



12 November 2018

DB: 16-182A

Director, Sydney Region East Planning Services
Department of Planning and Environment
Level 22, 320 Pitt Street
SYDNEY NSW 2000

Attention: Ms Amanda Harvey

Dear Ms Harvey,

**Re 42-46 Parramatta Road, Homebush
Planning Proposal not determined after 90 days by Strathfield Council
Request for Review**

We write on behalf of our client, AJ Bush Pty Ltd, in relation to a Planning Proposal submitted to Strathfield Council for the above property in respect of which no determination has yet been made.

Our client seeks a rezoning review. In this regard, please see attached:

- A completed application form.
- A copy of our client's request for Strathfield Council to prepare and submit a planning proposal for Gateway determination and all supporting material and information that was submitted to Council. This request to prepare a planning proposal is in its amended form following a request for more information from the Council.
- Correspondence from the Council in relation to the Planning Proposal and our responses thereto.

Actions relevant to this request to prepare a planning proposal are:

1. A request to prepare a planning proposal was lodged with Strathfield Council on 13 February 2018. This request sought the preparation of a planning proposal to amend Strathfield Local Environmental Plan 2012, in the following manner:
 - modify Clause 4.3A to permit a maximum building height on "key site" No. 87 (which is the site) of 80 metres; and
 - modify Clause 4.4A to permit a maximum Floor Space Ratio (FSR) on "key site" No. 87 of 5:1.
2. On 29 March 2018, Council wrote to the applicant requesting additional information in relation to this request to prepare a planning proposal.

A copy of Council's request for additional information is contained in **Attachment 2** to this request for review.

3. On 8 June 2018, additional information was submitted to the Council in response to the above request including amended reports. A copy of this additional information is provided in **Attachment 3** to this request for review.

This request is accompanied by the amended request to prepare a planning proposal dated June 2018 as submitted to Council on 8 June 2018.

The justification for the planning proposal is set out in the accompanying amended request to prepare a planning proposal dated June 2018. A summary of the strategic and site specific merits is contained in **Attachment 1**.

Development of the site to the height and FSR reflected in these drawings provides the opportunity to create a high density residential environment that is close to public transport, a comprehensive retail centre, recreation facilities, improving open space networks 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;
- contributing to further renewal/development within the Parramatta Road corridor;
- increased housing choice in close proximity to public transport, schools, open space, retail and support services in an area where journey to work by public transport is above the Sydney benchmark;
- providing for growth in a coordinated fashion;
- providing for affordable housing;
- making more efficient use of an underutilised site;
- providing commercial space at ground level to enable AJ Bush to retain its historic connection with the area and provide employment opportunities in the area;
- the utilisation of existing infrastructure and services and contributions to future infrastructure; and
- consistency with, and giving effect to, strategic land use planning strategies.

The planning proposal is consistent with Parramatta Road Urban Transformation Strategy, metropolitan plans and the District Plan. 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 and would facilitate the delivery of a greater number of apartments on a highly accessible site with good connections to open space and community facilities, which will assist in creating diversity of housing product and will have a positive impact on housing affordability in the area.



It has been more than 90 days since the additional information was provided to Council. Council has not made a decision within 90 days, on the planning proposal. Consequently a request is made for a rezoning review.

We understand there is an application fee for the gateway review. Please advise of this fee and we will arrange payment.

Please let me know if any further information is required in this regard.

Yours faithfully

BBC Consulting Planners

A handwritten signature in blue ink, appearing to read 'Dan Brindle', is written over a light blue horizontal line.

Dan Brindle
Director

Attachment 1 – Strategic and site specific merit

STRATEGIC AND SITE SPECIFIC MERIT

1. Summary of site and planning proposal

The site is located on the western corner of Station Street and Parramatta Road, Homebush approximately 100m walking distance from the entrance to Homebush Train Station and 60 metres from the new ramp to the west bound lanes of the M4 (under construction). The site is approximately 10 kms from Parramatta and 13 kms from the City of Sydney. It is within walking distance of Strathfield Station. It is located within the Homebush Precinct as identified in the Parramatta Road Urban Transformation Strategy and is part of the Greater Parramatta and the Olympic Peninsula.

The site comprises Lot 2 in DP 518578 at 42-46 Parramatta Road, Homebush. It is an 'L' shaped lot with an area of 2,251.5m², a frontage to Parramatta Road of 24.385 metres and to Station Street of 50.29 metres.



The planning proposal seeks to increase the maximum residential density on the site from 2.7:1 to 5:1, and increase the maximum height from 26m to 80m, thereby achieving consistency with the identified controls in the *Parramatta Road Corridor Urban Transformation Strategy* and facilitating high density mixed use development close to public transport and existing facilities and services including jobs.

2. Strategic merit

The strategic merit of the site is strong. The site is in an area well recognised by State government agencies and Strathfield Council as being suitable for urban renewal because of the availability of high quality public transport and proximity to a range of public and community facilities and services.

2.1 Consistency with Greater Sydney Regional Plan A *Metropolis of Three Cities*

Greater Sydney Regional Plan A Metropolis of Three Cities prepared by the Greater Sydney Commission presents a vision and innovative actions for managing Greater Sydney's growth and enhancing its status as one of the most liveable global cities.

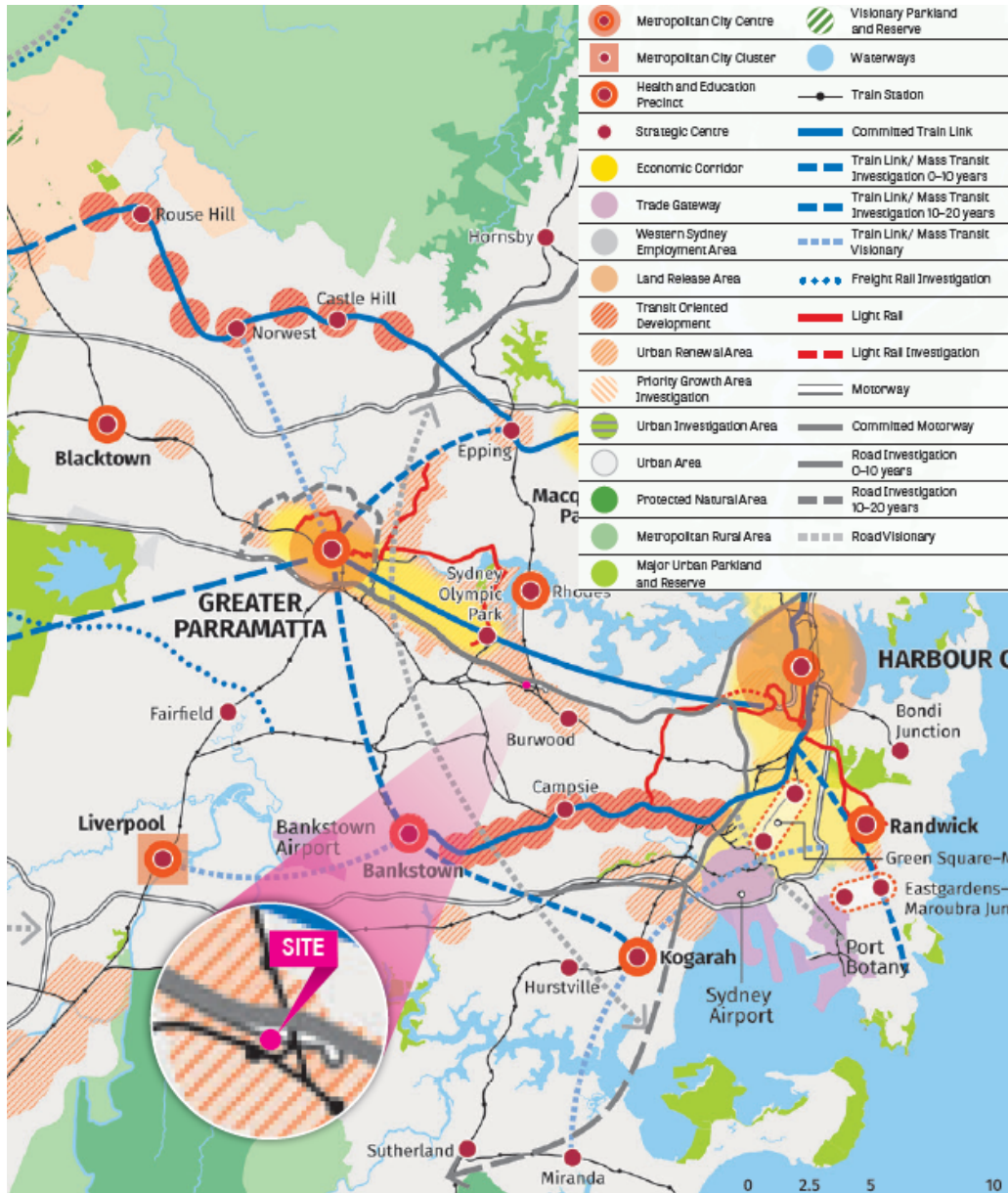
The site is located in the Eastern Harbour City within an identified Urban Renewal Area and the Greater Parramatta Growth Area. The proximity of the site to Homebush Station (100 metres) places the site within 30 minutes train ride of the Sydney CBD and Parramatta CBD as well as being close to Sydney Olympic Park economic corridor and part of the Greater Parramatta and the Olympic Peninsula (Sydney Olympic Park Lifestyle Super Precinct). Consistency with key elements of the Plan are as follows:

Provision	Consistency
Objective 2 Infrastructure aligns with forecast growth – growth infrastructure compact	Growth is aligned with infrastructure focussed along the Parramatta Road corridor and sequenced in accordance with the PPCUTS (Strategy 2.1).
Objective 4 Infrastructure use is optimised	By locating development close to public transport and maximising the utility of existing infrastructure assets (Strategy 4.1).
Objective 7 Communities are healthy, resilient and socially connected	By providing additional housing in an established and connected community within walking proximity to local centres, community and retail facilities.
Objective 10 Greater housing supply	By contributing to meeting housing targets in the right location close to transport, jobs and facilities in an area identified for urban renewal.
Objective 11 Housing is more diverse and affordable	By contributing to affordable rental housing.
Objective 12 Great places that bring people together	By proposing additional housing in close proximity to existing and proposed open space including the Powells Creek corridor linking to Sydney Olympic Park and in proximity to centres and community facilities.

