

# **PLANNING PROPOSAL**

## **11-17 COLUMBIA LANE, HOMEBUSH**

**URBIS**

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# 1. INTRODUCTION

This Planning Proposal has been prepared by *Urbis Pty Ltd* on behalf of *Columbia Lane Developments Pty Ltd* (the Proponent) and seeks to initiate the preparation of a Local Environmental Plan amendment for the land at **11-17 Columbia Lane, Homebush** (the site).

The Planning Proposal was originally lodged with Strathfield Council on 1 May 2015. It has since been updated as a result of a pre-gateway review process undertaken by the NSW Department of Planning and Environment (the Department) and the Sydney East Joint Regional Planning Panel between August 2015 and May 2016 (PGR\_2015\_STRAT\_001\_00).

The Planning Proposal has been updated to reflect the final *Parramatta Road Corridor Urban Transformation Strategy* (November 2016) and the *Parramatta Road Corridor Implementation Tool Kit*, adopted by the NSW Government on 19 December 2016.

The Secretary of the Department appointed the Sydney Central Planning Panel, as an alternate Relevant Planning Authority on 21 December 2016 to progress the planning proposal through the plan making process. This report has been prepared to assist the Sydney Central Planning Panel prepare a Planning Proposal to amend the land use zoning, height and floor space ratio development standards, under the *Strathfield Local Environmental Plan 2012* (SLEP 2012), in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The intended outcome of this Planning Proposal is to amend SLEP 2012 to achieve consistency with the *Parramatta Road Corridor Urban Transformation Strategy*, as follows:

- Amend the land use zoning of the subject site from R4 High Density Residential to **B4 Mixed Use**;
- Amend the applicable maximum height of buildings development standard, under *Clause 4.3A: Exceptions to height of buildings (Parramatta Road Corridor)*, to permit buildings up to **80 metres**.
- Amend the applicable floor space ratio development standard, under *Clause 4.4A: Exceptions to floor space ratio (Parramatta Road Corridor)*, to permit a floor space ratio of **5:1**.

These amendments will facilitate the redevelopment of the site for a conceptual mixed-use development, as illustrated in the Architectural Drawings prepared by *Mosca Pserras Architects* (refer **Appendix A**), which will incorporate the following:

- A mixed-use building, with a nine-storey podium and tower elements at twenty-four (24) and twenty-six (26) storeys, communal open space at ground and podium levels, and basement car parking.
- An extension of George Street to the south (now known as 'Nipper Street'), providing a connection from Columbia Lane (now known as 'Gramophone Lane').
- Creation and embellishment of a new open space.

The proposed development, in association with adjacent development projects, provides the opportunity to create a vibrant, community focused, residential precinct. The public benefits of such a development include:

- Delivering residential housing in response to the identified need, outlined by State and local planning strategies, situated close to facilities and services;
- Providing opportunities for improvement to the wider public domain including the creation of a new open space and shared zone, providing a new focus of local community activity;
- Providing a catalyst for urban renewal with the Parramatta Road Corridor;
- Transformation of a brownfield site into a vibrant residential development in an emerging mixed use precinct;
- Provision of a range of dwelling sizes and configurations in close proximity to transport, schools, open space, retail and support services; and
- Utilisation of existing infrastructure and services.

This Planning Proposal has been prepared in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* with consideration of the NSW Department of Planning and Environment's 'A guide to preparing planning proposals' and 'A guide to preparing local environmental plans', August 2016. Accordingly, this Report is structured as follows

- **Chapter 2: Background** – provides a summary of the planning process to date.
- **Chapter 3: Site Analysis** – provides a description of the site and context.
- **Chapter 4: Strategic Planning Context** – provides a summary of the relevant strategic planning policies and directions.
- **Chapter 5: Statutory Planning Context** – provides a summary of the relevant statutory planning legislation and controls.
- **Chapter 6: Development Concept** – provides a description of the proposed concept design.
- **Chapter 7: Planning Proposal**, including:
  - Part 1 – A statement of the objectives and intended outcomes of the proposed instrument.
  - Part 2 – An explanation of the provisions that are to be included in the proposed instrument.
  - Part 3 – The justification for those objectives, outcomes and the process for their implementation.
  - Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies.
  - Part 5 – Details of the community consultation that is to be undertaken on the planning proposal.
  - Part 6 - A project timeline to detail the anticipated timeframe for the plan making process.
- **Chapter 8: Conclusion.**

The Planning Proposal is supported by the following technical documentation:

- Architectural Concept Drawings prepared by *Mosca Pserras Architects* (**Appendix A**);
- Urban Design Study prepared by *Architectus* (**Appendix B**);
- Traffic and Transport Assessment prepared by *Colston Budd Hunt & Kafes* (**Appendix C**);
- View Analysis prepared by *Richard Lamb and Associates* (**Appendix D**);
- Acoustic Assessment prepared by *EMM Consulting* (**Appendix E**);
- Economic Assessment prepared by *Urbis* (**Appendix F**); and
- Preliminary Contamination and Geotechnical Investigation prepared by *WSP Environment & Energy* (**Appendix G**).

## 2. BACKGROUND

The site has been the subject of a lengthy planning process, most recently involving a Planning Proposal and Pre-Gateway Review process undertaken by the NSW Department of Planning and Environment and the Sydney East Joint Regional Planning Panel, as well as a request to appoint an alternate Relevant Planning Authority. This section provides a description of the planning process to date.

Table 1 – Planning Process – Timeframe

Timeframe	Outcome
7 May 2013	Planning Assessment Commission issue <b>Concept Plan Approval</b> to Major Project MP10_0143 for the mixed use development of the 'Columbia Precinct'.
24 April 2014	<b>Development application</b> (DA) 2014/066 was submitted to Strathfield Council, seeking approval for the mixed use development of 6 - 18 Parramatta Road, Homebush, which was identified as Stage 1A of the MP10_0143 Concept Plan.
30 October 2014	Sydney East Joint Regional Planning Panel determined to approve DA 2014/066.
25 November 2014 & 17 December 2014	The Proponent met with Council to discuss the future development of the remaining parcels of land within the 'Columbia Precinct'. 11-17 Columbia Lane was identified as Stage 2A and 3B in the Concept Plan Approval.
22 December 2014	Council issue correspondence advising that a <b>Planning Proposal</b> was required to facilitate the future development of 11-17 Columbia Lane, Homebush, and included a list of items to be addressed as part of the process.
17 February 2015	Correspondence issued by Kennards (2-4 Parramatta Road, Homebush) to Council's General Manager confirming that they do not wish to participate in the Planning Proposal. The Kennards site forms the remaining Stages 2B and 3A of the concept plan.
23 February 2015	<b>Preliminary Planning Proposal</b> issued to Council as part of a pre-lodgement process.
Early March 2015	Telephone conference convened with Council to discuss the preliminary planning proposal and Council's requirements for final lodgement.
1 May 2015	<b>Planning Proposal</b> lodged with Council. The planning proposal sought to amend the Strathfield LEP 2012 by amending clause 4.3A Exceptions to height of buildings (Parramatta Road Corridor) and clause 4.4A Exceptions to floor space ratio (Parramatta Road Corridor) to permit buildings with a height up to 70m and a floor space ratio of 3.66:1 at 11-17 Columbia Lane, Homebush. The R4 High Density Residential zoning was not proposed to be amended.

<b>Timeframe</b>	<b>Outcome</b>
21 July 2015	<b>Assessment report</b> presented to the Planning Committee meeting of Council, which recommended the Planning Proposal be <b>deferred</b> until the 'draft Parramatta Road Corridor Urban Renewal Strategy' is finalised. Councillors voted unanimously in favour of this recommendation.
28 July 2015	Council informed the proponent of the Planning Committee resolution to <b>defer</b> the Planning Proposal for 11-17 Columbia Lane, Homebush.
21 August 2015	Request for a <b>pre-gateway review</b> lodged with the Department of Planning and Environment.
21 January 2016	<b>Information Assessment and Recommendation Report</b> issued by the Department of Planning and Environment recommending that the Deputy Secretary 'form the opinion that sufficient information has been provided and the request is eligible for review, and agree to forward the request to the Sydney East Joint Regional Planning Panel for advice'.
29 January 2016	Department of Planning and Environment determine that there is merit in the Planning Proposal proceeding to the Sydney East Joint Regional Planning Panel for <b>detailed review</b> .
22 March 2016	Sydney East Joint Regional Planning Panel recommends the proposed instrument should be submitted for a <b>Gateway determination</b> .
22 April 2016	Department of Planning and Environment advises that the Planning Proposal should proceed to Gateway determination stage and request that the planning proposal be updated to reflect the recommendation of the Panel that <i>'the proposal be modified to be consistent with the building heights shown in the <u>draft Parramatta Road Urban Transformation Strategy</u>, i.e. that the tallest building should be to the south and that the average building height should be fourteen storeys'</i> .
22 April 2016	Council was notified of the Department's decision and was requested to advise if it wishes to be appointed as the <b>Relevant Planning Authority</b> for the Planning Proposal.
28 April 2016	Meeting held with UrbanGrowth NSW, the Department of Planning and Environment, and Council in response to the Department's recommendation that 'Consultation with Urban Growth NSW is recommended prior to exhibition'.
11 May 2016	Council agreed to act as the <b>Relevant Planning Authority</b> in finalising the Planning Proposal. However, Council indicates <i>'the planning proposal is reliant on the <u>final New Parramatta Road Strategy</u>', to be released in mid-2016.</i>
20 May 2016	Council issued further correspondence to the Department confirming the Planning Proposal will be assessed in accordance with the <u>draft Parramatta Road Strategy</u> .



Timeframe	Outcome
End May 2016	The <b>updated planning proposal</b> is submitted to the Department of Planning and Environment and Council.
16 August 2016	<p><b>Assessment report</b> presented to the Planning Committee meeting of the Council, which recommended that the <b>updated Planning Proposal be deferred</b> on the grounds that:</p> <ul style="list-style-type: none"> <li>• <i>“Proceeding with the planning proposal in isolation prior to the release of the final Parramatta Road Urban Renewal Strategy establishes a precedent that will be difficult to resile from, to the detriment of the broader function of the Parramatta Road Corridor.</i></li> <li>• <i>Council was not consulted on the decision to increase the original height request from 70 metres to 82 metres.</i></li> <li>• <i>It is Council’s opinion that both the Department Planning and Environment and the Sydney East Joint Regional Planning Panel have misinterpreted the draft height provisions contained in the draft Parramatta Road Urban Renewal Strategy, therefore questioning the validity for both bodies to support the planning proposal”.</i></li> </ul> <p>Councillors voted unanimously in favour of this recommendation.</p>
23 August 2016	Applicant submitted a request that an <b>alternate Relevant Planning Authority</b> be appointed to manage the next steps of the Planning Proposal process.
November 2016	Final <b>Parramatta Road Corridor Urban Transformation Strategy</b> is released, along with the Section 117 Ministerial Direction, Policy Framework, Implementation Tool Kit and Reference Reports.
21 November 2016	Greater Sydney Commission releases the <b>draft District Plans</b> for Sydney.
19 December 2016	Parramatta Road Corridor Urban Transformation Strategy - Section 117 Ministerial Direction – becomes effective.
21 December 2016	Secretary appointed the <b>Sydney Central Planning Panel</b> as the Relevant Planning Authority to progress the planning proposal through the plan making process.
January – April 2017	Applicant preparing a further revised Planning Proposal to address the evolving strategic planning framework and to update to be consistent with the <i>Parramatta Road Corridor Urban Transformation Strategy</i> .

## 3. SITE ANALYSIS

### 3.1. THE SITE AND EXISTING DEVELOPMENT

The subject site is known as **11-17 Columbia Lane, Homebush** and has a total area of 6,568m<sup>2</sup>. It is legally described as Lots 4 and Lot 5 in DP261926. The site is occupied by industrial style buildings which are currently largely disused. Development of the site is constrained by its proximity to existing electrical transmission lines adjacent to the site's western boundary.

The site is situated approximately 12 kilometres west of the Sydney CBD on the southern side of Parramatta Road and is bound by an approved mixed use development to the north, Columbia Lane to the east, and Powell's Creek to the south and west (refer Figure 1). The site is within walking distance to Homebush railway station. The Bakehouse Quarter village centre is located to the north of the site on the opposite side of Parramatta Road.

Figure 1 – Site Context Plan



### 3.2. LOCALITY DESCRIPTION

Directly adjoining the site to the north is an approved mixed-use development, known as '*Stage 1 - Columbia Precinct*', which has recently been completed and is now occupied. To the north-east is a Kennards Self Storage Facility whilst further east are a number of recently constructed mixed use and residential flat buildings, located within the Canada Bay Local Government Area.

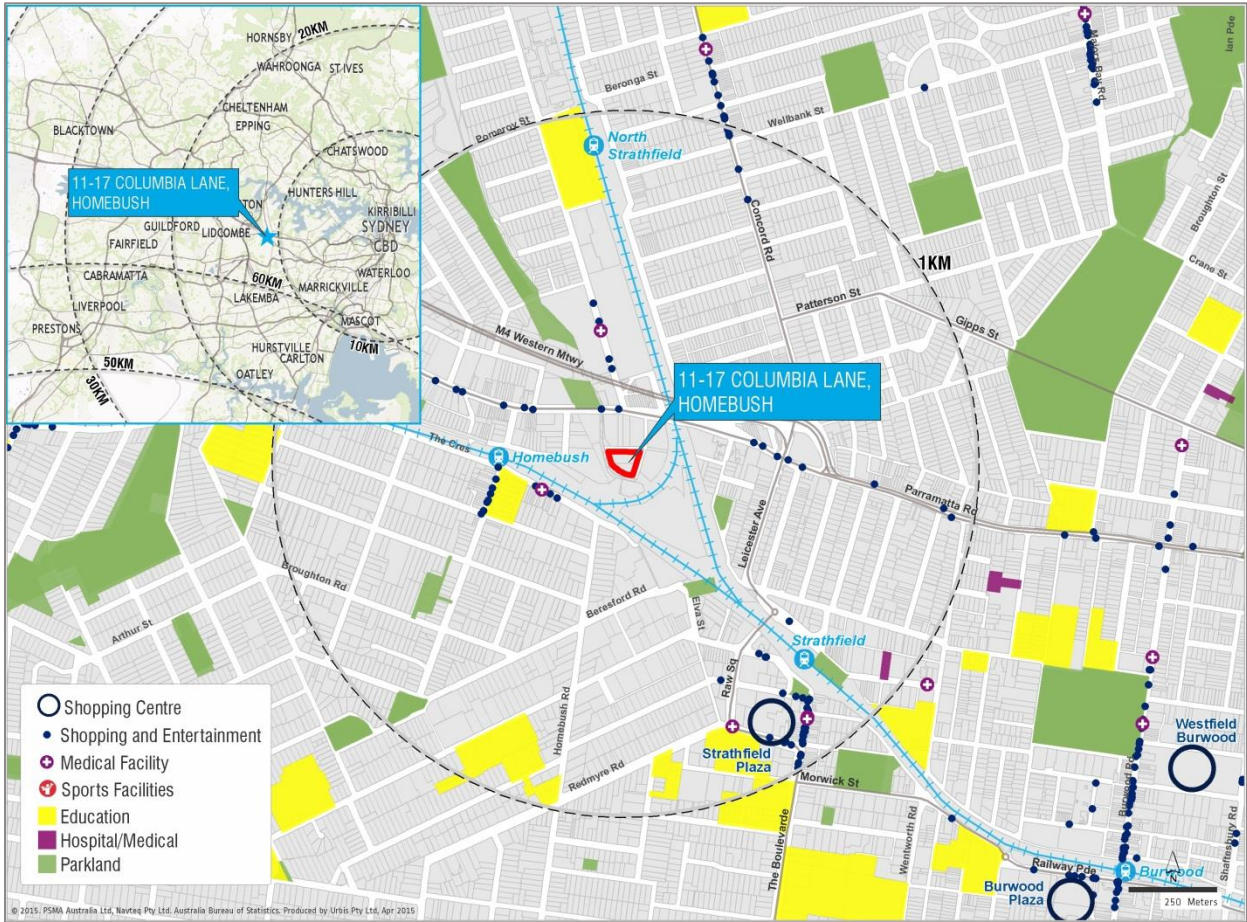
The site adjoins a concreted section of Powell's Creek to the south and west. Further west are four high density residential flat buildings which front Station Street and Homebush Train Station. Further south is an electrical substation and railway land.



