

Better Outcomes Study

Planning Proposal

1-7 King Street, Concord West

Submitted to City of Canada Bay
on behalf of Concord West Property Pty Ltd



'Gura Bulga'

Liz Belanjee Cameron

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



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'


Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

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

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

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

Contact:		Jim Murray Associate Director	jmmurray@ethosurban.com 0420 960 216
This document has been prepared by:		This document has been reviewed by:	
			
Matthew Thrum	14 March 2024	Jim Murray	14 March 2024
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1.0 Introduction

At the City of Canada Bay Council meeting held Tuesday, 5 December, the Council endorsed the 1 King Street, Concord West Planning Proposal for submission to the (then) Department of Planning and Environment for a Gateway Determination. The Council resolution included a requirement to provide (among other matters):

'a) a 'Better Outcomes Study' that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy and the Parramatta Road Corridor Implementation Plan [PRCUTS] as required by Local Planning Direction 1.5;'

This report demonstrates that the Planning Proposal will achieve a better outcome than the PRCUTS for the following reasons:

- The site is not connected to the major freight transport networks and there is very low demand to use the site for industrial and business operations. Tenants prefer higher grade office premises and business campuses located in major employment centres. Retaining the business park land use zoning with an 8.5 metre height limit and 1:1 floor space ratio does not reflect the best outcome for the site given its size and location.
- High density housing with an appropriate quantum of population serving employment uses represents a better use of land next to high frequency public transport in an existing centre.
- Sydney is suffering a housing crisis. Providing over 600 new homes where people want to live is a better outcome than retaining underutilised employment land.
- The Planning Proposal embraces the state government's vision and direction towards delivering transit-oriented development accommodating mixed use precincts and greater housing density.
- It will contribute to the delivery of the 30-minute city by supplying over 600 new homes and community facilities within 30 minutes travel from the Sydney and Parramatta CBDs. The future North Strathfield metro will provide high frequency connections to North Sydney and Macquarie Park increasing the reach of the 30-minute city.
- The Planning Proposal will reduce the need to locate dwellings in other parts of Sydney that are distant from public services and amenity.
- The Planning Proposal will realise the broader PRCUTS vision for the Homebush precinct as a focus area for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West, and Strathfield Stations.
- The Planning Proposal will significantly increase permeability in Concord West for pedestrians, cyclists and vehicles. The King Street extension will improve access to the station from the south and the green connection provides a car free through site link for pedestrians and cyclists using George Street.

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

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

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

- Rezone the site to R4 High Density Residential.
- Amend the maximum building to a range of heights between 20 metres and 42 metres.
- Amend the maximum floor space ratio to a range between 2.46:1 and 3.09.
- Include the site on the Design Excellence Map, Key Sites Map and key frontages on the Active Frontages Map.

This report justifies the proposed departures from the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) in accordance with Direction 1.5 'Consistency' (b) which states that:

Consistency

A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the planning proposal is:

- (a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016), or*
- (b) **justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016) having regard to the vision and objectives, or***
- (c) of minor significance.*

2.0 The proposal

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

- 10 buildings, ranging from 4-12 storeys accommodating approximately 600 dwellings in a range of 1, 2 and 3 bedroom apartments and townhouses.
- New loop road through the site connecting King Street and George Street.
- A total of approximately 69,959m² of gross floor area which equates to a floor space ratio of 2.23:1. The gross floor area comprises approximately:
 - 65,641m² residential floor area
 - 4,229m² non-residential floor area
- A green connection of approximately 2,500m² to provide legible pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park to provide additional amenity for the existing and future community.
- A new civic precinct – the ‘station precinct’ – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) on the ground plane that will activate the public domain.

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

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

considerable ground level activation and anchor retailers, providing some employment at the local level and further activating West Concord Train Station and its easterly retail precinct.



