



**REQUEST TO
PREPARE A PLANNING PROPOSAL
AMENDMENT TO STRATHFIELD LOCAL
ENVIRONMENTAL PLAN 2012**

**Nos. 17-35 PARRAMATTA ROAD and
No. 5 POWELL STREET, HOMEBUSH**

VOLUME 1

**Prepared for
Al Maha Pty Ltd**

**By
BBC Consulting Planners**

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1. INTRODUCTION

1.1 Overview

This report contains an explanation of the intended effect of, and justification for, a requested amendment to Strathfield Local Environmental Plan 2012 ("SLEP 2012"), insofar as it applies to Nos. 17-35 Parramatta Road and 5 Powell Street, Homebush ("the site"). It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the relevant Department of Planning Guidelines including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*.

This report has been prepared to assist Council in preparing a Planning Proposal to amend the height and floor space ratio development standards, under the Strathfield Local Environmental Plan 2012 (SLEP2012) that apply to the site.

The site is identified as a 'key site' (key site number 33) within the Parramatta Road Corridor under SLEP 2012. As such, the maximum height of buildings permitted on the site is 26 metres (clause 4.3A) and the maximum floor space ratio permitted is 2.7:1 (clause 4.4A).

The recent approvals history of the site is detailed in **Appendix 1**. In summary, it shows that on 27 August 2014 the JRPP issued a deferred commencement development consent to DA 2014/035 for the demolition of existing buildings and the construction of two (2) eight (8) storey mixed use buildings comprising a total of 221 residential units and 6 commercial tenancies on the site. The deferred commencement consent subsequently became operational on 10 November 2014.

A Section 96(2) application to modify the consent, DA 2014/035/02, was approved by the JRPP on 1 July 2015 for detailed design modifications across each approved basement level (i.e. Basement levels 1-3) and for an additional basement level (i.e. Basement 4).

Development Application (DA2015/020) was refused by Council on 15 March 2016 for additional levels on the two approved buildings (i.e. one additional level on the northern building, and three additional levels on the southern building), associated minor fire stair design amendments to the northern building and associated increased basement parking on Basement Level 4.

During the period that the above-detailed recent approvals and applications have been obtained/lodged there have been evolving strategic planning initiatives which have a significant bearing on the site and its surrounds. In particular, the Draft Parramatta Road Urban Transformation Strategy has been exhibited for comment. It identifies the site, and its surrounds, for increased residential density.

The opportunity now exists to provide for increased residential density on the site and Al Maha Pty Ltd requests that Strathfield LEP 2012 be amended via a Planning Proposal, in the following manner:-

- that Clause 4.3A be modified to permit a maximum building height on "key site" No. 33 of 85 metres; and
- that Clause 4.4A be modified to permit a maximum Floor Space Ratio (FSR) on "key site" No. 33 of 4.5:1.

To assist Strathfield Council in its consideration of this Planning Proposal request, an Urban Design Report has been prepared by Architectus (see **Appendix 2, in Volume 2**). It examines the development potential of the site by analysing the indicative amalgamation and development pattern within the locality and presents several options, including a preferred option, for increased height and density on the site.

Development of the site in the manner proposed as part of this Planning Proposal, in association with adjacent development projects, provides the opportunity to create a high density residential environment that is close to public transport, a comprehensive retail centre, recreation facilities and a range of other services for future residents. The public benefits associated with the Planning Proposal include:

- increased housing stock on a site that has been identified for higher density residential development in State planning strategies;
- providing a trigger for further renewal/development within the Parramatta Road corridor;
- increased housing choice in close proximity to public transport, schools, open space, retail and support services; and
- the utilisation of existing infrastructure and services.

1.2 Land to which the Revised Planning Proposal applies

1.2.1 Location

The site is located on the eastern corner of Powell Street and Parramatta Road at Homebush (see **Figure 1**). The site is located less than 100m from the Bakehouse Quarter retail area (see **Figure 2A**).

1.2.2 Real Property Description

The site comprises Lot 81 in Deposited Plan 870786 and Lot 3 in Deposited Plan 1002876.

1.2.3 Area and Frontages

The site is irregular in shape (see **Figure 1**) and has a total area of 6,257m². It has a frontage of approximately 99m to Parramatta Road and approximately 94m to Powell Street.

1.2.4 Public Transport

The site is located approximately 150 metres north of Homebush Railway Station. Strathfield Railway Station is also within walking distance (see **Figure 2B**).

Bus stops are located nearby Parramatta Road. State Bus Services 525 and 526 serve the bus stop. Service 525 operates between Parramatta and Burwood (via University of Western Sydney, Rydalmere, Ermington, Silverwater, Newington, Sydney Olympic Park and Strathfield). Service 526 operates between Rhodes and Burwood (via Wentworth Point, Newington, Sydney Olympic Park and Strathfield).

Both services operate from approximately 6am to 1am (the following day) Monday to Friday, 7am to 1am (the following day) Saturdays and 7am to 11pm Sundays.

The bus services provide easy access to Burwood Westfield, Strathfield Plaza Shopping Centre, the Parramatta Campus of the University of Western Sydney, Sydney Olympic Park as well as several train stations and a ferry terminal.

Therefore, the site is in a locality which is extremely well supported by a range of public transport options.

1.2.5 Topography

The site falls from west to east, and from south to north. The highest point of the site (RL 9.80m AHD) is at the site's south western corner (at the intersection of Parramatta Road and Powell Street). The lowest point (RL6.61m AHD) is at the site's north eastern corner. The site therefore has a total fall of around 3m from south west to north east.

The M4 is located approximately 15-20m to the north of the site and is approximately 7-10m above the existing ground surface level of the site and supported by a fill embankment.

1.2.6 Heritage

The site does not contain any heritage listed item and is not located in a heritage conservation area.

1.3 Existing Planning Controls

1.3.1 Zoning and Permissible Uses

The site to which the Planning Proposal request relates is zoned B4 Mixed Use pursuant to the provisions of SLEP 2012 (see **Figure 3**).

The following development is permissible with consent in the B4 Mixed Use zone (item 3):-

“Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home industries; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Multi dwelling housing; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Serviced apartments; Shop top housing; Any other development not specified in item 2 or 4”

The following development is prohibited in the B4 Mixed Use zone (item 4):-

“Advertising structures; Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Port facilities; Recreation facilities (major); Recreation facilities (outdoor); Research

stations; Residential accommodation; Rural industries; Sex services premises; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Water recreation structures; Water supply systems; Wholesale supplies"

1.3.2 Building Height

Clause 4.3 of SLEP 2012 provides that the maximum height of a building should not exceed the height on the Height of Buildings Map (see **Figure 4**). "Building height" is defined to mean:-

"(a) in relation to the height of a building in metres—the vertical distance from ground level (existing) to the highest point of the building, or

(b) in relation to the RL of a building—the vertical distance from the Australian Height Datum to the highest point of the building,

including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like."

Clause 4.3A of SLEP 2012, as relevant, states (our emphasis):-

"Despite clause 4.3, the height of a building on land in "Area 1" identified on the Height of Buildings Map that comprises a key site shown in Column 1 of the Table to this clause and is identified as a key site on the Key Sites Map is not to exceed the maximum height shown opposite in Column 2.

Column 1	Column 2
Key site number	Maximum height
Part of 8, 14, 33 , 46, or 56	26 metres

The site is within "Area 1" on the height of buildings map (see **Figure 4**) and is identified as a "Key Site" (i.e. Key Site 33) on the "Key Sites Map" in SLEP 2012 (see **Figure 6**) and, as such, has a maximum building height of 26 metres.

This Planning Proposal request seeks to amend Clause 4.3A of SLEP 2012 to permit a building on the site with a maximum height of 85 metres.

1.3.3 Floor Space Ratio (FSR)

Clause 4.4 of SLEP 2012 provides that the maximum Floor Space Ratio (FSR) for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map (see **Figure 5**).

Gross Floor Area (GFA) is defined under SLEP 2012 to mean:-

"the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

(a) the area of a mezzanine, and

- (b) habitable rooms in a basement or an attic, and
- (c) any shop, auditorium, cinema, and the like, in a basement or attic,
- but excludes:
- (d) any area for common vertical circulation, such as lifts and stairs, and
- (e) any basement:
- (i) storage, and
- (ii) vehicular access, loading areas, garbage and services, and
- (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
- (g) car parking to meet any requirements of the consent authority (including access to that car parking), and
- (h) any space used for the loading or unloading of goods (including access to it), and
- (i) terraces and balconies with outer walls less than 1.4 metres high, and
- (j) voids above a floor at the level of a storey or storey above.”