Provision	Consistency
Objective 14 A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	Proximity to public transport and accessibility to Sydney Olympic Park and Parramatta CBD (Greater Parramatta and the Olympic Peninsula) and Sydney CBD.
Objective 15 The Eastern, GOP and Western Economic Corridors are better connected and more competitive	By supporting accessible housing in the GOP Economic Corridor.
Objectives 27, 30, 31, 32 Sustainability - a city in landscape	By making efficient use of an underutilised site with no biodiversity significance, proximity to Powells Creek green link and facilitating improvements in public domain street trees and site landscaping.

The *Greater Sydney Region Plan - A metropolis of three cities* is the first plan concurrently developed with the metropolitan transport plan, Future Transport 2056, and the *State Infrastructure Strategy*. The plan envisages an additional 725,000 dwellings creating new communities and urban renewal areas that support new and existing centres and enhance local character. The site is located in the Eastern City District – one of three cities within the region envisaged by 2056. It is also located within an urban renewal area and within the Greater Parramatta Priority Growth Area. The site is well located between the Central River City and the Eastern Harbour City. The planning proposal request is completely consistent with the Greater Sydney Regional Plan in that:

- it facilitates targeted development focused on housing diversity around a centre and transit node/rail station;
- the site is located within an area identified for urban renewal;
- the site benefits from existing and proposed links for walking and cycling promoting a healthy lifestyle and liveability;
- it aligns with investment in regional and district infrastructure such as Westconnex, open space, Sydney Olympic Park;
- there is good accessibility to jobs including Greater Parramatta to Sydney Olympic Park economic corridor; and
- there is good accessibility to regional transport including being within walking distance of rail and bus services.



2.2 Consistency with Eastern City District Plan

The Eastern City District Plan updated in March 2018 is a guide to implementing the Greater Sydney Region Plan at a District level. It provides a 20-year plan to manage growth and achieve the 40 year vision for Greater Sydney. The concurrent preparation of the district plan and *A Metropolis of Three Cities* has maximised the integration of these plans.

The focus of the District Plan is on identifying the Planning Priorities to achieve a liveable, productive and sustainable future for the District. This planning proposal gives effect to the Planning Priorities and Actions of the District Plan as outlined in the following table.

Provision	Consistency
Planning Priority E1 Planning for a city supported by infrastructure	Growth resulting from this planning proposal is aligned with infrastructure focussed along the Parramatta Road corridor and sequenced in accordance with the PPCUTS (Actions 2, 3 and 4). It maximises the utility of existing infrastructure assets by locating development close to public transport (Action 6).
Planning Priority E4 Fostering healthy, creative, culturally rich and socially connected communities	By providing additional housing in an established and connected community with close walking proximity to local centres, community facilities and open space networks.
Planning Priority E5 Providing housing supply, choice and affordability, with access to jobs, services and public transport	<p>The planning proposal contributes to meeting housing targets in Strathfield in the right location close to transport, jobs and facilities in an area identified for urban renewal. Further the development will add to the supply of rental housing in an area of cultural diversity. The planning proposal provides additional housing in the Parramatta Road Corridor – an area identified for urban renewal in the District Plan.</p> <p>The planning proposal supports the provision of affordable rental housing.</p>
Planning Priority E6 Creating and renewing great places and local centres, and respecting the District's heritage	<p>The planning proposal proposes additional housing in close proximity to existing and proposed open space including the Powells Creek corridor linking to Sydney Olympic Park. The site is in a collaboration area, reinforces and activates existing streets, improves walkability, respects the heritage qualities of the area and reinforces existing centre at Homebush and Bakehouse Quarter.</p> <p>The site is close to public transport and accessible to Sydney Olympic Park and Parramatta CBD (Greater Parramatta and the Olympic Peninsula) and Sydney CBD</p>
Planning Priority E7 Growing a stronger and more competitive Harbour CBD	The planning proposal supports accessible housing in the GPOP Economic Corridor and accommodates additional jobs including accommodation for a business with historic connections with the area.
Planning Priority E10 Delivering	The planning proposal provides additional housing

Provision	Consistency
integrated land use and transport planning and a 30-minute city	within 100 metres of Homebush Station with access within 30 minutes to cities.
Planning Priority E15 Protecting and enhancing bushland and biodiversity Planning Priority E17 Increasing urban tree canopy cover and delivering Green Grid connections	The planning proposal makes efficient use of an underutilised site with no biodiversity significance, proximity to Powells Creek green link and facilitates improvements in public domain through street trees and site landscaping.

The GSC has identified a 5-year target for housing supply in the Eastern City District based on current approval rates and existing planning controls. The target is spread across all the LGA's within the Eastern City District for a total target of 46,550 by the year 2021, with Strathfield LGA targeted to achieve a housing target of 3,650. This is identified in Planning Priority E5 – Providing housing supply, choice and affordability with access to jobs and services. Homebush is identified as a Priority Precinct with additional capacity for housing supply.

“the Priority Precincts will be consistent with the objectives and strategies of the Greater Sydney Region Plan and relevant District Plans to enhance liveability, sustainability and productivity. These projects will be well planned and designed and will be delivered in collaboration with councils and informed by key government agencies and their asset plans. This planning will be supported by a Special Infrastructure Contribution or similar satisfactory agreement to help fund the delivery of essential community infrastructure such as health, schools, open space and roads.

The request for a planning proposal is consistent with, and gives effect to, the Eastern City District Plan and its planning priorities (PPs) in the following manner:

- Contributes positively to the Eastern City District's five-year housing target through the delivery of additional residential dwellings in an area identified for urban renewal (PE3 and PE5);
- Contributes effectively and positively to Council achieving its dwelling target (PE3 and PE5);
- Contributing to supply by offering a range of one, two and three-bedroom residential dwellings that cater for singles, couples and families along the Parramatta Road Corridor within easy walking distance of a railway station (PE3 and PE5);
- Provides an inclusive place for people of all ages and abilities that support healthy, resilient and socially connected communities by activating the street, proximity to open spaces and a range of existing community facilities (PE4);
- Integrates residential housing close to mass transport options to allow a quick and efficient commute to employment centres such as Burwood, Parramatta, Sydney Olympic Park and Sydney CBD (PE5, PE10);

- It is consistent with place based planning principles and the delivery of improved public domain outcomes in the locality (PE6);
- Contributes to the provision of local infrastructure through contributions under S94 of the EP&A Act;
- The site is within an area identified for urban renewal.

The site is suitable for renewal because of its proximity to jobs, transport, infrastructure and services, and its ability to accommodate new development in a balanced way with no adverse environmental or sustainability outcomes.

2.3 Greater Parramatta and the Olympic Peninsula

The GPOP vision released by the Greater Sydney Commission (GSC) in October 2016, takes sets out a distinct 2036 vision for the Greater Parramatta to Olympic Peninsula (GPOP). The GSC has identified six strategic advantages of GPOP:

- Metropolitan centrality;
- It's where Global Sydney meets Western Sydney;
- Great city scale assets, environs and liveability;
- Rich history, culture and diversity;
- Transformative change is on the horizon;
- More affordable urbane lifestyle.

2.4 Greater Parramatta Growth Area

The Department of Planning and Environment, in collaboration with City of Parramatta and Greater Sydney Commission, has prepared an *Interim Land Use and Infrastructure Implementation Plan for the Greater Parramatta Priority Growth Area* (the interim Plan). The future growth area incorporates land within 12 precincts including Homebush. The Homebush Precinct is identified for inner-city living and is being planned for an additional 9,450 homes by 2050. The precinct is well served in terms of education facilities and has good access to open space with a number of parks and reserves located within the precinct and broader area. The Homebush Precinct has the potential to offer higher density housing between Homebush, North Strathfield, Concord West and Strathfield stations. It will build upon the Bakehouse Quarter, creating main-street style uses on Parramatta Road and George Street. Powell's Creek will act as a green corridor. The whole precinct will be well connected for pedestrians, cyclists, public transport patrons and drivers.

The key opportunities for transforming this precinct are identified as¹:

- Large land holdings, generally unfragmented land and limited strata titled properties;
- Proximity to high amenity open space, recreation facilities and Sydney Olympic Park;

¹ Interim Land Use and Infrastructure Implementation Plan Background Analysis

- Potential to enhance existing recreational opportunities and linkages for active transport;
- Access to the proposed Parramatta Light Rail;
- Enhanced road connections for all modes of transport to increase accessibility to employment, recreation and cultural opportunities currently separated by riparian corridors and road/rail infrastructure;
- Improved connectivity to the five Rail Stations bordering the Precinct at Concord West, North Strathfield, Flemington, Homebush and Strathfield;
- Enhanced pedestrian connectivity and safety across Parramatta Road, the M4 Motorway and railway lines whilst improving connections to Sydney Markets and the Bakehouse Quarter;
- Improved active transport access to regional recreation and open space facilities with a focus on connecting to the existing recreational routes around Olympic Park; and
- Reduced car dependency by lowering parking rates in areas with good access to public transport.

The interim Plan states that local planning proposals can be prepared by landowners to amend the zoning and/or planning controls that apply to their land. Planning proposals will need to be generally consistent with the interim Plan.

The planning proposal is consistent with the strategies developed for the Greater Parramatta Growth Area.

