

Planning Proposal to amend Strathfield LEP 2012 to increase the height and floor space ratio development standards applying to 17-35 Parramatta Road and 5 Powell Street, Homebush (127 dwellings, 0 jobs)

Proposal Title :	Planning Proposal to amend Strathfield LEP 2012 to increase the height and floor space ratio development standards applying to 17-35 Parramatta Road and 5 Powell Street, Homebush (127 dwellings, 0 jobs)		
Proposal Summary :	The proposal seeks an amendment to the Strathfield Local Environmental Plan 2012 to increase the maximum floor space ratio (FSR) from 1.65:1 to 4.5:1 and increase the maximum building height from 26 metres to 85 metres.		
PP Number :	PP_2017_STRAT_003_00	Dop File No :	17/06780

Proposal Details

Date Planning Proposal Received :	28-Jun-2017	LGA covered :	Strathfield
Region :	Metro(CBD)	RPA :	Sydney East Joint Regional Plan
State Electorate :	STRATHFIELD	Section of the Act :	55 - Planning Proposal
LEP Type :	Spot Rezoning		

Location Details

Street :	17-35 Parramatta Road		
Suburb :	Homebush	City :	Sydney
Land Parcel :	Lot 81 DP 870786	Postcode :	2140
Street :	5 Powell Street		
Suburb :	Homebush	City :	Sydney
Land Parcel :	Lot 3 DP 1002876	Postcode :	2140

DoP Planning Officer Contact Details

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Land Release Data

Growth Centre :	Release Area Name :
Regional / Sub Regional Strategy :	Consistent with Strategy :
MDP Number :	Date of Release :
Area of Release (Ha)	Type of Release (eg Residential / Employment land) :
No. of Lots : 0	No. of Dwellings 127 (where relevant) :
Gross Floor Area : 0	No of Jobs Created : 0

The NSW Government Lobbyists Code of Conduct has been complied with : **Yes**
If No, comment :

Have there been meetings or communications with registered lobbyists? : **No**
If Yes, comment :

Supporting notes

Internal Supporting Notes :

THE SITE AND CONTEXT

The subject site has an area of approximately 6,257 square metres. It is bounded by the M4 Motorway to the north, Parramatta Road to the south, Powell Street to the west and open space to the east. It is located within the south-east portion of the Homebush Precinct as outlined in the Parramatta Road Urban Transformation Strategy 2016.

The former Homebush Theatre and Horse and Jockey Hotel heritage items are located in close proximity to the site. In general, the surrounding area is undergoing transition from light industrial, commercial and car yard uses to medium to high density residential precinct with ground floor commercial uses.

The M4 East motorway upgrade as part of the Westconnex project was approved on 11 February 2016. This approval includes a new on-ramp to connect to the existing M4 westbound with Parramatta Road to the east of the subject site. A new signalised intersection on Parramatta Road will be created as a result of the on-ramp in close proximity to the east.

CURRENT PLANNING CONTROLS

The site is currently identified as 'Item 33' on the Key Sites Map within the Strathfield Local Environmental Plan 2012. The site has a maximum FSR of 26 metres and maximum floor space ratio (FSR) of 2.7:1. The site is currently zoned B4 Mixed Use.

BACKGROUND

Existing development consent:

On 27 August 2014, the Joint Regional Planning Panel (JRPP) granted a deferred commencement approval (DA 2014/035) for two (2) eight (8) storey mixed use buildings comprising a total of 221 residential units and six (6) commercial tenancies at the subject site.

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On 10 November 2014, the consent became operational following satisfaction of the deferred commencement conditions. Subsequent Section 96 approvals were granted (modifications 01-03) relating to the building design and additional basement level.

The approved mixed use development is configured into three (3) buildings including:

- Building A: an 8 storey tower to the north of the site;
- building B and Building C: two 8 storey towers on the southern portion of the site which are connected by a ground level podium; and
- four levels of basement car parking with roof top communal open space.

The approved works associated with the mixed use development under DA 2014/035 are currently underway. The south-eastern portion of the site, identified for Building C, has been halted pending the outcome of this planning proposal.