Figure 1 Through site pedestrian connections

Source: Group GSA

2.1 Built Form and Height Principles

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

- **Extend the urban grid** – The proposal will become integral to the surrounding streetscape, extending the existing urban grid to create a connected precinct. An additional pedestrian link across the intersecting rail line forms the proposal's primary thoroughfare, connecting to Stuart Street to the site's east. Vehicular movement is directed by a hierarchy of roads which link King Street to George Street and to Rothwell Avenue, maintaining existing alignments and integrating into its context.
- **Create an Active Heart** – Ground level activation will be concentrated to the north of the site, at the edges of its diagonal connection, which links Concord West Train Station to George Street directly. Active edges encourage greater engagement with the public domain, and community spaces located within the site's centre which form its heart.
- **Respond to Interfaces** – Proposed built form along the site's sensitive interfaces responds to its future and existing context, maintaining a consistent streetscape at the pedestrian scale. Built form along George Street is limited to six storeys in building height in response to proposed developments within the Homebush North Precinct Master Plan, ensuring a consistent street-wall which similarly features upper-setbacks at the podium level. To the site's south interface with the adjacent seven storey mixed-use development, height has been limited to ensure the privacy of residents and to minimise overshadowing, whilst transitioning height to context. Above three storeys in height, built form is setback from the street edge to maintain a pedestrian scale and ensure a consistent street-wall throughout the site.
- **Situate Heights to Transition to Context** – Height has been located within the site's centre adjacent to the train station, which will transition downwards to respond to surrounding context. As the site's most active and least outwardly sensitive interface, height will be concentrated along the rail corridor and adjacent to Concord West Train Station.

3.0 Parramatta Road Urban Corridor Transformation Strategy

The PRCUTS provides a long-term vision and framework to support co-ordinated housing and employment growth in the Parramatta Road Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances. The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east and was adopted in 2016 by the NSW Government to facilitate the transformation of development along Parramatta Road over the next 30 years, seeking to improve the amenity of Parramatta Road and adjacent communities.

PRCUTS proposed a series of mixed-use precincts and greater housing density adjacent to existing and proposed public transport corridors, including the Homebush North area which includes Concord West. It encourages development decisions to reflect the principles of transit-oriented development. The strategy identifies the need for 9,450 additional dwellings by 2050 in the Homebush area. The PRCUTS contains the Parramatta Road Corridor Implementation Plan, Infrastructure Schedule and Planning and Design Guidelines that support the delivery of a renewed and revitalised corridor.

Within these documents, the PRCUTS identified the site as zone B7 Business Park, with a height limit of 8.5m and an FSR of 1:1. This largely reflects a translation of the existing controls. The exception to this is the proposed change of the land use zone from IN1 General Industrial to B7 Business Park. This was simply an amendment to reflect more accurately the former use of the site for office premises. In this way, the site is an isolated anomaly within a precinct that was proposed to be rezoned to R3 Medium Density Residential.

The intention behind these controls was the retention of the employment opportunities generated by Westpac's then operations on the site. At the time, this was considered an important local employment generator and hence the land was not intended to be rezoned for residential use. Since that time, Westpac has consolidated their operations to Parramatta, reflective of a broader centralisation of office operations away from suburban hubs.

4.0 Strategic context changes

4.1 Trends in commercial office tenancies

Since the publication of the PRCUTS, a step change has occurred in the nature of work in Sydney and around the world. The impact of COVID-19 and associated 'work from home' orders accelerated a shift that was already underway. The global pandemic had a significant impact and transformation on commercial office working environments. COVID-19 resulted in the necessity to work from home, particularly during the height of the pandemic with impacts to commercial office market demand. Such trends, aside from a distinct dampening of commercial office demand more broadly, have brought on a flight-to-quality, where tenants move to higher quality office spaces in response to lower rents and demand, and a flight-to-core, where operations are centralised and tenants look to locate office space in amenity rich locations co-located with other tenants.