2.5 Burwood, Strathfield and Homebush Planned Precinct

Burwood, Strathfield and Homebush are recognised by the NSW Government as great places to live with access to open space, recreational facilities, restaurants, business and shopping districts. They also have strong public transport links with Sydney CBD and Parramatta CBD and Sydney Olympic Park. In June 2017 Burwood, Strathfield and Homebush Planned Precincts were announced for rejuvenation through strategic precinct planning by the NSW Government.

2.6 Parramatta Road Corridor Urban Transformation Strategy

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

It includes a prioritised set of actions to facilitate transformation of the Corridor in the short term (2016–2023) and beyond.

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

Homebush Precinct is strategically located between Sydney's two main CBDs and near the junction of two major rail routes. This key location provides the opportunity to transform Homebush into a major high-density, mixed-use Precinct that draws together employment opportunities and housing, supported by an extensive open space network and efficient vehicular, active, and public transport linkages.

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



The Strategy is supported by an “Implementation Tool Kit”. This guides the implementation of the Strategy and informs land use decisions. The Tool Kit comprises the following plans:

- Implementation Plan (2016 – 2023);
- Urban Amenity Improvement Plan;
- Planning and Design Guidelines; and
- Infrastructure Schedule.

The Strategy and Implementation Tool Kit are given statutory weight through a Section 9.1 direction (former section 117(2)) of the Act. Direction 7.3 requires consent authorities to give due consideration to key deliverables and strategic actions of the Strategy and Tool Kit when assessing planning proposals for land within the Parramatta Road Corridor.

The planning proposal will:

- increase the maximum residential density on the site from 2.7:1 to 5:1, and will increase the maximum height from 26m to 80m, thereby achieving consistency with the identified controls in the Strategy and facilitating high density mixed use development close to Homebush Station;
- contribute to the increased housing capacity in the Eastern City District Plan consistent with the district plan;
- assist Strathfield Council in achieving the identified housing target in the Eastern City District Plan;
- be consistent with the land use, development intensity and building height identified in the strategy for the Homebush Precinct;
- reduce car dependency through proximity to the rail station and to walking and cycling facilities;
- provide 5% of the uplift in housing associated with this planning proposal as affordable rental housing.

The planning proposal would enable the above to be achieved within the period 2016 – 2023 to which the Implementation Plan in the Strategy applies.

The Homebush Action Plan 2016 – 2023 requires that prior to the commencement of land rezoning, a precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct. Council has initiated this study which was due for completion in the first half of 2017, later revised to October 2017 but is yet to be completed. It is expected that this traffic study would be addressed in the preparation of the planning proposal were it to be completed.

2.7 Consistency with a relevant local strategy that has been endorsed by the Department

There are no relevant local planning strategies endorsed by the Department of Planning. In the past Council has prepared a number of planning strategies on which the current planning controls are based including

- **Parramatta Road Corridor Urban Design Study, February 2011** - This Study included a spatial analysis of Parramatta Road in relation to land uses, public transport, traffic and pedestrian movement. This work informed the 'development standards' in the SLEP 2012 for Parramatta Road Corridor.
- **Strathfield Residential Land Use Study, November 2011** - This study investigated means of accommodating the metropolitan dwelling targets at the time being 6300 units. It recommended the areas where residential growth is to occur, and where the character of existing neighbourhoods is to be maintained. It informed the preparation of current LEP.
- **Parramatta Road Transport & Mobility Study, December 2014** - The study identified local and state traffic and transport infrastructure and services improvement required to support the planned population growth in the Strathfield Local Environmental Plan 2012 and a theoretic 25% additional growth beyond the planned density in the SLEP 2012. It identified that the introduction of the WestConnex should allow Parramatta Road to be localised in function and for it to favour local movements over through traffic movements and public transport, walking and cycling over through traffic priority.

These studies have been largely superseded by the Parramatta Road Corridor Urban Transformation Strategy and metropolitan and district planning initiatives discussed above.

The site was included in all the above studies as suitable for more intensive development in recognition of its location close to Homebush Station, community facilities and open space networks.

2.8 Responding to a change in circumstances

Recent changing circumstances not recognised in the above studies or existing planning controls include:

- Infrastructure investment in the area including Westconnex, Parramatta Light Rail, Homebush Station Upgrade, Powells Creek open space corridor;
- New planning initiatives including the A Metropolis of Three Cities, District Plan, Burwood, Strathfield and Homebush Planned Precinct Parramatta, Greater Parramatta Growth Area and Parramatta Road Corridor Urban Transformation Strategy.

The planning proposal responds to these changes in a positive manner.

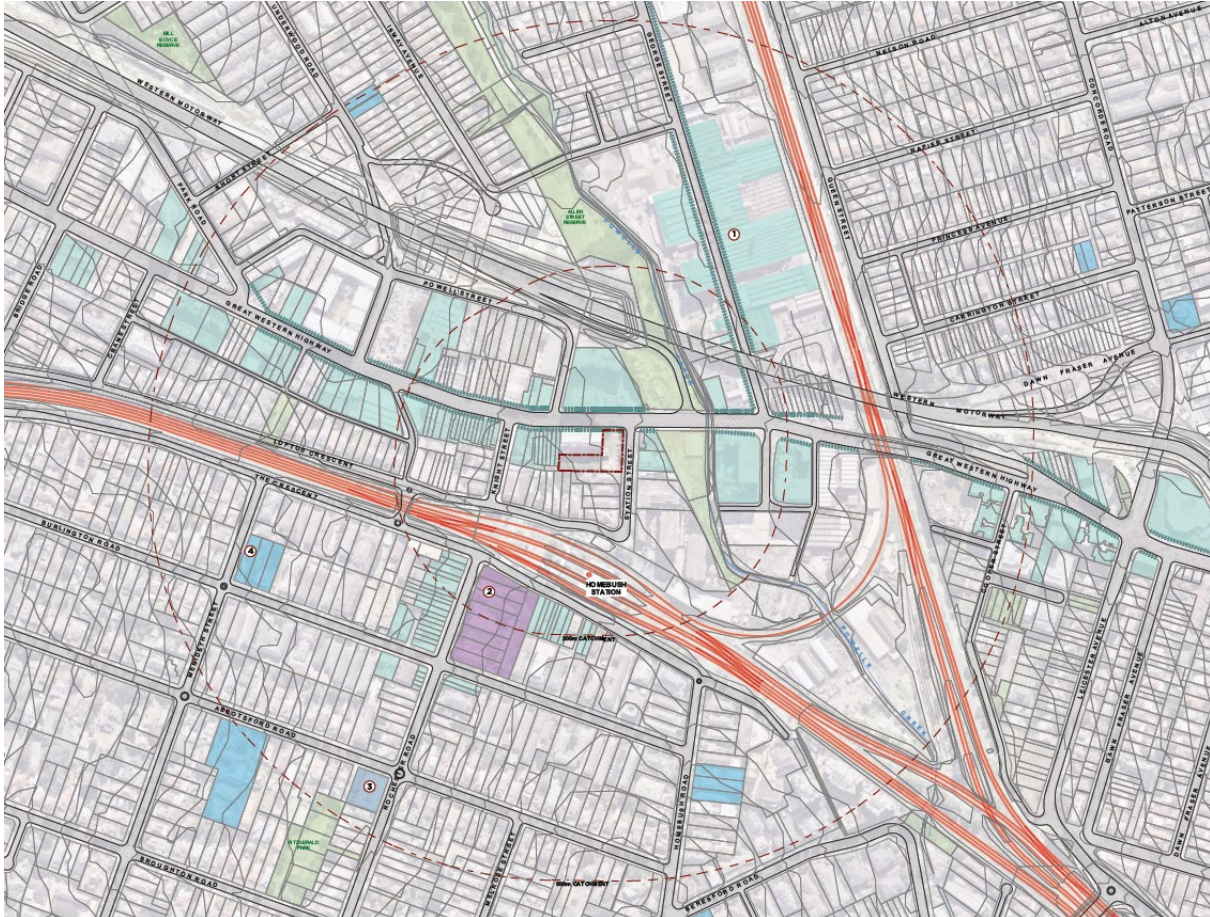
3. Site-specific merits

3.1 Natural environment

The site is in a disturbed state in a highly urbanized environment. The site is free of constraints that would preclude development in accordance with the planning proposal. Any site contamination can be remediated to a level appropriate to the proposed use. The site is geotechnically suitable for the development. The site is not subject to flooding and all urban services are available or can be made available to the site.

3.2 Surrounding context

The site is in an area of transition comprised of a mix of uses including new and existing residential accommodation with areas of commercial located to the north east and north west. Adjoining the site to the west and south is residential development located in an urban environment transitioning from older employment uses to a mixed-use environment dominated by residential uses. The Bakehouse Quarter is approximately 300 metres from the site and houses a number of icon retail commercial and recreational uses. The site is in a locality which is well served by a range of public transport options and well connected to regional centres including Parramatta and Sydney as well as a range of employment, educational and recreational opportunities in Central and Western Sydney.



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

3.3 Existing consent and other proposals in the area

In October 2015, consent was granted for the demolition of existing structure and the construction of a nine (9) storey mixed use development comprising (62) units above two (2) levels of basement parking on the site.

The site benefits from a development consent based on the current planning controls for the site in SLEP 2012. However, this does not take into account *A Plan for Growing Sydney*, the *Greater Sydney Region Plan - A metropolis of three cities*, *Interim Land Use and Infrastructure Implementation Plan for the Greater Parramatta Priority Growth Area*, the *Eastern City District Plan* or the *Parramatta Road Corridor Urban Transformation Strategy*. These strategic planning documents identified the suitability of the location to accommodate the additional housing needs for Sydney's population growth at higher densities.

The development of the site to an FSR of 5:1 and to a height of 80m is consistent with the intent of the Metropolitan Strategy, the district plan and the Parramatta Road Corridor Urban Transformation Strategy.