Clause 4.4A of SLEP 2012 as relevant, states (our emphasis):-

“Despite clause 4.4, the floor space ratio of a building on land in “Area 1” identified on the Floor Space Ratio Map that comprises a key site shown in Column 1 of the Table to this clause and is identified as a key site on the Key Sites Map is not to exceed the floor space ratio shown opposite in Column 2.

Column 1	Column 2
Key site number	Floor space ratio
5, 8, 11, 27, 33 , 43, 44, 75, 79–82, 84–86, 88–90, 92 or 93	2.7:1

The site is within “Area 1” on the FSR map (see **Figure 5**) and is identified as a “Key Site” (i.e. Key Site 33) on the “Key Sites Map” in SLEP 2012 (see **Figure 6**) and as such has a maximum FSR of 2.7:1.

This Planning Proposal request seeks to amend Clause 4.4A of SLEP 2012 to permit a maximum FSR of 4.5:1 on the site.

2. DEVELOPMENT APPLICATION 2014/035

On 27 August 2014 the JRPP issued a deferred commencement development consent to DA 2014/035 for the demolition of existing buildings and the construction of two (2) eight (8) storey mixed use buildings comprising a total of 221 residential units and 6 commercial tenancies at 17-35 Parramatta Road, Homebush (“the site”). The deferred commencement consent subsequently became operational on 10 November 2014. At the same time the operational consent was granted, it was simultaneously modified pursuant to Section 96 (i.e. DA 2014/035/1).

Following the granting of, firstly, the deferred commencement consent and, then, the operational consent, the project proceeded through a detailed design development phase arising from which is the necessity to make various design amendments to the three (3) approved basement levels and add a fourth basement level. A Section 96 Application (DA 2014/035/2) for the design amendments was approved by the JRPP on 1 July 2015.

On 30 June 2016, Council approved a further Section 96 application (DA 2014/035/3) to reconfigure the ground floor of Buildings B and C to provide an atrium separating these two buildings.

The approved works, associated with the development consent to DA 2014/035, are well-advanced on the site. The south eastern quadrant of the site, identified for Building C in the approved scheme, has been capped off at ground level pending the outcome of this planning proposal.

3. WESTCONNEX - M4 EAST (HOMEBUSH BAY DRIVE TO PARRAMATTA ROAD AND CITY WEST LINK)

3.1 Overview

The M4 East motorway upgrade and extension forms part of the WestConnex project. The State Significant Infrastructure Application was approved by the Minister on 11 February 2016. The approved application is for the:-

“Development for the purposes of the WestConnex M4 East project being a new multi-lane road link from Homebush Bay Drive at Homebush to Parramatta Road and Wattle Street (City West Link) at Haberfield, including:

- *upgrade of the Homebush Bay Drive Interchange at Homebush;*
- *construction of new interchanges at Concord Road at North Strathfield/Concord, Wattle Street (City West Link) at Haberfield, and Parramatta Road at Ashfield/Haberfield;*
- *tunnel ventilation systems near Underwood Road at Homebush and the corner of Parramatta Road and Wattle Street at Haberfield;*
- *fresh air supply intake and smoke emergency exhaust facility at Cintra Park, Concord;*
- *motorway operations complex at Homebush adjacent to the M4 Motorway;*
- *tunnel support systems and ancillary services including electricity substations, water treatment facilities, fire and emergency systems, and tolling gantries;*
- *road works to facilitate connection to and from the proposed tunnels and surface road network;*
- ***an on-ramp at Powells Creek, North Strathfield providing access to the M4 westbound;***
- *connections to WestConnex Stage 3 (M4-M5 link);*
- *provisions of new and modified noise abatement facilities;*
- *modifications to pedestrian and cyclist facilities;*
- *temporary ancillary construction facilities; and*
- *utility adjustments, modifications, relocations and/or protection” (our emphasis)*

The approval includes Condition D12 which states:-

“D12 The Proponent must determine whether further noise mitigation beyond what may have been approved in the development application for 17-35 Parramatta Road and 5 Powell Street, Homebush (2015SYE045 DA) is required to achieve relevant noise goals within the NSW Road Noise Policy (DECCW, 2011) and NSW Industrial Noise Policy (EPA, 2000) during construction and operation. The cost of any additional noise attenuation at this location is to be borne by the Proponent and the noise mitigation must be installed where reasonable, within the construction schedule of the development at this location.

This development is to be included in all future modelling, monitoring and review of noise and mitigation measures during operation of the SSI.”

The proponent, referred to in Condition D12, is RMS.

3.2 Powells Creek on-ramp

The approved State Significant Infrastructure Application includes a:-

“Powells Creek M4 on-ramp bridge to provide access to the M4 westbound from Parramatta Road. The bridge would be approximately 320 metre long, and would tie into the existing M4”

The new Powells Creek on-ramp bridge to connect to the existing M4 westbound with Parramatta Road and the associated stormwater diversion works are currently under construction to the east of the site (see **Figure 2A**).

A new signalised intersection on Parramatta Road will be created as a result of the on-ramp. An indicative project footprint, illustrating the Powells Creek M4 on-ramp, is provided in the M4 East Environmental Impact Statement and is reproduced below:-



Indicative project footprint - Powell Street on-ramp (source: M4 East EIS)

An image of the new on-ramp, taken from the M4 East EIS, is provided below:-



Powell Street on-ramp (source: M4 East EIS)

4. PLANNING CONTEXT

4.1 Metropolitan Strategy – ‘A Plan for growing Sydney’

A Plan for Growing Sydney (“the plan”), released by the Department of Planning and Environment in December 2014, is the NSW Government’s strategic planning vision for metropolitan Sydney. The Plan provides key directions and actions to guide Sydney’s productivity, environmental management, and liveability – including the delivery of housing, employment, infrastructure and open space.

The Plan states:-

*“The Government is working to achieve its **target of an additional 664,000 new dwellings by 2031**. Increasing housing supply and addressing housing affordability and choice, requires the Government to:*

- work with councils to identify where development is feasible;*
- identify where investments in local infrastructure can create housing supply;*
- target locations which deliver homes closer to jobs;*
- directly facilitate housing supply and choice through the projects of UrbanGrowth NSW and Priority Precincts; and*
- direct the Greater Sydney Commission to work with councils over the long-term with a requirement that councils review housing needs when preparing their Local Environmental Plans.” (our emphasis)*

Sydney district planning will guide delivery of the Plan across the six Districts that form the metropolitan area. The site is located within the Central District, which comprises the local government areas of Ashfield (part of the new Inner West Council area), Botany (part of the Bayside Council area), Burwood, Canada Bay, Leichhardt (part of the new Inner West Council area), Marrickville (part of the new Inner West Council area), Randwick, Strathfield, Sydney, Waverley and Woollahra.

Priorities for each District are set out in the Plan, along with further investigations that are needed to shape District Plans.