Sydney contains over 8.5 million square metres of commercial office floorspace provided at key metropolitan centres, including over 1.1 million square metres of vacant floorspace. Over 1 million square metres of additional future supply has also been identified. In this context, it is difficult for fringe office markets to compete. Even more difficult are isolated and inflexible office sites, as is the case with 1-7 King Street. This means sites that do not benefit from the flexibility and agglomeration effects offered to businesses with tenancies in a major hub. The site is not co-located with any other employment uses nor is it within a strategic centre. The kind of isolated low-rise suburban office that currently occupies the site is no longer an appropriate or desirable asset for the market. As such, any employment benefits the site once enjoyed are gone which is evidenced by its vacancy.

4.2 Rising Costs and Higher Density Living

Housing affordability in Australia remains a social, economic and political challenge. Since the publication of the PRCUTS in 2016, Sydney has witnessed the onset of an acute housing and rental crisis. Based on the latest ABS 2021 Census results, some 14.5% of Australian households are living in mortgage stress, while 32.2% are living in rental stress. Housing stress is defined as more than 30% of household income spent on mortgage repayments or rental payments. In the current economic climate, rising inflation and interest rates, will add further to pressure on household finances. Reflecting the decline in economic conditions in the past 18 months, it is likely the figures summarised from the 2021 Census may understate housing affordability challenges for households nationally.

The ability to provide for increased housing stock and diversity (across a range of sizes and price points) in well located areas will support affordability and result in increased community benefit. In particular, increasing focus is being placed on transit-oriented development. This focus has emerged as a distinct new planning paradigm since the publication of the PRCUTS.

Greater Sydney is currently experiencing a rail infrastructure 'boom' with significant investment activity in new metro lines and light rail services. This includes the development of the Sydney Metro City and South lines, and the Sydney Metro West line from the Sydney CBD to Westmead, via nearby North Strathfield. A shift towards high density residential living in close proximity to these major transport nodes is an appropriate way to support residential growth by leveraging public transportation services.

Delivery of high density developments has mostly taken the form of transit oriented developments (TOD) which seek to provide residential and other supporting uses in proximity to existing transport nodes or stations. This form of high density development is a strategic way to deliver housing within highly accessible locations that are walkable, supported by amenities and well connected to services and jobs.

The shift towards TOD and higher density living is evident in Greater Sydney when reviewing building approvals data. Over the last decade, medium and high density building approvals have been concentrated in urban renewal and established areas of the city that have good access to public infrastructure, retail facilities and other services.

The Committee for Sydney estimates that TOD projects could have the capacity to deliver up to 45% of total projected dwellings required in Sydney over the next two decades (Committee for Sydney, 2022, Rethinking Station Precincts). Key benefits of TOD include:

- Enhancing access to community and retail amenities, with train stations functioning as focal points for the community;

- More efficiently moving a large number of people around the city, with rail infrastructure more effectively able to move larger number of residents than other modes of travel such as buses and private vehicles;
- Reducing reliance on private vehicles and incentivising active and public transport modes of travel. In turn this will reduce the impact on traffic of additional residents in Greater Sydney;
- Better integrating train stations within the broader precinct; and
- Improving liveability by creating vibrant and active places.

4.3 Diverse and well-located homes reform

Exhibited early in 2024, the NSW Government has announced a new suite of planning controls to incentivise and permit various low and medium density housing forms co-located with amenities and transit. The proposal identifies 'station and town centre precincts' where greater quantities of housing will be permitted. These precincts are proposed to be:

- Within the Six Cities Region**; and
- 800m walking distance of a heavy rail, metro or light rail station; or
- 800m walking distance of land zoned E2 Commercial Centre or SP5 Metropolitan Centre; or
- 800m walking distance of land zoned E1 Local Centre or MUI Mixed Use but only if the zone contains a wide range of frequently needed goods and services such as full line supermarkets, shops and restaurants.

The site meets the locational criteria for a 'station and town centre precinct'. Within these precincts the following mid-rise housing typologies will be permitted:

- Residential flat buildings on all land zone R3 Medium Density Residential.
- Within the inner part of a precinct, residential flat buildings or shop top housing up to 21m and a 3:1 maximum floor space ratio (FSR) where current or future zoning permits either use.
- Within the outer part of a precinct, residential flat buildings or shop top housing up to 16m and a 2:1 maximum FSR where current or future zoning permits either use.