Refused development consent:

On 15 March 2016, refusal was issued by Strathfield Council for one additional level on the northern building, and three additional levels on the southern building. The reasons for refusal included the proposal breached the permitted height and FSR for the site. An appeal was lodged with the NSW Land and Environment Court by the applicant which was subsequently dismissed on 24 February 2017.

History of planning proposal:

On 4 November 2016, the proponent lodged the subject Planning Proposal with Strathfield Council which outlined the following controls:

- Maximum building height of 85 metres; and
- maximum FSR of 4.5:1.

On 9 November 2016, the final Parramatta Road Urban Transformation Strategy (PRUTS) was released. The final Strategy proposes the site for Open Space use despite a DA approval having been granted for the site and construction under way.

On 6 December 2016, Strathfield Council resolved to prepare background studies and the required statutory documents for implementation of the Parramatta Road Urban Transformation Strategy 2016. On 21 February 2017, Strathfield Council resolved to defer their decision of the subject Planning Proposal until completion of all background studies.

On 28 February 2017, a Rezoning Review request was lodged with the Department of Planning due to Strathfield Council not demonstrating support within 90 days.

On 20 April 2017, the Sydney Central Planning Panel (SCPP) considered that the proposal has strategic and site specific merit and recommended that the planning proposal proceed to Gateway determination subject to the height of the proposal being no more than 80 metres and the FSR be 4.5:1. The reason for the height being restricted to 80 metres was to be in keeping with the recommended heights of adjoining sites identified under the PRUTS which are restricted to 80 metres.

The SCPP recommended that the proposal be updated to demonstrate consistency with the Section 117 Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' ('Strategy'). The Panel recommends that the Department of Planning and Environment seek formal clarification from Urban Growth NSW prior to public exhibition, that the Proposal's inconsistencies with the Strategy are minor, and therefore not out of sequence and can be rezoned in accordance with the Vision and Principles of the Strategy.

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The SCPP also recommended that a site specific Draft DCP be prepared in accordance with the 'Implementation Toolkit Planning and Design Guidelines' outlined in the Strategy and that this be placed on public exhibition alongside the planning proposal.

On 27 April 2017, Strathfield Council was advised of the Panel's decision to send the planning proposal to Gateway determination, and requested to advise within 42 days whether it would continue in the role of relevant planning authority for the proposal. A response was not received in this timeframe and the Council was subsequently advised that the Panel will be appointed as the RPA.

External Supporting
Notes :

Adequacy Assessment

Statement of the objectives - s55(2)(a)

Is a statement of the objectives provided? **Yes**

Comment :

The objectives of the planning proposal states the following:

- satisfy the demand for new housing stock on a site with suitable characteristics (i.e. large size, single ownership, surrounded by streets, by the M4 and by a proposed park) for accommodating additional growth);
- encourage the development of buildings that achieve design excellence and of public domain spaces that are safe, accessible and attractive.
- enhance the local government whilst maximising the site's ability to provide housing accommodation;
- maximise the use of public transport, walking and cycling for trips to, from and within the Strathfield LGA by maximising housing options on a site which is highly accessible via public transport and in close proximity to a planned light rail network;
- better-provide for the orderly, economic and prompt development of the site; and
- ensure that development within the Strathfield LGA appropriately supports the A Plan for Growing Sydney and the Draft Parramatta Road Urban Transformation Strategy.

It is considered that this statement can be updated to provide a clearer understanding of the objectives of the planning proposal. This should clearly state what is planned to be achieved, and how it is to be achieved. Reference should be made to Part 2.1 of the document 'A Guide to Preparing Planning Proposals' which provides further guidance on preparing a statement of objectives.

Explanation of provisions provided - s55(2)(b)

Is an explanation of provisions provided? **Yes**

Comment :

The explanation of provisions adequately addressed the intended method of achieving the objectives of the planning proposal. The proposal intends to amend the Strathfield LEP 2012 by:

- Amending Clause 4.3A (Exceptions to height of buildings – Parramatta Road Corridor) to allow a maximum permissible height of 85 metres on 'Key Site' number 33; and
- amending Clause 4.4A (Exceptions to floor space ratio – Parramatta Road Corridor) to allow a maximum permissible FSR of 4.5:1 on 'Key Site' number 33.