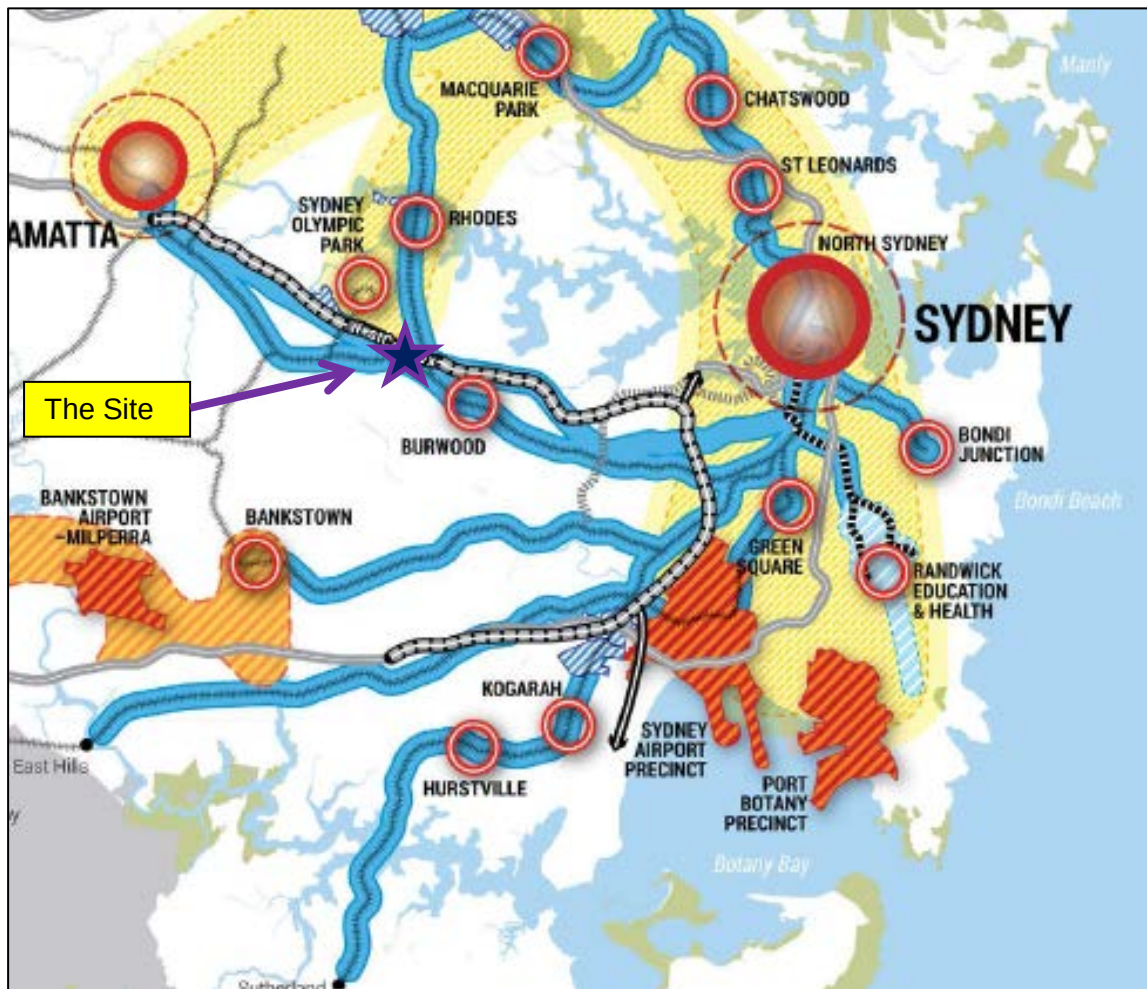
The plan identifies Parramatta Road as an urban renewal corridor and states:-

“The Parramatta Road Corridor is a 20km long corridor strategically connecting the two largest concentrations of jobs in Sydney – Sydney CBD and Greater Parramatta. The corridor has good access to employment, the rail network, a range of social infrastructure, and the southern foreshores of Sydney Harbour and Parramatta River. The construction of WestConnex will allow for significant improvements to local amenity by reducing through-traffic on surface roads, and allowing for enhanced north-south local connectivity. The Government will investigate the feasibility of light rail along Parramatta Road for the length of the corridor.

The corridor will be a focus for increased housing, economic activity and social infrastructure, especially around centres with good public transport

access and amenity. An Urban Renewal Strategy is being prepared to guide development in selected precincts in the Parramatta Road Corridor and to bring new life to local communities. Burwood, Sydney Olympic Park and Rhodes will continue to be a particular focus for employment."

An extract from the plan is provided below, which identifies the location of the site:-



Extract from 'A Plan for Growing Sydney'

The Plan also provides an over-arching priority that the Government will "investigate a potential light rail corridor from Parramatta to Sydney CBD via Parramatta Road", which would further enhance the public transport options in proximity to the site.

New District Plans are being prepared and are scheduled for release by the end of 2016 for public comment. The Greater Sydney Commission (GSC) is responsible for preparing these plans. According to the GSC website the District Plans will:-

"deliver the intentions of Sydney's current regional plan, A Plan for Growing Sydney, at the district level. They will be shaped around the Plan's four goals:

Goal 1: A competitive economy with world-class services and transport

Goal 2: A city of housing choice

Goal 3: A great place to live

Goal 4: A sustainable and resilient city.

Each District Plan will explain recent patterns or changes in Sydney and the relevant district, and what this means for the future. Changes can come from:

> an existing investment in new infrastructure

> consistent patterns of new residential or commercial construction

> a shift in the way land is being used.

The District Plans will recommend the areas that will need to change significantly, the areas unlikely to change and the areas we want to protect or enhance."

The GSC has released a "fact sheet" regarding the Central District Plan which states:-

*"The Central District is centred on Sydney's CBD. It's the global attractor and hub of the wider city's jobs, tourism, educational and cultural facilities and world-class public transport. It's constantly changing, with major projects, such as Barangaroo and the Bays Precinct, continuing to activate the city centre and extend the reach of our global city. Other major change is occurring with the evolution of Green Square, **renewal along Parramatta Road**, and in the corridor from Sydenham to Bankstown, spurred on by investment in new transport." (our emphasis)*

The NSW Department of Planning website includes "population household and dwelling projections for the Central District", which states that "the Central subregion is projected to grow by more than 266,800 people over the next 20 years" (from 2011 to 2031) and that "130,700 new homes needed from 2011 – 2031".

4.2 Draft Parramatta Road Urban Renewal Strategy

The Draft Parramatta Road Urban Renewal Strategy was released in November 2014 by Urban Growth NSW and was updated in February 2015.

The Draft Parramatta Road Urban Renewal Strategy focuses on eight Precincts, one of which is "Homebush".

The Homebush Precinct is identified for significant future growth due to its central location and good access to public transport and employment opportunities in Sydney Olympic Park, Burwood, Parramatta CBD, Rhodes, Macquarie Park and the Sydney CBD:-

"The Precinct could accommodate areas of high rise residential development particularly because it is within walking distance of three railway stations with connection to the wider public transport network.

By 2031 it is anticipated that the Homebush Precinct could accommodate 33 percent of overall population growth in the corridor.

The Homebush Precinct's potential long term evolution (2050+) would see 10,350 to 16,200 new dwellings."

Figures 7 and 8, from the Draft Urban Transformation Strategy (see Section 4.3 below), show that the site has been identified for high density development and that the site is located within close proximity to Homebush Railway Station and North Strathfield Railway Station as well as the "employment weighted centroid (Sydney 2011)".

According to the draft strategy, this is a "location where there are the same number of houses or jobs to the north, south, east and west". This clearly demonstrates that the site is ideal for higher density development.

4.3 Draft Parramatta Road Urban Transformation Strategy

The Draft Parramatta Road Urban Transformation Strategy was released in September 2015, building on the plan released in 2014.