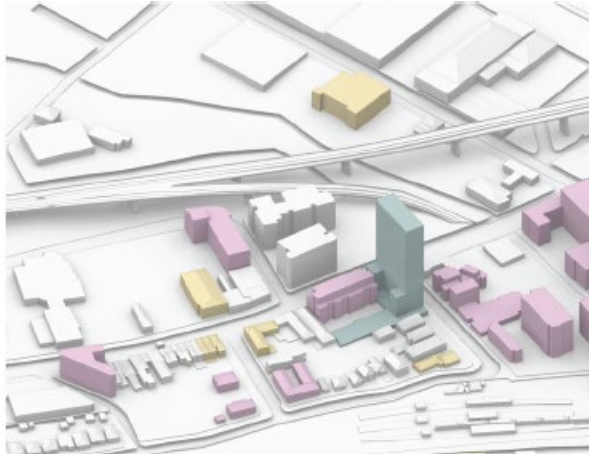
The opportunity exists to provide for increased residential density on the site consistent with strategic planning strategies. The planning proposal will facilitate the redevelopment of the site for a mixed-use development, which will incorporate:

- 111 residential apartments including a mix of one, two and three-bedroom apartments;
- 458 square metres of commercial premises;
- approximately 134 parking spaces;
- communal open space.

Details of other pending planning proposals include:

Address	Proposed Amendment	Comment
Nos 55-67 Parramatta Road and No 12-14 Powell Street, Homebush	Increase the height from 22m (42m under Clause 4.3A) to 145m ▪ Increase the FSR from 2:1 (3.15 under Clause 4.4A) to 7.3:1	Strathfield Local Planning Panel resolved not to support the proposal.
Nos 17-20 Loftus Crescent, Homebush	Increase height from 16m to 75m ▪ Increase FSR from 1.35 and 1.65 to 7:1	Under consideration by Council
11-13 Albert Road and 2-6 Pilgrim Avenue, Strathfield	Increase height from 35m to 54m ▪ Increase FSR from 3.5:1 to 5:1	Located to the south of the railway line. Recently exhibited
11-17 Columbia Lane, Homebush	▪ Rezone from R4 to B4 Increase the height from 32m to 80m ▪ Increase FSR from 2.7:1 to 5:1	Sydney Eastern City Planning Panel has approved the planning proposal.
17-35 Parramatta Road and 5 Powell street, Homebush	Increase height from 26m to 80m ▪ Increase FSR from 2.7:1 to 4.5:1	Sydney Eastern City Planning Panel has approved the planning proposal.

The site has a location, shape and context that enables it to be developed in a manner consistent with the planning proposal without inhibiting the potential of surrounding areas to develop in accordance with current and proposed planning controls.



The existing situation with the Proposal



The existing situation with the Proposal and future potential development

3.4 Services and infrastructure available and to be provided

The site is located within a block that has excellent connectivity to the surrounding area and to facilities and services provided and to be provided in the area and include:

- Access to Homebush Station (100 metres from the site) and via the access friendly recent improvements to the station to the Homebush Shopping Centre and community facilities located to the south of the railway line. The recently completed improvements to the station include new lifts and upgrades to the station entrances, new canopies for weather protection, upgrades to lighting and CCTV surveillance, new wayfinding signage, improvements to the bicycle facilities and interchange areas, a new pedestrian crossing on Loftus Crescent and new amenities.
- Immediate access to Powells Creek open space corridor undergoing improvement as a result of a legacy project by Westconnex and other State and local government;
- Access to Bakehouse Quarter located approximately 300 metres from the site;
- Improved access to the regional road network via the new M4 on ramp;
- Access east and west along Parramatta Road including access to bus stops (note improved bus facilities at Homebush Station).



Walking Catchment (dark green is 1 minute walk)

Traffic noise from Parramatta Road, the M4 and the railway line can be readily incorporated into the design of the development. Stormwater from the site can be managed in an effective manner and conveyed to Powells Creek.

The site has the following key characteristics:

- It is suitable for redevelopment in terms of hazards and risks in that the site is capable of being remediated to the standard appropriate for the use, drainage can be accommodated on the site, all utility services are available to the site or can be readily augmented to meet the needs of the development;
- It is extremely well located in close proximity to public transport and the regional road network, including the soon to be complete on-ramp to the M4;
- It is close to retail facilities and services including Homebush and the Bakehouse Quarter;
- The site is close the recreational facilities including the proposed upgrade to the Powells Creek open space corridor, a legacy project under the Westconnex proposal;

- There are community facilities including schools in the local area.

The Homebush Action Plan 2016 – 2023 requires that prior to the commencement of land rezoning, a precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct. Council has initiated this study which was due for completion in the first half of 2018, later revised to September 2018 but is yet to be completed. It is expected that this traffic study would be addressed in the assessment of a planning proposal were it to be completed. The request for a planning proposal is accompanied by a traffic and transport assessment addressing the impacts of increased density on traffic flows, parking and the local road network.

There are a number of factors that distinguish this planning proposal from others in the area and from any additional infrastructure outcomes of the forthcoming *Parramatta Road Strategy Traffic and Transport Study*. These include:

- This site is located about 100 metres from Homebush Station with direct access to the station along Station Street. It is also well located in relation to bus services along Parramatta Road. This provides a high level of access by public transport to the workforce of the planned commercial component of the indicative development concept and to the residents.
- The additional demand for trips associated with the planning proposal over and above that generated by the approved development on the site is minimal. The relatively minor increase in traffic generation over the previously approved development (i.e. some 1-3 vtp/h) will have no perceptible adverse traffic impact on the access road system.
- Proposed parking respects the proximity to the Station and the requirements of the Apartment Design Guide.
- The indicative development concept is totally consistent with key transport strategic actions of PRCUTS and the outcomes of the *Parramatta Road Corridor Urban Transformation Strategy Precinct Transport Report*.
- The planning proposal sits comfortably in the short-term planning horizon of the PRCUTS Implementation Plan. More than any other planning proposal before Council, this site is perfectly located in relation to infrastructure and urban services in terms of suitability for the additional density envisaged by PRCUTS. Any cumulative impacts of this proposal are minimal. The site is independent of cumulative impacts of other planning proposals. No real purpose would be served by delaying this planning proposal any further until planned studies are completed.

The planning proposal has established that the road, public transport, walking and cycling networks can adequately cater for the additional development envisaged under the planning proposal.

3.5 Financial arrangements for infrastructure provision

The planning proposal proposes the following:

- Provide 5% of the uplift in housing associated with this planning proposal as affordable rental housing;
- Provide contributions toward the provision of public infrastructure in accordance with S7.11 of the EP&A Act.

3.6 Site specific merits conclusion

- An Urban Design Evaluation has been undertaken by e8urban to establish how the proposal fit into the existing and future character of the locality. From an urban design perspective, it is considered that the proposal:
 - has emerged from a detailed consideration of the site and its local and regional context;
 - is well connected to, and can make a positive contribution toward, the public realm through street activation and safety improvements;
 - allows a design that is well resolved and thoughtful;
 - makes a positive contribution to improved access to existing and planned facilities and services including retail centres, education, public transport and open space;
 - represents a healthy outcome being located in a highly walkable environment, contributing to social cohesion in the area and improving community safety and security;
 - responds to local housing needs with a mix of unit types and a high level of common open space;
 - enables the site to redevelop in a way that does not impede the future potential of surrounding sites
 - enables a resultant built form that is compatible with the existing and future character of the surrounding urban context.
- The proposal provides a suitable design response to the local context, and with further design development and refinement would be compatible with the emerging character of the local area. Furthermore, the evaluation suggests that this site could be redeveloped without compromising the ability of the other adjoining site to amalgamate and achieve comparable development densities.
- An Assessment of Traffic, Transport and Parking Implications of the proposal has been undertaken by Transport and Traffic Planning Associates. The assessment confirms the site has excellent convenient access to existing high frequency public transport services including the metropolitan railway network via Homebush and Strathfield Railway Stations, and bus services along Parramatta Road with service improvements planned. The assessment of the envisaged development under the proposal indicates that:

- the traffic generation outcome will be very little more than that of the approved development scheme;
- there will not be any unsatisfactory traffic implications;
- the envisaged parking provision will be adequate and appropriate;
- the envisaged vehicle access, internal circulation and servicing arrangements will remain suitable and appropriate;
- the envisaged development will be consistent with the Governments objectives and the planning principles of:
 - improving accessibility to employment and services by public transport, walking and cycling
 - moderating the growth in demand for travel by private motor vehicle and the distance travelled
 - supporting efficient and viable public transport services
 - improving the choice of transport for travel purposes.
- An acoustic impact assessment by Acouras Consultancy concludes that measures can be incorporated into the design of any subsequent development to satisfy relevant noise criteria having regard to sources of noise in the locality including road and rail noise.
- A Heritage Impact Assessment by Heritage 21 concludes that development in accordance with the planning proposal would not generate any negative heritage impacts on the heritage significance of nearby heritage items.
- Given the highly urbanised location, all utility services are available or can be readily extended to the site.
- A Stormwater and Flooding Impacts report by Cardno concludes that stormwater from the site can be managed and conveyed to Powells Creek and that there is no impact from flooding.
- Previous investigations have indicated that the site is suitable for, or can be made suitable for the proposed development having regard to the contamination status of the site. The required documentation can be provided as required by condition of development consent.
- 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 and employment opportunities and public transport;
 - the underutilised site will be developed for an orderly and economic purpose; and
 - the economy of the Strathfield LGA will be strengthened and enhanced.
- The site is underutilised and undeveloped. Its redevelopment in accordance with the planning proposal represents the orderly and economic use of land.