The surrounding locality is characterised by a range of residential, light industrial and small scale retail and business uses. The locality can be described as an area undergoing transition from industrial, infrastructure, commercial and low-density residential land uses to an area supporting higher density mixed-use development with a focus on delivering new housing and day to day support services to meet resident needs.

The site is located within close proximity to a range of educational, community, health and recreation facilities, shopping centres and parklands (refer Figure 2).

Figure 2 – Local Context Plan



### 3.3. SURROUNDING ROAD NETWORK

The site is adjacent to, and can readily access the major east-west routes of the M4 Western Motorway and Parramatta Road (Great Western Highway) and the major north-south ring route (Metroad 3) that runs along Homebush Bay Drive.

Historically the local road network serving the subject site was Columbia Lane. This laneway connects into Parramatta Road at an un-signalised T-intersection. All movements were provided at this intersection, with a right turn storage lane in Parramatta Road for movements into Columbia Lane.

In association with the development known as ‘Stage 1 – Columbia Precinct’ an extension to George Street has been provided through 6-18 Parramatta Road to the north of the site, now known as ‘Nipper Street’.

In addition, a series of road works have been constructed within Parramatta Road, including a fourth (southern) signalised approach to the Parramatta Road/George Street intersection; two northbound approach lanes to the Parramatta/Nipper Street intersection; Parramatta Road widened along the site frontage, to provide a third westbound through lane; and a lengthened right turn bay from Parramatta Road into George Street.

### 3.4. PUBLIC TRANSPORT

The site is well located to the public transport networks. It is located within walking distance of three railway stations at Homebush, Strathfield, and North Strathfield. Homebush Station is approximately 300m from the site, Strathfield Station is approximately 900m from the site, and North Strathfield Station is approximately 900m from the site. Services on the main lines through these stations generally operate with headways of 5 to 10 minutes in each direction during peak periods and 10 to 15 minutes in each direction outside peaks. Location of the stations is shown on Figure 2.

Local and regional bus services through the area are provided by Sydney Buses. There are bus stops on both sides of Parramatta Road in the vicinity of the site. Bus services in the area include the following routes:

- Route 408 - Flemington Station or Rookwood Cemetery to Burwood via Homebush and Strathfield;
- Route 458 - Ryde to Burwood via Rhodes, Concord Hospital, North Strathfield and Strathfield;
- Route 459 - Macquarie University to Strathfield via Macquarie Centre and Ryde;
- Route 525 - Sydney Olympic Park and Parramatta to Burwood via Newington and Strathfield; and
- Route 526 - Sydney Olympic Park Wharf to Burwood via Newington and Strathfield.

Strathfield Station also provides a major transport interchange for local and regional bus services operating in the area.

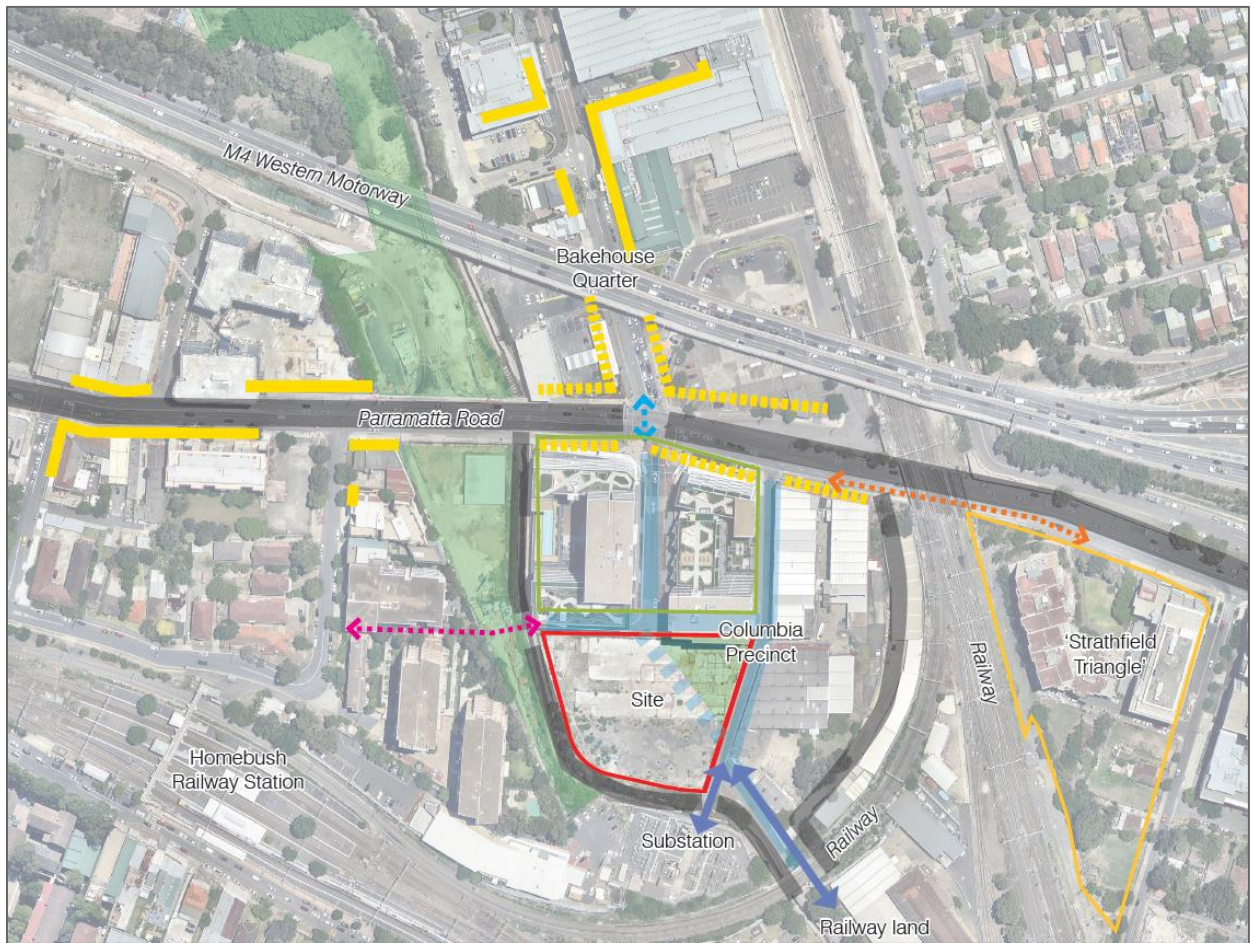
### 3.5. OPPORTUNITIES AND CONSTRAINTS

Figure 3 below identifies the key influences, opportunities and constraints associated with the subject site, the Columbia Precinct, and the wider local context. These include:

- The Columbia Precinct is relatively self-contained through its boundaries with Parramatta Road to the north, the future Powells Creek public open space to the west, and the railway lands to the south and east;
- The site is provided excellent connectivity to Homebush Railway Station, through the future pedestrian bridge over the Sydney Water channel and footway through nearby properties;
- The site has excellent connectivity to the Bakehouse Quarter retail precinct;
- Future development of the site is influenced by the existing surrounding uses, including residential flat buildings to the south-west, electrical substation to the south, and railway lands to the east; and
- Future development of the precinct and wider local context is constrained by the existing amalgamation and development patterns, strata titled sites, and State and local heritage listings.



Figure 3 – Site Context – Opportunities & Constraints



- Stage 1 of Columbia Precinct
- Stage 2 of Columbia Precinct (Site)
- Strathfield Triangle
  
- Existing active frontages (pedestrian oriented - excluding car yards and similar)
- Potential future pattern of active frontages
- Barrier to connectivity
- Existing pedestrian links across Parramatta Road.
- Identified future bridged link and right of way link to Homebush Railway Station
- Link from site to Strathfield Station via Parramatta Road railway underpass
- Existing street network through Columbia Precinct
- Desire-line link through site (linking George St to Railway land)
- Access to substation and railway land adjacent to site
- Planned open space

## 4. STATUTORY PLANNING CONTEXT

### 4.1. STRATHFIELD LOCAL ENVIRONMENTAL PLAN 2012

The *Strathfield Local Environmental Plan 2012* is the principal environmental planning instrument applicable to the subject site. SLEP 2012 was gazetted on 15 March 2013 and commenced on 29 March 2013.

#### Land Use Zoning

The site is zoned **R4 High Density Residential** under SLEP 2012 (refer Figure 4). The objectives of the R4 High Density Residential zone are as follows:

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

The following uses are permissible with consent: *Boarding houses; Child care centres; Community facilities; Hotel or motel accommodation; Neighbourhood shops; Places of public worship; Residential flat buildings; Respite day care centres; Roads; Shop top housing.*

Figure 4 – SLEP 2012 – Land Use Zoning Map

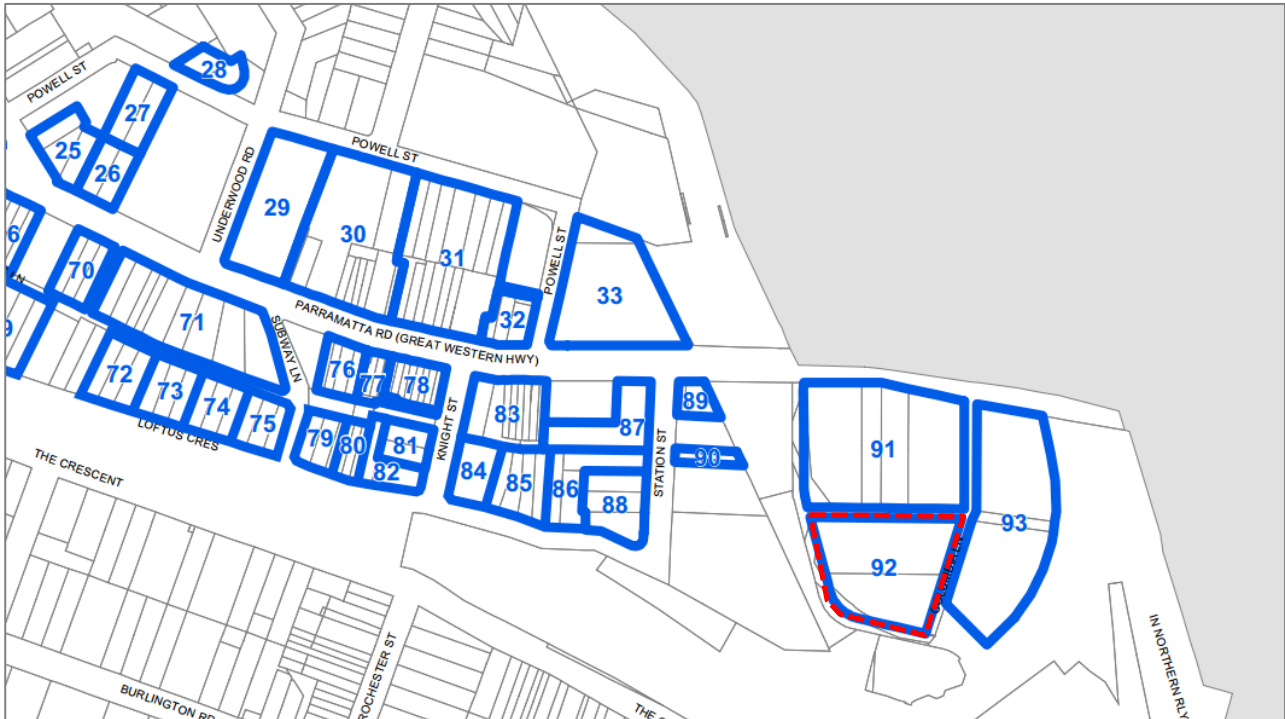


 Subject Site

#### Building Height & Floor Space Ratio

The site is identified as a 'key site' within the Parramatta Road Corridor under SLEP 2012 (refer Figure 5). As such, the maximum height of buildings permitted on the site is **32 metres** (clause 4.3A) and the maximum floor space ratio permitted is **2.7:1** (clause 4.4A).

Figure 5 – SLEP 2012 – Key Sites Map



 Subject Site

## 4.2. STRATHFIELD DEVELOPMENT CONTROL PLAN 2005

The *Strathfield Development Control Plan (DCP 2005)* was adopted by Council on 4 April 2006 and came into force on 3 May 2006. The Strathfield DCP 2005 provides guidelines for new development and encourages high quality design based on sound planning principles, sustainability and to enhance the quality of the landscape, streetscape character and amenity.

Council has also adopted site specific controls for strategic redevelopment areas through the Strathfield Local Government Area, including the Parramatta Road Corridor, which is subject to *Development Control Plan No 20 (DCP 20)*. In instances where there is inconsistency between the general provisions of DCP 2005 and those of DCP 20, the DCP 20 is considered by Council to prevail. These controls are now out of step with the vision for Parramatta Road Corridor.

## 4.3. STRATHFIELD DCP NO 20 - PARRAMATTA ROAD CORRIDOR

*Development Control Plan No 20* has been prepared to control and guide the nature, form and scale of multiple-unit housing and mixed use developments within the Parramatta Road Corridor Area. Under DCP 20 the subject site is envisaged to accommodate a series of perimeter buildings with a maximum height of four and six storeys. This is considerably less than the building heights specified in the SLEP 2012 and the Parramatta Road Corridor Transformation Strategy. DCP No 20 is no longer a relevant guide for the site.

It is noted that the purpose and status of development control plans is to “provide guidance” to proponents and Councils in achieving land use zone objectives and facilitating permissible development under an environmental planning instrument. In instances where there is an inconsistency between a development control plan and a local environmental plan, the local environmental plan is considered to prevail.



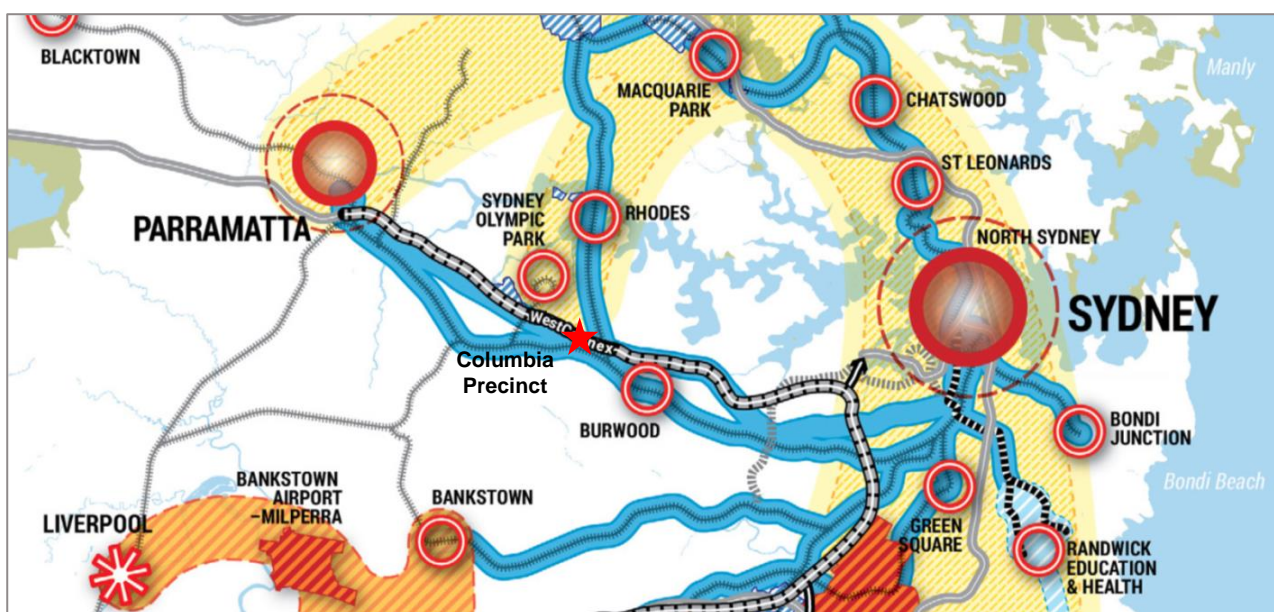
## 5. STRATEGIC PLANNING CONTEXT

### 5.1. A PLAN FOR GROWING SYDNEY

*A Plan for Growing Sydney* (The Plan), released by the Department of Planning and Environment in December 2014, is the NSW Government's strategic planning vision for metropolitan Sydney. The Plan is focused on creating a competitive economy and accelerating housing supply, choice and affordability. The Plan estimates that Sydney will require an additional 664,000 dwellings by 2031 to cater to the rapidly expanding population.