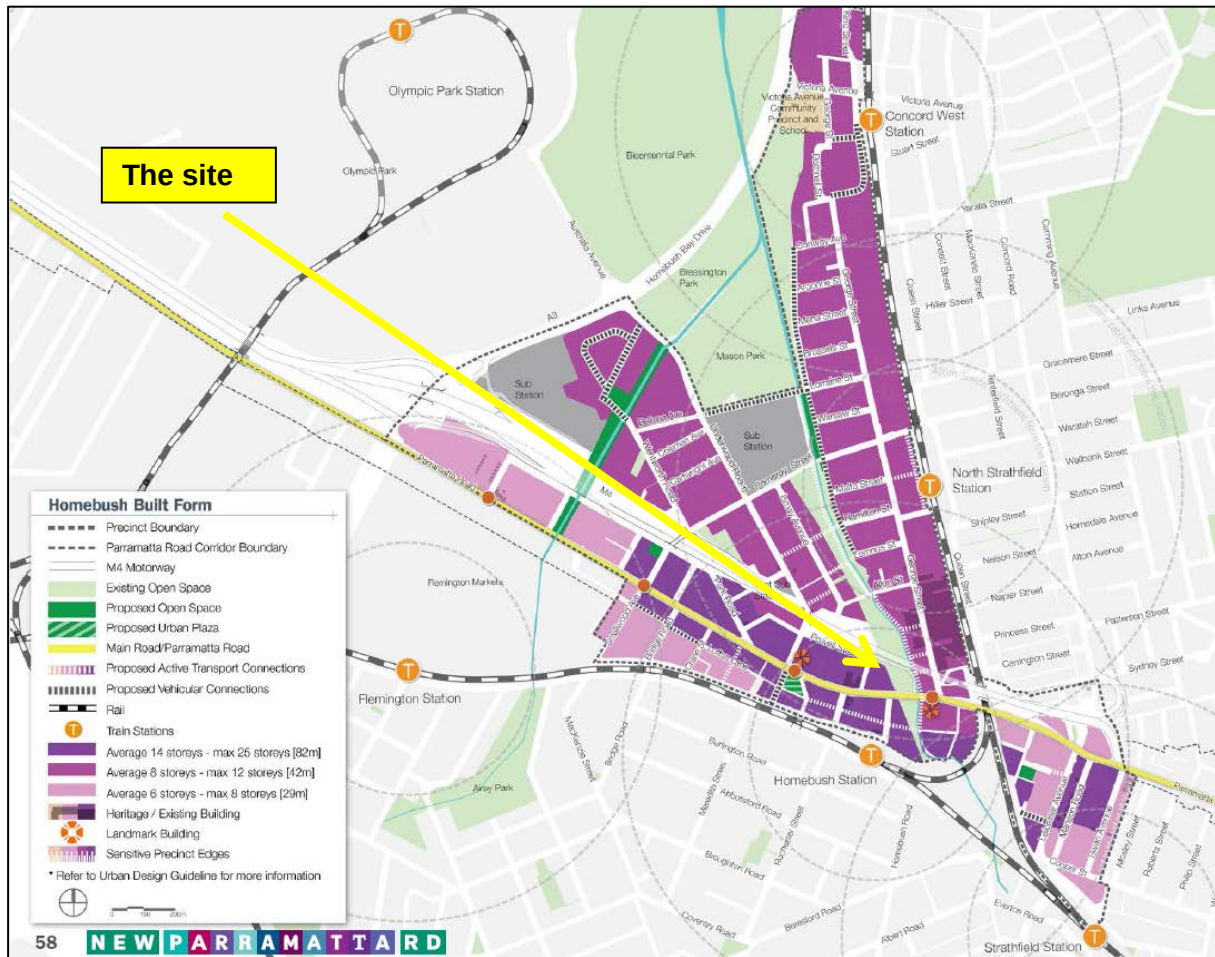
The Draft Parramatta Road Urban Transformation Strategy is a 30-year plan for the future of the Parramatta Road Corridor. It will guide the Corridor's growth and change as the area evolves with more people, changing demographics, extensive traffic and transport investments and many new businesses and technological advances. It also identified 8 precincts and the need for 40,000 new homes along the Parramatta Road corridor.

The Strategy includes the following statement regarding the Homebush Precinct, of which the site forms part:-

"Located between Sydney's two CBDs, with easy access to four rail stations, the Homebush Precinct has the potential to offer higher density housing and a bustling hub between Homebush, North Strathfield, Concord West and Strathfield Stations. It will build upon the Bakehouse Quarter, creating main-street style uses on Parramatta Road and George Street. Powells Creek will act as a green corridor, winding through the Precinct as the dense network of streets to the west and north create safe links to medium-density residential neighbourhoods. The whole Precinct will be well-connected for pedestrians, cyclists, public transport users and drivers."

The precinct is expected to accommodate 1.6% of all population growth (as a percentage of all population growth) in the Sydney Metropolitan area to 2031, from a current population of 4,693 to 25,929. The Homebush precinct is expected to accommodate 43% of the population growth for the whole corridor (to 2050).

The strategy includes a "built form" map, an extract of which is provided overleaf, which identifies a maximum height limit of 25 storeys (or 82 metres) on the site with an average of 14 storeys across the site. This proposal is consistent with the built form map in the strategy.



Homebush built form map (Source: Draft Parramatta Road Urban Transformation Strategy)

4.4 Consultation Outcomes Report

Urban Growth released the consultation outcomes report in May 2016. The outcomes report presents the findings from public consultation on the draft Strategy, which took place between September and December 2015.

The outcomes report, with regard to the Homebush precinct, states: -

“Further community consultation will occur prior to any proposed changes to local zoning and development controls. This consultation will occur in line with statutory processes. Where appropriate, key components of the Strategy will be included within the District Plans presently being developed by Greater Sydney Commission (GSC), Department of Planning and Environment (DPE) and councils. The District Plans will then be implemented through councils’ Local Environmental Plans (LEPs) in coordination with the delivery of key infrastructure.”

There is no certainty on when the draft Strategy will be finalised. The Applicant would like to finalise the redevelopment of the site and it is not reasonable for the Applicant to delay the finalisation of the project for an uncertain period, whilst Urban Growth, the GSC and the NSW Government finalise the strategy and Central District Plan. The revised controls, requested as part of this Planning Proposal, are consistent with the draft Strategy for



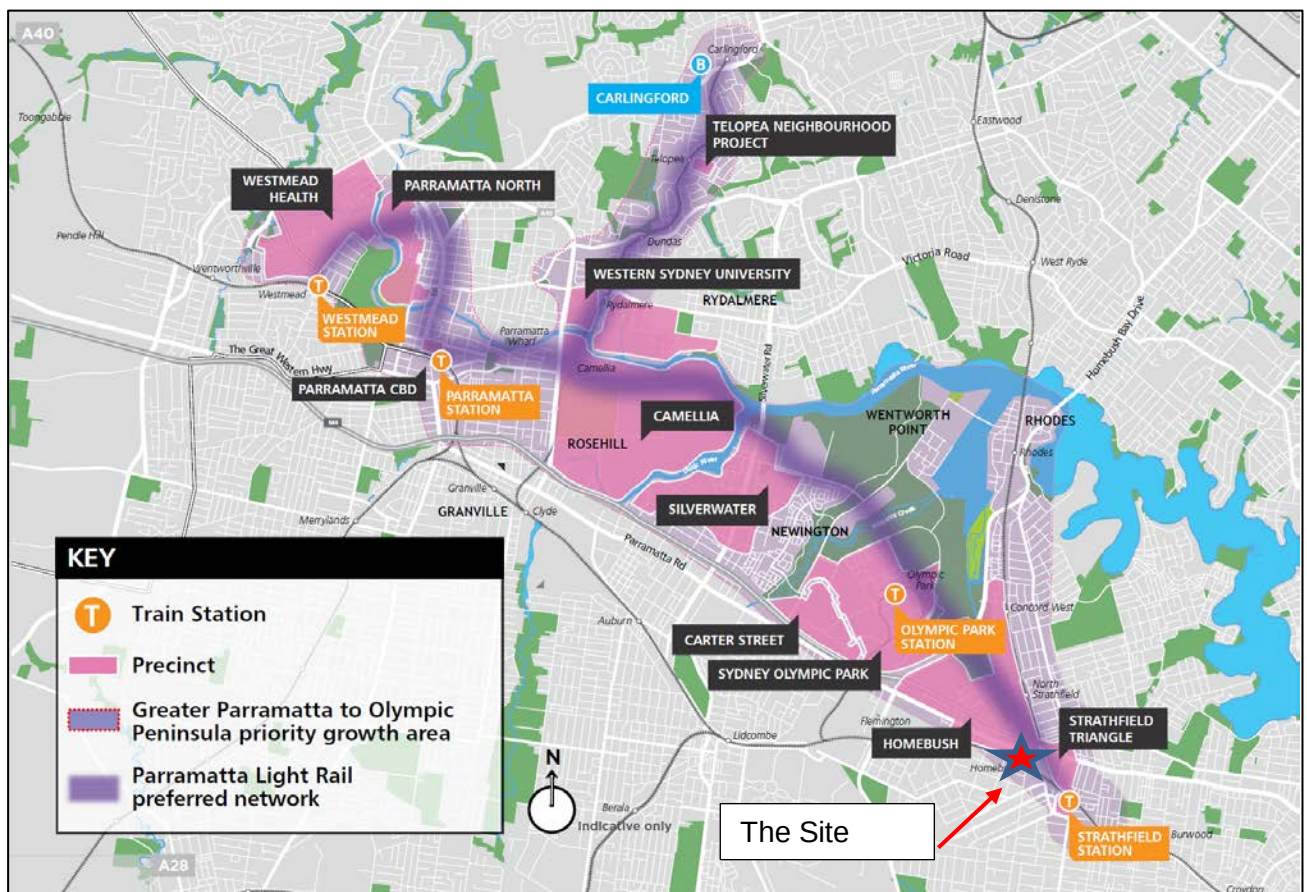
Parramatta Road. It is requested that Council proceed with the amendment to the planning controls, as they relate to the site, ahead of the finalisation of the strategy and the Central District Plan. This will allow the Applicant to finalise the redevelopment of the site providing for the orderly and economic use and development of the site.