Attachment 2 – Correspondence from Council

29 March 2018

AJ Bush and Sons Pty Ltd
PO Box 4014
HOMEBUSH SOUTH NSW 2140

Attention: Mr David Barnes

Dear Mr Barnes,

Re: Nos 42-46 Parramatta Road, Homebush – Planning Proposal

Reference is made to the Planning Proposal submitted on 13 February 2018 for Nos 42 – 46 (Lot 2, DP 518578) Parramatta Road, Homebush seeking consideration of the following amendments to Strathfield LEP 2012:

- Amending Clause 4.3 Exceptions to height of buildings (Parramatta Road Corridor) from 32m to 80m; and
- Amending Clause 4.4A Exceptions to Floor Space Ratio (Parramatta Road Corridor) from 2.95:1 to 5:1

Council has undertaken a preliminary assessment of the Planning Proposal application and considers that further assessment of the following is required:

- More detailed precinct wide transport network assessments are required to confirm the extent and density of urban development. This is consistent with the recommendations of the Sydney Eastern City Planning Panel in the assessment of the Planning Proposal for No 11-17 Columbia Lane, Homebush. The Planning Panel has deferred consideration of this Planning Proposal until the outcome of the precinct wide traffic study is known. It is anticipated that the precinct wide study will be completed by mid-2018. The potential traffic impact of any additional uplift proposed above and beyond the PRUTS would need to also be assessed as part of the precinct wide transport network assessment.
- The Assessment of Traffic, Transport and Parking Implications (February 2018) prepared by Transport and Traffic Planning Associates should be amended to address the following:
 - i. Consideration of existing constraints within the Precinct including existing high traffic volumes on the strategic road network
 - ii. Details of how proposed vehicular movements entering and existing the site will impact on the “High Pedestrian Activity Zone” along Powell Street, movement

and circulation around the Westconnex Portal, and the delivery of new open space under the M4 Motorway

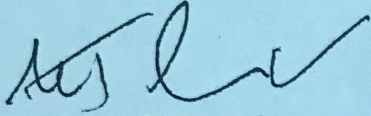
- iii. A review of the proposed on-site car parking provision in the context of reducing car dependency and encouraging active transport linkages and greater pedestrian connectivity throughout the Precinct.
- The Urban Design Report (February 2018) prepared by e8urban should be amended to address the following:
 - i. Details of pending Planning Proposals on land in the vicinity of the site and associated implications
 - ii. The timing and availability of infrastructure delivery to meet the cumulative needs of future population growth envisaged for the Precinct
 - iii. Details of links to open space and community facilities to support the population growth envisaged under the Strategy
 - iv. Implications of existing constraints within the Precinct, including low pedestrian connectivity and active transport linkages to public transport, open space, recreational opportunities and employment, movement and circulation around the Westconnex Portal, delivery of new open space under the M4 Motorway, and fragmented communities within the Precinct.
 - v. The building typologies of the proposed scheme shall be amended to provide a mix of compatible land uses in accordance with the objectives of the B4 – Mixed Use zone under Strathfield LEP 2012. The barriers to viability of retail/office space on the site shall be further investigated in terms of exposure to accessibility and market size to justify the strongly weighted residential composition.
 - vi. Implications of the proposed built form siting and layout on the development potential of surrounding sites, having regard to the requirements of the Apartment Design Guide (ADG) including, but not limited to building separation, solar access, visual and acoustic privacy, deep soil zones, communal and public open space, cross ventilation and private open space.
 - vii. The provision of affordable housing shall align with the PRCUTS and be updated to reflect the recommended density on the site

Prior to any further assessment, Council requests that the issues outlined in this letter are addressed within 28 days of the date of this letter (27 April 2018).

Once this information is submitted, Council will undertake a detailed review of the Planning Proposal and documentation submitted in accordance with the requirements of the *Environmental Planning & Assessment Act 1979* and any relevant policy documents prepared by the NSW Department of Planning & Environment and prepare a report to the Strathfield Local Planning Panel/Council.

Please do not hesitate to contact Council's Principal Strategic Planner, Ms Rita Vella on 9748 9995 should you wish to discuss this matter or require any additional information.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Stephen Clements', with a stylized flourish at the end.

Stephen Clements

DIRECTOR INFRASTRUCTURE, DEVELOPMENT AND ENVIRONMENT

Attachment 3 – Response to Council’s request for more information



8 June 2018

General Manager
Strathfield Council
PO Box 120
Strathfield NSW 2135

Attention: Ms Rita Vella

Dear Rita,

re: Nos 42-46 Parramatta Road Homebush – Planning Proposal

We write on behalf of AJ Bush and Sons Pty Ltd in response to your letter dated 29 March 2018 requesting additional information in relation to the above planning proposal. These matters are addressed as follows.

Precinct Wide Traffic Study

More detailed precinct wide network assessments are required to confirm the extent and density of urban development. This is consistent with the recommendations of the SECPP in the assessment of Planning Proposal for No 11-17 Columbia Lane, Homebush. The Planning Panel has deferred consideration of the Planning Proposal until the outcome of the precinct wide planning proposal is known. It is anticipated that the precinct wide study will be completed by mid 2018. The potential traffic impact of any additional uplift proposed above and beyond the PRCUTS would need to also be assessed as part of the precinct wide transport network.

Response:

This planning proposal **does not** include any additional uplift above and beyond that identified in the PRCUTS.

The construction of Westconnex allows for significant improvements to local amenity by reducing through-traffic on surface roads, and allowing for enhanced north-south local connectivity. The PRCUTS investigations included traffic modelling at the strategic level to determine infrastructure improvements required for the implementation of the PRUTS. These are included in the Infrastructure Schedule prepared as part of the PRUTS¹.

The SECPP decision to defer the Columbia Road planning proposal is noted. Also, the *Parramatta Road Strategy Traffic and Transport Study*, being undertaken by Burwood, Strathfield and Canada Bay Councils expected for completion this month is noted.

¹ Refer to *Parramatta Road Corridor Urban Transformation Infrastructure Schedule November 2016 Implementation Tool Kit* and *Parramatta Road Corridor Urban Transformation Strategy Precinct Transport Report November 2016 Reference Report*.

There are a number of factors that distinguish this planning proposal from others in the area and from any additional infrastructure outcomes of the forthcoming *Parramatta Road Strategy Traffic and Transport Study*. These include:

- This site is located about 100 metres from Homebush Station with direct access to the station along Station Street. It is also well located in relation to bus services along Parramatta Road. This provides a high level of access by public transport to the workforce of the planned commercial component of the indicative development concept and to the residents.
- The additional demand for trips associated with the planning proposal over and above that generated by the approved development on the site is minimal. The relatively minor increase in traffic generation over the previously approved development (i.e. some 1-3 vtp/h) will have no perceptible adverse traffic impact on the access road system.
- Proposed parking respects the proximity to the Station and the requirements of the Apartment Design Guide.
- The indicative development concept is totally consistent with key transport strategic actions of PRCUTS and the outcomes of the *Parramatta Road Corridor Urban Transformation Strategy Precinct Transport Report*.
- The planning proposal sits comfortably in the short-term planning horizon of the PRCUTS Implementation Plan. More than any other planning proposal before Council, this site is perfectly located in relation to infrastructure and urban services in terms of suitability for the additional density envisaged by PRCUTS. Any cumulative impacts of this proposal are minimal. The site is independent of cumulative impacts of other planning proposals. No real purpose would be served by delaying this planning proposal any further until planned studies are completed.

The planning proposal has established that the road, public transport, walking and cycling networks can adequately cater for the additional development envisaged under the planning proposal.

Traffic Assessment

i Consideration of existing constraints within the precinct including existing high traffic volumes on the strategic road network

Response:

Transport constraints have been investigated in the *Parramatta Road Corridor Urban Transformation Strategy Precinct Transport Report November 2016 Reference Report* and include:

The main road network constraints to the Precinct are due to barriers created by the rail line to the south and east of the Precinct. Some of the constraints of the road network include:

☐ Underwood Road, George Street and along Parramatta Road.

☐ Pomeroy Street between Wentworth Road and George Street.

☐ Limited crossing opportunities over both the Western Rail Line and Northern Rail Line.

☐ Subway Lane underpass crossing rail line has a 3.6 metre height restriction.

☐ "Arnott's famous Biscuits" overpass has a 4.3 metre height restriction.

The *Parramatta Road Corridor Urban Transformation Strategy Precinct Infrastructure Schedule* identifies works to address these constraints. These constraints are largely independent of the site due to its location, the proposed access point and the very marginal increase in peak hour traffic movement associated with the proposed density uplift.

ii details of how proposed vehicular movements entering and exiting the site will impact on the “High Pedestrian Activity Zone” along Powell Street, movement and circulation around the Westconnex Portal and the delivery of new open space under the M4 Motorway

Response:

The site is well removed from Powell Street and is on the southern side of Parramatta Road near Homebush Station. Vehicles would enter the site from Station Street as is the case with the approved development. There is no vehicle access from Parramatta Road. Similarly the development envisaged under the planning proposal would have no impact on movement and circulation around the Westconnex Portal or the delivery of new open space under the M4 Motorway.

The open space link along Powell's Creek in the vicinity of Westconnex is being delivered by RMS as a legacy project related to Westconnex. Council has plans for the provision of an open space corridor along Powells Creek south of Parramatta Road. These are shown conceptually in the Urban Design Evaluation (amended) accompanying the request to prepare a planning proposal (**Attachment 2**).

iii A review of the proposed on-site car parking provision in the context of reducing car dependency and encouraging active transport linkages and greater pedestrian connectivity throughout the Precinct

Response:

Car parking in the indicative concept accompanying the planning proposal is provided in accordance with the rates shown in the Apartment Design Guide and takes account of proximity to the railway station and public transport and the range of other community facilities and services in the area. The rates used are lower than those proposed in Council's recently exhibited draft *DCP for Parramatta Road Precinct* and reflects reduced car dependency associated with proximity to active transport links. The site benefits from a high level of pedestrian connectivity through its location on Station Street and Parramatta Road.