Under *A Plan for Growing Sydney*, the 'Columbia Precinct' is located within the Central Subregion, at the junction of the Global Economic Corridor, which runs north to Sydney Olympic Park, Rhodes and Macquarie Park (refer Figure 6). The area is identified as part of an Urban Renewal Corridor, earmarked for revitalisation in order to provide for a greater range of housing within close proximity to employment, services, and social infrastructure.

Figure 6 – A Plan for Growing Sydney – Extract



The Plan outlines key directions and actions relating to the revitalisation of the Parramatta Road Corridor. Specifically, the Plan states that *"the Government will... continue to focus urban renewal activities to provide additional housing in the... Parramatta Road Corridor"*. Furthermore, it is stated that *"the corridor will be a focus for increased housing, economic activity and social infrastructure, especially around centres with good public transport access and amenity"*.

One of the key priorities for the Central Subregion is to *"accelerate housing supply, choice and affordability and build great places to live"*. To support this key priority the Plan identifies the following action: *"Work with Councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around Priority Precincts, established and new centres, and along key public transport corridors..."*

The Plan also provides a commitment that *"...the Government will investigate the feasibility of light rail along Parramatta Road for the length of the corridor"*, further improving the public transport options in this area.

The subject site is located directly adjacent to Homebush Station on the main western rail line between the Sydney CBD and Parramatta (which the Plan envisages as Sydney's second CBD). The land represents a strategic development opportunity within an identified Urban Renewal Corridor, which will deliver new residential accommodation with easy access to employment, transport and services. The Plan identifies sites in the Corridor as a focus for increased housing, both to better utilise the existing rail infrastructure and to bring new life to local communities.



The Plan does not specify expectations about the built form for additional housing in the Parramatta Road Corridor, however the objectives of increasing housing choice and affordability in existing urban areas points to increased development densities in strategic locations.

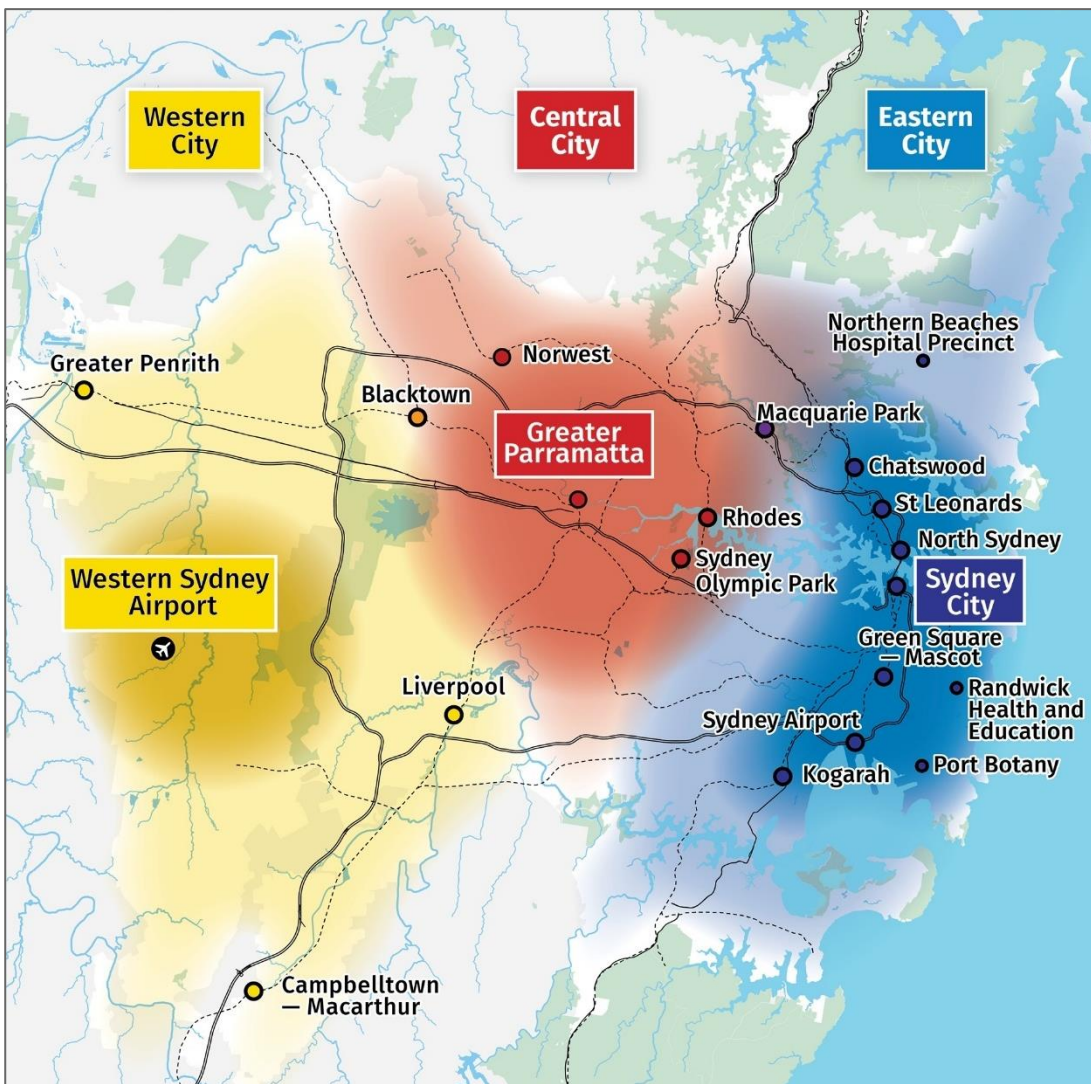
The Planning Proposal is consistent with the Plan, as it would:

- Increase the supply of housing near Homebush Station (Direction 2.1);
- Assist in revitalising existing suburbs by providing housing in or near centres in established urban areas to help more people live where they want - closer to jobs, services and transport (Direction 2.2 and Direction 3.1);
- Respond to increased housing diversity and choice through the provision of housing stock to suit the needs of a changing population (Direction 2.3); and
- Accelerate the housing supply, choice, affordability and build a great place to live (Central Subregion priorities).

## 5.2. TOWARDS OUR GREATER SYDNEY 2056

The Greater Sydney Commission has released a draft amendment to *A Plan for Growing Sydney*, titled *Towards our Greater Sydney 2056*, that aligns with the vision established by the draft District Plans released in November 2016. The draft amendment reconceptualises Greater Sydney as a metropolis of three cities (refer Figure 7). This is a shift away from the current monocentric approach, where Greater Sydney is a place anchored by an economically strong single central business district, to a genuine polycentric approach.

Figure 7 – A metropolis of three cities: Global Sydney



The subject site is located within the Central City, which is anticipated to experience the most significant urban transformation over the next 10 to 15 years. The draft amendment recognizes that the Greater Parramatta and the Olympic Peninsula (referred to as GPOP) will develop its role as Greater Sydney's second city region.

Towards our Greater Sydney 2056 aims to (among other things):

- Accommodate 1.74 million additional people and more than 725,000 new homes;
- Improve accessibility to jobs across all districts;
- Improve the ability to walk to local services and amenities;
- Provide equitable access to jobs and education in centres to strengthen human capital;
- Provide equitable access to health, open space and community and cultural infrastructure;
- Support a range of housing choices at different price points to suit people through all stages of life;
- Provide affordable rental housing specifically for eligible households on very low and low incomes;
- Increase housing supply that broadens choice and diversity;
- In existing areas, prioritise new housing in places where daily needs can be met within walking distance or by public transport; and
- Lead the collaboration in the development of major city-shaping areas, such as the Western Sydney Airport and GPOP.

The Planning Proposal is consistent with the draft amendment as it would:

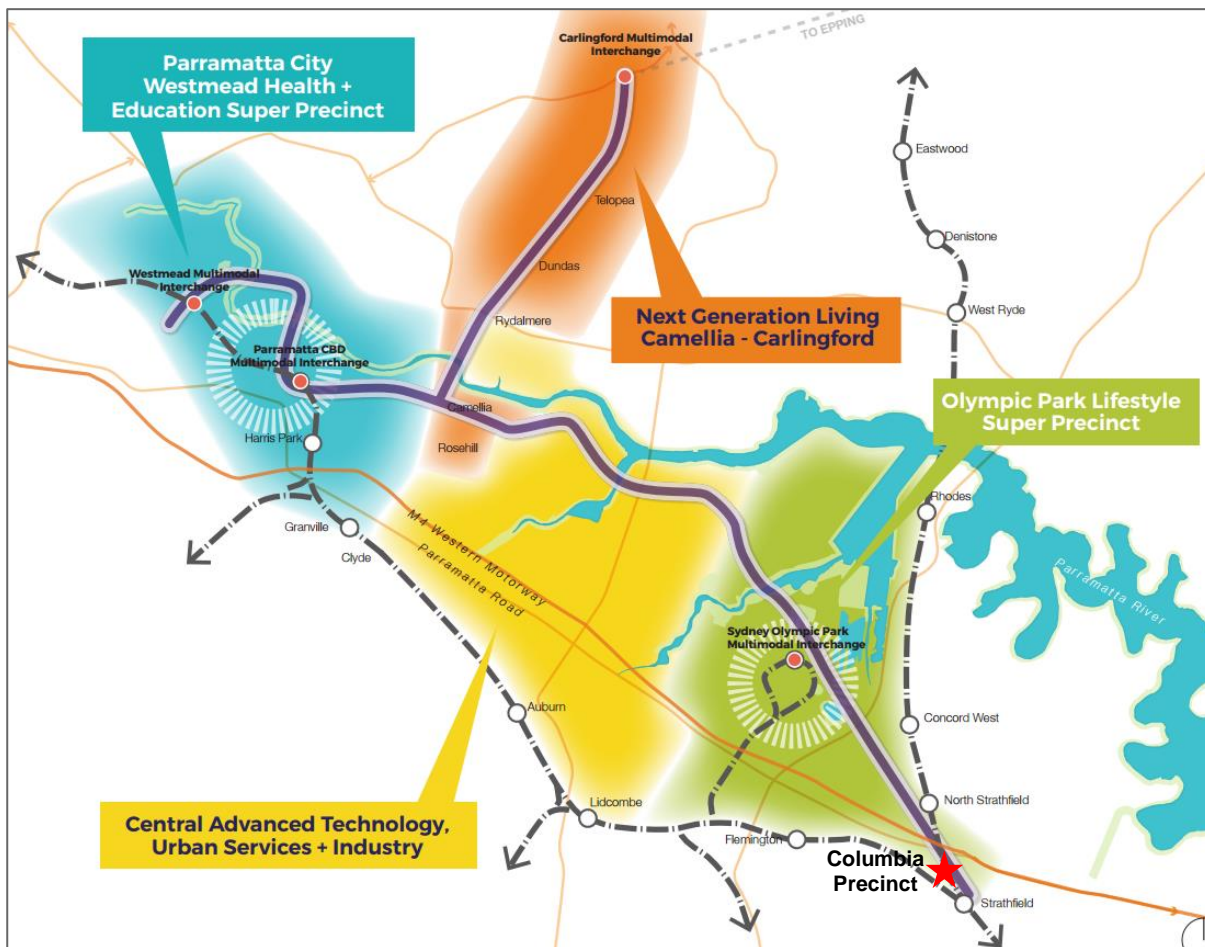
- Contribute to the anticipated urban transformation of the Central City and GPOP, through the delivery of approximately 382 new homes and associated amenities;
- Provide a diversity of housing types, sizes, and configurations to meet the needs of a wide range of people;
- Provide affordable rental housing in line with the requirements of the draft District Plan; and
- Provide new housing in an area where access to jobs, education, local services and amenities, health, open space and community and cultural infrastructure is within walking distance or can be readily accessed by public transport.

### 5.3. GREATER PARRAMATTA AND THE OLYMPIC PENINSULA

The Greater Sydney Commission released its draft vision for Greater Parramatta and the Olympic Peninsula (GPOP) in October 2016. GPOP is a 4,000 hectare corridor spanning 13 km east–west from Strathfield to Westmead, and 7 km north–south from Carlingford to Lidcombe and Granville, and includes the subject site.

The Greater Sydney Commission envisaged that by 2036 “GPOP will be Greater Sydney’s true centre – the connected, unifying heart”. The draft vision aims to leverage projects planned and committed in the GPOP area to facilitate major change, including new infrastructure such as the planned Parramatta Light Rail and WestConnex. The draft vision identifies eight major renewal areas connected by light rail, including the Homebush Precinct. The site is located within the Homebush Precinct.

Figure 8 – GPOP Four Future Quarters – Extract



The draft vision notes: “The Homebush Precinct is identified to have the potential to offer higher density housing and a bustling hub between Homebush, North Strathfield, Concord West and Strathfield Stations. It will build upon the Bakehouse Quarter, creating main-street style uses on Parramatta Road and George Street. Powell’s Creek will act as a green corridor, winding through the precinct as the dense network of streets to the north and west create safe links to medium-density residential neighbourhoods. The whole precinct will be well connected for pedestrians, cyclists, public transport patrons and drivers.”

The NSW Department of Planning and Environment is currently working with the City of Parramatta Council, the Greater Sydney Commission and Transport for NSW to develop a Land Use and Infrastructure Strategy for the Greater Parramatta Priority Growth Area. The strategy will build on the GPOP vision developed by the Greater Sydney Commission and is expected to be released later this year.

The Planning Proposal is consistent with the draft vision for GPOP as it will provide housing in close proximity to existing and planned transport links, and will contribute to the Greater Sydney Commission’s vision for a connected, unified heart at Greater Sydney’s true centre.

## 5.4. DRAFT DISTRICT PLANS

The Greater Sydney Commission released six draft District Plans for Sydney in November 2016. The draft District Plans set out the opportunities, priorities and actions and provide the means by which the Greater Sydney Region Plan, *A Plan for Growing Sydney* and *Sydney Towards 2056* can be put into action at a local level.

The site is located within Greater Sydney's Central District. The Greater Sydney Commission envisage by 2036 the Central District will be *"a global sustainability leader, managing growth while maintaining and enhancing the District's liveability, productivity and attractiveness for residents and visitors"*.

The Greater Sydney Commission has identified a five-year housing target that is based on both the Central District's dwelling need and the opportunity to deliver supply. The local government area of Strathfield is to provide 3,650 dwellings by 2021, which represents just 8% of the 46,550 dwellings required across the entire Central District. The Commission has also identified a minimum 20-year housing target of 157,500 dwellings to be delivered within the Central District by 2036.

The draft District Plan identifies the need to leverage a number of existing opportunities, investments, and economic assets in order to drive economic activity and diversity, not only for the Central District but for NSW and Australia. Parramatta Road is identified as a strategically important transport route for business, employment and urban services, with the Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW setting out the vision, land use and transport principles to accommodate 27,000 new homes and 50,000 new jobs over the next 30 years.

The draft District Plan identifies initiatives to enhance 30-minute accessibility within the Central District, including better transport connections, and stronger strategic and district economic and employment centres. Relevant initiatives include Bus Rapid Transit between Parramatta and Sydney via Parramatta Road, Sydney Metro, Parramatta Light Rail, and improving transport connections from Strathfield to Sydney City.