5. PARRAMATTA LIGHT RAIL

In December 2015, the NSW Government announced a preferred network for Parramatta Light Rail to:-

“link areas that are being transformed by government and private investment, including Westmead precinct, Parramatta North urban renewal area, Camellia, Telopea, Rydalmere, Sydney Olympic Park and Strathfield. It will also serve major attractions in the Parramatta CBD including the new Western Sydney Stadium and the relocated Powerhouse Museum.”

The preferred network map from the Parramatta Light Rail website, is included below. It shows that the site is situated in close proximity to the preferred network.



Preferred Parramatta Light Rail Network (Source: <http://parramattalightrail.nsw.gov.au/>)

Transport for NSW released a Project overview in August 2016 which states:-

“The NSW Government has reserved \$1 billion to the project from Restart NSW and Rebuilding NSW funds. The project cost will be more than this reservation and will be further defined as part of project development.

The Government is looking at a range of funding sources to meet the capital cost of the project.

This includes a Special Infrastructure Contribution (SIC) to share the value uplift along the growth corridor. This will be applied to new residential development within the Greater Parramatta to Olympic Peninsula priority growth area and will contribute funding to Parramatta Light Rail as well as community infrastructure and road upgrades.

...

NSW Government is currently working on a final business case for Parramatta Light Rail. This will include the detailed alignment and stop locations. NSW Government is considering options for the alignment with stakeholders and a preferred route will be considered by early 2017.

NSW Government has started the planning approval process for Parramatta Light Rail with the preparation of a State Significant Impact Application (SSIA). Following engagement with the Department of Planning and Environment (DPE) and other organisations, it is expected that an Environmental Impact Assessment (EIS) will go on public display around mid-2017.

NSW Government is also developing a business model for the project, taking into consideration feedback from the private sector and stakeholders. Procurement of companies responsible for the delivery and operations of the project will begin in late 2017, allowing construction to start in 2018. The business model could allow for the project to be delivered in stages, taking into account construction requirements and planned timescales for major development across the corridor."

6. URBAN DESIGN REPORT

An Urban Design Report has been prepared by Architectus (see **Appendix 2, in Volume 2**).

The report considers the development potential of the site in light of the Parramatta Road Strategy. The report presents an urban design analysis of the site and context, design options for the site and urban design recommendations, which now form part of the request to which this report relates.

Architectus consider four scenarios, with three alternative development options for the site, which are all alternatives to the approved development (DA 2014/035). The report discusses the 4 scenarios which are all influenced by the approval to DA 2014/035 which is currently under construction.

- Scenario A - the approved development;
- Scenario B is for a 20 storey tower adjacent to the park with the two other approved buildings remaining unchanged;
- Scenario C is for a 25 storey tower adjacent to the park with the two other approved buildings remaining unchanged; and
- Scenario D is for a 30 storey tower adjacent to the park with the two other approved buildings remaining unchanged.

Architectus state that the preferred option on the site is Scenario C (25 storeys adjacent to the park), stating: -

“—It conforms to the expected height and density of the area under the Draft Parramatta Road Urban Transformation Strategy

—Within the planned context of major urban renewal taking place within the Homebush to Parramatta area (as described through the Plan for Sydney as well as the draft Parramatta Road Corridor Strategy), areas close to Homebush and Strathfield Railway stations are some of the most advantageously located for providing increased densities due to their close access to rail stations and existing centres.

—It is one of the few major development sites (not affected by heritage, small lot size or strata-title constraints) located in one of these accessible locations.

—It is capable of providing a significant uplift in density without major impact impacts on the amenity of existing residents or heritage concerns.

—The site enjoys good amenity from open spaces.

—The Floor Space Ratio proposed is lower than those currently planned for other centres such as Burwood, Rhodes and Sydney Olympic Park and the same as sites in other centres of Auburn and Lidcombe. Other precincts identified for urban renewal within the Homebush to Parramatta context (generally not as advantageously located as this site) also appear likely to be planned in the future for similar densities.

—The proposal delivers a single, slim tower which will be well separated from other future development.

—The proposal delivers a marker tower at a key location which signifies the entry to Homebush.

—No change is required to the approved podium form at lower levels which has been agreed through previous discussions with Council.

—Overshadowing impacts of the proposal are acceptable, including no additional overshadowing of the approved open space at the heart of the

proposal and no significant impact on the planned open space to the east and southeast of the site (although there is some afternoon overshadowing a significant part of the space will retain sun access at all times of the year)."

The preferred scenario includes: -

- *"A total GFA of 27760 m² across the site. (Approx 4.44:1 FSR, rounded to 4.5:1 for the purpose of controls)*
- *Maximum building height of approximately 85m (based on the existing 26m height for 8 storeys, plus 3m per additional storey, 6m for lift overrun and plant room plus 2m in case of the need for transfer beams above the podium).*
- *The proposed tower is approximately 750sqm in Gross External Area (measured to the outside of the building form, including balconies)."*

The report includes an artist's impression of the concept plan – which is taken from within the adjacent future park looking west: -



Artist's Impression of Scenario C (Source: Squillace Architects)

7. PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with Section 55(2) of the Environmental Planning and Assessment Act 1979 with consideration of the Department of Planning and Infrastructure 'A guide to preparing planning proposals' (August 2016), which was prepared pursuant to Section 55(3) of the Act. Accordingly, the Planning Proposal addresses six parts:

- Part 1: Objectives or intended outcomes of the proposed amendment;
- Part 2: Explanation of provisions;
- Part 3: Justification;
- Part 4: Mapping;
- Part 5: Community Consultation; and
- Part 6: Project Timeline.

A discussion on each of the above parts is presented in the following sections.

8. PART 1 – OBJECTIVES OF THE PLANNING PROPOSAL (i.e. PROPOSED LOCAL ENVIRONMENTAL PLAN)

This section sets out the objectives or intended outcomes of the request to prepare a Planning Proposal.

8.1 Rationale for the Planning Proposal

As outlined above “A Plan for growing Sydney” (the Plan), states that Sydney needs to accommodate 664,000 new homes over the next 20 years. Based on the Metropolitan Strategy, Sydney will need to provide 33,200 new homes (664,000 divided by 20 years) every year for the next 20 years if we are to accommodate the expected population of Sydney. As outlined in the Metropolitan Strategy:-

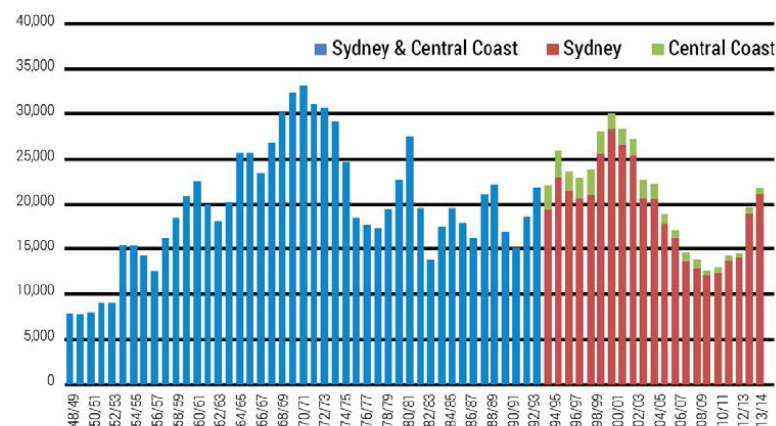
“Providing more housing and different types of housing as the population grows reduces the pressure on rising house prices.

Over the last five years new housing production has grown from around 13,300 dwellings per annum to around 22,800 dwellings per annum (Figure 21), the highest level since 2002. Even with this growth, there is a significant gap between current housing production and future housing needs.

Removing the barriers to increased housing production will accelerate housing supply. The Government will work with councils and the development sector to put in place flexible planning controls which enable housing development in locations that are feasible for development.

Growth will be supported by infrastructure including transport, utilities and social infrastructure such as schools, child care centres, health facilities, open space and recreation.”

FIGURE 21:
Housing production in
Sydney & Central Coast
from 1949 to 2014



Note: Figures up to 1993 are Sydney and Central Coast combined

As the above graph illustrates, even with the inclusion of the Central Coast figures, housing production has had difficulty meeting the target of 33,200 since the 1940s. Therefore, Sydney is in desperate need of new housing to accommodate its future projected population growth.

The site is already approved for redevelopment, pursuant to the approval granted by the JRPP (see **Appendix 1**) and the construction of this approved development is currently well underway. However, this approval is based on the current planning controls for the site in SLEP 2012 which do not take into account the Plan for Growing Sydney, the draft Parramatta Road strategy and the future Parramatta Light Rail and the additional housing needs which must be accommodated in Sydney.