Urban Design

i Details of pending Planning Proposals on land in the vicinity of the site

Response:

Details of pending planning proposals have been included in the amended *Request to Prepare a Planning Proposal - Amendment to Strathfield Local Environmental Plan 2012 - Nos. 42-46 Parramatta Road Homebush* (**Attachment 1**). They include:

Address	Proposed Amendment	Comment
Nos 55-67 Parramatta Road and No 12-14 Powell Street, Homebush (Subject Site)	Increase the height from 22m (42m under Clause 4.3A) to 145m ▪ Increase the FSR from 2:1 (3.15 under Clause 4.4A) to 7.3:1	Strathfield Local Planning Panel resolved not to support the proposal.
Nos 17-20 Loftus Crescent, Homebush	Increase height from 16m to 75m ▪ Increase FSR from 1.35 and 1.65 to 7:1	Under consideration by Council
11-13 Albert Road and 2-6 Pilgrim Avenue, Strathfield	Increase height from 35m to 54m ▪ Increase FSR from 3.5:1 to 5:1	Located to the south of the railway line. Recently exhibited
11-17 Columbia Lane, Homebush	▪ Rezone from R4 to B4 Increase the height from 32m to 80m ▪ Increase FSR from 2.7:1 to 5:1	Sydney Eastern City Planning Panel deferred consideration of this until the outcome of the precinct wide traffic study is known in mid-2018.
17-35 Parramatta Road and 5 Powell street, Homebush	Increase height from 26m to 80m ▪ Increase FSR from 2.7:1 to 4.5:1	With DPE for determination and gazettal.

ii The timing and availability of infrastructure delivery to meet the cumulative needs of future population growth envisaged for the Project

Response:

The *Parramatta Road Corridor Urban Transformation Infrastructure Schedule November 2016 Implementation Tool Kit* includes a range of infrastructure items required for the development envisaged under the PRCUTS indicating timing responsibilities and costs.

Council has adopted a S7.11 Contributions Plan² (formerly S94) to fund local infrastructure in the corridor (Precinct 3). Under this plan the planning proposal would enable development that would contribute some \$2,000,000 towards the cost of providing facilities and services to meet the needs of development in the area. In addition to the money to be collected under the contributions plan, Council has some \$27,000,000 in reserve under its contributions plans to spend on facilities and services to meet the needs of development.

The S94 contributions plan proposes funding for a range of local infrastructure in the vicinity of the site to meet the needs of development in the precinct including:

² *Direct Development Contributions Plan 2010 – 2030 Strathfield LGA* adopted September 2016

- Parramatta Road Precinct Community Hub Multi-purpose Centre – 1,000m (\$3.3m);
- Land acquisition and embellishment for local parks and streetscape improvements (\$19m);
- Major open space acquisition and embellishment along Powells Creek and the Parramatta Road corridor (\$23.7m);
- Provision of traffic signals, lane construction and other road works including Parramatta Road streetscape works (\$11m).

The development under this planning proposal will assist in enabling these works to be completed.

Any subsequent development would make a significant contribution to the cost of works in accordance with reasonable conditions of consent. This can include streetscape works adjacent to the site on Parramatta Road and Station Street.

The State government is also investing in the area including major works such as the Homebush Station upgrade, Westconnex and the associated legacy project being substantial works to the Powells Creek open space corridor.

iii Details of links to open space and community facilities to support the population growth envisaged under the strategy

Response:

The location of existing and proposed open space and community facilities is detailed in the revised urban design report (**Attachment 2**). The site is in close proximity to a number of important facilities and services including:

- The existing and planned Powells Creek corridor approximately 50 metres from the site and accessible via Parramatta Road and a right of way off Station Street;
- Strathfield Library in the Homebush Shopping Centre;
- Shopping centres at Homebush and the Bakehouse Quarter planned to contain additional facilities and services;
- Existing and proposed open space and community facilities;

The development will provide for an upgrade of stormwater services from the site to Powells Creek that would benefit the site and other development in the vicinity of the site (refer to drawings contained in **Attachment 3**).

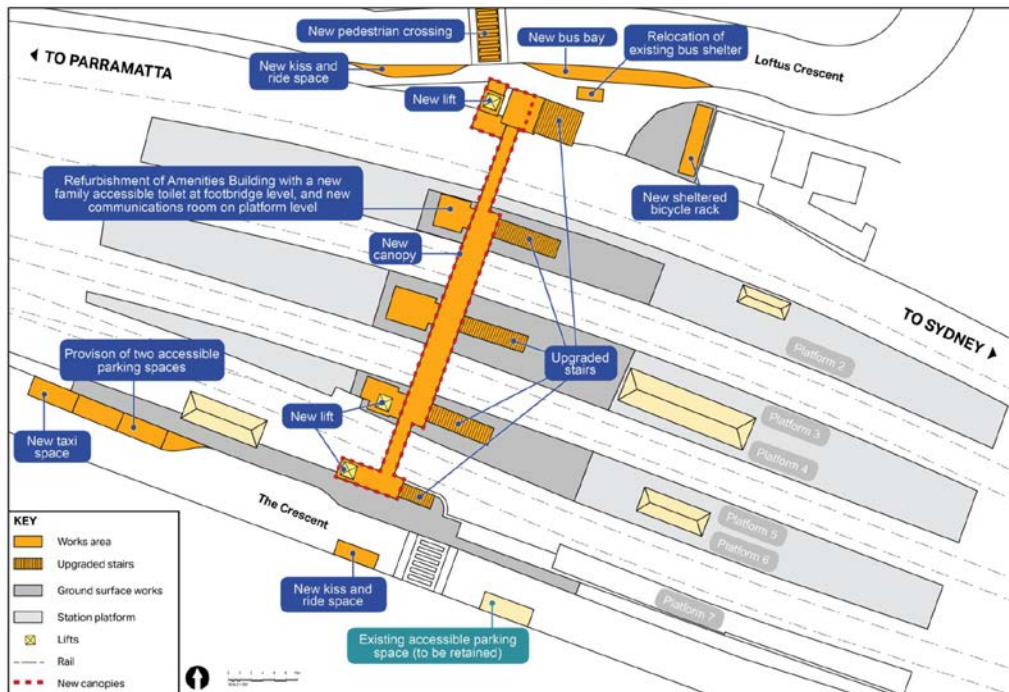
It is apparent that the corridor has been planned over several years and is to benefit from State and local government investment in the area. The development provides the opportunity to make a significant contribution to realising these plans.

iv implications of existing constraints within the precinct including low pedestrian connectivity and active transport linkages to public transport, open space, recreational opportunities and employment, movement and circulation around the Westconnex Portal, delivery of new open space under the M4 Motorway and fragmented communities within the precinct

Response:

The site is located within a block that has excellent connectivity to the surrounding area and to facilities and services provided and to be provided in the area. These are shown in the amended urban design report and include:

- Access to Homebush Station (100 metres from the site) and via the access friendly recent improvements to the station to the Homebush Shopping Centre and community facilities located to the south of the railway line. The recently completed improvements to the station include new lifts and upgrades to the station entrances, new canopies for weather protection, upgrades to lighting and CCTV surveillance, new wayfinding signage, improvements to the bicycle facilities and interchange areas, a new pedestrian crossing on Loftus Crescent and new amenities.



- Access to Powells Creek including a right of way in favour of Council to the north of 14-16 Station Street and Parramatta Road;
- Access to Bakehouse Quarter located approximately 300 metres from the site;
- Improved access to the regional road network via the new M4 on ramp;
- Access east and west along Parramatta Road including access to bus stops (note improved bus facilities at Homebush Station).

There is a considerable lead time following the finalisation of the planning proposal prior to development proceeding allowing time for regional and local infrastructure planning and provision.

v The building typologies of the proposed scheme shall be amended to provide a mix of compatible land uses in accordance with the objectives of the B4 Mixed Use Zone.

Response:

The indicative development concept provides commercial floor space at ground level. This is intended for use by AJ Bush.

A. J. Bush & Sons Pty Ltd has been owned and operated by the Bush family continuously for over 100 years. The group operate:

- - Sydney, NSW: 25 retail Bush's Meats shops, a wholesale meat depot and smallgoods manufacturing plant;
- - Leeton, NSW: feed lot for cattle plus adjoining grain crop properties;
- - Beaudesert, QLD: meat and poultry by-product rendering plant;
- - Riverstone, NSW: meat and poultry by-product rendering plant.

The company has a long history of association with the Homebush area related to the former abattoir and sale yards at Homebush. The group intends to remain at its historical base and consolidate its administrative and management functions at the site. Nos 42 – 46 Parramatta Road will be the NSW head office for all four trading companies in the group with the currently dispersed offices merging to the new location to take advantage of the high quality public transport access and to maintain the historic connection with the area.

This will result in **31 jobs** located at the site and will make an important contribution to the area.

The indicative concept includes provision for an additional retail space addressing the public domain.

The long history of association of AJ Bush with the area and its current presence near the site has provided a detailed understanding of the commercial market opportunities and the demand for commercial based operations along Parramatta Road. This includes a continuous difficulty in leasing commercial premises of mixed-use buildings, particularly on upper levels with now street frontage.

The applicant is of the view that the amount of commercial space provided will meet their own needs in a situation where there is limited demand for further commercial space at an upper level. This will result in a highly activated corner and will make a positive contribution to the local economy.

Ultimately, this is a matter for consideration at development application stage.

vi Implications of the proposed built form siting and layout on the development potential of surrounding sites having regard to the requirements of the Apartment Design Guide including, but not limited to, building separation, solar access, visual and acoustic privacy, deep soil zones, communal and public open space, cross ventilation and private open space.