The Planning Proposal is consistent with the draft Central District Plan, as it would:

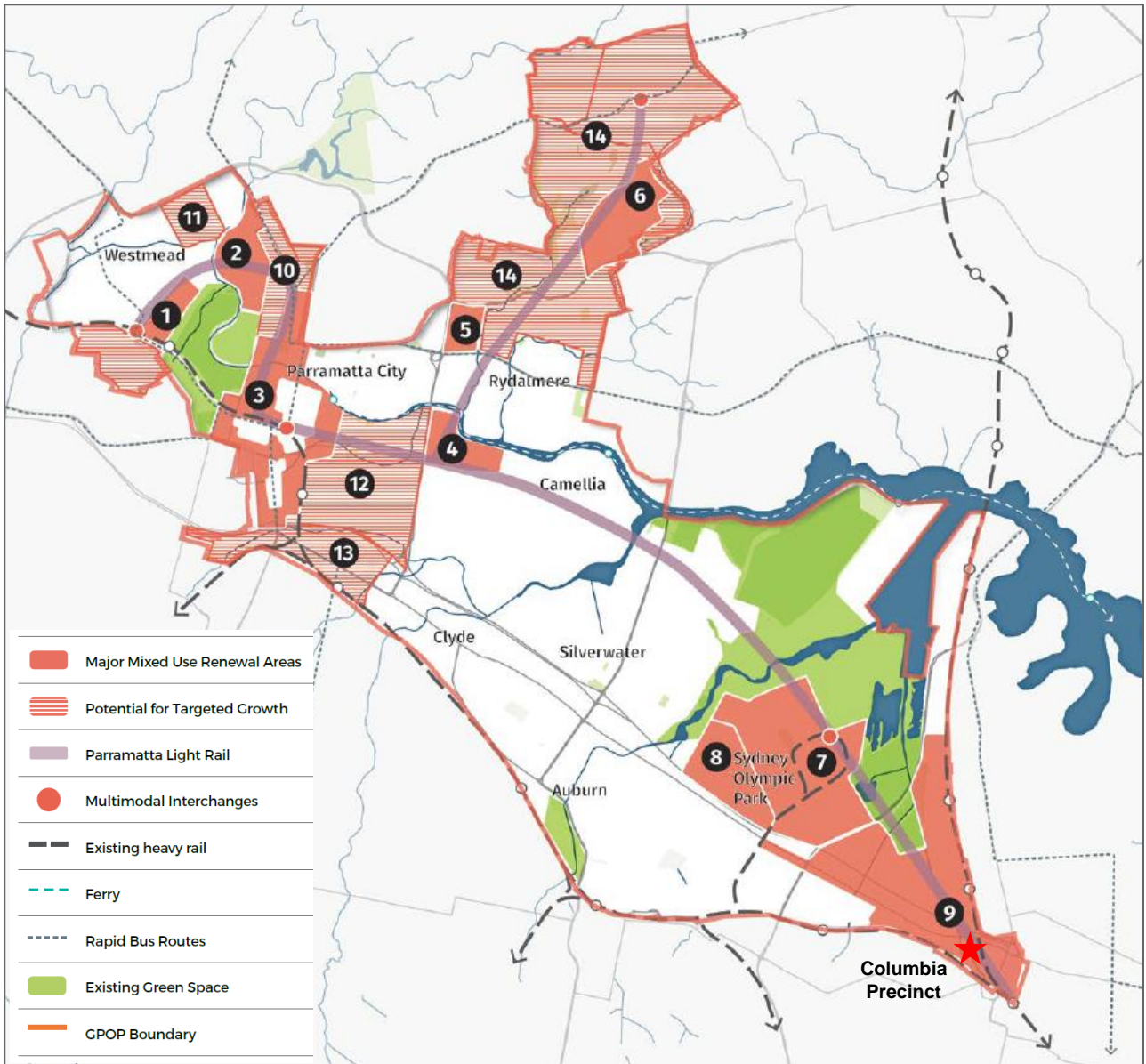
- Contribute to the Central District's five-year housing target, through the delivery of approximately 382 residential dwellings (Liveability Priority 1).
- Increase housing choice, diversity and affordability through the delivery of a range of one, two and three bedroom apartments, as well as flexible live work suites (Liveability Priority 2).
- Provide affordable rental housing dwellings to be managed by a Community Housing Provider (Liveability Priority 3).
- Implement the Parramatta Road Corridor Urban Transformation Strategy and supporting Tool Kit (Action P1, P8, and L3).

The Homebush Precinct is identified as a **Major Mixed Use Renewal Area** in the draft Central District Plan (refer Figure 9). The Precinct is one of nine renewal areas within the Greater Parramatta to Olympic Peninsular Corridor (GPOP). These renewal areas have been identified as having the greatest potential for major mixed use growth given their strategic location, large lot sizes, ageing assets needing renewal, and/or being in government ownership.

The Planning Proposal is also consistent with the relevant priorities and actions contained in the draft West Central District Plan. In particular, the Planning Proposal will facilitate increased housing choice, diversity, and affordability within an identified Major Mixed Use Renewal Area.



Figure 9 – GOPP – Major Mixed Use Renewal Areas Map – Extract



## 5.5. PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY

The Parramatta Road Corridor Urban Transformation Strategy (UrbanGrowth NSW, 2016) (the Strategy) is the NSW Government's 30-year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the Corridor. The Strategy has been adopted by the NSW Government and is given statutory force by a Ministerial Direction under section 117 of the *Environmental Planning and Assessment Act 1979*.

The Strategy provides the long-term vision and framework to support co-ordinated employment and housing growth in the Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances. The Strategy is the culmination of extensive collaboration since 2013 between State and local government. It has been informed by a broad program of stakeholder consultation, and a range of technical studies and investigations.

The Strategy includes two key parts:

- **Parramatta Road Urban Transformation Strategy**, which provides the long term framework for the future growth and development of the Corridor.
- **Implementation Tool Kit**, which is to be used by councils and other stakeholders when making land use decisions.

The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east. Eight 'Precincts' have been identified along the Corridor in consultation with local councils. These Precincts have been earmarked for renewal because of their unique access to jobs, transport, infrastructure and services, and their ability to accommodate new development in a balanced way. The Strategy aims to facilitate the creation of 27,000 new dwellings and 50,000 jobs within the Corridor in the next 30 years.

The subject site is located within the **Homebush Precinct**, which was identified for significant future growth due to its central location between Sydney's two main CBDs and near the junction of two major rail routes (refer Figure 10). The Homebush Precinct is identified to provide 9,500 new homes and 12,900 new jobs by 2050.

The Strategy aims to transform Homebush into "*...a major high-density, mixed-use Precinct that draws together employment opportunities and housing, supported by an extensive open space network and efficient vehicular, active, and public transport linkages*".

The activity is to be focused between Homebush Station, North Strathfield Station and Strathfield Station. This area will have a revitalised and active urban mixed-use character with both Parramatta Road and George Street forming main street spines that build on the character and attraction of the Bakehouse Quarter and the curved alignment of Parramatta Road. Taller residential buildings will mark the core of the Precinct near all three stations.

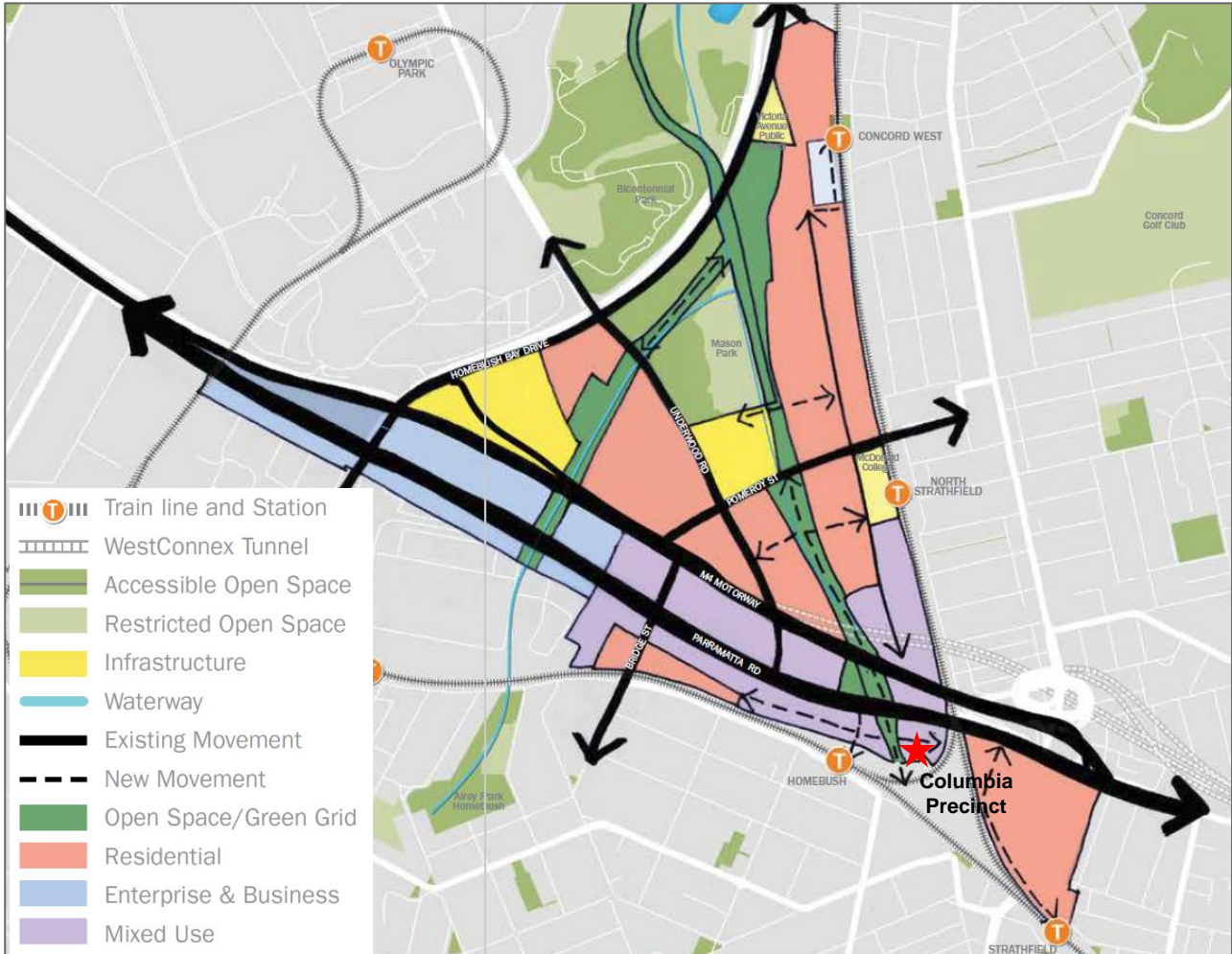
The Parramatta Road Corridor Urban Transformation Strategy is identified as a means to create housing capacity in the Central District. In order to increase housing supply and choice Councils are required to work with adjoining Councils to implement the Parramatta Road Corridor Urban Transformation Strategy and supporting Implementation Tool Kit.

The Planning Proposal is consistent with the land use and transport principles and strategic actions outlined in the Strategy. Specifically, the Planning Proposal will:

- Provide high density residential development proximate to key transport nodes.
- Locate taller residential buildings at the core of the Precinct, in the centre of the three major rail stations of Homebush, North Strathfield and Strathfield.
- Capitalise on the improved, high-capacity public transport connections to be offered by the Parramatta Light Rail.
- Capitalise on development potential around transport nodes.
- Provide an extension to the George Street shared-way, prioritising pedestrian access, and creating a major north-south link between the Bakehouse Quarter and Strathfield to the south.

- Reduce car dependency by locating housing in close proximity to existing and planned public and active transport infrastructure.
- Activate the Powells Creek corridor and linear north-south greenway.
- Provide new open space and a high quality public domain.

Figure 10 – Homebush Precinct – Extract



## Implementation Tool Kit

The Implementation Tool Kit contains the following:

- **Implementation Plan 2016 – 2023** – provides the staging/sequence strategy, precinct plans including land uses and necessary infrastructure, and out of sequence checklist.
- **Planning and Design Guidelines** – provides the suggested land use and built form controls for the entire Corridor, including land uses, heights, densities, open space, movement and circulation for each Precinct.
- **Urban Amenity Improvement Plan** – details the \$198m program of local amenity works.
- **Infrastructure Schedule** - costed and prioritised for local, regional and state infrastructure.

A summary of these documents and their relevance to the Planning Proposal is provided in the following sections.

## Implementation Plan 2016 – 2023

The purpose of the Implementation Plan 2016 –2023 is to inform and guide land use planning and development decisions in the Parramatta Road Corridor in the short term. The Implementation Plan provides Precinct Action Plans, which identify the quantum and mix of land use change that could occur in the short term, and infrastructure upgrades and investment required to support that change. A 'Precinct Release Process' has been developed which identifies the priority areas and the quantum and mix of land uses that could be delivered in these priority areas by 2023.

Proposals that depart from the staging and sequencing identified by the Implementation Plan need to be considered against the 'Out of Sequence Checklist'. The Out of Sequence Checklist ensures that changes to the land use zone or development controls do not occur without meeting the underlying Principles and Strategic Actions of the Strategy, such as the necessary transport, services and social infrastructure to service a new population.

The site is located immediately adjacent to the identified '2016-2023 Release' area identified for the Homebush Precinct. Accordingly, an assessment against the Out of Sequence Checklist is provided in Section 7.3 and Table 5. The assessment confirms that the Planning Proposal is consistent with the underlying strategic objectives of the Strategy, will facilitate the delivery of necessary infrastructure and services, is feasible and aligned with market expectations, and provides public benefit.

## Planning and Design Guidelines

The Planning and Design Guidelines have been prepared to inform future controls in local environment plans and development control plans, by providing development principles and controls for land within the Corridor that should be considered when the Strategy is being implemented through rezoning proposals.

The Planning and Design Guidelines provide a series of land use, transport, and built form principles applicable to the entire Parramatta Road Corridor, as well as place based principles and controls for each Precinct.

The Planning Proposal and concept design has been prepared with regard to these Corridor wide and Precinct specific Planning and Design Guidelines. Specifically, the Planning Proposal seeks to amend the Strathfield Local Environmental Plan (SLEP 2012) in accordance with the recommended planning controls outlined as follows:

- **Land Use:** the subject site is identified to be rezoned to B4 Mixed Use to reinforce activity and provide the potential for employment and other non-residential uses. The Planning Proposal seeks to amend the land use zoning of the site from R4 High Density Residential to B4 Mixed Use, consistent with this recommendation. The concept design incorporates 'residential flat buildings', which are currently permissible in the B4 Mixed Use zone, under SLEP 2012. Flexible 'live-work' suites are shown on the concept plan at ground level to activate the street and provide the potential for small scale employment generating uses.
- **Building Heights:** the site is identified for buildings up to 80 metres in height. The Planning Proposal seeks to amend the applicable maximum height of buildings development standard, under clause 4.3A of SLEP 2012, to permit buildings up to 80 metres, consistent with this recommendation.
- **Densities:** the recommended floor space ratio for the site is 5:1. The Planning Proposal seeks to amend the applicable floor space ratio development standard, under Clause 4.4A of SLEP 2012, to permit a floor space ratio of 5:1, consistent with this recommendation.

Further, the concept design is able to comply with the relevant land use, transport and built form principles and controls outlined in the Planning and Design Guidelines. A detailed compliance assessment would be prepared and submitted with any future development application for the site.



## Urban Amenity Improvement Plan

The Urban Amenity Improvement Plan identifies a program of improvements attached to \$198 million of government funding to deliver tangible public domain upgrades to the Parramatta Road Corridor aligned with its staged redevelopment. The improvements identified for the Homebush Precinct include:

- *Improve cycle and pedestrian connection along Powells Creek Reserve to Bicentennial Park/ Sydney Olympic Park*
- *New pedestrian/ cycleway bridge crossings over Powells Creek at Hamilton and Lorraine Streets*
- *Station Street public domain improvements and entrance to Homebush Station*
- *Public domain improvements to Parramatta Road including new street planting and public domain improvements from George Street to Underwood Road*

These upgrades will improve pedestrian and cycle access between the subject site, Homebush Station, and North Strathfield Station and will enhance the appearance of the Homebush Precinct.

The development of 6-18 Parramatta Road has been condition to deliver the greening of Powells Creek Reserve adjacent to the site and construction of a pedestrian crossing over the Sydney Water channel.

## Infrastructure Schedule

The Infrastructure Schedule identifies the transport, open space, community, education and health facilities required to support the proposed growth across the Corridor. It will assist in the coordination of infrastructure and services provided by State agencies, government owned corporations, local government and the private sector.

The Infrastructure Schedule identifies a total of \$76 million in Local Contributions across the Corridor, including \$24 million for the Homebush Precinct. A further \$443.5 million is identified for Regional / State Infrastructure, including \$109 million for the Homebush Precinct.