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A concept design has been prepared to increase density on the land providing for three separate building envelopes. A height of up to 25 storeys (85 metres) is proposed in the south-east corner of the site and up to 8 storeys (20 metres) matching the existing development approval for the existing residences to the west.

Justification - s55 (2)(c)

a) Has Council's strategy been agreed to by the Director General? **No**

b) S.117 directions identified by RPA :

* May need the Director General's agreement

2.3 Heritage Conservation

3.1 Residential Zones

3.4 Integrating Land Use and Transport

4.1 Acid Sulfate Soils

4.3 Flood Prone Land

7.1 Implementation of A Plan for Growing Sydney

5.10 Implementation of Regional Plans

Is the Director General's agreement required? **No**

c) Consistent with Standard Instrument (LEPs) Order 2006 :

d) Which SEPPs have the RPA identified?

SEPP No 32—Urban Consolidation (Redevelopment of Urban Land)

SEPP No 55—Remediation of Land

SEPP No 65—Design Quality of Residential Flat Development

SEPP (Building Sustainability Index: BASIX) 2004

SEPP (Infrastructure) 2007

e) List any other matters that need to be considered :

S117 DIRECTIONS

7.3 Parramatta Road Corridor Urban Transformation Strategy

CONSISTENCY WITH STRATEGY

This Direction applies to the planning proposal as it will affect 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). The proposal does not currently address Direction 7.3 of the Strategy as it was initially lodged prior to the final Parramatta Road Strategy being adopted.

The strategy sets out a 30 year plan for the Parramatta Road Corridor outlining renewal of the corridor to support new communities through investment in homes, jobs, transport, open spaces and public amenity. The strategy recommends densities for each precinct and the controls and sequence have been designed to achieve these densities. Infrastructure that is dedicated for the corridor will support this growth in each of the precincts.

The site is located directly adjacent to the release area for the Homebush Precinct that is recommended for 2016 -2023 area. The site is identified in the Strategy as having a recommended zoning of RE1 Public Recreation to integrate with the open space along Powells Creek Reserve. There is no maximum height, or maximum FSR zoning recommended for the site.

These controls differ from the Draft Parramatta Road Corridor Urban Transformation Strategy released on 17 September 2015. Under the Draft Strategy, the site was included within the Homebush Precinct and it was envisaged that the site would accommodate a high density mixed use building with an approximate building height of 14-25 storeys, which equates to a maximum building height of 82 metres. The Planning Proposal was lodged prior to the final Strategy being adopted and only currently references the draft Strategy.

Urban Growth NSW clarified in an email (dated 3 February 2017) to the proponent that

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the nomination of the subject site for future open space was an oversight in the final Strategy. The final Strategy identifies the site for future "Infrastructure" partly due to its proximity to the future WestConnex project. Urban Growth NSW states that their project team when preparing the Strategy and Guidelines adopted a principle that any 'infrastructure' nominated land (in the first instance) be considered as potential locations for future open space. The subject property, aligned to the Powell's Creek Corridor fell into this category. Urban Growth NSW states that recognising that development has already progressed (under DA 2014/035), the nomination of the subject site as future open space in the final guidelines is an oversight.

Urban Growth NSW has drawn attention to Page 130 of the Planning and Design Guidelines of the Strategy which states that the indicative location and configuration of any 'indicative proposed open space' is to be determined as part of a future planning proposal. Urban Growth NSW says that this statement provides the flexibility to depart from the recommended controls currently allocated to the site under the Strategy, which in this case and given the commencement of construction, would be appropriately justified. This principle also applies to the issue of no height or FSR controls identified for the site.

The Rezoning Review recommendation of the Sydney Central Planning Panel states that the Department of Planning and Environment is to seek formal clarification from Urban Growth NSW prior to public exhibition, regarding the inconsistency with the Strategy. In response, Urban Growth NSW has provided a letter to the Department (dated 21 August 2017) reiterating their previous advice and clarifying that the recommended RE1 Public Recreation zoning was an oversight in the final Strategy.