Response:

Detailed consideration has been given to compliance with the ADG in preparing the urban design evaluation and designing the indicative development concept. This includes consideration of the development potential of adjoining sites. Reference should be made to the broader precinct studies in Section 5 of the Urban Design Evaluation (**Attachment 2**).

building separation

Building separation has been addressed in the Urban Design Evaluation and addresses visual and acoustic privacy issues. Buildings on the site and indicative locations on adjoining sites allows compliance separation of buildings.

communal open space

In addition to rooftop spaces as part of the concept design for the site which provide good quality communal open spaces that have significant access to natural sunlight and air movement (in addition to significant distant views), the proposed massing for neighbouring development prepared by e8urban provides for good quality ground floor communal open space (similar to that of the proposed subject site) which as shown in the sun study received direct sunlight for up to 3 hours between 12,00pm and 3.00pm with some additional time in the morning. The sun studies are shown in the Urban Design Evaluation in **Attachment 2** with further details shown in **Attachment 4**.

public open space

This has been fully been addressed in the Urban Design Evaluation (**Attachment 2**). As a condition of development consent for 14-16 Station Street, a right of way was provided to Council to allow for future public access from Station Street to the Powells Creek Corridor. This, together with access via Parramatta Road, provides excellent access to existing and future public open space.

deep soil zones

This will depend on the design of basements for the neighbouring buildings, however we believe that the proposed massing for neighbouring development prepared by e8urban allows for reasonable areas of deep soil planting.

unit design

As shown in architectural drawing SK 9201 submitted with the request to prepare a planning proposal, the proposed massing for neighbouring development prepared by e8urban can achieve a unit design that complies with SEPP 65 with regard to unit depth, unit mix, unit size and private open space; cross ventilation (60%), direct natural sunlight for 2 hours to living and balconies (70%), number of units around a core; ceiling heights; communal circulation space; ground floor apartments.

This request to prepare a planning proposal has considered the appropriate form of development on the site in the context of development potential on adjoining sites under the PRCUTS. The resulting urban form on the site is completely appropriate in the context.

vii the provision of affordable housing shall align with the PRCUTS and be updated to reflect the recommended density of the site.

Response:

The applicant agrees to provide 5% of the uplift in housing associated with this planning proposal as affordable rental housing.

Conclusion

It is considered that the planning proposal has merit, is consistent with the PRCUTS and is in the public interest. The locational advantages of the site makes it suitable for the proposed zoning irrespective of the outcome of the on-going and yet to be completed traffic investigations. The planning proposal is recommended for gateway approval.

Should any clarification of the above be required, please do not hesitate to contact this office.

Yours faithfully

BBC Consulting Planners

A handwritten signature in blue ink, appearing to read 'Dan Brindle', is written over a horizontal line.

Dan Brindle
Director

Email: dan.brindle@bbcplanners.com.au



**Attachment 1 -
Refer to Volume 1 Planning Proposal
(amended) June 2018**

**Attachment 2 -
Refer to Appendix 2 of Volume 2 of Planning
Proposal (amended) June 2018**



Attachment 3

Our Ref 80817073_LO-5 CF

Contact Cosmo Farinola

25 May 2018

AJ Bush and Sons
c/- Caverstock Group Pty Ltd
Suite 3.5
13-15 Wentworth Avenue
Sydney NSW 2000

Attention: Andrew Sadowskyj

Dear Sir,

**PROPOSED RESIDENTIAL DEVELOPMENT AT 42-46 PARRAMATTA ROAD, HOMEBUSH
PLANNING PROPOSAL – STORMWATER AND SEWER INFRASTRUCTURE**

Further to Strathfield Council's letter dated 29 March 2018 in regard to the submitted Planning Proposal for the above development and specifically amendments to the Urban Design Report we provide the following responses:

1. Stormwater

We have an approval for a new 375mm diameter stormwater pipe along Parramatta Road that commences outside of the above property at a new kerb inlet pit and terminates adjacent to No. 20 Parramatta Road also at a new kerb inlet pit that will drain into the adjoining Powells Creek canal – see attached.

The stormwater pipe is a requirement of Council approval that will service our property and in our opinion also has the capacity to service upstream properties.

It is our opinion that the new infrastructure has been designed to cater for future growth within the precinct.

2. Sewer

We have an approval to connect our new sewer service into an existing Sydney Water main outside of our property in Station Street – see attached.

The sewer main services a small catchment area and in our submission to Sydney Water we have assumed a potential development catchment plan to allow for future growth within the precinct.

Trusting that the above is to your satisfaction and please contact the undersigned if you have any queries.

Yours faithfully



Cosmo Farinola
Senior Principal - NSW Buildings
for Cardno
Encl.

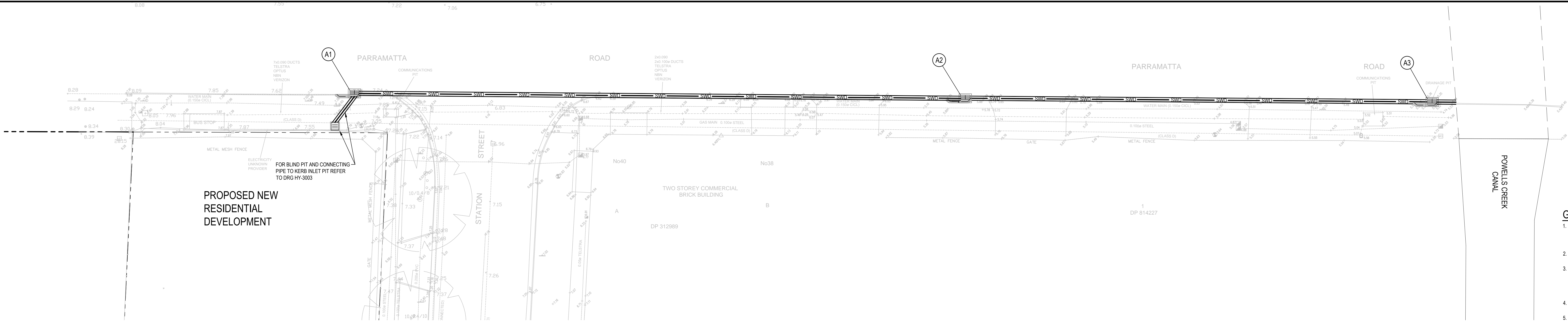
Cardno (NSW/ACT) Pty Ltd
ABN 95 001 145 035

Level 9
The Forum
203 Pacific Highway
St. Leonards NSW 2065

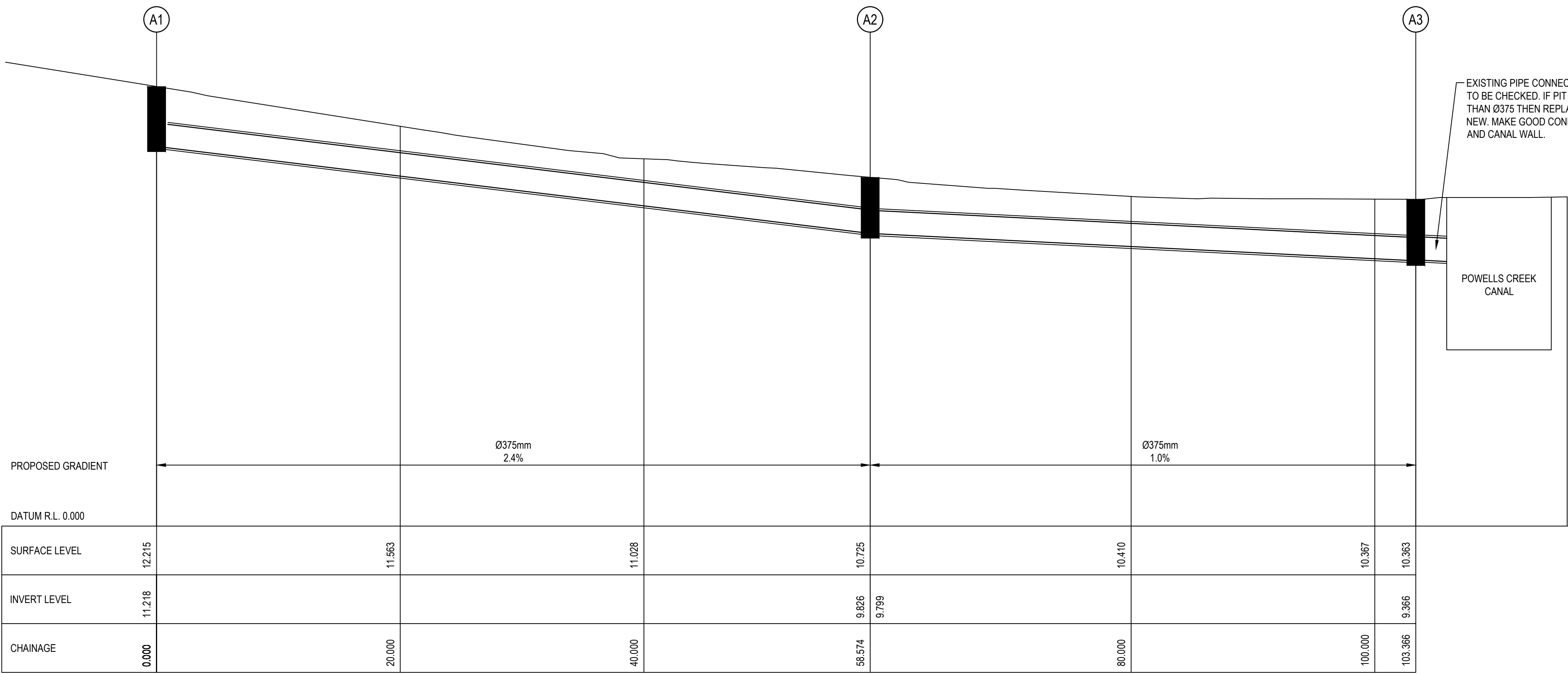
P.O. Box 19
St Leonards NSW 1590
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Phone: +61 2 9496 7700
Fax: +61 2 9439 5170

