives of the Business and Industrial Zones S9.1 Directions and is discussed further below.	Yes (see below)
retain the areas and locations of existing business and industrial zones,	<p>The planning proposal seeks to rezone the subject site from IN2 Light Industrial to B4 Mixed Use and B7 Business Park zones. The proposed zones of the planning proposal are consistent with the predominant surrounding land uses.</p> <p>The area will become a centre for employment with more key urban services and other population serving employment uses alongside residential uses.</p> <p>The shift in employment profile is a result of the Precinct's limited capacity to be competitive as an industrial destination.</p> <p>Given the location of the Precinct a distance from Princes Highway and the need to traverse residential roads to and from, the types of business activity that will be sustainable will be those that do not require heavy and frequent truck access.</p> <p>Notwithstanding the limitations of the Precinct, it has an opportunity to accommodate urban services businesses that respond to local population and business need. This has been ensured by the proposed B7 Business Park zoning and proposed inclusion of a local provision under Clause 6.15 Urban Services.</p> <p>The planning proposal and is therefore considered consistent.</p>	Yes
not reduce the total potential floor space area for employment uses and related public services in business zones,	The Precinct is entirely zoned IN2 Light Industrial, with no areas currently zoned for business. Therefore, there will be no loss of potential floor space area for employment uses and related public services in business zones.	Yes
not reduce the total potential floor space area for industrial uses in industrial zones, and	The planning proposal seeks to rezone the Precinct for a business use and hence, will reduce total floor space area for industrial uses in industrial zones	No (See below)
ensure that proposed new employment areas are in accordance with a strategy that is approved by the Director-General of the Department of Planning.	The planning proposal will deliver new employment areas that will support the DP&E's 'A Plan for Growing Sydney'. The planning proposal will support the Goals and Directions of the Strategy as described in Section 7.2 .	Yes

A Planning Proposal may be inconsistent with the S9.1 Directions if the relevant planning authority can satisfy the Director General of the NSW Department of Planning and Environment that the inconsistent provisions are justified by a study which gives consideration to the objective of this direction. The objectives of the Business and Industrial Zones S9.1 Direction are:

- encourage employment growth in suitable locations,*
- protect employment land in business and industrial zones, and*
- support the viability of identified strategic centres.*

The Planning Proposal is accompanied by a detailed Employment Analysis Study by AEC (**Appendix B**), which provides the basis for providing the justification in accordance with the following objectives of the Business and Industrial Zones S9.1 Direction shown below:

Encourage employment growth in suitable locations

The planning proposal will support employment growth through integrating retail and commercial-related uses to the Precinct, which is suitably located given its proximity to Turrella Railway Station. As highlighted AEC's Employment Analysis Report, industrial lands require certain features in order to be competitive and sustainable in the long term. Factors include:

- Location directly off major arterial corridors which facilitate unimpeded road access.
- Ability to operate in a conflict-free environment with sufficient buffer from sensitive uses such as residential.
- Critical mass of lands to enable businesses to cluster and to enable provision of supporting worker amenity and services.
- Diversity of occupiers (by industry) to mitigate against vacancy risk following structural changes in a particular industry.
- Generic buildings that can easily be re-purposed following relocation of occupiers.

While the Precinct is centrally located, the Precinct is challenged by the following:

- **High conflict environment** - Having to traverse a series of residential roads to and from the Precinct is its key failing as an industrial destination. By necessity, businesses who are heavily reliant on frequent truck movements have to either scale back load or frequency of trips, or both. This is ultimately not a sustainable position as it compromises business efficiency and viability.
- **Lack of critical mass** – In its current form, the Precinct is not competitive as a result of its relative isolated position (approximately 2km from Princes Highway) from other similar businesses to cluster, the lack of worker amenity and unsuitability of many existing buildings for re-purpose.
- **Access** – The lack of direct access from major arterial roads and location abutting residential uses (in the South Precinct) makes it unattractive to industrial users, conceivably putting the Precinct at risk should there be departure by several large occupiers.

The main challenge with the Precinct is that the base locational characteristics required for each of the alternative employment land uses (redeveloped industrial, business park, office park) are not present. This dismisses the opportunity to convert the Precinct to a higher-order employment Precinct, as noted by the Eastern City District Plan.

Therefore, it is apparent from the analysis, that employment uses that are 'population-driven' and 'population-serving' have the best potential for success in the Precinct, leveraging its location close to the existing and emerging residential uses. In response to this, the proposal provides 33,158m² gross floor area dedicated to urban services, embracing the need for not only retail and business services, but other industries that rely on a population mass to support its operation and viability. This amount of floor space for urban services will support forecast urban services floorspace demand up to 2036.

Protect employment land in business and industrial zones

The planning proposal will ensure that the Precinct continues to support employment uses, albeit under a business zoning rather than an industrial zoning.

As highlighted previously, the Precinct's weaknesses are generally a function of its evolution over time. When many industrial Precincts in locations such as Turrella were developed, the local population was much smaller and not as densely developed. Over time, as surrounding areas developed, and residential activities begin to impede road access and business activity, as is the case with the Turrella Industrial Precinct, these industrial Precincts start to decline in functionality. As these constraints have arisen, it has created a significant implication for the Precinct to remain competitive as an industrial destination. These constraints include:

- Its access by road is the Precinct's major limitation for being competitive as an industrial destination;
- Given the location of the Precinct a distance from Princes Highway and the need to traverse residential roads to and from, the types of business activity that will be sustainable will be those that do not require heavy and frequent truck access;

- There is high risk of significant employment loss as businesses that support a large proportion of employees within the Precinct are looking to relocate. HVG and Macnaught who are key occupiers with approximately 150 employees (FTE) within the Precinct, have highlighted their relocation plans that have been in the pipeline for the past 2-4 years given current operational difficulties for their businesses being located within Turrella;
- The Precinct is poorly positioned to appeal to businesses involved in advanced manufacturing and related activities, primarily owing to the quality of the public domain and the overall amenity offer. Business and enterprise parks that generally appeal to these types of occupiers also have a certain critical mass of occupiers, which then underpins the provision of retail and ancillary facilities.

As the Employment Analysis Report by AEC highlights, the Precinct is most suited to accommodate a Mixed Business and Urban Services Precinct, which aligns the locational characteristics of the Precinct and forecast employment demand to 2036. The Planning Proposal seeks to support this shift in employment composition by accommodating 33,158m² of GFA, which will meet forecast floorspace demand for urban services by 2036 and will retain a pivotal employment role for the Precinct into the future by meeting the day-to-day needs of households and businesses in the local catchment.