This advice is considered to adequately demonstrate that the proposal's inconsistency with the Strategy is minor. The acknowledgement of the zoning discrepancy highlights the suitability of inclusion of the subject site within the adjacent 2016-2023 release area of the strategy. The proposed scale and built form of the development most appropriately responds to this release area which outlines a similar scale and built form in the area located south of the M4 motorway.

As the proposal does not currently address Section 117 Direction 7.3, this has been included as a Gateway condition.

ENVIRONMENTAL FACTORS

Precinct Wide Traffic Studies

The Strategy outlines that "prior to any rezoning commencing, a Precinct wide traffic study and supporting traffic modelling is required to be completed". This study is to consider "the recommended land uses and densities as well as any future Westconnex conditions", and will identify "the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct". The Precinct Traffic Studies are to be completed by Local Council's.

As discussed, Strathfield Council have advised that in collaboration with Canada Bay and Burwood Council's, urban design and traffic consultants have been commissioned to undertake studies which are anticipated to be completed by October 2017.

A Gateway condition is recommended requiring the Planning Proposal be updated to address Strathfield Council's precinct wide traffic study for the 'Homebush Precinct' if this study is released either prior to community consultation of the Planning Proposal or the LEP being finalised.

SOCIAL FACTORS

The Strategy outlines that a minimum of 5 per cent of new housing must be affordable

housing (or in line with Government policy) and that this is also to be provided as a form of inclusionary zoning. The Planning Proposal does not provide any information regarding affordable housing. A Gateway condition is recommended requiring the Planning Proposal to be updated to address the requirement for affordable housing and how the proposal intends to meet applicable requirements.

ECONOMIC FACTORS

The Strategy requires the provision of State infrastructure to support the proposed population growth within the eight precincts. The Strategy suggests that planning proposals will pay a contribution toward the provision of this infrastructure. A Gateway condition is recommended requiring a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of the Strategy.

STATE ENVIRONMENTAL PLANNING POLICIES

SEPP 55 – Remediation of Land

Whilst the current proposal is not supported by a contamination study, construction has already commenced on the site as part of the deferred development consent (DA 2014/035). The subject Planning Proposal does not seek to modify the zoning of the land to differ from this current development approval. No further information is considered necessary as part of this planning proposal regarding contamination. Any further studies will form part of any future development application process.

SEPP (Infrastructure) 2007

This SEPP is relevant as the proposal outlines development for residential purposes that is:

- on land with a frontage to a classified road; and
- on land in or adjacent to a road corridor with an annual daily traffic volume of more than 40,000 vehicles; and
- comprises 300 or more dwellings with access to any road, and comprises 75 or more dwellings with access to a classified road or to a road within 90 metres of connection to a classified road;

It is recommended that consultation is undertaken with Transport for NSW and Roads and Maritime Services to address any specific requirements of the SEPP that may be deemed applicable at the rezoning stage.

SEPP 65 - Design Quality of Residential Flat Development

This SEPP is relevant as the proposal includes a concept design for a mixed use building of over three storeys and contains more than 4 dwellings. Whilst specific design details will be assessed as part of any future development application, it is relevant to consider the design principles of this SEPP and its relationship to the Apartment Design Guide.

The proposal includes an Urban Design Report prepared by Architectus to provide a design analysis of the site and context, design options and urban design recommendations. A preferred scenario design of one single 25 storey tower is outlined in the report. The report acknowledges that this scenario will be significantly taller than the existing buildings and currently planned heights within the context of Strathfield Council. However, considers the proposal is acceptable in light for the expected future density and development for the area.

The indicative scheme is generally within the approved building footprint of Building C in DA /2014/035. The level of detail provided in the urban design report is considered

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acceptable to allow a reasonable understanding of the visual appearance of the building and its relationship to the area. Hourly shadow diagrams have been provided at the winter solstice showing solar access impacts to surrounding properties.