Land zoned R2 Low Density Residential within station and town centre precincts will permit the following typologies:

- Terrace / townhouses
- Multi-dwelling housing
- Manor housing (2 storey residential flat buildings)

In addition to the above, dual occupancies will be permitted in all R2 low density residential zones across NSW.

These reforms demonstrate the renewed urgency of unlocking housing supply in areas that are suitable for renewal but have been hampered by existing planning controls. In particular, the policy looks to capitalise on high amenity locations with strong transport links.

4.4 Transport Oriented Development Program

The NSW Government are progressing significant new policies as part of their Transport Oriented Development (TOD) Program. The program amends planning controls to create more well-located homes close to transport, jobs and services. The program is split into two parts:

- The first part involves the state-led rezoning of eight priority transport hubs to deliver 47,800 new homes within 1,200m radii of key stations.
- The second part proposes a new State Environmental Planning Policy (SEPP) to increase mixed use development and mid-rise housing within 400m radii of 31 train and metro stations and deliver 138,000 new homes over 15 years.

Under the second part, North Strathfield is identified for upzoning. Under the new SEPP controls, the following will be permitted:

- Residential apartment buildings in all residential zones (R1, R2, R3 and R4).
- Residential apartment buildings and shop top housing in local and commercial centres (E1 and E2).

Additionally, the following built form controls will override local controls in the precincts:

- Maximum building height 21m (approx. 6 storeys)
- Floor space ratio 3:1

- No minimum lot size or lot width
- Minimum active street frontage controls in E1 and E2 zones
- Maximum parking rates

The SEPP planning controls will remain in place until councils have completed and delivered a new strategic vision and rezoning for these areas that matches or exceeds the density proposed under this program. The new planning controls will apply in heritage conservation areas.

These reforms emphasise the critical nature of the situation and the government's clear priority to urgently address the issue. The socio-economic context within Sydney has changed significantly since 2016, and the Planning Proposal responds to factors that have emerged after the finalisation of the PRCUTS in 2016.

4.5 Other policy changes

4.5.1 Employment zone reforms

Since the publication of the PRCUTS, all business and industrial zones in NSW have been reformed. As such, the recommended zones within the PRCUTS are now reflective of a legacy planning regime. The former zoning of the site, IN1 General Industrial was translated to E4 General Industrial. The rezoning of the site to B7 Business Park was never pursued by Council, but had it been the site would likely be zoned E3 Productivity Support.

5.0 Assessment of better planning outcome

This section of the study undertakes an assessment of the outcomes of the planning proposal against the vision and principles of the PRCUTS and demonstrates how it will deliver a better planning outcome compared to the planning and design guidelines and infrastructure schedule set out by the PRCUTS.

As part of this assessment, it is important to recognise the substantial time that has passed since the PRCUTS was introduced and the important contextual shifts that the site has undergone in this time, as has been discussed in **Section 4.0**.

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

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

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

- It has the potential to contribute to the realisation of a new 4,500m² urban plaza adjacent to the Concord West rail station.
- It provides new publicly accessible open space areas to increase the overall quantum of local open space in the Precinct.
- It provides a new local park within the green connection.
- It re-integrates a large site with the surrounding urban grid through the provision of new streets and high-quality pedestrian and cycling links.
- It provides new and upgraded walking routes, including the prioritisation of pedestrians along George Street between Parramatta Road and Concord West Station and provides a new link to connect Concord Rail Station and George Street to improve connectivity with the Station.

Detailed responses are provided in the following sections.

5.1 PRCUTS Vision, Principles and Objectives

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

Table 1 Consistency with PRCUTS Vision, Principles and Objectives

Vision / Principles / Objectives	
1. Housing Choice and Affordability	
An additional 56,000 people live in the Corridor in 27,000 new homes	The proposal will facilitate the delivery of approximately 600 new homes within the Parramatta Road Corridor adjacent to

Vision / Principles / Objectives

The community is diverse, with key workers, students, seniors and families.

the Concord West Railway Station. The proposal will facilitate the delivery of a range of dwelling types and sizes that will meet the needs of a broad demographic.