Support the viability of identified strategic centres.

Turrella is not identified as a strategic or local Centre within the Greater Sydney Region Plan and the Eastern City District Plan. However, the Precinct strategically located adjacent Turrella Railway Station, which provides the Precinct with a high level of access to surrounding strategic centres, including Sydney CBD,

The delivery of new housing within Girrahween Point, with its proximity to existing transport infrastructure there is an opportunity to support the delivery of homes near key employment locations. This will enable workers to easily access their employment destinations and support the economic viability of these Strategic Centres.

Section 9.1 Direction – 2.3 Heritage Conservation

As outlined in **Table 24** below, the Planning Proposal is consistent with the S9.1 Direction for heritage conservation.

Table 24 - Consistency with S9.1 Direction – 2.3 Heritage Conservation

Provision	Comment	Consistent?
(4) A Planning Proposal must contain provisions that facilitate the conservation of:		
(a) items, places, buildings, works, relics, moveable objects or Precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area,	<p>A Historical Heritage Assessment Report has been prepared by Eco Logical Australia and is included at Appendix F.</p> <p>The findings of the report concluded that the planning proposal does not impact on items, places, buildings, works, relics, moveable objects or Precincts of environmental heritage significance, Aboriginal objects or Aboriginal places that are protected under the National Parks and Wildlife Act 1974, or Aboriginal areas, Aboriginal objects, Aboriginal places or landscapes identified on AHIMS.</p>	Yes
(b) Aboriginal objects or Aboriginal places that are protected under the National Parks and Wildlife Act 1974,	<p>An Aboriginal heritage assessment has been prepared by Eco Logical Australia and is included at Appendix G.</p> <p>The report assesses the archaeological significance of the site. The report concludes that there is a moderate potential for previously unrecorded Aboriginal objects and subsurface archaeological deposits being present within the study Precinct south of the Wolli Creek bank.</p> <p>It is recommended that if excavation on the Precinct is proposed at a depth below the existing disturbed soil layer, test archaeological excavations are recommended to determine whether there are Aboriginal objects on Precinct. The test excavation should focus on the natural soil profile targeting the A horizon which contains natural alluvial soils. Geotechnical testing of the Precinct will provide information on the depth of the A horizon. This testing can be undertaken at the DA stage.</p>	Yes
(c) Aboriginal areas, Aboriginal objects, Aboriginal places or landscapes identified by an Aboriginal heritage survey prepared by or on behalf of an Aboriginal Land Council, Aboriginal body or public authority and provided to the relevant planning authority, which identifies the area, object, place or landscape as being of heritage significance to Aboriginal culture and people.	<p>An Aboriginal heritage assessment has been prepared by Eco Logical Australia and is included at Appendix G.</p> <p>No Aboriginal sites have been previously recorded on the AHIMS database within the study Precinct.</p>	Yes

Section 9.1 Direction – 3.1 Residential Zones

As outlined in **Table 25** below, the Planning Proposal is consistent with the S9.1 Direction for residential zones.

Table 25 - Consistency with S9.1 Direction – 3.1 Residential Zones

Provision	Comment	Consistent?
(4) A Planning Proposal must include provisions that encourage the provision of housing that will:		
(a) broaden the choice of building types and locations available in the housing market, and	The Planning Proposal will facilitate the delivery of some 4,883 homes, with a mixture of one, two and three-bedroom dwellings in a variety of building typologies from low-rise residential townhouses to high-rise apartment buildings.	Yes
(b) make more efficient use of existing infrastructure and services, and	The subject site is located immediately adjacent the existing Turrella railway station, providing more homes in proximity to mass transit that will connect to surrounding Strategic Centres that are the focus of employment.	Yes
(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and	This Proposal supports urban renewal in an accessible location with direct links to Sydney CBD and surrounding centres. Through the delivery of high density housing, the Proposal will reduce the consumption of land for housing and associated urban development on the urban fringe.	Yes
(d) be of good design.	<p>A Master Plan has been prepared to accompany the Planning Proposal. The Master Plan stipulates key design principles informing land use, built form, public domain and access and connectivity. These principles will inform the site specific DCP that will govern design outcomes for the site.</p> <p>Development within the Precinct will also be subject to the Design Excellence provisions of the Rockdale LEP 2011. This will ensure future development will deliver the highest standard of architectural, urban and landscape design.</p>	Yes
(5) A Planning Proposal must, in relation to land to which this direction applies:		
(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	This requirement has been acknowledged and has been incorporated into the Proposal and accompanying documentation.	Yes
(b) not contain provisions which will reduce the permissible residential density of land.	This Proposal does not contain provisions which will reduce the permissible residential density of land.	Yes

Section 9.1 Direction 3.5 – Development Near Licensed Aerodromes

The proposal's consistency with the S9.1 Direction for development near licensed aerodromes is outlined in **Table 26** below. In this instance the licensed aerodrome is Sydney Airport.

A Planning Proposal may be inconsistent with the S9.1 Directions if the relevant planning authority can satisfy the Director General of the NSW Department of Planning and Environment that the inconsistent provisions are justified by a study which gives consideration to the objective of this direction. The objectives of the Development Near Licensed Aerodromes S9.1 Direction are as follows:

- a) to ensure the effective and safe operation of aerodromes, and
- b) to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and
- c) to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.

As discussed in detail at **Section 6.4** and in the Preliminary Aeronautical Impact Statement (**Appendix L**), the proposed height will protrude the Obstacle limitation surface, but will remain approximately 39.5 metres or more below the PANS-OPS restrictions. The Planning Proposal is therefore consistent with the above objectives in that the operation of aircrafts will not be compromised by the proposed height of buildings under the proposal and will therefore not be an obstruction, hazard or potential hazard to aircraft flying in the vicinity.

In light of the above it is considered that the proposed mix of residential and business uses proposed for the Precinct under the Planning Proposal is justified given the consistency with the amenity criteria in the relevant Australian Standards and the overarching benefits of providing new housing and business uses within the Precinct.