Have inconsistencies with items a), b) and d) being adequately justified? **No**

If No, explain :

As discussed, formal clarification has been provided from Urban Growth NSW that the RE1 Public Recreation zoning in the Parramatta Road Corridor Urban Transformation Strategy was an oversight. This advice has adequately justified that the proposal's inconsistency with the Strategy is of minor significance.

Mapping Provided - s55(2)(d)

Is mapping provided? **Yes**

Comment :

Whilst mapping is provided to identify the site, the Planning Proposal does not require alterations to any of the existing maps associated with SLEP 2012. This is because Clause 4.3A and Clause 4.4A permit greater heights and FSR's than are shown on the LEP maps for properties that are identified as key sites on the Key Sites Map. The site is already identified as "Key Site 33" therefore only the height and FSR for this site need to be changed in the LEP under Clause 4.3A and Clause 4.4A.

Community consultation - s55(2)(e)

Has community consultation been proposed? **Yes**

Comment :

The proposal outlines public consultation will be undertaken in accordance with the Gateway determination. A 28 day community consultation period is recommended.

Additional Director General's requirements

Are there any additional Director General's requirements? **No**

If Yes, reasons :

Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? **Yes**

If No, comment :

Time Line

The Planning Proposal includes a project timeline which estimates the completion of the Planning Proposal in September 2017. The timing was based on the original time frame before submitting to Council and prior to a Rezoning Review occurring.

Therefore, a condition of consent is recommended with a 18 month timeframe to ensure the RPA has adequate time to complete the exhibition, reporting, legal drafting and making of the plan.

Overall Adequacy

The planning proposal satisfies the adequacy criteria by:

- providing appropriate objectives and intended outcomes;**
- providing a suitable explanation of the provisions proposed for the LEP to achieve the outcomes;**
- providing an adequate justification for the proposal;**
- outlining a proposed community consultation program; and**
- providing a project timeline.**

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Proposal Assessment

Principal LEP:

Due Date :

Comments in relation to Principal LEP : **The Strathfield LEP is in force and commenced on 15 March 2013.**

Assessment Criteria

Need for planning proposal : **A planning proposal is the best way to amend the 'height of buildings' and 'floor space ratio' development standards under SLEP 2012.**

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Consistency with strategic planning framework :

A Plan for Growing Sydney

The proposal is broadly consistent with A Plan for Growing Sydney, in particular:

- Direction 2.1 – increase supply of housing near Homebush Station;
- Direction 2.2 and 3.1 – assist in revitalising existing suburbs by providing housing near centres in established urban areas.
- Direction 2.3 – respond to housing diversity and choice.

Draft Central District Plan

The draft Central District Plan (the Plan) was released by the Greater Sydney Commission on 21 November 2016 (after the submission of this planning proposal request to Council) and is relevant to the site. The planning proposal in its current form does not address this plan. A condition of consent is recommended stating that the proposal be updated to demonstrate consistency with this plan.

Notwithstanding this requirement, the planning proposal is considered to be in keeping with the plan's provisions and does not contain directions or actions that preclude consideration of the land for redevelopment.

Parramatta Road Urban Transformation Strategy

The subject site is located within the Parramatta Road Corridor and is subject to the Parramatta Road Corridor Transformation Strategy. As discussed, formal clarification has been provided from Urban Growth NSW to demonstrate the minor inconsistency with the Strategy and sequencing.

Notwithstanding this, the proposal in its current form does not address the requirements of the final Strategy on 9 November 2016. The proposal only currently refers to the draft Parramatta Road Strategy. A Gateway condition is therefore recommended requiring the proposal to be updated to address all relevant requirements of the final Parramatta Road Corridor Urban Transformation Strategy.

The Sydney Central Planning Panel also recommended that a site specific Draft DCP be prepared to help guide the future development of the site. This requirement was recommended as building controls and a built form guideline had not been applied to the site under the PRCUTS given it was recommended for zone RE1 - Public Recreation.