The community's housing needs are met with a mix of dwelling types, sizes and prices.

A minimum of five per cent of new housing is Affordable Housing (or in line with Government policy of the day), new housing also caters for single households, older people or different household structures.

Under the PRCUTS land use plan, no affordable housing is contemplated for the site. However, a 4% affordable housing levy applies to the site under the CBLEP 2013. This rate was established by Council to best reflect development feasibility in the PRCUTS precincts. As such, this figure represents the most appropriate policy position, and already applies to the site.

Moreover, the proponent remains open to discussing mechanisms to provide a more affordable housing on site.

Better outcome summary

This represents a significantly improved outcome over the retention of low-demand office premises on the site, which would deliver no boost to housing choice or affordability. Further, the strategic location and large size of the site actively inhibits the amenity of the surrounding residential parcels in its current arrangement by increasing walking distances thus reducing access to transport and services. As such, the rezoning of the site in the manner proposed will represent a notably better outcome than that proposed under the PRCUTS.

2. Diverse and resilient economy

\$31 billion of development value is realised.

The proposal will contribute an economic development value significantly beyond the value possible under the existing zoning or the proposed PRCUTS zoning.

Parramatta Road Corridor is Sydney's 'economic spine' - 50,000 workers across a diverse range of sectors and roles come into the Corridor each day to work.

The proposal pivots the site's employment offering from a formerly (now vacant) business services land use, to a population-serving employment hub, better reflecting the future character and needs of the area.

Auburn is recognised as Sydney's large format retail hub and Camperdown is a specialist precinct that supports the world class research, educational and health uses associated with the University of Sydney and the Royal Prince Alfred Hospital.

N/A

Town centres at Granville and Kings Bay support new residents and workers.

N/A

There is new life in the retail areas of Parramatta Road, and the Corridor is home to a variety of businesses, including small and medium enterprises, advanced technologies and creative industries.

N/A

Better outcome summary

Considering the isolated and unproductive nature of the existing employment land use, the pivot of the site to population serving employment complemented by well-located and high amenity housing supply is a better outcome. The Planning Proposal does not impact the broader role of the Parramatta Road Corridor as an employment hub as it does not affect the primary commercial corridor and does not represent a productive commercial asset in its current state. The proposal would enable population serving jobs on the site.

3. Accessible and connected

It is easier to move to, through and within the Corridor in both east-west and north-south directions

Implementing the business park zoning would likely prevent the significant improvements in east-west and north-south pedestrian, cycle and vehicle circulation in the Homebush North PRCUTS precinct that will be facilitated by the Planning Proposal.

The urban transformation of the Corridor is supported by transit-oriented development. Existing and new desirable and affordable mixed use environments are enhanced by

The proposal fundamentally adheres to the principles of transit-oriented development. Located immediately next to Concord West Station, the area is currently predominantly

Vision / Principles / Objectives

high-quality, high frequency public transport and safe active transport connections.

low density and does not capitalise on the rail connection. Further, Concord West Station was rebuilt to become fully accessible with increased capacity in 2011. As a result, ideal conditions exist for the creation of a new higher density mixed use environment that will further benefit from the incoming Sydney Metro West Station at North Strathfield (one stop south).

The Corridor's inherent social, economic and environmental resources are optimised, including freight generating uses within and supporting the Corridor.

The proposal will not undermine the optimisation of the freight generating uses. The site's location within a residential centre makes it unsuitable to locate freight generating uses on site.

Available road and rail capacity is utilised and public investments in transport are optimised.

The proposed development capitalises on the existing heavy rail station at Concord West as well as the incoming North Strathfield Metro Station, which is within active transportation distance of the subject site.

Following the opening of Sydney Metro City and Southwest and Sydney Metro West, capacity will further open up on the T9 Northern line as commuters are spread across alternative rail modes into the CBD and Parramatta.