Table 26 - Consistency with S9.1 Direction – 3.5 Development Near Licensed Aerodromes

Provision	Comment	Consistent?
(4) In the preparation of a Planning Proposal that sets controls for the development of land in the vicinity of a licensed aerodrome, the relevant planning authority must:		
consult with the Department of the Commonwealth responsible for aerodromes and the lessee of the aerodrome,	The proponent intends to consult with the Department of Infrastructure and Regional Development after Gateway Determination. This will provide greater certainty regarding proposed building height locations within the Precinct.	Yes
take into consideration the Obstacle Limitation Surface (OLS) as defined by that Department of the Commonwealth,	The proposed height will exceed the OLS restriction of 51 metres AHD. This will require a prior airspace height approval, subject to a positive evaluation of an application to the Department of Infrastructure via Sydney Airport Corporation Limited (SACL). This can be undertaken as part of the Planning Proposal process.	Yes
for land affected by the OLS: prepare appropriate development standards, such as height, and allow as permissible with consent development types that are compatible with the operation of an aerodrome	The proposed heights will exceed the OLS restriction of 51 metres AHD. This will require a prior airspace height approval, subject to a positive evaluation of an application to the Department of Infrastructure via Sydney Airport Corporation Limited (SACL). This can be undertaken as part of the Planning Proposal process.	Yes
obtain permission from that Department of the Commonwealth, or their delegate, where a Planning Proposal proposes to allow, as permissible with consent, development that encroaches above the OLS. This permission must be obtained prior to undertaking community consultation in satisfaction of section 57 of the Act.	Consultation with the Department of Infrastructure via Sydney Airport will be undertaken during Gateway Determination with DP&E. Gaining approval of the proposed building heights will be sought prior to undertaking community consultation as required by section 57 of the Act.	Yes

Provision	Comment	Consistent?
(5) A Planning Proposal must not rezone land:		
for residential purposes, nor increase residential densities in areas where the ANEF, as from time to time advised by that Department of the Commonwealth, exceeds 25, or	Girrahween Point is situated outside the ANEF25+ area.	Yes
for schools, hospitals, churches and theatres where the ANEF exceeds 20, or	Not applicable.	N/A
for hotels, motels, offices or public buildings where the ANEF exceeds 30.	Girrahween Point is situated outside the ANEF25+ area.	Yes
(6) A Planning Proposal that rezones land:		
for residential purposes or to increase residential densities in areas where the ANEF is between 20 and 25, or for hotels, motels, offices or public buildings where the ANEF is between 25 and 30, or for commercial or industrial purposes where the ANEF is above 30, must include a provision to ensure that development meets AS 2021 regarding interior noise levels.	Not applicable.	N/A

Section 9.1 Direction – 4.1 Acid Sulfate Soils

The proposal's consistency with the S9.1 Direction for development on land having a probability of containing acid sulfate soils in **Table 27** below.

Table 27 - Consistency with S9.1 Direction – 4.1 Acid Sulfate Soils

Provision	Comment	Consistent?
(4) The relevant planning authority must consider the Acid Sulfate Soils Planning Guidelines adopted by the Director-General of the Department of Planning when preparing a planning proposal that applies to any land identified on the Acid Sulfate Soils Planning Maps as having a probability of acid sulfate soils being present.	Noted. The Precinct is identified as having a high probability of occurrence of acid sulfate soil materials within the soil profile.	Yes
(5) When a relevant planning authority is preparing a planning proposal to introduce provisions to regulate works in acid sulfate soils, those provisions must be consistent with: (a) the Acid Sulfate Soils Model LEP in the Acid Sulfate Soils Planning Guidelines adopted by the Director-General, or (b) such other provisions provided by the Director-General of the Department of Planning that are consistent with the Acid Sulfate Soils Planning Guidelines.	Noted.	Yes
(6) A relevant planning authority must not prepare a planning proposal that proposes an intensification of land uses on land identified as having a probability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps unless the relevant planning authority has considered an acid sulfate soils study assessing the appropriateness of the change of land use given the presence of acid sulfate soils. The relevant planning authority must provide a copy of any such study to the Director-General prior to undertaking community consultation in satisfaction of section 57 of the Act.	An Acid Sulfate Soils Management Plan (ASSMP) has been prepared by EI Australia and is provided at Appendix J . Potential Acid Sulfate Soils (PASS) are expected to be present in natural material below the water table. However, providing these materials are not disturbed they will not pose a risk to the local environment. Potential Acid Sulfate Soils (PASS) are likely to be present within underlying natural soils. However, providing these materials are not disturbed they will not pose a risk to the local environment. It is expected that the planned development of the Precinct may result in disturbance of the PASS. Accordingly, future development applications within the Precinct will be required to address the issue of ASS and provide appropriate management measures, such as those outlined in Appendix J .	Yes
(7) Where provisions referred to under paragraph (5) of this direction have not been introduced and the relevant planning authority is preparing a planning proposal that proposes an intensification of land uses on land identified as having a probability of acid sulfate soils on the Acid Sulfate Soils Planning Maps, the planning proposal must contain provisions consistent with paragraph (5).	Noted.	Yes

Section 9.1 Direction 4.3 – Flood Prone Land

The proposal's consistency with the S9.1 Direction for development on land being flood prone is discussed in **Table 28** below.