Upon further review, the requirement for a site specific draft DCP is not considered necessary for the following reasons:

- The site has recently been substantially developed under (2014/035) which provides a foundation for the development of the site. Any future development application will need to respond to this development guided by the requirements of SEPP 65 and the Apartment Design Guide.
- Built form controls have been developed for the continuous length of the Parramatta Road corridor. Given the site is included in the Homebush Precinct, these controls already apply to the site, despite the site being incorrectly identified as open space. Therefore these more specific controls have already been developed under the Strategy, and these meet the Panel's recommendation for site-specific controls. Any future development application for the site will need to meet these Built form controls which can be addressed at the DA stage.
- Strathfield Council is not the Relevant Planning Authority (RPA) for the proposal. Should the Council not adopt the DCP, the responsibility would fall with the Secretary to adopt the DCP. As the requirement for further controls is considered unnecessary, this is not a desirable requirement to impose on the proposal.

Towards our Greater Sydney 2056 and Greater Parramatta and Olympic Park Draft
The proposal demonstrates broad consistency with Regional Strategy Documents including

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Environmental social
economic impacts :

Towards our Greater Sydney 2056 (released by the Greater Sydney Commission in November 2016) and Greater Parramatta and Olympic Park draft version (released by the Greater Sydney Commission in October 2016).

LOCAL STRATEGIES

Strathfield Residential Land Use Study

The planning proposal outlines consistency with the Strathfield Residential Land Use Study by:

- achieving the priority of having “higher density around major transport hubs”; and
- providing a range of housing options.

ENVIRONMENTAL

Critical Habitats and Threatened Species

The Planning Proposal does not apply to land that has been identified as containing critical habitat or threatened species, populations or ecological communities, or their habitats.

Traffic and Transport

The proposal will provide additional housing and residential population to the area. The site is also located in close proximity to the M4 motorway and future Westconnex project. A new on-ramp to connect to the existing M4 westbound with Parramatta Road is to be constructed to the east of the subject site. A new signalised intersection on Parramatta Road will be created as a result of the on-ramp in close proximity to the east.

A Traffic and Transport Impact Assessment has not been prepared to support the proposal. However, the proposal states that the existing layout of the approved basement area, in the approved development, can be modified to accommodate the additional parking which may be required by the proposal.

Due to the potential impacts from the increased population, a Gateway condition is recommended requiring a traffic and transport assessment be provided prior to public exhibition.

Height

The proposed height of 85 metres is inconsistent with the recommended height limits of adjoining sites identified under the PRUTS. These sites are recommended to be 80 metres. In light of this, the SCPP recommended that the height of the subject planning proposal be restricted to 80 metres to be in keeping with this. This approach is supported and a condition of Gateway is recommended specifying a maximum height of 80 metres.

Contamination

The Planning Proposal does not include any contamination reports to support the proposal. However, previous development consent has been granted for the development of the site for mixed use purposes. Any future development application will need to clarify any contamination constraints and remedies. No further information is considered necessary as part of this planning proposal.

Acid Sulphate Soils

The subject site is identified as Class 5 on the Acid Sulphate Soils Map in the Strathfield LEP 2012. Any assessment, such as a soil management plan, can be addressed as part of any future development application.

Flooding

The Planning Proposal states that the site for the tower is not identified as comprising flood prone land. Part of the site (Lot 3 in Deposited Plan 1002876) has been identified as being affected by overland flooding in the draft “Powells Creek and Saleyards Creek Revised

Flood Study”.

The proposal states that any future development application, will not seek to increase the density on that part of the site which has been identified as being flood prone land in the strategy.

No further information in relation to flooding is considered necessary to be provided as part of this planning proposal.

Overshadowing

The proposal is supported by overshadowing diagrams prepared by Architectus, depicting the impact of the proposed scheme on neighbouring properties. These diagrams show that overshadowing will be experienced to the properties across Parramatta Road to the south of the site including single dwelling allotments fronting Loftus Crescent for part of the day.

The existing approval (DA /2014/035) already permits substantial buildings across the site which impacts on the solar access of properties to the south. The indicative scheme restricts the additional height to the south-eastern corner of the site. This will assist in minimising additional impacts and not unreasonably impact on future development potential and amenity of the area.

No further overshadowing information is considered necessary to provide as part of the Planning Proposal.