Al Maha Pty Ltd intends to finalise the construction pursuant to the consent it has obtained and cannot wait for the Parramatta Road strategy to be finalised and for each separate council's controls, including those of Strathfield Council, to be amended in accordance with that strategy. They have a single site which can be redeveloped to a higher density, to assist the Parramatta Road urban transformation project (and also assist Sydney) in accommodating the housing needs of its increased population in an appropriate manner in a site which is highly accessible via public transport.

Therefore, this request to prepare a Planning Proposal has been prepared to amend SLEP 2012 now insofar as it applies to the site. Failure to develop this 'key gateway' to its full urban design potential would be a missed opportunity.

8.2 Objectives of the Planning Proposal

The objectives of the Planning Proposal are to:-

- (i) 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;
- (ii) encourage the development of buildings that achieve design excellence and of public domain spaces that are safe, accessible and attractive;
- (iii) enhance the local environment whilst maximising the site's ability to provide housing accommodation;
- (iv) 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;
- (v) better-provide for the orderly, economic and prompt development of the site; and
- (vi) ensure that development within the Strathfield LGA appropriately supports the *A Plan for Growing Sydney* and the *Draft Parramatta Road Urban Transformation Strategy*.

9. PART 2 - EXPLANATION OF PROVISIONS

9.1 Parameters

This section sets out the means through which the objectives described in Part 1 will be achieved, in the form of controls on development in the proposed LEP amendment.

The LEP amendment will conform to the *Standard Instrument (Local Environmental Plans) Order 2006*. It will identify the land to which it relates and alter Clauses 4.3A and 4.4A.

None of the maps, which are currently part of Strathfield LEP 2012, will be changed as a result of the Planning Proposal.

9.2 Clause 4.3A - Exceptions to height of buildings (Parramatta Road Corridor)

This Planning Proposal requests that the permissible height of buildings on the site be increased to 85 metres. Accordingly, Council is requested to amend Clause 4.3A in the following manner:-

“Despite clause 4.3, the height of a building on land in “Area 1” identified on the Height of Buildings Map that comprises a key site shown in Column 1 of the Table to this clause and is identified as a key site on the Key Sites Map is not to exceed the maximum height shown opposite in Column 2.

Column 1	Column 2
Key site number	Maximum height
75	20 metres
4, 7, 9, part of 10, 12, part of 19, 23, 24, 38–41 or 53	22 metres
Part of 8, 14, 33 , 46, or 56	26 metres
Part of 11, 17, part of 19, 25, 26, 30, part of 43, part of 44, part of 45, 47–49, 60, part of 62, part of 64, part of 65, part of 66, 67–69, part of 76, part of 77, 80–82, 85 or 86	29 metres
27, 29, 52, part of 70, part of 78, part of 87 or 91–93	32 metres
18, 51, 57 or part of 71	35 metres
16, part of 31, part of 83 or part of 88	42 metres
33	85 metres

9.3 Clause 4.4A - Exceptions to floor space ratio (Parramatta Road Corridor)

This Planning Proposal requests that the permissible FSR on the site be increased to 4.5:1. Accordingly, Council is requested to amend Clause 4.4A in the following manner:-

“Despite clause 4.4, the floor space ratio of a building on land in “Area 1” identified on the Floor Space Ratio Map that comprises a key site shown in

Column 1 of the Table to this clause and is identified as a key site on the Key Sites Map is not to exceed the floor space ratio shown opposite in Column 2.

Column 1	Column 2
Key site number	Floor space ratio
1–4, 6, 34, 35, 38–41, 47–50, 53, 63 or 67–69	2:1
7, 9, 10, 28, 46, 52, 54, 58, 60, 61 or 72–74	2.25:1
12–14, 17, part of 19, 22–24, 36, 37, 51, 56 or 57	2.5:1
5, 8, 11, 27, 33 , 43, 44, 75, 79–82, 84–86, 88–90, 92 or 93	2.7:1
15, 16, 18, part of 19, 59, 62, 64–66, 83, 87 or 91	2.95:1
45 or 55	3.1:1
20, 21, 25, 26, 29–32, 70, 71 or 76–78	3.15:1
33	4.5:1

10. PART 3 - JUSTIFICATION

10.1 Section A - Need for the planning proposal

1. Is the planning proposal a result of any strategic study or report?

- Yes, the planning proposal has been prepared as a result of the *Draft Parramatta Road Urban Transformation Strategy*. The site is identified in the “Homebush” precinct pursuant to the draft strategy. The “Homebush” precinct has been identified for growth and change in the draft strategy. However, this site is being redeveloped now and once the approved development is finalised the development will have a lifespan of approximately 60-80 years and as such, the decision on whether to increase building densities on this site needs to occur now rather than in the future.
- As a result of the *Draft Parramatta Road Urban Transformation Strategy*, Architectus (see **Appendix 2**) undertook an analysis of:-
 - o the railway stations in close proximity to Parramatta Road. As demonstrated in the urban design analysis, the site is located in one of a few areas where Parramatta Road is close to railway stations (the others being around Granville, Lewisham and Central);
 - o Planned Heights within the wider context. As demonstrated in the urban design report, the site (which is within the Homebush Area Precinct) is in one of the most accessible locations, including the preferred network route for the Parramatta Light Rail, near Homebush Railway Station and in close proximity to other locations which will have building heights in excess of 20 storeys, with Sydney Olympic Park currently permitting 32 storeys (which is around 105 metres in height);
 - o approved projects/projects under construction in the local area, including:-
 - the Columbia Precinct, located at 2-20 Parramatta Road / 11-13 Columbia Lane; and
 - 42-46 Parramatta Road.
 - o the local context and the connectivity of the site;
 - o indicative amalgamation and development patterns, highlighting the fact that there will be increased pressure on sites providing towers, close to Parramatta Road, to the west of the subject site, due to the depth and overall size of the lots at present;
 - o the possible built form options on the site.

The analysis led to the conclusion that the site could provide an 85 metre high tower on the site. Therefore, the Planning Proposal is a result of the *Draft Parramatta Road Urban Transformation Strategy*.

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

Yes, the Planning Proposal is the best means. There is no better way.

The site is in the process of being redeveloped and the Applicant cannot wait for the development controls across the entire precinct to be established – as this could take 5-10 years to be realised. There is an urgent need to provide more housing within Sydney. The *Draft Parramatta Road Urban Transformation Strategy* and urban design analysis in **Appendix 2** show that the additional growth is needed and that it can be accommodated on the site without unreasonable environmental impacts.

A Planning Proposal is the best, most efficient and most time effective approach to delivering the desired outcome of the Planning Proposal.

10.2 Section B – Relationship to Strategic Planning Framework

1. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

The NSW State Government has introduced a “A Plan for Growing Sydney”. District Plans are being prepared and we understand that Draft Central District Plan will be released in late 2016 and will be finalised in 2017 once the community have been consulted on the plan.

The Planning Proposal is consistent with the current Sydney Metropolitan Strategy “A Plan for Growing Sydney”.

“A Plan for Growing Sydney” (“the plan”) is the blueprint for strategic planning within metropolitan Sydney. The Planning Proposal is consistent with the Metropolitan Plan in that:-

- the development (and timely completion) of the site is consistent with the vision of the plan “a strong global city, a great place to live”;
- it will provide a suitable location for housing intensification and urban renewal along an urban renewal corridor;
- it will accelerate housing supply helping the government to achieve its target of providing 664,000 new homes by 2031 in a location which is close to jobs and public transport;
- it will provide a catalyst for urban renewal along the Parramatta Road corridor by providing a gateway development into Homebush and additional housing along Parramatta Road;
- it relates to a strategically well-located site which is readily accessible; and
- it will help grow Sydney’s economy.

The plan discusses the importance of the Parramatta Road Corridor, and states:-

“The Parramatta Road Corridor is a 20km long corridor strategically connecting the two largest concentrations of jobs in Sydney – Sydney CBD

and Greater Parramatta. The corridor has good access to employment, the rail network, a range of social infrastructure, and the southern foreshores of Sydney Harbour and Parramatta River. The construction of WestConnex will allow for significant improvements to local amenity by reducing through-traffic on surface roads, and allowing for enhanced north-south local connectivity. The Government will investigate the feasibility of light rail along Parramatta Road for the length of the corridor.