Table 28 - Consistency with S9.1 Direction – 4.3 Flood Prone Land

Provision	Comment	Consistent?
(4) A planning proposal must include provisions that give effect to and are consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas).	<p>A Water Cycle and Flood Management Strategy has been prepared by J. Wyndham Prince and is included at Appendix D. The assessment and subsequent flood management strategy for the precinct was prepared with consideration of the NSW Flood Prone Land Policy and the Floodplain Development Manual 2005.</p> <p>The potential flood impacts of the proposal have been assessed under the 5% AEP, 1% AEP and PMF events. As per the NSW FDM (2005) the proposed flood planning level for the site is 1% AEP flood level with an additional 0.5m freeboard.</p>	Yes
(5) A planning proposal must not rezone land within the flood planning areas from Special Use, Special Purpose, Recreation, Rural or Environmental Protection Zones to a Residential, Business, Industrial, Special Use or Special Purpose Zone.	The current zoning of the Precinct is IN2 Light Industrial and therefore is consistent with this objective.	Yes
(6) A planning proposal must not contain provisions that apply to the flood planning areas which: (a) permit development in floodway areas, (b) permit development that will result in significant flood impacts to other properties, (c) permit a significant increase in the development of that land, (d) are likely to result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services, or (e) permit development to be carried out without development consent except for the purposes of agriculture (not including dams, drainage canals, levees, buildings or structures in floodways or high hazard areas), roads or exempt development.	<p>As outlined in the Water Cycle and Flood Management Strategy prepared by J. Wyndham Prince (refer to Appendix D), the planning proposal:</p> <ul style="list-style-type: none"> • will not result in significant increases in off-site flood levels in the critical 1% AEP event; • Not increase the potential flood affectation on other development or properties, either individually or cumulatively; • Developed conditions will not generate any adverse impacts on flood levels within surrounding properties. • Not result in the requirement for government spending on flood mitigation measures as all proposed measures will be funded by the proponent. <p>The proposal does seek an increase in the development of flood prone land. J. Wyndham Prince's flood management strategy (refer to Appendix D) outlined in Section 6.6 concludes that the flood mitigation measures proposed under a 'developed' scenario, including raising the habitable floor level above the 1% AEP plus 500mm freeboard and cut and fill strategy and utilising undercrofts within the development layout, will mitigate the flood impacts on the proposed development.</p>	No, but justified further below
(7) A planning proposal must not impose flood related development controls above the residential flood planning level for residential development on land, unless a relevant planning authority provides adequate justification for those controls to the satisfaction of the Director-General (or an officer of the Department nominated by the Director-General).	The proposal does not impose flood related development controls above the residential flood planning level as outlined in the NSW guidelines.	Yes
(8) For the purposes of a planning proposal, a relevant planning authority must not determine a flood planning level that is inconsistent with the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas) unless a relevant planning authority provides adequate justification for the proposed departure from that Manual to the satisfaction of the Director-General	The proposal is consistent with the NSW guidelines.	Yes

Provision	Comment	Consistent?
(or an officer of the Department nominated by the Director-General).		

A Planning Proposal may be inconsistent with the S9.1 Directions if the relevant planning authority can satisfy the Director-General (or an officer of the Department nominated by the Director-General) that:

- a) *the planning proposal is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the Floodplain Development Manual 2005, or*
- b) *the provisions of the planning proposal that are inconsistent are of minor significance.*

As part of the Water Cycle and Flood Management Strategy prepared by J. Wyndham Prince (**Appendix D**), to demonstrate that the proposed filling on the development does not encroach on the floodway, a preliminary floodway extent was prepared for the 1% AEP event within Wolli Creek.

Results of the floodway assessment indicate that the proposed filling and proposed footprints within the development will slightly encroach identified floodway areas. The fill in this area is largely to accommodate the proposed levee on Henderson Street, which will prevent flows breaching the railway line and properties further south. This aims to support the principles of the North Arncliffe Drainage Strategy.

In addition, other areas have been cut to compensate for the resulting loss of floodplain storage so that there is no discernible negative impact on Wolli Creek as a whole.

Despite the above, the proposal is considered to be inconsistent with item 6(a) of the S9.1 Directions, as it will permit development in floodway areas.

In order to address the inconsistency and the S9.1 Direction, a floodplain risk management plan will be prepared in accordance with the principles and guidelines of the Floodplain Development Manual 2005. This will investigate floodplain risk management options that will be feasible for the management of the floodplain that will further inform the planning proposal. The floodplain risk management plan will be prepared post Gateway Determination.

Section 9.1 Direction 6.3 – Site Specific Provisions

The proposal's consistency with the S9.1 Direction for site-specific provisions is discussed in **Table 29** below.

Table 29 - Consistency with S9.1 Direction – 6.3 Site Specific Provisions

Provision	Comment	Consistent?
(4) A planning proposal that will amend another environmental planning instrument in order to allow a particular development proposal to be carried out must either:		
(a) allow that land use to be carried out in the zone the land is situated on, or	The Planning Proposal seeks to rezone the Precinct part B4 Mixed Use and part B7 Business Park zone and is therefore inconsistent with this item.	No, but justified below.
(b) rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or	<p>The Planning Proposal seeks to rezone the Precinct part B4 Mixed Use, which is an existing zone already applying in the Rockdale LEP 2011 that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone</p> <p>The Planning Proposal aims to accommodate urban services within the Precinct that respond to the needs of the local population.</p> <p>It is believed the best means of accommodating these uses is the inclusion of a new B7 Business Park in the Land Use table of the Rockdale LEP 2011. As the B7 zone does not already apply to the Rockdale LEP 2011, the proposal is inconsistent with this item.</p>	Partly consistent.
(c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning	<p>As the Planning Proposal aims to accommodate urban services within the Precinct to respond to the needs of the local population. This is proposed that it is necessary to include a new clause '6.15 Urban Services' to support the provision of urban services within the Precinct.</p> <p>As such, the proposal is inconsistent with this item.</p>	No, but justified below.
(5) A planning proposal must not contain or refer to drawings that show details of the development proposal.	The Planning Proposal will not contain or refer to drawings that show details of the development proposal.	Yes.

A Planning Proposal may be inconsistent with the S9.1 Directions if the relevant planning authority can satisfy the Director General of the NSW Department of Planning and Environment that the provisions of the planning proposal that are inconsistent are of minor significance. The justification of the need and the minor significance is provided below.

B7 Business Park zone

The Planning Proposal intends to introduce a new zone into the Rockdale LEP 2011, with a B7 Business Park zone proposed. The main justification for a new zone is to establish a zone that aims to support the provision of urban services and residential uses within a mixed use built form.

Given the recent prioritisation of protecting urban services in strategic policy (i.e. Greater Sydney Region Plan and Eastern City District Plan), there is no clear definition of 'urban services' specified within the LEP Standard Instrument. Furthermore, there is limited to no precedence of Land Use zones within the Rockdale LEP 2011 that specifically refer to the accommodation of urban services. The SGS Economic & Planning's report to inform the Greater Sydney Region Plan and District Plans *Sydney's Urban Services Land: Establishing a Baseline Provision (July 2017)* highlights that urban services have specific specifications for their operations, and typically locate in Industrial, B5 Business Development and B7 Business Park zones.

Consideration was given to a B6 Enterprise Corridor zone, which is a current zone within the Rockdale LEP 2011. However, the objectives and permissible uses do not align with the intended outcome to support urban services.

Furthermore, residential accommodation is specified as a prohibited use in the B6 zone, which would prevent the residential uses in a mixed use built form.

The objectives of the B7 zone under the LEP Standard Instrument (in black) align the employment objectives of the planning proposal, while additional objectives (in red) are proposed to support the provision of residential uses as part of mixed use development with urban services.