Noise and Pollution

The subject site is located in a noisy environment adjacent to Parramatta Road, the M4 motorway and the future Westconnex East project. The NSW Government's Development near Rail Corridors and Busy Roads – Interim Guideline as called upon by the State Environmental Planning Policy (Infrastructure) 2007 assists in the planning, design and assessment of development in, or adjacent to, rail corridors and busy roads. SEPP 65 development in these location must have regard to this Guideline.

Any future development application for the site will be need to have careful regard to these provisions. In light of the proposal already gaining approval for a mixed use development, no further acoustic information is considered necessary at the planning proposal stage. The increased height and FSR will not create any additional issues which already exist from the current development approval.

Heritage

The site is located in proximity to two local heritage items identified in the Strathfield LEP 2012. These include the Horse and Jockey Hotel and former Homebush Theatre located to the west of the site along Parramatta Road. Sufficient separation is provided between the sites to minimise any detrimental impacts being generated from the planning proposal on the significance and understanding of these heritage items.

Any specific heritage impacts will need to be resolved as part of any future development application.

Bulk, Scale and Urban Design Outcomes

The height of the proposal will be significantly taller than existing buildings within the existing surrounding context.

The Parramatta Road Urban Transformation Strategy identifies properties in the immediate context for additional height and FSR to meet or exceed what is proposed as part of this Planning Proposal. The increased height and density of the site is considered to respond to the future desired character of the area.

Building Separation

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The Apartment Design Guide (ADG) recommends minimum building separation distances to provide a guide for ensuring distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.

The only neighbouring boundary which the indicative scheme adjoins is to the east is currently zoned to be RE1 Public Recreation. This zoning is reinforced in both the Draft and Final Parramatta Road Urban Transformation Strategy. In light of this, it is unlikely that the adjacent site will be capable of development that would be affected from any building separation issues such as visual privacy.

Notwithstanding this, it is recommended that the indicative design be updated to include drawings which clearly show the setback and building separation distances for the community to view.

ECONOMIC

Employment

The proposal does not seek to rezone the site from its current B4 Mixed Use zoning. Any future development application will need to clarify the use of the lower levels and contribute to employment opportunities in the area. In light of the Planning Proposal retaining the B4 Mixed Use zoning, no further information regarding the non-residential uses is considered necessary to be submitted as part of this Planning Proposal.

Housing

The Draft Central District Plan outlines a housing target of 3,650 dwellings from 2016-2021. This proposal will contribute to this goal by providing an additional 127 dwellings in an appropriate location that is close to amenities and public transport.

Affordable Housing

The Parramatta Road Corridor Urban Transformation Strategy outlines a minimum of 5 per cent of new housing is to be Affordable Housing (or in line with Government policy of the day), catering for single households, older people or different household structures. A Gateway condition is recommended that the proposal be updated prior to community consultation, to address affordable housing requirements.

SOCIAL

Resident Demand

According to the Parramatta Road Urban Transformation Strategy, the Homebush Precinct is expected to host approximately 19,500 people by 2050. The proposal outlines that the amount of housing stock and choice will be increased on a site which is close to services and facilities, recreation facilities and employment opportunities. The site has good accessibility to surrounding public transport infrastructure, with bus services along Parramatta Road, and Homebush Station and North Strathfield Station in close proximity. These services provide access to major employment centres including Burwood, Sydney Olympic Park, Parramatta CBD and Sydney CBD.

State Infrastructure Provision

As outlined in the Parramatta Road Urban Transformation Strategy, any population growth in the eight precincts achieved by way of a planning proposal requires a contribution toward the provision of infrastructure. This requirement has been included as a condition of Gateway.