Non-infrastructure initiatives, such as encouraging visitors to use non-car modes of travel to help alleviate congestion, and modifying or altering timing of trips, are well utilised.

The site's location within the Concord West town centre, adjacent to the Railway Station and one stop from the future metro at North Strathfield will encourage visitors to the site to use non-car modes of travel.

People choose to walk and/or cycle for local trips along the Corridor's 34km of new and upgraded links, hop on buses and/or light rail for intermediate trips, and use rail and/or car for regional trips.

The proposal will introduce new roads, footpaths and cycleways to make travelling between North Strathfield and Concord West safe and legible.

As noted above proximity to rail and metro will encourage patronage of these transport modes.

The integrated transport network contributes to regional resilience and sustainable communities along the Corridor and beyond.

The proposal is an example of a sustainable mixed-use development that will contribute to regional resilience by providing homes and jobs for the growing population to enable the community to remain rather than move away to live and work.

Better outcome summary

The employment use that was proposed to remain on the site subject to the PRCUTS consists of a consolidated large floorplate building directly adjacent to Concord West Station. As a result, the connectivity, walkability and permeability of the western portion of Concord West has been and was proposed to remain, restricted in order to retain the existing employment use. The proposal introduces two new streets, crucially linking King Street to George Street. The scheme also includes a dedicated pedestrian and cyclist link. For a resident of a neighbouring dwelling to the south, this will reduce the time taken to walk to Concord West by about half, from approximately 10 minutes to 5 minutes. The reimagining of the site also capitalises on the existing transport infrastructure associated with Concord West, and also the new investment in Sydney Metro West 1.5km to the south. These factors will lead to a substantially better outcome than retaining the employment zoning proposed in the PRCUTS.

4. Vibrant community places

Residents can walk easily to public transport, local shops, schools, parks and open space areas, jobs and a range of community services and facilities that are all close by.

The proposal is ideally located and proposes a range of uses on site that will enable residents to walk easily and safely to Concord West Railway Station, Concord West town centre (including new retail and business on site), nearby schools and Powells Creek Reserve.

Neighbourhoods include a mix of old and new buildings sitting well together creating attractive places for people to enjoy.

The proposal will sit within a neighbourhood that retains lower density in certain areas and accommodates existing higher density residential in other areas.

Vision / Principles / Objectives

	The proposal's built form transitions appropriately to the surrounding development and it will sit comfortably within the existing and future context.
New development respects and protects existing lower-scale development and heritage.	As noted above, the proposed built form transitions in respectful manner to the existing and lower density development to the north, south and west. The Heritage Impact Statement identifies two heritage items in the vicinity (Concord West Railway Station Park and Powells Creek Reserve) and concludes that the proposal will have an overall minor impact on these heritage items and can be readily managed at the DA stage.
New landmarks and high quality buildings and spaces are recognised and valued by the community.	Future development will be subject to the design excellence provisions of the CBLEP 2013. This will ensure future development is well designed and high quality.
Residents and workers can easily access new and upgraded community facilities and services including libraries, community centres, child care centres, cultural facilities, schools and community health facilities.	The Social Impact Assessment and Needs Assessment (submitted separately) recommends the delivery of the following on site: <ul style="list-style-type: none">• Localised open space (minimum 0.3ha)• Flexible local community lounge/facility, that could be managed by strata or the developer for use by residents – minimum 400m²• Co-working space -between 1200 -1800m²

Better outcome summary

When compared to the retention of the existing business support premises, the opportunity to create a high amenity neighbourhood centre for Concord West represents a much-improved outcome. Specifically, the increased walkability already discussed, combined with the provision of local retail and community facilities in close proximity to the station will enhance quality of life for future and existing residents. The reference scheme has been designed with specific regard to the scale of surrounding development, and sensitively engages with existing and future context, while recognising the undercapitalised potential of Concord West station.

5. Green spaces and links

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

Better outcome summary

The base case scenario for the PRCUTS introduces no open space on the site. The subject proposal, which introduces new open space areas, public domain, retains existing trees, and proposes two new tree lined streets will contribute to significantly enhancing the tree canopy on the site. Therefore, the proposal represents a better outcome.