- *To provide a range of office and light industrial uses.*
- *To encourage employment opportunities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To provide for residential uses, but only as part of a mixed use development.*
- *To sustain the provision of urban services to serve the local population.*

The proposed list of uses considered to be urban services, are listed below and have been incorporated in the proposed B7 Business Park zone. This is informed by the AEC's Employment Report (**Appendix B**), which provides a list of businesses that are considered to be urban services.

- business premises,
- depot,
- garden centre,
- hardware and building supplies,
- industrial retail outlet,
- industrial training facility,
- light industry,
- plant nursery,
- self-storage units,
- storage premises,
- vehicle body repair workshop,
- vehicle repair station,
- vehicle sales or hire premises,
- warehouse or distribution centre,
- wholesale supplies.

Residential flat buildings are also included as a permissible use within the proposed B7 zone. This will enable residential uses to be incorporated in a mixed use built form for future development in Girrahween Point.

The inclusion of the B7 Business Park zone is seen to be of minor significance, given it is consistent with the mandatory land uses under the LEP Standard Instrument, and supports the adaptation of environmental planning instruments to facilitate urban services uses, which are now of planning significance given the recent Directions and Planning Priorities of the Greater Sydney Region Plan and the Eastern City District Plan.

Additional Local Provisions - Clause 6.15 Urban services

To ensure the provision of urban services within the Precinct, it is proposed that a new local provision is inserted as Clause 6.15 of Rockdale LEP 2011. The new clause aims to ensure that non-conflicting urban services uses are retained within the Precinct to support the operation and function of the local population, while ensuring it can delivered as part of mixed use development with residential amenity consideration factored as part of the assessment process. The local provision will also assist in defining certain land uses are considered to be 'urban services' to ensure the accommodation of floor space within the Precinct will specifically support its role in the Precinct.

The provision to outline the controls regarding urban services within the Precinct is provided below.

6.15 Urban services

(1) *The objective of this clause is to:*

- (a) *support the provision of urban services uses to serve the population of the local government area,*
- (b) *manage the potential land use conflicts between residential and urban services uses.*

(2) *This clause applies to the following development:*

- (a) *the erection of a new building on land bounded by a heavy black line on the Urban Services Map.*

(3) *Development consent must not be granted to development to which this clause applies unless the consent authority is satisfied that:*

- (a) *the development is part of a mixed use development that includes a non-residential use permitted in Zone B7 Business Park, and*
- (b) *no part of the ground floor of the building that fronts a street will be used for residential purposes (excluding access, car parking and waste storage), and*
- (c) *not less than 80% of gross floor area on the ground floor is for the purpose of urban services, and*
- (d) *any potential land use conflict with residential uses is managed appropriately.*

For the purpose of Clause 6.15, Urban services means a building or place used for the purpose of businesses that service a local population, and includes any of the following:

- (a) *business premises,*
- (b) *depot,*
- (c) *garden centre,*
- (d) *hardware and building supplies,*
- (e) *industrial retail outlet,*
- (f) *industrial training facility,*
- (g) *light industry,*
- (h) *plant nursery,*
- (i) *self-storage units,*
- (j) *storage premises,*
- (k) *vehicle body repair workshop,*
- (l) *vehicle repair station,*
- (m) *vehicle sales or hire premises,*
- (n) *warehouse or distribution centre,*
- (o) *wholesale supplies.*

The inclusion of a new local provision for urban services is seen to be of minor significance, as this will support the adaptation of environmental planning instruments to facilitate urban services uses, which are now of planning significance given the recent Directions and Planning Priorities of the Greater Sydney Region Plan and the Eastern City District Plan.

The need to include a local provision for urban services is seen to be necessary, in particular in high land value areas in the Eastern City District, where these uses find it difficult to compete with other uses, such as higher order industrial and business uses and residential. This will allow the Rockdale LEP 2011 to adapt to forthcoming changes in strategic planning policy that recognize the importance of urban services are to the function of the city. Therefore, the proposed inclusion of Clause 6.15 Urban Services is seen to be justified and of minor significance.

7.3 Environmental, Social and Economic Impacts

Q7 – Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

A Flora and Fauna Assessment report has been prepared by Eco Logical Australia (**Appendix E**) to assess the ecological values within the Precinct. The key findings of the assessment are described in **Section 6.9** of this report.

Q8 – Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

No environmental effects are likely as a result of the Planning Proposal other than those discussed in **Section 6**.

The environmental issues associated with the detailed design and construction of development envisaged in this Planning Proposal would need to be addressed in detail in future Development Applications.

Q9 – Has the Planning Proposal adequately addressed any social and economic impacts?

The social and economic effects are addressed in **Section 6**. The Planning Proposal will contribute to a number of positive social and economic effects, including:

- contribution to the supply of affordable housing (5-10%), as per NSW Government policy;
- increased contributions to fund the critical infrastructure needs within Turrella and to support the protection and rehabilitation of the Wolli Creek and Bardwell Valley Green Grid Priority Project;
- increase in the diversity and supply of housing stock in a location that is well-served by existing and proposed public transport infrastructure;
- improving available social infrastructure within the Precinct and surrounding area to support the existing and future population of Girrahween Point;
- improving local employment opportunities by providing opportunities for business development in areas that align with forecast employment demand and Precinct's characteristics that support the need for urban services and other population-serving employment uses; and
- ensuring the proper utilisation of existing and proposed infrastructure.