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Assessment Process

Proposal type : **Routine** Community Consultation Period : **28 Days**

Timeframe to make LEP : **12 months** Delegation :

Public Authority Consultation - s56(2)(d) : **Department of Education and Communities
Energy Australia
Transport for NSW
Department of Health
Transport for NSW - Roads and Maritime Services
Sydney Water**

Is Public Hearing by the PAC required? **No**

(2)(a) Should the matter proceed ? **Yes**

If no, provide reasons :

Resubmission - s56(2)(b) : **No**

If Yes, reasons :

Identify any additional studies, if required. :

If Other, provide reasons :

Identify any internal consultations, if required :

No internal consultation required

Is the provision and funding of state infrastructure relevant to this plan? **Yes**

If Yes, reasons : **The proposal will increase the density of the site. Existing infrastructure servicing the site may not have the capacity to accommodate future development. It is expected that these services would be upgraded by a developer, where required, to support the proposed development. Therefore, Utilities should be consulted as part of the Gateway determination to address any upgrade requirements.**

The Parramatta Road Strategy requires the provision of State infrastructure to support the proposed population growth. The strategy suggests that the planning proposal will pay a contribution toward the provision of this infrastructure. This requirement has been included as a condition of Gateway.

Documents

Document File Name	DocumentType Name	Is Public
Planning Proposal.pdf	Proposal	Yes
Urban Design Report.pdf	Study	Yes

Planning Team Recommendation

Preparation of the planning proposal supported at this stage : **Recommended with Conditions**

S.117 directions: **2.3 Heritage Conservation**

Planning Proposal to amend Strathfield LEP 2012 to increase the height and floor space ratio development standards applying to 17-35 Parramatta Road and 5 Powell Street, Homebush (127 dwellings, 0 jobs)

3.1 Residential Zones
 3.4 Integrating Land Use and Transport
 4.1 Acid Sulfate Soils
 4.3 Flood Prone Land
 7.1 Implementation of A Plan for Growing Sydney
 5.10 Implementation of Regional Plans

Additional Information : It is recommended that the planning proposal proceed subject to the following conditions:

1. Prior to community consultation, the following is required:

- (a) the Statement of Objectives in the Planning Proposal is to be updated to provide a clearer summary of the objectives of the proposal and how they are intended to be achieved;
- (b) amend the proposed maximum building height to 80 metres across the whole site;
- (c) update the planning proposal to address the relevant policies and actions outlined in the draft Central District Plan;
- (d) address Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy;
- (e) update the planning proposal to address all relevant requirements under the final Parramatta Road Corridor Urban Transformation Strategy 2016 including satisfactory arrangements for contributions to designated State public infrastructure and the provision of affordable housing.
- (e) undertake a traffic and transport assessment to address impacts of the increased density of the proposal on traffic flows, parking and impacts on the local road network; and
- (f) update the preferred indicative design in the Urban Design Report prepared by Architectus to clearly show the setback and building separation distances of the proposed tower.

2. Community consultation is required under Sections 56(2)(c) and 57 of the EP&A Act as follows:

- (a) the planning proposal must be made publicly available for a minimum of 28 days; and
- (b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in Section 5.5.2 of A guide to preparing local environmental plans (Department of Planning and Environment 2016)

3. Consultation is required with the following public authorities under Section 56(2)(d) of the EP&A Act and/or to comply with the requirements of relevant Section 117 Directions:

- Transport for NSW – Roads and Maritime Services
- Department of Health
- Department of Education
- Energy Australia; and
- Sydney Water

Each public authority/organisation is to be provided with a copy of the Planning Proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

4. The Planning Proposal is to be updated to address Strathfield Council's precinct wide traffic study for the 'Homebush Precinct' if this study is released either prior to community consultation of the Planning Proposal or the LEP being finalised.

5. A public hearing is not required to be held into the matter by any person or body under Section 56(2)(e) of the EP&A Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a

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submission or if reclassifying land).

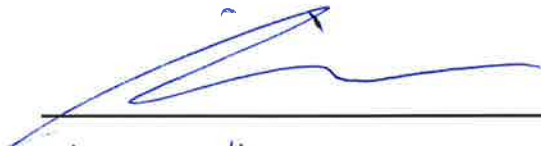
6. The timeframe for completing the LEP is to be 12 months following the date of the Gateway determination.

Supporting Reasons :

The reasons for the recommendation are as follows:

1. The planning proposal has been supported by the Sydney Central Planning Panel as it has strategic and site specific merit.
2. It seeks to encourage higher density within a strategic location, supported by public transport and accessible to Sydney CBD and Parramatta.

Signature:



Printed Name:

W. Williamson

Date:

23/8/2017