6. Sustainability and resilience

Smart parking strategies have reduced people's car dependence and fuel use leading to reduced greenhouse gas emissions. Development is more feasible, meaning savings could be passed on to homebuyers, making housing more affordable and reducing the overall cost of living.	The Sustainability Strategy appended to the Planning Proposal includes a Movement and Place Priority that sets out objectives to address mobility transformation and opportunities to reinforce the active movement network and an adaptive building approach to enable the future conversion of parking spaces.
Because thinking about parking has changed, the design of buildings transition between different uses ensuring	

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community uses and facilities, or perhaps even open space to occur over time.

A lush tree canopy and vegetation on buildings makes places cooler and greener, and residents and workers can enjoy the outdoors.

The concept masterplan demonstrates that the proposal will retain existing trees and significantly increase the existing tree canopy.

Households enjoy improved living costs made possible by significant reductions in water and energy consumption in the Corridor.

The Sustainability Strategy includes a climate positive priority that sets out the energy uses targets and requirements to target an energy efficient climate positive outcome.

Better outcome summary

As above, compared to the existing condition proposed to be maintained through the PRCUTS, in addition to retaining trees, there are substantial new opportunities for tree canopy, and green rooftops are created. Contemporary buildings will be designed in accordance with current standards for energy and water efficiency. Further, the proposal will see the removal of significant above ground multi storey and ground level parking. As such, the proposal represents a better outcome over that in the PRCUTS.

5.2 Parramatta Road Corridor Implementation Plan

An assessment of the Planning Proposal against the future character and identity for the Homebush Precinct is provided in **Table 2**.

Table 2 Homebush Precinct Future Character and Identity

Homebush Future Character and Identity		
Vision		
<p>Sitting between Sydney's two main CBDs, Homebush can be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.</p>		<p>The proposal will facilitate the delivery of approximately 600 new homes within the Parramatta Road Corridor adjacent to Concord West Railway Station. The proposal will facilitate the delivery of a range of dwelling types and sizes that will meet the needs of a broad demographic in addition to population serving employment floor space. The proposed road and pedestrian network will significantly increase permeability, walkability and access to Concord West Station. The proposed green connection will increase the green network in the precinct. Development facilitated by the planning controls proposed by the PRCUTS would not realise these outcomes.</p>
Living and Working There		
<p>Homebush will be a focus for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West and Strathfield Stations. Both Parramatta Road and George Street will form main streets to build on the character of the Bakehouse Quarter and the curve of Parramatta Road.</p>		<p>The Planning Proposal recognises the delivery of the Sydney Metro West which is transformational metropolitan infrastructure. The proposed density reflects the site's proximity to Concord West Station which is one-stop from North Strathfield Metro.</p>
<p>Taller residential buildings will mark the centre of activity at the Precinct's core. The network of streets to the north and west from here will be easy and safe to walk through, with medium-density housing and the green corridor of Powells Creek. The area around Flemington Markets will have a new employment and retail focus.</p>		<p>The proposed street design will contribute to the pedestrian safety and walkability.</p> <p>Development facilitated by the planning controls proposed by the PRCUTS would prevent these outcomes.</p>
Delivering the Vision		
<p>Delivering a high quality open space network and improving the areas around the train stations.</p>		<p>The proposal will deliver a new green connection, deliver a vibrant mixed use town centre precinct and contribute to upgrades to flood management infrastructure in the immediate area.</p>
<p>Managing flooding, noise and contamination constraints.</p>		<p>Development facilitated by the planning controls proposed by the PRCUTS would manage all applicable site constraints.</p>
Proposed Growth Projections		
	2030	2050
Population	8,310	19,570
Dwellings	4,210	9,450
Jobs	5,610	12,853
		<p>The proposal will contribute approximately 600 new dwellings in a central location adjacent to high frequency public transport. The dwellings are proposed to accommodate a population that will contribute significantly to medium and long term projections. Accommodating population growth on site will reduce pressure to deliver housing on sites that are less suitable and may result in less sustainable outcomes and greater impacts to the environment. Further, following the publication of the PRCUTS, as elaborated in Section 4.0, the need for housing in Sydney has increased dramatically.</p> <p>There are currently minimal jobs accommodated on site and the current employment zoning does not represent the most appropriate use of the land. The Economic Impact</p>

Assessment prepared alongside the Planning Proposal concludes that following occupation, the proposal will deliver reliable ongoing jobs.