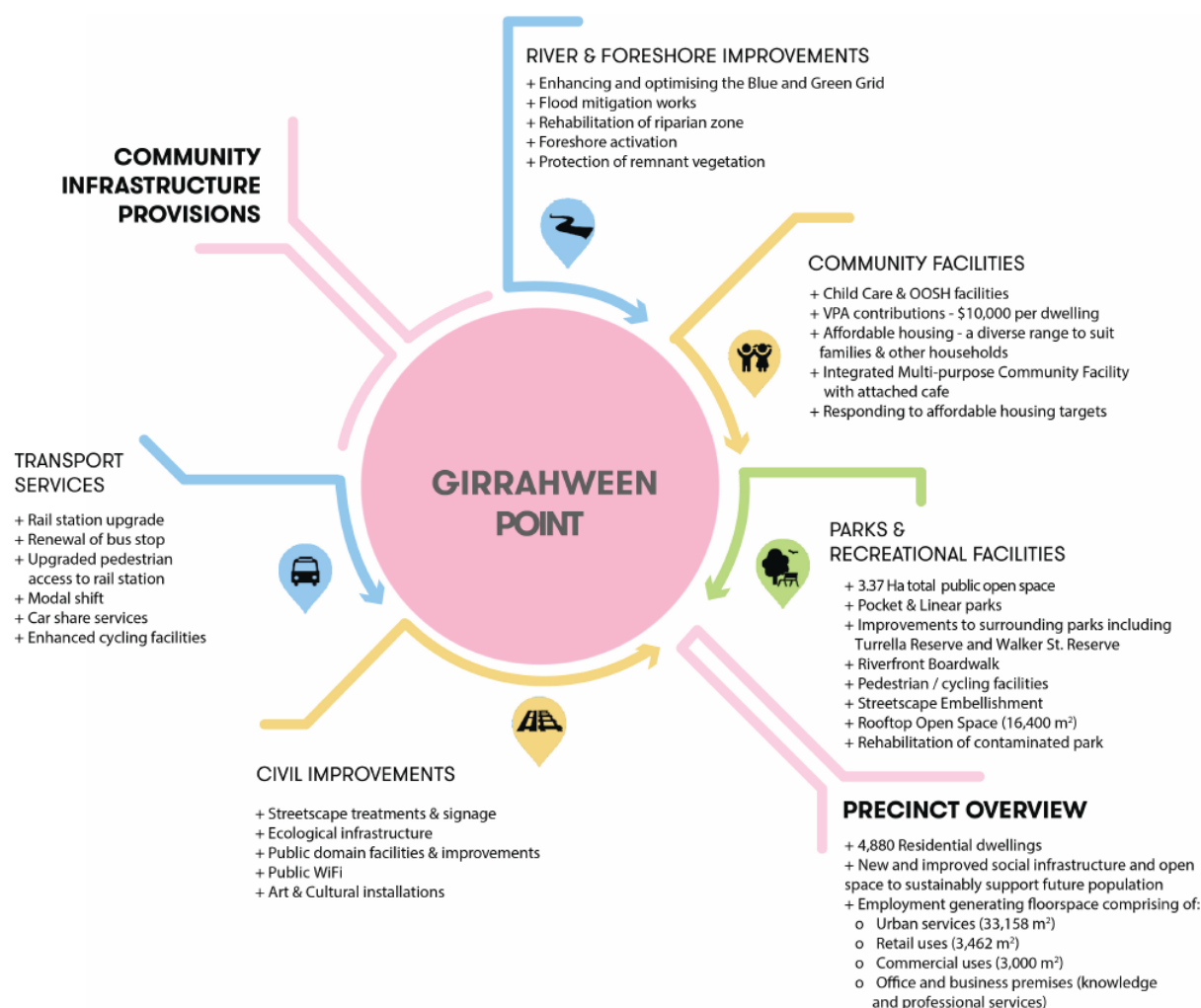


Figure 48 – Girrahween Point Social Wheel

Source: Scott Carver, 2017

7.4 State and Commonwealth Interests

Q10 – Is there adequate public infrastructure for the Planning Proposal?

Utility Services Infrastructure

It is understood that there is sufficient capacity in existing and planned utility services to support additional development in the Precinct and the general locality, where significant growth is expected into the future. Further investigation of utilities infrastructure capacity will be undertaken as part of the detailed site investigations to inform future development activity.

Transport Infrastructure

In light of the existing public transport capacity provided by Turrella Railway Station, it is considered that there is more than ample capacity to accommodate growth in the Precinct.

Social Infrastructure

It is noted that the Precinct has good access to social infrastructure such as proximate public open space areas. It is expected that any further development of the site will require the contribution of a monetary payment of in-kind contribution toward social infrastructure in accordance with Council's development contributions policy. This will ensure that contributions are collected and distributed in a coordinated and strategic manner to ensure that the levying for and provision of social infrastructure reflects the much broader growth occurring within the Bayside West area and the broader local government area.

Section 94 Contributions Plan

As described in **Section 8**, the renewal of the Precinct will generate additional demand for community services and infrastructure within the local area. It is proposed that a new Section 94 Contributions Plan will be prepared specifically for the area. This will apply to all development applications that are determined after the commencement of the proposed Girrahween Point Section 94 Contributions Plan.

This will provide for the funding of specific local infrastructure and facilities within the Precinct for recreational facilities, community facilities and traffic infrastructure.

In addition, given the regional significance of the Wolli Creek and Bardwell Valley Parklands, Turrella Property Pty Ltd wishes to propose that a portion of the monetary contribution from the new Section 94 Contributions Plan is dedicated toward the protection, enhancement and rehabilitation of the Wolli Creek and Bardwell Valley Parklands, as part of the Priority Green Grid Project.

Q11 – What are the views of State or Commonwealth public authorities consulted in accordance with the Gateway determination?

Turrella Property Pty Ltd and the project team have consulted with a number of public authorities in relation to the Planning Proposal for the Precinct. Consultation to date has focused on identifying the planning process being undertaken, key planning issues and matters for further consideration in preparing the Planning Proposal and subsequent detailed site investigations and planning. Discussions with Council and various State government authorities have been positive.

Bayside Council

The project team have met regularly with Council staff over the past 24 months as part of the preparation and administration of the Planning Proposal for Girrahween Point. This has included:

- introducing the project and vision;
- identifying key issues to be addressed in the planning proposal;
- specialist studies required, with Council outlining scope to be addressed as part of each specialist report; and
- briefing of indicative masterplan and reiterative briefings of specialist study updates and key issues.

The project team will be willing to brief Councillors again upon the submission of this Planning Proposal.

Department of Planning & Environment

The Proponent has met with the Urban Renewal team within the Department of Planning and Environment (DP&E) on the 12th of October 2017. This involved discussions regarding the planning proposal and appropriate rezoning pathway for the Turrella Industrial Precinct in concurrence with DP&E Planned Precinct investigations for Turrella.

It was agreed with the DP&E that the proponent continue with lodgement of a planning proposal for the Turrella Industrial Precinct and undertake the assessment process in collaboration with Bayside Council.

Transport for NSW, Roads and Maritime Services, Office of Environment and Heritage, and Sydney Trains

On the 26th of October 2016, The Proponent and traffic consultant (Traffix) met with Council and Transport for NSW, Roads and Maritime Services, Office of Environment and Heritage and Sydney Trains to discuss the Planning Proposal and identify key issues to be addressed for Gateway Determination. The minutes of this meeting can be found within **Appendix N**.

Further consultation with State and Commonwealth public authorities is expected to continue in accordance with the Gateway determination of the Planning Proposal.