The corridor will be a focus for increased housing, economic activity and social infrastructure, especially around centres with good public transport access and amenity. An Urban Renewal Strategy is being prepared to guide development in selected precincts in the Parramatta Road Corridor and to bring new life to local communities. Burwood, Sydney Olympic Park and Rhodes will continue to be a particular focus for employment."

The Planning Proposal proposes to increase the density of development on the site, providing increased housing on a site with good public transport access and amenity (being a standalone site adjacent to a proposed park).

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

Yes.

Strathfield 2025 Community Strategic Plan

Strathfield 2025 is the Community Strategic Plan for the Strathfield Local Government Area (LGA) to 2025 and beyond. The plan was originally prepared in 2012 and was reviewed following the Council election in September 2012 and readopted by Council in June 2013.

Strathfield 2025 is based on five broad themes:-

“• Understanding how Strathfield connects and integrates with the broader Inner West and Sydney region is critical to providing transport that is easy and safe to use, planning infrastructure that is adequate for growth and improving information and communication technologies to connect to local community to the world.

• The wellbeing of the local community is supported and enhanced by providing safe, clean, healthy and attractive environments, access to public spaces and community facilities, and opportunities to participate in programs and activities.

• Providing opportunities for prosperity through innovative business development, improving regulatory systems and promoting a sense of civic pride creates economic benefits.

• Supporting high quality, well planned and sustainable urban and natural environments that balance well designed and innovative development with existing local character whilst protecting and enhancing the natural environments.

• The above goals will be underpinned by a commitment to making improvements to infrastructure and delivering and facilitating better services

by responsible management of community assets and consistent delivery of efficient and effective services.”

Strathfield 2025 identifies the following priorities for the LGA:-

“Transport

- *Address traffic congestion*
- *Improve mobility, ease and safety of public and private transport*
- *Accessible and available public transport*
- *Improve parking availability and controls*
- *Maintain roads and footpaths*

Community Safety

- *Safe community*
- *Low rates of crime*
- *Improve Police services*
- *Reduce graffiti and vandalism*

Quality of life and civic pride

- *Community pride and values Strathfield*
- *Strathfield is about quality lifestyle and standards of living*
- *Promote awareness of place*
- *Celebrate community and recognise achievements*

Well maintained local area

- *Clean and attractive town centres and neighbourhoods*
- *Reduce litter and dumping and take action on pollution e.g. air, noise, water etc.*
- *Well maintained public areas, open spaces and parks*
- *Little tolerance for offenders*

Local environment

- *High quality and well-designed development*
- *Retain local character and value heritage*

- *Maintain residential areas and higher densities around major transport hubs*
- *Sustainable development*
- *Range of housing opportunities*
- *Protect natural environment including water and air quality*

Council leadership

- *Council is honest, accountable and transparent in its activities*
- *Council maintains financial stability and offers value for money services*
- *Councillors to be accountable and available to community*
- *Council is focused on needs of Strathfield community and provides high quality customer services*
- *Energy and Water efficiencies – community and Council*

Community participation and cohesion

- *Community is informed and 'has a say' on issues that affect them*
- *Information is available especially online*
- *Multicultural, integrated and cohesive community without barriers*

Community facilities and programs

- *Impact of growth of population and densities e.g. infrastructure*
- *Library is highly valued*
- *Provide access to indoor and outdoor facilities to support recreational and community activities*
- *Facilitate programs to meet community, recreational and cultural needs*

Business

- *Provide support for local business*
- *Promote local attractions*
- *Monitor compliance e.g. food safety, public health*
- *Protect local community from adverse impacts of industrial development"*

The Planning Proposal is not inconsistent with the above priorities from Strathfield 2025 and will assist in:-

- achieving the priority of having "higher densities around major transport hubs"; and

- providing a range of housing options.

Strathfield Local Environmental Plan 2012 applies to the site and the site is zoned B4 Mixed Use pursuant to SLEP 2012. The objectives of the B4 Mixed Use zone are:-

- *“To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To facilitate mixed use urban growth around railway stations and transport nodes and corridors, commercial centres and open space.*
- *To provide local and regional employment and live and work opportunities.”*

The Planning Proposal would then facilitate lodgement of a Development Application which would provide more housing stock in a high quality mixed use development, in a highly accessible location, which is in accordance with the above objectives.

3. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes.

The relevant SEPP's include:-

- SEPP 55 - Remediation of Land;
- SEPP 65 - Design Quality of Residential Flat Development;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004; and
- State Environmental Planning Policy (State and Regional Development) 2011.

The above SEPP's will be further considered at the Development Application stage (where applicable).

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

Table 1, below, identifies the proposal's consistency with the applicable Ministerial Directions:-

Table 1: Planning proposal's consistency with the applicable Ministerial Directions

s.117 Direction Title	Consistency of Planning Proposal
1.1 Business and Industrial Zones	Consistent. This direction applies:- <i>“when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).”</i>

s.117 Direction Title	Consistency of Planning Proposal
	The site is zoned B4 Mixed Use and as such is a business zone. The objectives of this direction are to:- <i>“(a) encourage employment growth in suitable locations,</i> <i>(b) protect employment land in business and industrial zones, and</i> <i>(c) support the viability of identified strategic centres.”</i> The Planning Proposal is not inconsistent with the above objectives. Providing more housing within the B4 zone will encourage employment growth and will support the viability of identified strategic centres. The proposal will not reduce the total potential floor space area for employment uses and related public services.
2.1 Environment Protection Zones	Consistent. This direction applies:- <i>“when a relevant planning authority prepares a planning proposal”</i> A planning proposal must:- <i>“include provisions that facilitate the protection and conservation of environmentally sensitive areas.”</i> The site, to which the planning proposal relates, is not “environmentally sensitive” land and will not affect the existing provisions within SLEP 2012, which facilitate the protection and conservation of environmentally sensitive areas.
2.3 Heritage Conservation	Consistent. This direction applies:- <i>“when a relevant planning authority prepares a planning proposal”</i> The Planning Proposal will not affect the existing provisions within SLEP 2012, which facilitate the conservation of items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area.

s.117 Direction Title	Consistency of Planning Proposal
3.1 Residential zones	Consistent. This direction applies:- <i>“when a relevant planning authority prepares a planning proposal that will affect land within:</i> <i>....</i> <i>(b) any other zone in which significant residential development is permitted or proposed to be permitted.”</i> A planning proposal must include: <i>“...provisions that encourage the provision of housing that will:</i> <i>(a) broaden the choice of building types and locations available in the housing market, and</i> <i>(b) make more efficient use of existing infrastructure and services, and</i> <i>(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and</i> <i>(d) be of good design.</i> <i>(5) A planning proposal must, in relation to land to which this direction applies:</i> <i>(a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and</i> <i>(b) not contain provisions which will reduce the permissible residential density of land.”</i> The Planning Proposal would then facilitate lodgement of a Development Application which would provide more housing stock in a high quality mixed use development, in a highly accessible location, which is in accordance with the above requirements. The DA would be subject to SEPP 65 and the Apartment Design Guidelines that accompany the SEPP.
3.4 Integrating Land Use and Transport	Consistent. This direction applies:- <i>“when a relevant planning authority prepares a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.”</i>

s.117 Direction Title	Consistency of Planning Proposal
	The objective of this direction is to:- <i>“ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i> <i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i> <i>(b) increasing the choice of available transport and reducing dependence on cars, and</i> <i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i> <i>(d) supporting the efficient and viable operation of public transport services, and</i> <i>(e) providing for the efficient movement of freight.”</i> The Planning Proposal is consistent with the above objectives in that it will increase housing density and choice in a location which is readily accessible by public transport and which will also be located within a mixed use zone (which could provide employment opportunities close to where people live).
4.1 Acid Sulfate Soils	Consistent. This direction applies:- <i>“when a relevant planning authority prepares a planning proposal that will apply to land having a probability of containing acid sulfate soils as shown on the Acid Sulfate Soils Planning Maps.”</i> There are existing provisions within SLEP 2012 which relate to acid sulfate soils. The Planning Proposal will not affect these provisions.
4.3 Flood Prone Land	Consistent. This direction applies:- <i>“when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land.”</i> Flood prone land is defined under the Floodplain Development Manual 2005 to mean:- <i>“land susceptible to flooding by the PMF event. Flood prone land is synonymous with flood liable</i>

s.117 Direction Title	Consistency of Planning Proposal
	<i>land.”</i> 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” which was on exhibition until 20 September 2016. The DA, that will be lodged once the Planning Proposal is finalised, 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. There are existing provisions in SLEP 2012 which relate to flood planning. The Planning Proposal will not affect these provisions.
6.1 Approval and Referral Requirements	Consistent. The proposal does not include provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority.
6.2 Reserving Land for Public Purposes	Consistent. The Planning Proposal does not create, alter or reduce existing zonings or reservations of land for public purposes.
6.3 Site Specific Provisions	N/A - This direction applies when a relevant planning authority prepares a planning proposal that will allow a particular development to be carried out.
7.1 Implementation of A Plan for Growing Sydney	Yes. As addressed above.