It is understood that contributions for funding the projects listed in the Schedule will come from both local government and State government and in some cases will be provided through opportunities from the redevelopment of sites, such as through site links and new open space.

It is also understood that the Government is preparing a draft State Infrastructure Contribution (SIC) levy for the Greater Parramatta to Olympic Peninsula Corridor to ensure key infrastructure required to support increased development density and investment is funded and delivered in the Corridor without undermining the feasibility of new development. The draft levy is expected to be exhibited in mid-late 2017, however until then any planning proposals submitted in the Parramatta Road Corridor will need to demonstrate that satisfactory arrangements are in place to deliver or contribute towards the timely delivery of infrastructure and works identified within this Schedule.

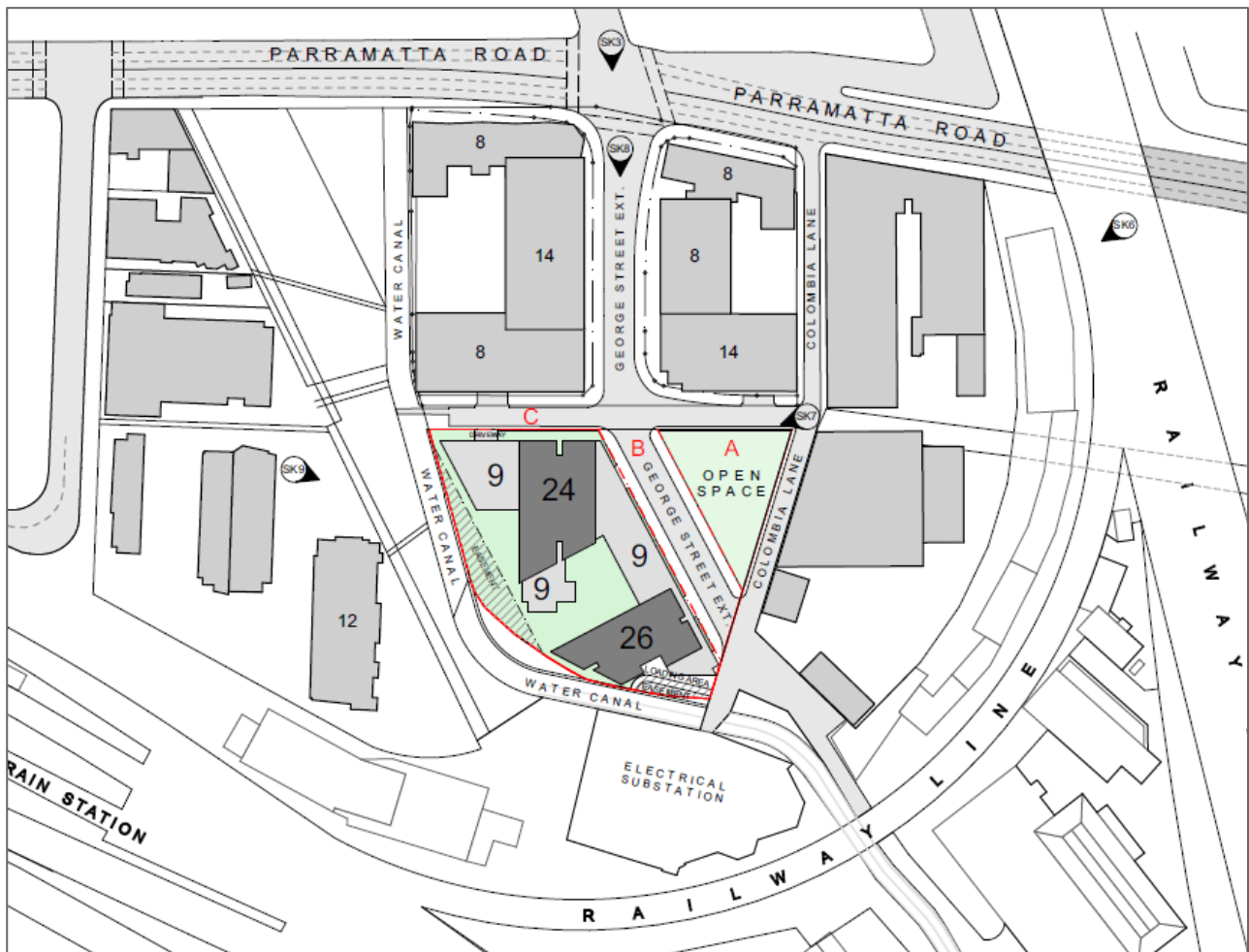
The Planning Proposal includes the intention to provide an equitable contribution towards State and local public infrastructure to support the implementation of Parramatta Road Urban Transformation Strategy, if required. As the Planning Proposal progresses, the proponent will continue to liaise with the relevant Government agencies to work through the appropriate form of this contribution and any necessary amendments to the SLEP 2012.

## 6. DEVELOPMENT CONCEPT

A concept design for the redevelopment of the site has been prepared by *Mosca Pserras Architects* and is included at **Appendix A**. The proposal comprises a residential development of 32,840m<sup>2</sup> including ground floor live-work suites. The concept design also proposes the embellishment of approximately 2,100m<sup>2</sup> of site area as open space and the creation of an extension to a public road, as shown in Figure 11. The key components of the concept design are described as follows:

- An extension of George Street to the south (now known as 'Nipper Street'), providing a connection from Columbia Lane (now known as 'Gramophone Lane');
- Creation and embellishment of new open space;
- A mixed-use building, with a nine-storey podium and two tower elements at twenty-four (24) and twenty-six (26) storeys;
- Communal open space at ground and podium levels; and
- Basement car parking.

Figure 11 –Concept Design – Site Plan



The mixed-use building comprise a nine-storey podium with two tower elements at twenty-four (24) and twenty-six (26) storeys. This form allows for good solar access, natural cross-ventilation, acoustic and visual privacy outcomes while presenting elegant 'thin' forms, and large areas of communal open space at ground and podium levels. The nine-storey podium provides an urban edge and consistent street wall to the George Street extension (now known as Nipper Street) and proposed open space.

The design concept accommodates approximately 382 one, two and three bedroom units, as well as three levels of basement parking. The ground floor units have been designed as flexible live-work suites to provide street level activation and encourage employment generating uses.

The floor-plate arrangement provides a maximum of six and seven units per typical tower level and all circulation corridors are provided with access to natural light and ventilation. The design incorporates a high number of corner orientated apartments which will achieve natural cross-ventilation. Both towers are orientated to capture maximum solar access and views, while allowing for adequate internal and external separation distances.

Separate service, loading, and garbage access is provided at the southern edge of the site adjacent to the existing electrical substation. Parking for approximately 500 cars can be accommodated across three basement levels, with access via Nipper Street.

Communal open space is provided at ground and podium levels, with good solar access and local and district views. A further area of open space is provided on the northern side of Nipper Street.

The building orientation, floor plate arrangement, and apartment layouts of the concept design have been designed to orient living areas away from noise sources presented by the adjacent railway line and electrical substation.

Figure 12 – Concept Design – Aerial View From North East





Figure 13 – Concept Design – Ground Floor Plan

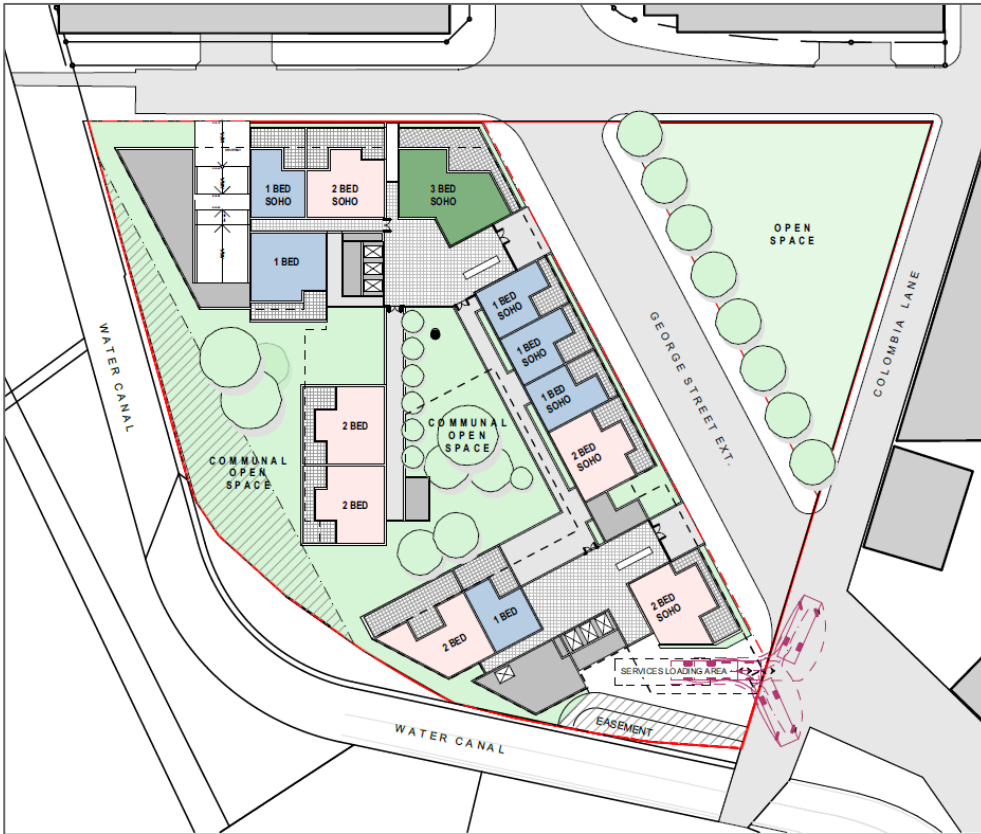


Figure 14 – Concept Design – Level 9 Floor Plan

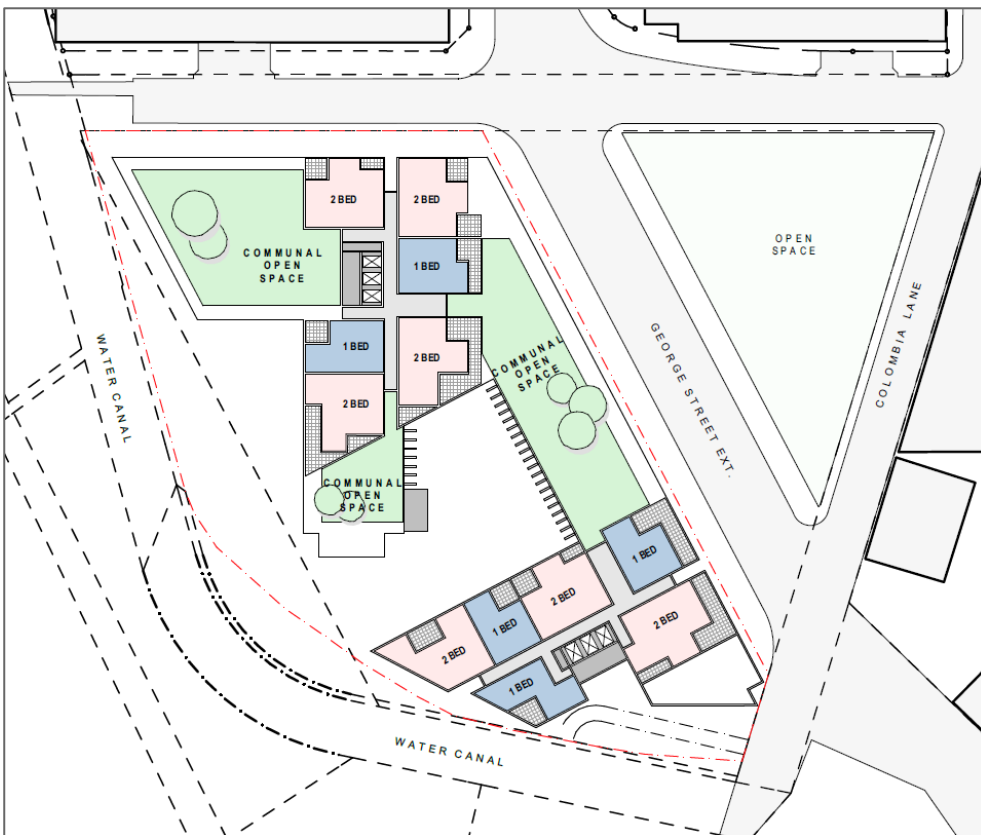
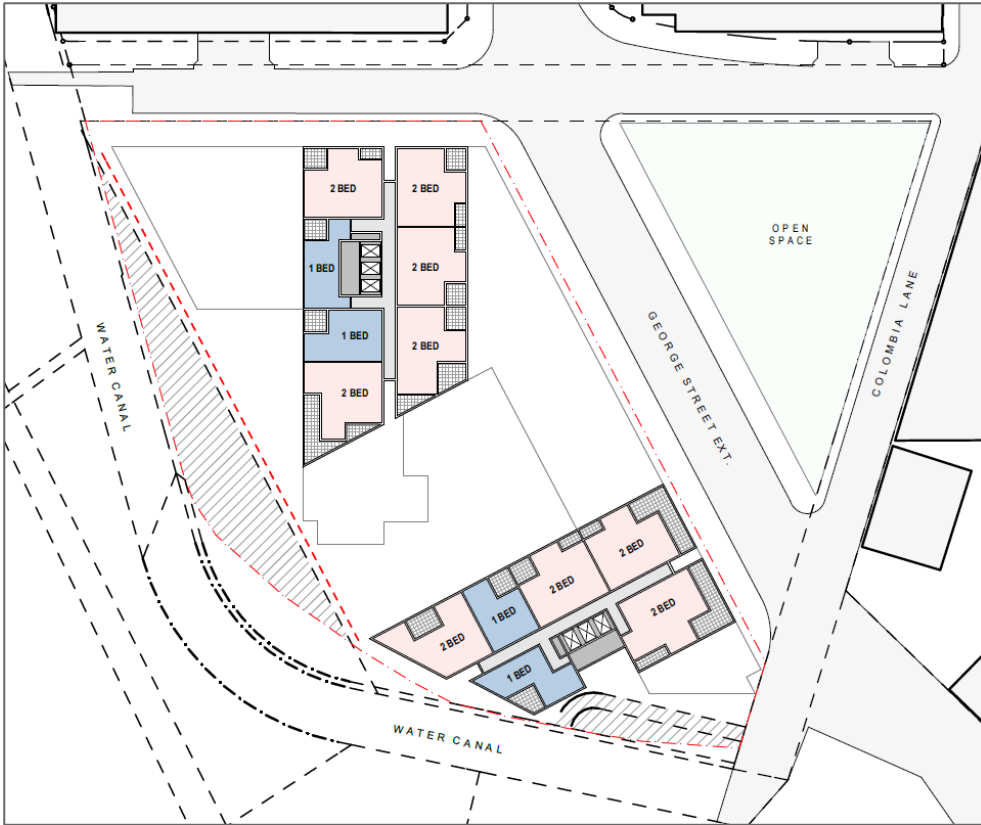


Figure 15 – Concept Design – Typical Tower Floor Plan



## 7. PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* with consideration of the NSW Department of Planning and Environment's 'A guide to preparing planning proposals' and 'A guide to preparing local environmental plans', August 2016. Accordingly, the Planning Proposal is addressed in the following six parts:

- **Part 1** – A statement of the objectives and intended outcomes of the proposed instrument.
- **Part 2** – An explanation of the provisions that are to be included in the proposed instrument.
- **Part 3** – The justification for those objectives, outcomes and the process for their implementation.
- **Part 4** – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies.
- **Part 5** – Details of the community consultation that is to be undertaken on the planning proposal.
- **Part 6** - A project timeline to detail the anticipated timeframe for the plan making process.

### 7.1. PART ONE: OBJECTIVES OR INTENDED OUTCOMES

The intended outcome of this Planning Proposal is to amend SLEP 2012 to achieve consistency with the *Parramatta Road Corridor Urban Transformation Strategy*, and to allow for the redevelopment of 11-17 Columbia Lane, Homebush, incorporating a mixed-use building with a nine-storey podium and two tower elements at 24 and 26 storeys, basement parking, communal open space, and an extension to George Street.