Maintaining the status quo would continue to see the site offer low or no employment benefits for the area, and become increasingly untenable as the asset continues to age.

5.3 Planning and Design Guidelines

The PRCUTS planning and design guidelines have been used throughout the design development of the project to inform the reference scheme. The incorporation of these guidelines is demonstrated through the Urban Design Report appended to the planning proposal submission. However, this report gives specific regard to those issues identified for further assessment by Council. These are detailed below.

5.3.1 Tower Floor Plates

The PRCUTS states that floor plates above 8 storeys should be limited to 750m². Building B1 and Building C, as initially submitted, were the only towers above 8 storeys that are greater than 750m². Notwithstanding this, following design development and revisions made in response to Council's independent urban design review, all tower floor plates above 8 storeys do not exceed 750m², as demonstrated in **Figure 2**. These building envelopes have additionally been consciously moulded to increase levels of articulation and break down built form massing.



Figure 2 Proposed tower floor plates

Source: Group GSA

5.4 Maximum parking rates

An average of 1 space per dwelling has been adopted in recognition of the various rates put forth in the PRCUTS (refer to **Table 3**) and the preliminary nature of the scheme. Broadly, this strategy complies with the parking rates set out in the PRCUTS. More detailed parking rates with specific regard to the relevant controls will feature in future development applications.

Table 3 PRCUTS Maximum parking rates

Category	Residential (max spaces per dwelling)					Other (max spaces / sqm GFA)		
	Studio	1 Bed	2 Bed	3 Bed	Visitor	Commercial	Retail	Industrial
Auburn Precinct Homebush Frame Area Granville Frame Area	0.6	0.9	1.2	1.5	0.2	70	50	100

6.0 Conclusion

This Study demonstrates that the Planning Proposal is a 'better outcome' for the site and the Homebush Precinct more broadly in comparison to the outcome that would result from implementing the PRCUTS plan for the site. The Planning Proposal is a better outcome for the following reasons:

- The site is not connected to the major freight transport networks and there is very low demand to use the site for industrial and business operations. Tenants prefer higher grade office premises and business campuses located in major employment centres. Retaining the business park land use zoning with an 8.5 metre height limit and 1:1 floor space ratio does not reflect the best outcome for the site given its size and location.
- High density housing with an appropriate quantum of population serving employment uses represents a better use of land next to high frequency public transport in an existing centre.
- Sydney is suffering a housing crisis. Providing over 600 new homes where people want to live is a better outcome than retaining underutilised employment land.
- The Planning Proposal embraces the state government's vision and direction towards delivering transit-oriented development accommodating mixed use precincts and greater housing density.
- It will contribute to the delivery of the 30-minute city by supplying over 600 new homes and community facilities within 30 minutes travel from the Sydney and Parramatta CBDs. The future North Strathfield metro will provide high frequency connections to North Sydney and Macquarie Park increasing the reach of the 30-minute city.
- The Planning Proposal will reduce the need to locate dwellings in other parts of Sydney that are distant from public services and amenity.
- The Planning Proposal will realise the broader PRCUTS vision for the Homebush precinct as a focus area for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West, and Strathfield Stations.
- The Planning Proposal will significantly increase permeability in Concord West for pedestrians, cyclists and vehicles. The King Street extension will improve access to the station from the south and the green connection provides a car free through site link for pedestrians and cyclists using George Street.

We conclude that this report justifies the proposed departures from the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and satisfies the requirements of Local Planning Direction 1.5 'Consistency' (b).