10.3 Section C – Environmental, Social and Economic Impact

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

No.

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

The primary environmental effect arising out of the Planning Proposal is the traffic generation and demand for parking associated with the increase in GFA on the site.

If endorsed at the Gateway, we would recommend that a traffic and parking study be prepared to analyse the effect of the proposal on traffic generation and demand for parking in the area. 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.

Overshadowing is likely to be the other primary environmental effect arising out of the Planning Proposal. The report from Architectus states:-

"The diagrams below describe the over shadowing impact of the proposal. The additional tower will not prevent any site from achieving SEPP65 compliant solar access. There will be some overshadowing of the open space to the southeast of the site in the afternoon, however a significant point of this space will retain good sun access of all times.

The proposed tower will achieve excellent SEPP65 solar access with 7 of 8 apartments on a typical floor (87.5%) achieving 3 hours sun access."

If endorsed at the Gateway, a detailed analysis could be undertaken into the likely overshadowing impacts associated with the changes in the development standards on the site, with the aim of introducing site specific controls via a DCP amendment.

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

The social and economic effects will be positive:-

- the amount of housing stock and choice will be increased on a site which is close to services and facilities, recreational facilities, employment opportunities and public transport;
- the site will be developed to the fullest extent possible; and
- the economy of the Strathfield LGA will be strengthened and enhanced.

10.4 Section D – State and Commonwealth Interests

1. Is there adequate public infrastructure for the planning proposal?

Yes. The site is highly urbanised.

It is located on Parramatta Road and is within 150 metres of Homebush Railway Station. Strathfield Railway Station is also within walking distance. In addition, the preferred network route for the planned Parramatta Light Rail is located in close proximity to the site.

Bus stops are located nearby Parramatta Road. State Bus Services 525 and 526 serve the bus stop. Service 525 operates between Parramatta and Burwood (via University of Western Sydney, Rydalmere, Ermington, Silverwater, Newington, Sydney Olympic Park and Strathfield). Service 526 operates between Sydney Olympic Park Wharf to Burwood (via Newington, Sydney Olympic Park and Strathfield).

Both services operate from approximately 6am to 1am (the following day) Monday to Friday, 7am to 1am (the following day) Saturdays and 7am to 11pm Sundays.

The bus services provide easy access to Burwood Westfield, Strathfield Plaza Shopping Centre, the Parramatta Campus of the University of Western Sydney, Sydney Olympic Park as well as several train stations and a ferry terminal.

All utilities and essential services are available.

The site is not located within a Priority Growth Area or Precinct and no Special Infrastructure Contribution plans apply to the site (at the time of writing this Planning Proposal).

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

At this stage, the appropriate State and Commonwealth public authorities have not been identified and/or consulted, and the Gateway Determination has yet to be issued by the Minister for Planning and Environment (or their delegate). Consultation with the following Government authorities, agencies and other stakeholders in regard to this Planning Proposal is likely to include:-

- NSW Department of Planning and Environment;
- State Transit Authority of NSW;
- Roads and Maritime Services (RMS);
- Sydney Water Corporation;
- Energy Australia;
- Transport for NSW;
- NSW Department of Education and Communities; and
- Canada Bay Council.

Confirmation of the above list will be sought through the Minister's Gateway Determination.

11. PART 4 – MAPPING

The Planning Proposal is supported by a set of Figures, which follow Part 7. The figures outline the land to which the Planning Proposal applies and also the current relevant maps from SLEP 2012.

The Planning Proposal need not alter any of the existing maps associated with SLEP 2012 because Clause 4.3A and Clause 4.4A permit greater heights and FSRs 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.

Nevertheless, the Urban Design Report in **Appendix 2** (see Volume 2) includes amended LEP maps which show the new height and FSR limits which are sought as part of this Planning Proposal.

12. PART 5 – COMMUNITY CONSULTATION

Community consultation on the Planning Proposal will be undertaken by Council subject to receiving a determination to proceed at the gateway. Community consultation will not be commenced prior to obtaining approval from the Minister or Director-General.

Council's consultation methodology may include:-

- forwarding a copy of the Planning Proposal, the gateway determination and any relevant supporting studies or additional information to any State and Commonwealth Public Authorities identified in the gateway determination;
- undertaking consultation in accordance with requirements of a Ministerial Direction under section 117 of the EP&A Act and/or consultation that is required because, in the opinion of the Minister (or delegate), a State or Commonwealth public authority will be or may be adversely affected by the proposed LEP;
- giving notice of the public exhibition in the local newspaper;
- exhibiting the Planning Proposal in accordance with the gateway determination;
- exhibiting the Planning Proposal and all supporting documentation at Council's Administration Centre and all Libraries;
- notifying the Planning Proposal on Council's website;
- notifying adjoining land owners; and
- any other consultation methods deemed appropriate for the Planning Proposal.

13. PART 7 – PROJECT TIMELINE

The following table provides a proposed timeline for the finalisation of the Planning Proposal and the making of the amendment to SLEP 2012.

PP Actions	Sep 16	Oct 16	Nov 16	Dec 16	Jan 17	Feb 17	Mar 17	Apr 17	May 17	Jun 17	Jul 17	Aug 17	Sep 17
Submit PP to Council													
Council consider PP and report to Council for consideration													
Submit PP to Department for Gateway Determination													
Gateway determination made by the Department													
Report gateway determination to Council (if required)													
Prepare any necessary background studies													
Consult relevant public authorities and publicly exhibit PP and any necessary DCP amendments													
Receive and evaluate submissions and revise PP (as required)													
Report final PP to Council													
Submit revised PP to Department or Parliamentary Counsel (PC)													
Finalise LEP amendment with PC													
Notification of LEP Amendment													

Note: Timeline is subject to change depending on Council's internal processing requirements. The DCP preparation time has been excluded from the above timeline.

14. CONCLUSION

This Planning Proposal has been prepared by BBC Consulting Planners on behalf of Al Maha Pty Ltd (the Proponent) and seeks to initiate the preparation of a Local Environmental Plan amendment for the land at Nos. 17-35 Parramatta Road and 5 Powell Street, Homebush ("the site"). The intended outcome of this Planning Proposal is to amend SLEP 2012 as follows:

- that Clause 4.3A be modified to permit a maximum building height on "key site" No. 33 of 85 metres; and
- that Clause 4.4A be modified to permit a maximum Floor Space Ratio (FSR) on "key site" No. 33 of 4.5:1.

These amendments will facilitate the continued redevelopment of the site which will add to the approved development on the site by permitting a tower of 17 additional storeys (25 in total) on top of the approved residential flat building on the eastern side of the site.

Pursuant to Section 56 of the Act, Council is requested to forward the Planning Proposal to the Minister for a 'gateway determination'. A 'gateway determination' will then establish:-

*"(a) whether the matter should proceed (with or without variation),
(b) whether the matter should be resubmitted for any reason (including for further studies or other information, or for the revision of the planning proposal),
(c) community consultation required before consideration is given to the making of the proposed instrument (the community consultation requirements),
(d) any consultation required with State or Commonwealth public authorities that will or may be adversely affected by the proposed instrument,
(e) whether a public hearing is to be held into the matter by the Planning Assessment Commission or other specified person or body,
(f) the times within which the various stages of the procedure for the making of the proposed instrument are to be completed."*

The Planning Proposal and the development it would permit on the site are consistent with 'A Plan for Growing Sydney' and the 'Draft Parramatta Road Urban Transformation Strategy'. The proposal will increase the housing density on a site with good access to services and public transport infrastructure.

The Planning Proposal is consistent with the objectives of the B4 Mixed Use zone. The Planning Proposal will facilitate the delivery of a greater number of apartments on the site, which will assist in creating diversity of housing product and will have a positive impact on housing affordability in the area.



FIGURES



APPENDICES



APPENDIX 1

Recent Approval history on the site



APPENDIX 2

Urban Design Report prepared by Architectus

See Volume 2