### 7.2. PART TWO: EXPLANATION OF PROVISION

The proposed outcome will be achieved by:

- Amending the land use zoning of the site from R4 High Density Residential with tower and podium to B4 Mixed Use.
- Amending *Clause 4.3A: Exceptions to height of buildings (Parramatta Road Corridor)* of SLEP 2012 to allow a maximum height limit of **80 metres** on 'Key Site' number 92; and
- Amending *Clause 4.4A: Exceptions to floor space ratio (Parramatta Road Corridor)* of SLEP 2012 to allow a maximum floor space ratio of **5:1** on 'Key Site' number 92.

### 7.3. PART THREE: JUSTIFICATION

#### **Section A – Need for the planning proposal**

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

**Yes**, the Planning Proposal is entirely consistent with the Parramatta Road Corridor Urban Transformation Strategy (UrbanGrowth NSW, 2016), which was adopted by the NSW Government in December 2016 and given statutory force by a Ministerial Direction under section 117 of the *Environmental Planning and Assessment Act 1979*.

The Planning Proposal is also consistent with consecutive State Government strategies, including A Plan for Growing Sydney, the draft Central District Plan and draft West Central District Plan, aiming at increasing housing supply within close proximity to existing and planned transport infrastructure, employment and community facilities.

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

**Yes**, the proposed amendment to the land use zoning, and ‘height of building’ and ‘floor space ratio’ development standards under SLEP 2012 is required to facilitate the redevelopment of the site to achieve the anticipated built form and development outcomes in the *Parramatta Road Corridor Urban Transformation Strategy*.

**Section B – Relationship to strategic planning framework**

**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)?**

**Yes**, as described in Section 5 of this Report and summarised in Table 2, the Planning Proposal is entirely consistent with the objectives and actions of *A Plan for Growing Sydney* (2014), the GPOP draft vision (2016), the draft Central District Plan (2016) and draft West Central District Plan (2016), and the Parramatta Road Corridor Urban Transformation Strategy (2016).

Table 2 – Relationship to Strategic Planning Framework

Strategic Plan	Consistency
<i>A Plan for Growing Sydney (2014)</i>	<p>The Planning Proposal is consistent with A Plan for Growing Sydney, as it would:</p> <ul style="list-style-type: none"> <li>• Increase the supply of housing near Homebush Station (Direction 2.1);</li> <li>• Assist in revitalising existing suburbs by providing housing in or near centres in established urban areas to help more people live where they want - closer to jobs, services and transport (Direction 2.2 and Direction 3.1);</li> <li>• Respond to increased housing diversity and choice through the provision of housing stock to suit the needs of a changing population (Direction 2.3); and</li> <li>• Accelerate the housing supply, choice, affordability and build a great place to live (Central Subregion priorities).</li> </ul>
<i>Towards our Greater Sydney 2056 (2016)</i>	<p>The Planning Proposal is consistent with Towards our Greater Sydney 2056, as it would:</p> <ul style="list-style-type: none"> <li>• Contribute to the anticipated urban transformation of the Central City and GPOP, through the delivery of approximately 382 new homes and associated amenities;</li> <li>• Provide a diversity of housing types, sizes, and configurations to meet the needs of a wide range of people;</li> <li>• Provide affordable rental housing in line with the requirements of the draft District Plan; and</li> <li>• Provide new housing in an area where access to jobs, education, local services and amenities, health, open space and community and cultural infrastructure is wither within walking distance or can be readily accessed by public transport.</li> </ul>

Strategic Plan	Consistency
<i>GPOP draft vision (2016)</i>	<p>The Planning Proposal is consistent with the draft vision for GPOP as it will provide housing in close proximity to existing and planned transport links, and will contribute to the Greater Sydney Commission’s vision for a connected, unified heart at Greater Sydney’s true centre.</p>
<i>Draft District Plans (2016)</i>	<p>The Planning Proposal is consistent with the draft Central District Plan, as it would:</p> <ul style="list-style-type: none"> <li>• Contribute to the Central District’s five-year housing target, through the delivery of approximately 382 residential dwellings (Liveability Priority 1).</li> <li>• Increase housing choice, diversity and affordability through the delivery of a range of one, two and three bedroom apartments, as well as flexible live work suites (Liveability Priority 2).</li> <li>• Provide affordable rental housing dwellings to be managed by a Community Housing Provider (Liveability Priority 3).</li> <li>• Implement the Parramatta Road Corridor Urban Transformation Strategy and supporting Tool Kit (Action P1, P8, and L3).</li> </ul> <p>The Planning Proposal is also consistent with the relevant priorities and actions contained in the draft West Central District Plan. In particular, the Planning Proposal will facilitate increased housing choice, diversity, and affordability within an identified Major Mixed Use Renewal Area.</p>
<i>Parramatta Road Corridor Urban Transformation Strategy (2016).</i>	<p>The Planning Proposal is consistent with the land use and transport principles and strategic actions outlined in the Parramatta Road Corridor Urban Transformation Strategy. Specifically, the Planning Proposal will:</p> <ul style="list-style-type: none"> <li>• Provide high density residential development proximate to key transport nodes.</li> <li>• Locate taller residential buildings at the core of the Precinct, in the centre of the three major rail stations of Homebush, North Strathfield and Strathfield.</li> <li>• Capitalise on the improved, high-capacity public transport connections to be offered by the Parramatta Light Rail.</li> <li>• Capitalise on development potential around transport nodes.</li> <li>• Provide an extension to the George Street shared-way, prioritising pedestrian access, and creating a major north-south link between the Bakehouse Quarter and Strathfield to the south.</li> <li>• Reduce car dependency by locating housing in close proximity to existing and planned public and active transport infrastructure.</li> <li>• Activate the Powells Creek corridor and linear north-south greenway.</li> <li>• Provide new open space and a high quality public domain.</li> </ul>



#### **Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?**

**Yes**, the Planning Proposal is consistent with the relevant Local Planning Studies undertaken by Strathfield Council. In particular, the Planning Proposal is consistent with the key conclusions and recommendations of the **Strathfield Residential Land Use Study** (November 2011), as follows:

- The Strathfield Residential Land Use Study indicated that the total existing capacity and recently constructed / approved dwellings within the Strathfield LGA equated to approximately 4,900 (as at the time of the report). This represents just under 60% of the overall target for new residential development in the LGA as stipulated in the IWSS (8,300 dwellings by 2031) and a shortfall of approximately 900 dwellings to reach the Stage 1 housing target.
- The Study recommends that Council “*review building heights within the Columbia Lane area (eastern end of the corridor) with the aim of increasing the amenity for future residents by incorporating taller buildings that afford potentially better views, outlook and acoustic amenity (as opposed to low rise, horizontal building forms)*”. It identified the Parramatta Road Precinct as one of the key localities within the Strathfield LGA which has the ability to increase residential capacity due to its proximity to a range of existing facilities and services.
- The proposed amendment to SLEP 2012 will facilitate the delivery of approximately 382 dwellings in the short-medium term. The site is one of the last remaining major development sites, not affected by heritage, small lot size or strata-title constraints, located within close proximity to a range of existing employment, recreation, community, and public transport facilities. As such, the site is capable of providing a significant uplift in density without major impact impacts on the amenity of existing residents, heritage concerns or significant visual impacts.

#### **Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

**Yes**, the Planning Proposal is consistent with the following applicable State Environmental Planning Policies (SEPP):

- **SEPP No.32 - Urban Consolidation (Redevelopment of Urban Land):** The Planning Proposal provides the opportunity for the development of housing in an area where there is existing public infrastructure, transport, employment, recreational and community facilities.
- **SEPP No.55 Remediation of Land:** A Preliminary Contamination and Geotechnical Investigation has been prepared for the Columbia Precinct and is included at **Appendix G**. The Investigation confirms that the contamination and geotechnical condition of the site represents a low risk to the proposed residential and commercial redevelopment. The future development application for Columbia Lane, Homebush will be accompanied by a Phase 1 Contamination Assessment and will confirm that the site can be made suitable for the proposed use.
- **SEPP No 65—Design Quality of Residential Apartment Development:** The concept design has been prepared with regard to SEPP 65 and the accompanying Apartment Design Guide. In particular, the concept design is able to achieve the required solar access, natural cross-ventilation, building separation, apartment size and layout requirements. Detailed compliance with SEPP 65 will be demonstrated as part of the future development application.
- **SEPP No 70—Affordable Housing (Revised Schemes):** SEPP No. 70 is not specifically relevant to the Planning Proposal but may be a consideration for the future development application.
- **SEPP (Building Sustainability Index: BASIX) 2004:** The future development application will be accompanied by a BASIX assessment and certificate.
- **SEPP (Infrastructure) 2007:** A referral to NSW Roads and Maritime Services for traffic generating development will be required at the development application stage.

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

**Yes**, the Planning Proposal is consistent with the applicable Ministerial Directions under section 117 of the EP&A Act, as discussed in Table 3 below.

Table 3 – Section 117 Directions

Direction and Objective	Comment
<b>Direction 3.1 Residential Zones</b>	
<p><i>(1) The objectives of this direction are:</i></p> <p><i>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs,</i></p> <p><i>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</i></p> <p><i>(c) to minimise the impact of residential development on the environment and resource lands</i></p>	<p>The Planning Proposal seeks to broaden the range of housing provided in the Homebush area through the redevelopment of the site for a predominately residential development. The concept design incorporates some 382 apartments with a mix of one, two and three bedroom units, as well as flexible live work suites. The subject site is well placed to accommodate this type of residential accommodation.</p> <p>The proposed development will make efficient use of existing services and infrastructure and will contribute to meeting the relevant infill housing targets. Residential accommodation in this location will have minimal impact on the natural environment or resource lands as the precinct is already developed for urban purposes.</p>
<b>Direction 3.4 Integrating Land Use and Transport</b>	
<p><i>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <p><i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i></p> <p><i>(b) increasing the choice of available transport and reducing dependence on cars, and</i></p> <p><i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i></p> <p><i>(d) supporting the efficient and viable operation of public transport services, and</i></p> <p><i>(e) providing for the efficient movement of freight.</i></p>	<p>The site is well serviced by a range of public transport networks. It is located within walking distance of three railway stations at Homebush, Strathfield, and North Strathfield. Services on the main lines through these stations generally operate with headways of 5 to 10 minutes in each direction during peak periods and 10 to 15 minutes in each direction outside peaks.</p> <p>Local and regional bus services through the area are provided by Sydney Buses. There are bus stops on both sides of Parramatta Road in the vicinity of the site.</p> <p>Strathfield Station also provides a major transport interchange for local and regional bus services operating in the area..</p> <p>The proximity of these transport services will encourage public transport use, cycling or walking and discourage use of private transport.</p>

Direction and Objective	Comment
<b>Direction 7.1 Implementation of A Plan for Growing Sydney</b>	
(1) <i>The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</i>	As described in Section 5 of this Report and summarised in Table 2, the Planning Proposal is entirely consistent with the objectives and actions of <i>A Plan for Growing Sydney</i> (2014). Specifically, the Planning Proposal aims to increase housing supply in an area with excellent access to public transport, employment and education opportunities, retail, and community facilities and services.

### Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy

Table 4 provides an assessment of the Planning Proposal's consistency with the relevant sections of Ministerial Direction 7.3 - Parramatta Road Corridor Urban Transformation Strategy.

Table 4 – Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy

Item	Comment
<b>Objectives</b>	
(1) The objectives of this Direction are to:  (a) facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy and the Parramatta Road Corridor Implementation Tool Kit,  (b) provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community, and  (c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.	The proposal is consistent with the objectives of Direction 7.3 as it will facilitate development within the Parramatta Road Corridor that is consistent with the <i>Parramatta Road Corridor Urban Transformation Strategy</i> and the Parramatta Road Corridor Implementation Tool Kit. Specifically, the Planning Proposal will: <ul style="list-style-type: none"> <li>• Provide high density residential development proximate to key transport nodes.</li> <li>• Locate taller residential buildings at the core of the Precinct, in the centre of the three major rail stations of Homebush, North Strathfield and Strathfield.</li> <li>• Capitalise on the improved, high-capacity public transport connections to be offered by the Parramatta Light Rail.</li> <li>• Capitalise on development potential around transport nodes.</li> <li>• Provide an extension to the George Street shared-way, prioritising pedestrian access, and creating a major north-south link between the Bakehouse Quarter and Strathfield to the south.</li> <li>• Reduce car dependency by locating housing in close proximity to existing and planned public and active transport infrastructure.</li> </ul>

Item	Comment
	<ul style="list-style-type: none"> <li>• Activate the Powells Creek corridor and linear north-south greenway.</li> <li>• Provide new open space and a high quality public domain.</li> </ul>
<b>Where this Direction applies</b>	
<p>(2) This Direction applies to the following Local Government Areas:</p> <p>(a) City of Parramatta Council,</p> <p>(b) Cumberland Council,</p> <p>(c) Strathfield Council,</p> <p>(d) Burwood Council,</p> <p>(e) Canada Bay Council, and</p> <p>(f) Inner West Council.</p>	<p>The subject site is located within Strathfield Council Local Government Area.</p>
<b>When this Direction applies</b>	
<p>(3) This Direction applies when a relevant planning authority prepares a planning proposal for land within the Parramatta Road Corridor as identified on the Map titled Parramatta Road Corridor on pages 14 and 15 of the Parramatta Road Corridor Urban Transformation Strategy (November, 2016).</p>	<p>The site is identified on the Map titled Parramatta Road Corridor on pages 14 and 15 of the <i>Parramatta Road Corridor Urban Transformation Strategy</i> (November, 2016).</p>
<b>What a relevant planning authority must do if this Direction applies</b>	
<p>(4) A planning proposal that applies to land within the Parramatta Road Corridor must:</p> <p>(a) give effect to the objectives of this Direction,</p> <p>(b) be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November, 2016),</p> <p>(c) be consistent with the Parramatta Road Corridor Planning and Design Guidelines (November, 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines,</p> <p>(d) be consistent with the staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016),</p>	<ul style="list-style-type: none"> <li>• The Planning Proposal will facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy and the Parramatta Road Corridor Implementation Tool Kit, it will provide a diversity of housing to meet with needs of a broad cross-section of the community, and it will provide for the delivery of necessary infrastructure.</li> <li>• The Planning Proposal is consistent with the Strategic Actions of the Strategy, as detailed in Section 5.5 of this Report.</li> <li>• The Planning Proposal is consistent with the with the corridor-wide and precinct specific land use, transport, and built form guidelines and controls, as detailed in Section 5.5 of this Report.</li> </ul>

Item	Comment
<p>(e) contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016),</p> <p>(f) be consistent with the relevant District Plan.</p>	<ul style="list-style-type: none"> <li>• The Planning Proposal is not located within the 2016-2023 release area identified in the Implementation Plan. However, it is consistent with the Out of Sequence Checklist, as detailed in Table 5 in the following section.</li> <li>• The Planning Proposal includes the intention to provide an equitable contribution towards State and Local public infrastructure to support the implementation of Parramatta Road Urban Transformation Strategy, if required. As the proposal progresses, the proponent will continue to liaise with the relevant Government agencies to work through the appropriate form of this contribution and any necessary amendments to the SLEP 2012.</li> <li>• The Planning Proposal is consistent with the draft Central District Plan, as detailed in Section 5.4 of this Report.</li> </ul>
<b>Consistency</b>	
<p>(5) A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning &amp; Environment (or an officer of the Department nominated by the Secretary) that the planning proposal is:</p> <p>(a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016), or</p> <p>(b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016) having regard to the vision and objectives, or</p> <p>(c) of minor significance.</p>	<ul style="list-style-type: none"> <li>• The Planning Proposal is consistent with the Out of Sequence Checklist, as detailed in Table 5 in the following section.</li> <li>• The Planning Proposal will facilitate the redevelopment of the subject site in accordance with the vision and objectives stated in the Parramatta Road Corridor Transformation Strategy and Implementation Plan.</li> <li>• The Planning Proposal is considered to be of minor significance in the context of the wider Corridor transformation.</li> </ul>

## Parramatta Road Corridor Implementation Plan – Out of Sequence Check List

Table 5 provides an assessment of the Planning Proposal’s consistency with the ‘Out of Sequence Check List’ provided in the Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016).