8.0 Public Benefit

The planning proposal aims to provide significant improvement in local infrastructure to support the future community of Girrahween Point and the surrounding local population. The provision of proposed infrastructure improvements has been informed by an Open Space, Recreation and Community Services Assessment prepared by MacroPlan Dimasi (**Appendix H**). The proposed infrastructure improvements will include:

- A new multi-purpose community centre that will support a range of uses for the local community, including:
 - function and community rooms;
 - out of school hours (OOSH) care;
 - an operating café and outdoor dining to encourage greater activation of the centre.
- improvements to the public domain and enhance amenity through upgraded streets, public open space and new facilities;
- enhance recreation / open space linkages. The Wolli Creek Regional Park and Bardwell Valley Parklands is a critical component of the Green Grid and Blue Grid for Central Sydney. Wolli Creek is to be enhanced as a regional open space, and active transport corridor, while ensuring protection from development by improving stormwater management;
- enhance public access to of this part of the Wolli Creek and Cooks River foreshore, encouraging this important recreational corridor as a place to meet, exercise and enjoy the river environment;
- support the provision of upgraded public transport facilities, in particular Turrella Railway Station, can also be delivered to improve station access.

8.1 Girrahween Point Section 7.11 (s94) Contributions Plan

The urban renewal of Girrahween Point will generate demand for community services and infrastructure within the local area. New development within the Precinct would be required to contribute to local infrastructure in the form of Section 7.11 (s94) Development Contributions for recreational facilities, community facilities and traffic infrastructure.

It is proposed that a new Section 94 Contributions Plan will be prepared specifically for Girrahween Point. This will apply to all development applications that are determined after the commencement of the proposed Girrahween Point Section 7.11 (s94) Contributions Plan.

This will provide for the funding of specific local infrastructure and facilities within Girrahween Point Planning Proposal area, including, but not limited to:

- streetscape improvements;
- the new public square;
- the new community open space;
- the multi-purpose community centre;
- embellishments of existing open space areas (e.g. Turrella Reserve and Walker Street Reserve)
- undergrounding of existing services;
- new or widened service lanes;
- improved traffic management facilities; and
- new or embellished stormwater drainage.

Wolli Creek Foreshore Rehabilitation

Given the regional significance of the Wolli Creek and Bardwell Valley Parklands, Turrella Property Pty Ltd wishes to propose that a portion of the monetary contribution from the new Section 7.11 (s94) Contributions Plan is dedicated toward the protection, enhancement and rehabilitation of the Wolli Creek and Bardwell Valley Parklands.

The specifics of the contribution amount will come to further negotiation with Council, but it is proposed that a monetary amount per dwelling (to be agreed upon) is established as part of the future renewal of Girrahween Point. It is intended that Council will be responsible for determining how this funding is allocated toward best serving the protection, enhancement and rehabilitation of the Wolli Creek and Bardwell Valley Parklands, as a Priority Green Grid Project.

Further consultation

As some proposed infrastructure improvements are proposed within the Canterbury-Bankstown local government area (e.g. Turrella Reserve), a condition will be imposed under the proposed S7.11 Contributions Plan for the part benefit of areas in the adjoining LGA in accordance with Section 7.14 of the Environmental Planning and Assessment Act 1979.

The rates will be determined collaboratively with Bayside Council and Canterbury-Bankstown Council to appropriately apportion the any monetary contributions between the two Councils.

The proposed rates will be periodically reviewed by both Councils to ensure they continue reflect changes to the costs of providing the facilities that may occur over the life of the plan. The Proponent will begin the process of preparing the new Section 7.11 Contributions Plan Post Gateway Determination, with the new Plan expected to be publicly exhibited with the Planning Proposal.

9.0 Community Consultation

It is proposed that in accordance with 'A guide to preparing local environmental plans' that the Planning Proposal undergo a 28 day public exhibition period. It is noted that confirmation of the public exhibition period and requirements for the Planning Proposal will be given by the Minister as part of the LEP Gateway determination.

In addition to the community consultation requirements set by the 'A guide to preparing local environmental plans', the proponent will undertake additional community consultation to inform the preparation of this planning proposal during post-lodgement. This is further described below.

Post lodgement consultation

Following Gateway Determination of the Planning Proposal, Turrella Property Pty Ltd intends to undertake further community and stakeholder engagement. This could involve:

- A project website that will act as a single source of public information about the project. It will also become a portal to host relevant documents and provide channels for the community to provide feedback.
- A 1800 number and email address that will be used to provide alternative contact methods for the community to reach the project team.
- A community information session to provide the opportunity for the community to meet the project team, ask questions and provide feedback directly to the team about the Planning Proposal.
- The information session is at a local community hall and interested stakeholders will be invited to drop in at a time that is convenient to them.
- A detailed consultation outcomes report that will outline all activities undertaken, feedback received and how the project has addresses issues. It will include activities from both stage one and stage two consultation.

Any future development application for the site would also be exhibited in accordance with Council requirements, at which point the public and any authorities would have the opportunity to make further comment on the proposal.

10.0 Future Supporting Studies

This Planning Proposal establishes a framework to require the preparation of a Development Control Plan to inform any future development on the subject site in accordance with the proposed concept. As this is considered a longer-term development aspiration for the Precinct, additional documentation to inform the site-specific DCP (e.g. Sustainability Report and detailed traffic modelling) would be undertaken as part of that process, commensurate with the additional level of detail required to support detailed development controls for the site.

Sustainability Strategy

A Sustainability Strategy will be prepared post Gateway Determination and before public exhibition of the Planning Proposal. This will address the Greater Sydney Region Plan and Eastern City District Plan's Directions and Planning Priorities aimed to improving the sustainability and resiliency of Greater Sydney.

This Sustainability Strategy will develop sustainability initiatives to be incorporated into the project and articulate how these initiatives may be implemented. The recommendations and initiatives of the strategy will inform a sustainability section of the site-specific DCP that will ensure the holistic and comprehensive application of ecologically sustainable design principles in Girrahween Point.

Traffic and Transport

Further traffic and transport assessment will be prepared post Gateway Determination and before public exhibition of the Planning Proposal.

In addition, it is anticipated that a detailed strategic assessment by the State government will be undertaken after Gateway Determination to identify infrastructure requirements (upgrades) that will be required, taking due account of WestConnex and other major initiatives.