Table 5 – Out of Sequence Check List

Criteria	Comment
<b>Criteria 1 Strategic objectives, land use and development</b>	
<ul style="list-style-type: none"> <li>• The planning proposal can demonstrate significant delivery or contribution towards the Strategy’s Corridor wide and Precinct specific vision.</li> <li>• The planning proposal satisfies the Strategy’s seven land use and transport planning principles and fulfils the relevant Strategic Actions for each Principle.</li> <li>• The planning proposal can demonstrate significant net community, economic and environmental benefits for the Corridor and the Precinct or Frame Area within which the site is located.</li> <li>• The planning proposal is consistent with the recommended land uses, heights, densities, open space, active transport and built form plans for the relevant Precinct or Frame Area.</li> <li>• The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy.</li> <li>• The planning proposal demonstrates design excellence can be achieved, consistent with councils adopted design excellence strategy or the design excellence provisions provided in the Parramatta Road Corridor Planning and Design Guidelines (Planning and Design Guidelines).</li> </ul>	<ul style="list-style-type: none"> <li>• The Planning Proposal is entirely consistent with the vision for the Parramatta Road Corridor and Homebush Precinct, as detailed in Section 5.5 of this Report.</li> <li>• The Planning Proposal and concept design has been prepared with regard to the Corridor wide and Precinct specific Planning and Design Guidelines. Specifically, the Planning Proposal seeks to amend SLEP 2012 in accordance with the recommended planning controls outlined as follows: <ul style="list-style-type: none"> <li>○ <b>Land Use:</b> the subject site is identified to be rezoned to B4 Mixed Use to reinforce activity and provide the potential for employment and other non-residential uses. The Planning Proposal seeks to amend the land use zoning of the site from R4 High Density Residential to B4 Mixed Use, consistent with this recommendation. The concept design incorporates ‘residential flat buildings’, which are currently permissible in the B4 Mixed Use zone, under SLEP 2012. Flexible ‘live-work’ suites are shown on the concept plan at ground level to activate the street and provide the potential for small scale employment generating uses.</li> <li>○ <b>Building Heights:</b> the site is identified for buildings up to 80 metres in height. The Planning Proposal seeks to amend the applicable maximum height of buildings development standard, under clause 4.3A of SLEP 2012, to permit buildings up to 80 metres, consistent with this recommendation.</li> <li>○ <b>Densities:</b> the recommended floor space ratio for the site is 5:1. The Planning Proposal seeks to amend the applicable floor space ratio development standard, under Clause 4.4A of SLEP 2012, to permit a floor space ratio of 5:1, consistent with this recommendation.</li> </ul> </li> </ul>



Criteria	Comment
	<ul style="list-style-type: none"> <li>• The Planning Proposal satisfies the seven land use and transport planning principles and is able to fulfil the relevant Strategic Actions for each principle, as detailed in Section 5.5 of this Report.</li> <li>• The Planning Proposal will provide significant community, economic and environmental benefits for the Homebush Precinct, and wider Parramatta Road Corridor, through the provision of 382 residential dwellings, new open space, and extension to George Street.</li> <li>• The Planning Proposal is consistent with the with the corridor-wide and precinct specific land use, transport, and built form guidelines and controls, as detailed in Section 5.5 of this Report.</li> <li>• The Planning Proposal is entirely consistent with the desired future character and growth projections of the Homebush Precinct. Specifically, the Planning Proposal will: <ul style="list-style-type: none"> <li>○ Provide high density residential development proximate to key transport nodes.</li> <li>○ Locate taller residential buildings at the core of the Precinct, in the centre of the three major rail stations of Homebush, North Strathfield and Strathfield.</li> <li>○ Capitalise on the improved, high-capacity public transport connections to be offered by the Parramatta Light Rail.</li> <li>○ Capitalise on development potential around transport nodes.</li> <li>○ Provide an extension to the George Street shared-way, prioritising pedestrian access, and creating a major north-south link between the Bakehouse Quarter and Strathfield to the south.</li> <li>○ Reduce car dependency by locating housing in close proximity to existing and planned public and active transport infrastructure.</li> </ul> </li> <li>• The concept design has been prepared with regard to the design excellence provisions provided in the Parramatta Road Corridor Planning and Design Guidelines. A review of the concept design has been undertaken by Architectus and is included at <b>Appendix B</b>.</li> </ul>

Criteria	Comment
	<p>The review confirms the concept design is “...consistent with the Parramatta Road Strategy for building height, density and land use”. Further, the review states the concept design “...provides the best outcome in terms of provision of open space, road alignment, and a human-scale podium facing the streetscape and towers that are well separated from neighbouring buildings and have good solar access”. A series of urban design principles have also been development based on the preferred concept design and best urban design practice which will guide the future detailed design of the development.</p>
<b>Criteria 2 Integrated Infrastructure Delivery Plan</b>	
<ul style="list-style-type: none"> <li>• An Integrated Infrastructure Delivery Plan, which identifies advanced infrastructure provision and cost recovery for the local and regional infrastructure identified in the Infrastructure Schedule, must support the planning proposal. The Integrated Infrastructure Delivery Plan must demonstrate a cost offset to council and agency costs for a set period that aligns with the anticipated timing for land development identified in the Implementation Plan 2016 – 2023.</li> <li>• Infrastructure to be considered includes: public transport, active transport, road upgrades and intersection improvements, open space and public domain improvements, community infrastructure, utilities and services.</li> </ul>	<ul style="list-style-type: none"> <li>• The Planning Proposal includes the intention to provide an equitable contribution towards State and local public infrastructure to support the implementation of Parramatta Road Urban Transformation Strategy, if required. As the Planning Proposal progresses, the proponent will continue to liaise with the relevant Government agencies to work through the appropriate form of this contribution and any necessary amendments to the SLEP 2012.</li> <li>• The development of 6-18 Parramatta Road has been condition to deliver the greening of Powells Creek Reserve adjacent to the site and construction of a pedestrian crossing over the Sydney Water channel. Further the development of 6-18 Parramatta Road also included the upgrade of intersections at Parramatta Road, as well as the construction of Nipper Street and Gramophone Lane.</li> </ul>



Criteria	Comment
<b>Criteria 3 Stakeholder engagement</b>	
<ul style="list-style-type: none"> <li>• Consultation and engagement with relevant stakeholders (council, government agencies, business, community, adjoining properties and user or interest groups, where relevant) have been undertaken, including any relevant pre-planning proposal engagement processes required by local council.</li> <li>• An appropriate level of support or agreement is documented.</li> <li>• Provision of documentary evidence outlining the level of planning or project readiness in terms of the extent of planning or business case development for key infrastructure projects.</li> </ul>	<p>As described in Section 2 of this Report, the site has been the subject of a lengthy planning process involving Strathfield Council, the NSW Department of Planning and Environment, Sydney East Joint Regional Planning Panel, UrbanGrowth NSW and other relevant stakeholders. The NSW Department of Planning and Environment and the Sydney East Joint Regional Planning Panel determined that the Planning Proposal demonstrates strategic and site-specific merit, is consistent with objectives and directions under A Plan for Growing Sydney, the draft Parramatta Road Urban Transformation Strategy, relevant State Environmental Planning Policies and section 117 Directions. Those agencies concluded that there was sufficient merit in the Planning Proposal proceeding to Gateway.</p>
<b>Criteria 4 Sustainability</b>	
<p>The planning proposal achieves or exceeds the sustainability targets identified in the Strategy.</p>	<p>The concept design is able to achieve compliance with the sustainability and resilience requirements outlined in the Strategy. As described in the Urban Design Study prepared by Architectus and provided at <b>Appendix B</b>, the concept design is “...mindful of the outlook, views and solar access of both the proposal and existing neighbouring buildings, and has separated the proposed towers to allow views through as well as around the proposal”. Further, the concept design “...provides the best outcome in terms of provision of open space, road alignment, and a human-scale podium facing the streetscape and towers that are well separated from neighbouring buildings and have good solar access”.</p>
<b>Criteria 5 Feasibility</b>	
<p>The planning proposal presents a land use and development scenario that demonstrates economic feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct or Frame Area.</p>	<p>The concept design incorporates approximately 382 residential apartments, with a mix of one, two and three bedroom dwellings, and flexible live-work suites. The development scenario presented has been tested by the proponent and is considered economically feasible.</p>

Criteria	Comment
<b>Criteria 6 Market viability</b>	
<p>The planning proposal demonstrates a land use and development scenario that aligns with and responds to market conditions for the delivery of housing and employment for 2016 to 2023. Viability should not be used as a justification for poor planning or built form outcomes.</p>	<p>The Planning Proposal provides much needed housing supply in an area close to existing and planned public transport, employment, and community facilities. The subject site has been identified in consecutive State government strategic planning strategies for high density residential development due to its proximity to these facilities and services.</p>

## **Section C – Environmental, social and economic impact**

### **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?**

**No.** the site is situated within an urban context and is currently used for industrial / commercial purposes. The site is highly modified and therefore it is expected that the Planning Proposal will not affect any critical habitat or threatened species, populations or ecological communities.

### **Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**

The Planning Proposal is not expected to give rise to any unreasonable environmental impacts. Where potential environmental impacts have been identified, mitigation and management measures have been provided. The following section provides a summary of the potential environmental impacts and management measures.

- **Residential Amenity:**

As described in Section 6 of this Report the concept design accompanying this planning proposal has been designed with regard to *SEPP 65* and the accompanying Apartment Design Guide. The concept design is able to achieve compliance with the key numerical standards detailed in the Apartment Design Guide, including solar access, natural ventilation, apartment size and layout, private and communal open space, and building separation requirements. Detailed compliance with the relevant State and Local residential amenity controls will be provided with the future development application.

As detailed in the Urban Design Study prepared by Architectus (refer **Appendix B**), the concept design provides the best outcome for the site in terms of provision of open space, road alignment, and a human-scale podium facing the streetscape and towers that are well separated from neighbouring buildings and have good solar access. The massing and design provides:

- A building form with a podium height that provides a good relationship to the street scale.
- A podium that wraps around the corner site addressing both street frontages and the new open space being provided on site.
- A development with good solar access to apartments on site which minimizes overshadowing impacts on neighbouring properties.
- Towers that are well separated from each other and neighbouring buildings to ensure good visual privacy.
- Towers that are visually slender with less visual impact from key views including the primary view corridor towards the site from George St to the north.
- Significant public contributions to the public domain through considerable dedication to road and open space.
- Large areas of communal and private open spaces within the interior of the site.

- **Overshadowing:**

Shadow diagrams have been prepared to assess the potential impacts on solar access to neighbouring properties between 9am and 3pm for the winter solstice (June 21) (refer **Appendix A**). The diagrams indicate that the built form proposed will cast shadow on parts of the neighbouring residential buildings to the south-west at 9am and 10am. However, by 11am the shadow falls only on the railway line, electrical substation, and industrial buildings to the south. Consequently, the overshadowing impacts are considered acceptable given the impact on the surrounding residential development is minimal and the shadow is primarily concentrated on non-sensitive land uses including the electrical substation, railway land, and industrial buildings.

- **Visual Impact:**

An independent Visual Impact Assessment (VIA) has been undertaken by *Richard Lamb Associates* and is included at (**Appendix D**). The VIA provides an analysis of the visual character of the site and surrounding context, and the impacts associated with the proposed concept design.

The VIA concludes that with regard to the potential visual impacts, the proposal is acceptable and does not result in any significant negative visual effects or impacts on its visual catchment. The proposal will cause a substantial but positive change to the existing character of the site and the surroundings. Such changes are compatible with the existing and emerging character of the locality and wider visual context, which is undergoing significant transformation to higher density and taller built forms.

The proposal is responsive to the visual opportunities and constraints of the subject site and its surroundings and appropriately responds to the character of adjacent land uses. The development includes wide setbacks between the tower forms and from existing residential areas and public open spaces. It features appropriate visual and physical linkages to existing or approved mixed-use developments and open spaces. This combination has the potential to create an identifiable, discrete and high quality urban environment.

The proposed reserve west of Powells Creek provides for high quality residential amenity and has the potential to be linked with Powells Creek Reserve on the northern side of Parramatta Road.

The layout of the development is such that individual buildings constructed in Stage 1A will provide substantial screening effects to other buildings in individual views. The tallest built forms will not have substantial visibility from Parramatta Road due to the width and alignment of Nipper Street and the heights and forms of buildings constructed in Stage 1A which screen the majority of views of the interior of the site.

The subject site and the context have high potential for the quantum of built form and a significant physical absorption capacity for the proposal. The proposal is not anticipated to significantly affect views to any important scenic features from within the visual catchment. The proposal increases the visual and pedestrian permeability into and out of the site by maintaining the existing street and view corridors and proposing new vehicular extensions and pedestrian linkages.

- **Acoustic Impact:**

An Acoustic Assessment has been prepared by *EMM Consulting* and is included at **Appendix E**. The assessment provides an analysis of the potential impact of external sources of noise and vibration on the amenity of future residents, including the electrical substation, freight railway line, and other surrounding noise sources. The assessment confirms that conventional acoustic design can be readily used to overcome residual noise and vibration issues identified such that relevant guidelines can be achieved.

- **Rail Vibration:**

An assessment of potential rail vibration impact has also been undertaken and is included at **Appendix E**. The assessment confirms ground vibration levels associated with train movements were not distinguishable from the background vibration levels. Based on these results, vibration from train pass-bys would not likely be noticed within the proposed residential development.

- **Access and Traffic Generation:**

A Traffic and Transport Assessment has been prepared by *Colston Budd Hunt & Kafes* and is included at **Appendix C**. The assessment provides an overview of the site location and road network, approved developments, Parramatta Road Urban Transformation Program, proposed development, public transport, walking and cycling, and expected traffic generation. The assessment confirms:

- The planning proposal is consistent with planning for the area identified in the Parramatta Road Corridor Urban Transformation Strategy;
- The site is well located to existing and future planned public transport services;
- Traffic generation of the planning proposal for 11-17 Columbia Lane would be similar to that assessed in the previous planning proposal;
- Road works are under construction on Parramatta Road in association with the development at 6-18 Parramatta Road, to cater for that development, as well as development of 11-17 Columbia Lane and the Kennards site;
- With these works, the road network will be able to cater for the additional traffic from the planning proposal for 11-17 Columbia Lane and residential development on the Kennards site; and
- The proposed development at 11-17 Columbia Lane will make appropriate contributions towards other local works identified for the precinct, under the infrastructure schedule for the Parramatta Road Corridor Urban Transformation Program.

**Q9. Has the planning proposal adequately addressed any social and economic effects?**

An economic assessment has been prepared by *Urbis* and is included at **Appendix F**. The assessment provides an outline of the changing nature of employment within Strathfield and the surrounding sub-region, changing nature of surrounding land uses, the competitive positioning of the subject site within the broader residential development market, and the appropriate mix of development that will be required to ensure the viability of development on the site.

**Population and Demographic Analysis**

A demographic analysis of the Strathfield LGA has revealed the following characteristics of the local population:

- The population of the Strathfield LGA is expected to grow from 37,000 in 2011 to almost 51,000 by 2031, adding an additional 13,700 residents. This will require a significant increase in the supply of residential dwellings in order to house this additional population.
- The Strathfield LGA has a higher average household income which is +1.1% above the Sydney average. The pricing of housing should therefore be pitched towards a mid-range quality product, albeit acknowledging the Parramatta Road location.
- Couple families with children under 15 (young families) and couple families with no children make up the highest proportion of households in the Strathfield LGA.
- The average household size for Strathfield LGA (2.8 persons per dwellings) is slightly above the Sydney average of 2.7. The majority of the dwellings within the LGA are two bedroom dwellings (39%).
- There is a growing trend in the preference towards flats, units or apartments within the Strathfield LGA.