Girrahween Point Section 7.11 (s94) Contributions Plan

It is proposed that a new Section 7.11 (s94) Contributions Plan will be prepared specifically for Girrahween Point. This will apply to all development applications that are determined after the commencement of the proposed Girrahween Point Section 7.11 (s94) Contributions Plan.

The rates will be determined collaboratively with Bayside Council and Canterbury-Bankstown Council to appropriately apportion the any monetary contributions between the two Councils. The Proponent will begin the process of preparing the new 7.11 (s94) Contributions Plan post Gateway Determination, with the new Plan expected to be publicly exhibited with the Planning Proposal.

Floodplain Risk Management Plan

In order to address the inconsistency and the S9.1 Direction (see **section 7.2.4**), a floodplain risk management plan will be prepared in accordance with the principles and guidelines of the Floodplain Development Manual 2005. This will investigate floodplain risk management options that will be feasible for the management of the floodplain that will further inform the planning proposal. This will be prepared post Gateway Determination and before public exhibition of the Planning Proposal.

11.0 Project Timeline

The approximate timeframe for the Planning Proposal is outlined in **Table 30** below.

Table 30 - Project timeline

Task	Timing
Date of Gateway determination	February 2019 (indicative)
Anticipated timeframe for the completion of required technical information	1 March 2019 to 31 March 2019 (indicative)
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	1 April 2019 to 31 May 2019 (assumed)
Commencement and completion dates for public exhibition period	1 April 2019 to 31 May 2019 (assumed)
Dates for public hearing (if required)	TBC by Gateway Determination
Timeframe for consideration of submissions	1 June 2019 to 31 July 2019 (assumed)
Timeframe for the consideration of a PP following exhibition	1 June 2019 to 31 July 2019 (assumed)
Consideration of PP by Council (Council Meeting)	August 2019 (assumed)
Date of submission to the department to finalise the LEP	31 September 2019 (assumed)
Anticipated date RPA will make the plan (if delegated) or Anticipated date RPA will forward to the department for notification	1 October 2019 (assumed)
Anticipated publication date	December 2019 (assumed)

12.0 Conclusion

The objective of this Planning Proposal is to support a change of land use zone and development standards applying to the Turrella Industrial Precinct to facilitate its renewal into a vibrant and sustainable mixed use environment. Specifically, this Planning Proposal seeks to:

- support a land use zone change from IN2 Light Industrial to a composition of B4 Mixed use and B7 Business Park zones to accommodate residential, urban services, commercial and retail in the Precinct;
- increase the maximum permissible building height from 14.5 metres to heights ranging between 8.5 metres and 65.5 metres;
- increase the maximum permissible floor space ratio (FSR) limit from 1:1 to maximum FSR ranging from 2.6:1 to 3.3:1, which accounts for both residential, retail, office and urban services floor space;
- include the Precinct as part of clause 6.14 Design Excellence to deliver the highest standard of architectural, urban and landscape design; and
- include a local provision '6.15 Urban Services' for the accommodation of urban services within the Precinct.

This Planning Proposal to amend the Rockdale LEP 2011 has been prepared in accordance with the relevant provisions of the *Environmental Planning & Assessment Act 1979*, the regulations, applicable Local Planning Directions and the guidelines for the preparation of LEP amendments.

It is recommended that Council resolves to support this Planning Proposal that facilitates the proposed amendments to the Rockdale LEP 2011 for the following reasons:

1. The Planning Proposal has strategic merit, demonstrating consistency with regional, district and local planning policies.
2. The Planning Proposal has site-specific merit due to following:
 - Its location and accessibility around an existing railway station, that will support the effective utilisation of existing rail infrastructure.
 - The availability of large sites available for renewal.
 - Environmental benefits to Wolli Creek by minimising polluting land uses along its foreshore.
 - The capacity to influence / catalyse complementary renewal, as the Precinct faces a number challenges that will continue to diminish its desirability and competitiveness as an industrial precinct.
3. The Precinct can effectively compete as a mixed business/urban services Precinct. As a result, the Planning Proposal will establish a new local centre and support a variety of business activity supporting the local population in not just retail and business services, but with the addition of urban services. The planning proposal has allocated the following for employment uses within the Precinct:
 - over 33,158m² of GFA for future urban services businesses by 2036;
 - 3,462m² of GFA for retail uses; and
 - 3,000m² of GFA for commercial office space.
4. The Planning Proposal will facilitate the delivery of approximately 4,883 new dwellings that will support housing diversity within the area, whilst facilitating the achievement of the 0-5 year targets set for Bayside LGA and longer term targets for the Eastern City District.
5. The Planning Proposal aims to create a diverse and resilient community through high quality public domain improvements and community infrastructure within the Precinct that will support the social needs of the current and future population, including:
 - a new multi-purpose community centre;
 - improvements to the public domain and upgraded streets, public open space and new facilities;
 - the embellishment of adjacent Turrella Reserve for active and passive recreational activities;

- the upgrade of Walker Street Reserve;
 - protection, enhancement and rehabilitation of the Wolli Creek and Bardwell Valley Parklands, as part of the Priority Green Grid Project; and
 - upgraded public transport facilities, in particular Turrella Railway Station, can also be delivered to improve station access.
6. The Planning Proposal will deliver more housing within 30-minutes from surrounding jobs, services and existing infrastructure. Accordingly, it will provide an outcome that would be consistent with the approach to locate housing in highly accessible locations in existing centres.
 7. The masterplan demonstrates that the proposed development of the Precinct will achieve a high level of residential amenity and will minimise the impacts on adjoining residential buildings. Additionally, the proposal will not have any significant adverse environmental impacts with respect to flooding, significant biodiversity, overshadowing, traffic, airspace operations, heritage or urban design, rather it will deliver numerous benefits as demonstrated within this report.
 8. A Sustainability Strategy will be prepared post Gateway Determination and before public exhibition of the Planning Proposal. The Strategy will develop sustainability initiatives to be incorporated into the project and articulate how these initiatives may be implemented. This will address the Greater Sydney Region Plan and Eastern City District Plan's Directions and Planning Priorities aimed toward improving the sustainability and resiliency of Greater Sydney.

In accordance with the above, we believe the proposed amendments to the LEP are appropriate in that they are consistent with the State's strategic direction and will provide an employment and vibrant mixed-use Precinct. We recommend that Council resolves to support this Planning Proposal to the NSW Department of Planning & Environment's Gateway Review Panel and the issuing of a Gateway Determination that facilitates the proposed amendments to the LEP.