## Residential Demand

The site has the fundamental elements which drive demand for residential apartment living, particularly inner city. These elements include:

- Access to amenities – the site is located within close proximity to shops, parks, recreation facilities, entertainment and dining options, medical facilities and schools.
- Access to employment – the site is well located between the major employment centres of Burwood, Sydney Olympic Park, Parramatta CBD, and Sydney CBD. The site is also located in close proximity to the Sydney's employment centroid, meaning it is equidistant to all jobs currently provided in Sydney, making this a desirable location for workers.
- Transport and infrastructure - the site is located within close proximity to a variety of public transport options, including multiple bus services on Parramatta Road and rail services at Homebush Station and North Strathfield Station.
- Population growth - the Estimated Resident Population (ERP) of the Strathfield LGA increased by just over 4,000 residents between 2006 and 2011, increasing from 33,231 to 37,239. Based on Department of Planning and Environment forecasts, the Strathfield LGA population is forecast to increase to almost 51,000 by 2031.
- Competing supply – there is a clear trend which shows a shift towards apartment developments based on new dwelling approvals within the LGA.

## **Section D – State and Commonwealth interests**

### **Q10. Is there adequate public infrastructure for the planning proposal?**

The NSW Government is currently planning for dwellings and jobs growth along the Parramatta Road Corridor through the *Parramatta Road Corridor Urban Transformation Strategy*. The Strategy identifies the necessary State public infrastructure required to support growth of the Corridor.

The Planning Proposal includes the intention to provide an equitable contribution towards State and Local public infrastructure to support the implementation of Parramatta Road Urban Transformation Strategy, if required. As the Planning Proposal progresses, the proponent will continue to liaise with the relevant Government agencies to work through the appropriate form of this contribution and any necessary amendments to the SLEP 2012.

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

As described in Section 2 of this Report, the site has been the subject of a lengthy planning process, most recently involving a Pre-Gateway Review process undertaken by the NSW Department of Planning and Environment and the Sydney East Joint Regional Planning Panel, as well as a request to appoint an alternate Relevant Planning Authority.

Both the NSW Department of Planning and Environment and the Sydney East Joint Regional Planning Panel determined that the Planning Proposal demonstrates strategic and site-specific merit, is consistent with objectives and directions under A Plan for Growing Sydney, the draft Parramatta Road Urban Transformation Strategy, relevant State Environmental Planning Policies and section 117 Directions. Both concluded that there was sufficient merit in the proposal proceeding to Gateway.



## 7.4. PART FOUR: MAPPING

The Parramatta Road Corridor Urban Transformation – Implementation Tool Kit – Planning and Design Guidelines provides recommended land use, building heights, and densities maps for the Homebush Precinct (refer Figure 16, Figure 17, and Figure 18). The intended outcomes of the Planning Proposal are consistent with these maps. Detailed mapping will be prepared post-gateway determination.

Figure 16 – Homebush recommended land uses map – extract

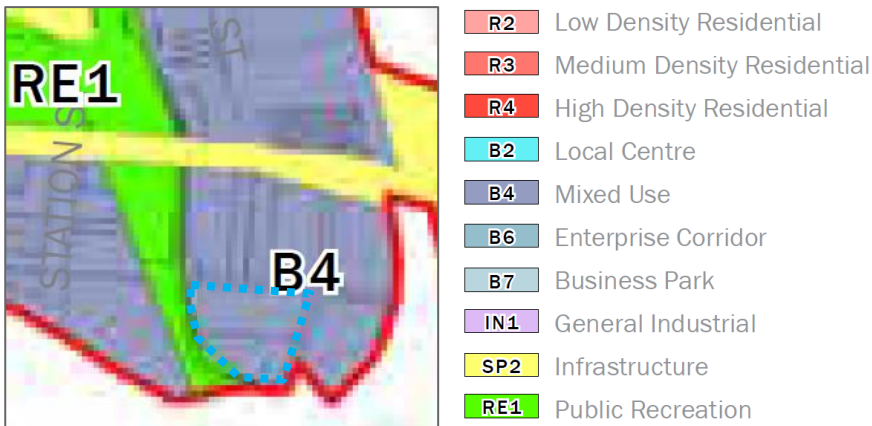


Figure 17 – Homebush recommended building heights map – extract

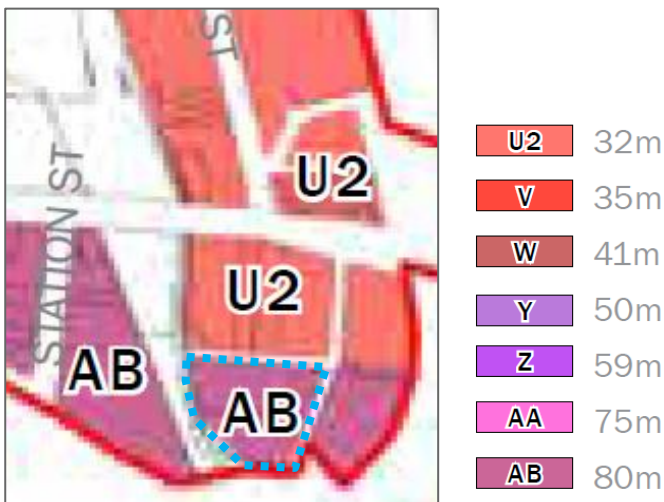
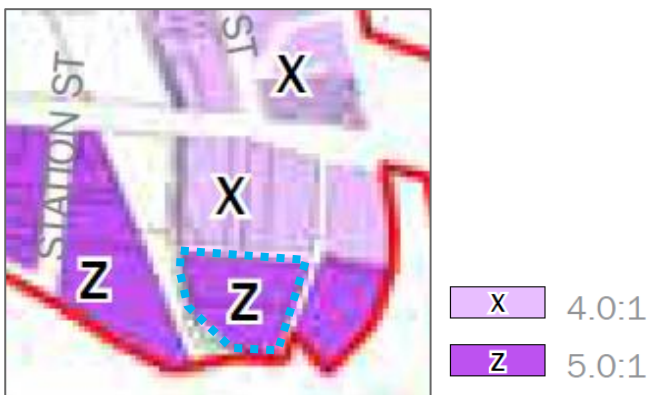


Figure 18 – Homebush recommended densities map – extract



## 7.5. PART FIVE: COMMUNITY CONSULTATION

No public community consultation has been undertaken to date in regard to this Planning Proposal. It is expected that direction as to the nature and extent of the necessary public consultation will be identified as part of the Gateway Determination.

Having regard to the requirements set out in 'A guide to preparing local environmental plans', it is expected that the Planning Proposal will be publicly exhibited for a total of 28 days.

## 7.6. PART SIX: PROJECT TIMELINE

In accordance with the requirements set out in 'A guide to preparing planning proposals' Table 6 sets out the anticipated project timeline, in order to provide a mechanism to monitor the progress of the planning proposal through the plan making process.

Table 6 – Anticipated Project Timeline

<b>Process</b>	<b>Timeframe</b>
<i>Process undertaken to date</i>	<i>23 months (May 2015 – April 2017)</i>
Proponent submits Planning Proposal to alternate RPA	April 2017
RPA submits Planning Proposal to the Department	May 2017
Assessment of Planning Proposal	2 months (June-July 2017)
Gateway Determination	July 2017
Consultation	28 days (August – September 2017)
Post Exhibition Review	1 month (September – October 2017)
Legal Drafting of the LEP	October 2017
Making of the draft LEP	November 2017
Notification of the LEP	November 2017
<b>Total</b>	<b>7 months</b>
<i>Total including process undertaken to date</i>	<i>30 months</i>

## 7.7. CHANGES FROM ORIGINAL PLANNING PROPOSAL

The original Planning Proposal submitted in May 2015 to Strathfield Council sought to amend the Strathfield LEP 2012 to permit buildings with a height up to 70 metres and a floor space ratio of 3.66:1. These amendments were proposed to facilitate the redevelopment of the site for a conceptual residential development, comprising:

- Two residential flat buildings, with a six-storey podium and tower elements at sixteen (16) and twenty-one (21) storeys, basement car parking and associated landscaping;
- An extension of George Street to the south, providing a connection to Columbia Lane;
- Embellishment and dedication of a new Neighbourhood Park; and
- Fit-out and dedication of a 400m<sup>2</sup> community space within the building fronting the proposed park.

The Planning Proposal was updated in May 2016 as a result of the pre-gateway review process undertaken by the NSW Department of Planning and Environment (the Department) and the Sydney East Joint Regional Planning Panel between August 2015 and May 2016 (PGR\_2015\_STRAT\_001\_00). Specifically, in recommending that the Planning Proposal proceed to Gateway the Department requested that it be updated to reflect the recommendation of the Panel that *'the proposal be modified to be consistent with the building heights shown in the draft Parramatta Road Urban Transformation Strategy, i.e. that the tallest building should be to the south and that the average building height should be fourteen storeys'*.

Accordingly, the updated Planning Proposal submitted to the Department in May 2016 sought to amend the Strathfield LEP 2012 to permit buildings with a height up to **80 metres** and maintained the previously proposed floor space ratio of 3.66:1. These amendments would facilitate the redevelopment of the site for a conceptual residential development, comprising:

- Two residential flat buildings, with a six-storey podium and tower elements at twelve (12) and twenty-five (25) storeys, basement car parking and associated landscaping;
- An extension of George Street to the south, providing a connection to Columbia Lane;
- Embellishment and dedication of a new Neighbourhood Park; and
- Fit-out and dedication of a 400m<sup>2</sup> community space within the building fronting the proposed park.

The Planning Proposal has since been updated to reflect the final *Parramatta Road Corridor Urban Transformation Strategy* (November 2016) and the *Parramatta Road Corridor Implementation Tool Kit*, adopted by the NSW Government on 19 December 2016. Specifically, the Planning Proposal seeks to amend the Strathfield LEP 2012 to permit buildings with a height of 80 metres (as per the May 2016 version) and a floor space ratio of 5:1. The Planning Proposal also seeks to amend the land use zoning of the site from R4 High Density Residential to B4 Mixed Use. These amendments will facilitate the redevelopment of the site for a conceptual mixed-use development, comprising:

- A mixed-use building, with a nine-storey podium and tower elements at twenty-four (24) and twenty-six (26) storeys, communal open space at ground and podium levels, and basement car parking.
- An extension of George Street to the south (now known as 'Nipper Street'), providing a connection from Columbia Lane (now known as 'Gramophone Lane').
- Creation and embellishment of a new open space.

The previously proposed fit-out and dedication of a 400m<sup>2</sup> community space and the embellishment and dedication of a new 'Neighbourhood Park' has been removed from the concept design due to feedback received from Strathfield Council that they would not accept the dedication and on-going maintenance of these spaces. Nevertheless, the creation and embellishment of a new open space in the north east corner of the site remains a key deliverable of the Planning Proposal and conceptual design.

## 8. CONCLUSION

This Planning Proposal has been prepared by *Urbis Pty Ltd* on behalf of *Columbia Lane Developments Pty Ltd* and seeks to initiate the preparation of a Local Environmental Plan amendment for the land at **11-17 Columbia Lane, Homebush**.

The Planning Proposal was originally lodged with Strathfield Council on 1 May 2015. It has since been updated as a result of a pre-gateway review process undertaken by the NSW Department of Planning and Environment (the Department) and the Sydney East Joint Regional Planning Panel between August 2015 and May 2016 (PGR\_2015\_STRAT\_001\_00).

The Planning Proposal has been updated to reflect the final *Parramatta Road Corridor Urban Transformation Strategy* and the *Parramatta Road Corridor Implementation Tool Kit*, adopted by the NSW Government on 19 December 2016.

The Secretary of the Department the Sydney Central Planning Panel, as an alternate Relevant Planning Authority, on 21 December 2016 to progress the planning proposal through the plan making process. This report has been prepared to assist the Sydney Central Planning Panel prepare a Planning Proposal to amend the land use zoning, height and floor space ratio development standards, under the *Strathfield Local Environmental Plan 2012* (SLEP 2012), in accordance with section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The intended outcome of this Planning Proposal is to amend SLEP 2012 to achieve consistency with the *Parramatta Road Corridor Urban Transformation Strategy* as follows:

- Amend the land use zoning of the subject site to **B4 Mixed Use**;
- Amend the applicable maximum height of buildings development standard, under *clause 4.3A: Exceptions to height of buildings (Parramatta Road Corridor)*, to permit buildings up to **80 metres**.
- Amend the applicable floor space ratio development standard, under *clause 4.4A: Exceptions to floor space ratio (Parramatta Road Corridor)*, to permit a floor space ratio of **5:1**.

These amendments will facilitate the redevelopment of the site for a conceptual mixed-use development, as illustrated in the Architectural Drawings prepared by *Mosca Pserras Architects* (refer **Appendix A**), which will incorporate the following:

- A mixed-use building, with a nine-storey podium and tower elements at twenty-four (24) and twenty-six (26) storeys, communal open space at ground and podium levels, and basement car parking.
- An extension of George Street to the south (now known as 'Nipper Street'), providing a connection from Columbia Lane (now known as 'Gramophone Lane').
- Creation and embellishment of a new open space.

The Sydney Central Planning Panel is requested to resolve to initiate the amendment process under section 56 of the EP&A Act and seek a 'gateway determination' from the NSW Department of Planning and Environment. This request for the Relevant Planning Authority's resolution is both appropriate and reasonable given the following:

- **The Planning Proposal and resultant development is consistent with relevant State Government policy objectives.** Consistent with the objectives, directions, and actions set out in '*A Plan for Growing Sydney*', Towards 2056, and the Draft Central District Plans, the proposal will:
  - Increase the supply of housing in centres with good access to services and public transport infrastructure;
  - Assist in revitalising existing suburbs by providing housing in or near centres in established urban areas to help more people live where they want - closer to jobs, services and transport;
  - Respond to increased housing diversity and choice through the provision of housing stock to suit the needs of a changing population;
  - Accelerate the housing supply, choice, affordability and build a great place to live;

- Contribute to the Central District’s five-year housing target, through the delivery of approximately 382 residential dwellings;
  - Increase housing choice, diversity and affordability through the delivery of a range of one, two and three bedroom apartments, as well as flexible live work suites;
  - Provide affordable rental housing dwellings to be managed by a Community Housing Provider; and
  - Facilitate the implement of the Parramatta Road Corridor Urban Transformation Strategy and supporting Tool Kit.
- **The Planning Proposal and resultant development is consistent with the principles and strategic actions outlined in the Parramatta Road Corridor Urban Transformation Strategy.** Specifically, the Planning Proposal will:
    - Provide high density residential development around key transport nodes.
    - Locate taller residential buildings at the core of the Precinct, in the centre of the three major rail stations of Homebush, North Strathfield and Strathfield.
    - Capitalise on the improved, high-capacity public transport connections offered by the Parramatta Light Rail.
    - Capitalise on development potential around transport nodes.
    - Provide an extension to the George Street shared-way, prioritising pedestrian access, and creating a major north-south link between the Bakehouse Quarter and Strathfield to the south.
    - Reduce car dependency by locating housing in close proximity to existing and planned public and active transport infrastructure.
    - Activate the Powells Creek corridor and linear north-south greenway.
    - Provide new open space and a high quality and active public domain.
  - **The subject site is well located and as such is capable of providing significant uplift in density without major impacts on public infrastructure or adjacent land uses.** The subject site is one of the few remaining major development sites, not affected by heritage, small lot size, or strata-title constraints, located within close proximity to a range of employment, retail, community, transport and recreational facilities.
  - **The proposed height and density is compatible with the bulk and scale of surrounding development, as well as comparable neighbouring centres.** In particular, the proposal is generally consistent with the building heights and densities established under the Part 3A Concept Plan Approval and the adjacent approved development application 2014/066, and is consistent with the building heights and densities envisaged for the Homebush Precinct and wider Parramatta Road Corridor.
  - **The proposed development has been carefully designed to minimise potential conflicts between land uses and impacts on adjacent properties.** In particular, the building orientation, floor plate arrangement, and apartment layouts have been designed to orient living areas away from noise sources presented by the adjacent railway line and electrical substation. The proposed development achieves an appropriate balance between achieving a more intensive development on the site, whilst ensuring that unreasonable amenity impacts do not arise.
  - **The Planning Proposal and resultant development provides significant public benefit.** In particular, through the provision of increase housing choice, diversity, and supply, as well as through the construction of the George Street extension and adjacent open space.
  - **The Planning Proposal was determined to have both strategic and site specific merit** by the NSW Department of Planning and Environment and the Sydney East Joint Regional Planning Panel as part of the pre-gateway review process. Furthermore, it was determined that the proposal is consistent with the future desired character and built form proposed under the *Parramatta Road Corridor Urban Transformation Strategy*.



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