www.cardno.com.au

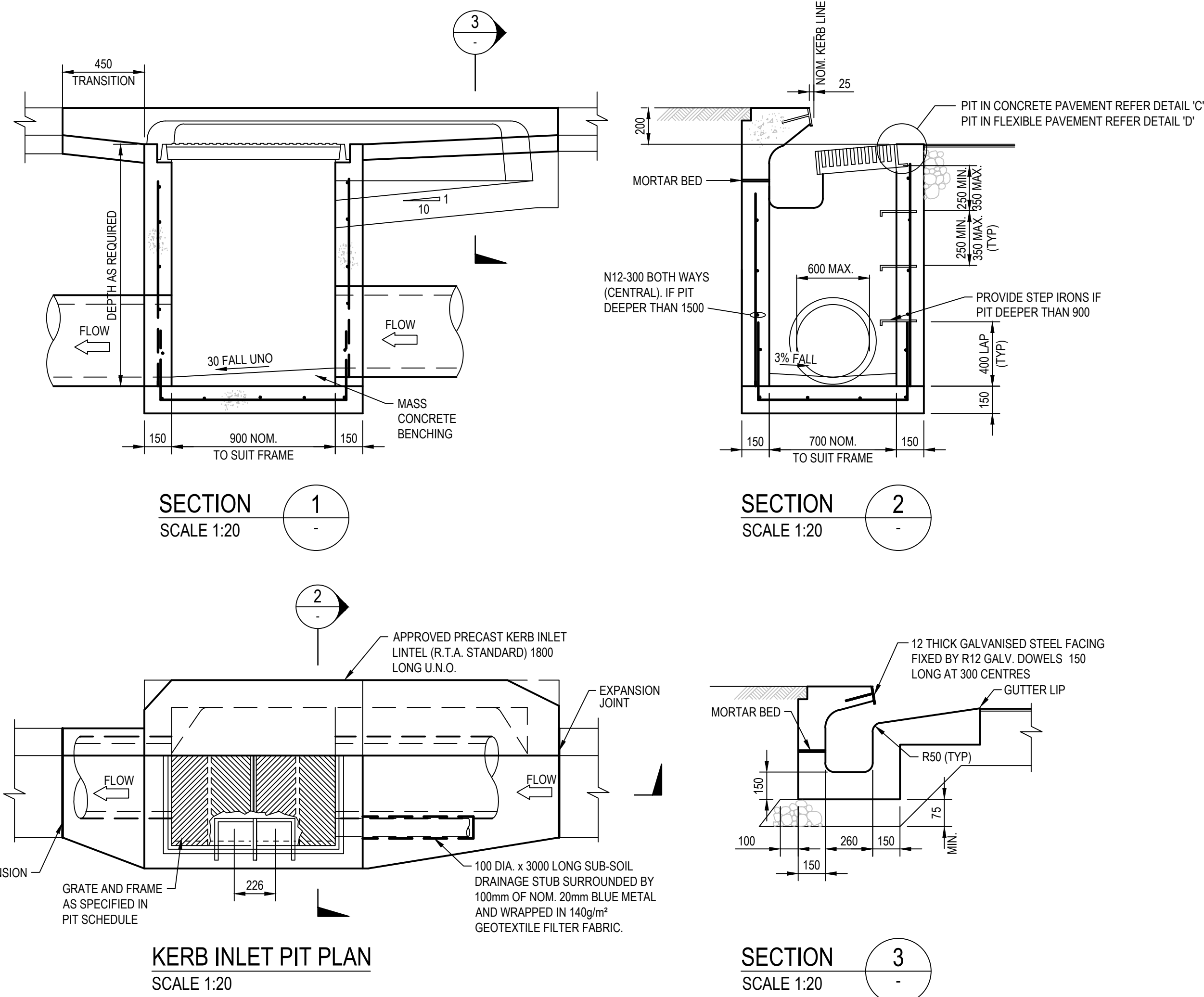


STREET DRAINAGE PLAN
SCALE 1:150



STREET DRAINAGE LONGSECTION
SCALES 1:50 VERTICAL
1:250 HORIZONTAL

NOTE: EXISTING SERVICES BELOW
PARRAMATTA ROAD KERB AND GUTTER
LINE TO BE INVESTIGATE/CONFIRMED



GENERAL CIVIL NOTES

1. THE INFORMATION CONTAINED ON THESE DRAWINGS IS FOR CIVIL ENGINEERING PURPOSES ONLY. ALL DISCREPANCIES WITH OTHER CONSULTANTS DOCUMENTATION THAT COULD RESULT IN CHANGES TO THE CIVIL ENGINEERING DETAILS SHALL BE REFERRED TO THE ENGINEER PRIOR TO PROCEEDING WITH CONSTRUCTION.
2. ALL WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATIONS FOR THESE WORKS AND/OR AS DIRECTED BY THE SUPERINTENDENT.
3. THE CONTRACTOR SHALL LOCATE AND LEVEL ALL EXISTING SERVICES AND UTILITIES PRIOR TO COMMENCING CONSTRUCTION AND PROTECT AND MAKE ARRANGEMENTS WITH THE RELEVANT AUTHORITY TO RELOCATE AND/OR ADJUST IF NECESSARY. INFORMATION GIVEN ON THE DRAWINGS IN RESPECT TO SERVICES IS FOR GUIDANCE ONLY AND IS NOT GUARANTEED COMPLETE NOR CORRECT.
4. CONTRACTOR IS NOT TO ENTER UPON NOR DO ANY WORK WITHIN ADJACENT LANDS WITHOUT THE PERMISSION OF THE OWNER AND SUPERINTENDENT.
5. CONTRACTOR SHALL CLEAR THE SITE BY REMOVING ALL RUBBISH, FENCES AND DEBRIS, ETC. TO THE EXTENT SPECIFIED.
6. ALL SITE REGRADING AREAS SHALL BE FINALLY GRADED TO THE SATISFACTION OF THE SUPERINTENDENT.
7. SURPLUS EXCAVATED MATERIAL SHALL BE PLACED WHERE DIRECTED OR REMOVED FROM SITE.
8. ALL NEW WORKS SHALL MAKE A SMOOTH JUNCTION WITH EXISTING.
9. ALL DRAINAGE LINES THROUGH ADJACENT LOTS SHALL BE CONTAINED WITHIN EASEMENTS CONFORMING TO COUNCIL'S STANDARDS.
10. TEST PITS ARE REFERENCED IN THE GEOTECHNICAL INVESTIGATION REPORT No. ... PREPARED BY ... AND DATED ...
11. ANY QUANTITIES GIVEN ARE FOR GUIDANCE ONLY.
12. ANCILLARY CONCRETE WORKS SHALL BE AS DETAILED ON THE DRAWINGS. FOR QUALITY OF CONCRETE AND CONCRETE WORK GENERALLY REFER TO LOCAL COUNCIL CONSTRUCTION SPECIFICATION AND THE RELEVANT AUSTRALIAN STANDARD.
13. REFER TO ARCHITECT'S DOCUMENTS FOR DEMOLITION DETAILS.
14. REFER TO UTILITY SERVICE DRAWINGS BY OTHERS FOR UTILITY RELOCATION, ADJUSTMENT AND DEMOLITION DETAILS.

COMMUNICATIONS - DUTY OF CARE

1. COMMUNICATIONS AND DATA PROVIDER PLANS SHOW ONLY THE PRESENCE OF CABLES AND PLANT. THEY ONLY SHOW THEIR POSITION RELATIVE TO ROAD BOUNDARIES, PROPERTY FENCES ETC. AT THE TIME OF INSTALLATION AND EACH PROVIDER DOES NOT WARRANT OR HOLD OUT THAT SUCH PLANS ARE ACCURATE THEREAFTER DUE TO CHANGES THAT MAY OCCUR OVER TIME. DO NOT ASSUME DEPTH OR ALIGNMENT OF CABLES OR PLANT AS THESE VARY SIGNIFICANTLY. THE CONTRACTOR HAS A DUTY OF CARE WHEN EXCAVATING NEAR COMMUNICATIONS AND DATA CABLES AND PLANT.
2. BEFORE USING MACHINE EXCAVATORS COMMUNICATIONS PLANT MUST FIRST BE PHYSICALLY EXPOSED BY SOFT DIG POT-HOLING TO IDENTIFY ITS LOCATION. PROVIDERS WILL SEEK COMPENSATION FOR DAMAGES CAUSED TO ITS PROPERTY AND LOSSES CAUSED TO THE PROVIDERS AND ITS CUSTOMERS.

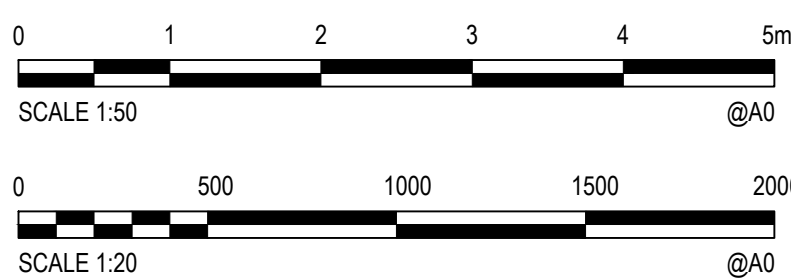
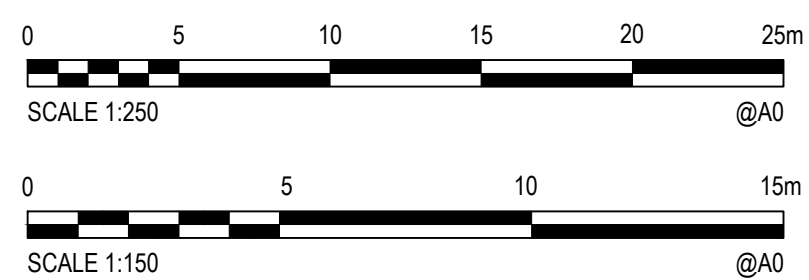
STORMWATER

1. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH AS3000 AND ALL DRAINAGE WORKS ARE TO BE COMPLETED TO THE SATISFACTION OF THE SUPERVISING CIVIL ENGINEER.
2. ALL EXISTING SERVICES TO BE LOCATED PRIOR TO COMMENCEMENT OF WORK.
3. PIPES 375 DIA. AND LARGER TO BE REINFORCED CONCRETE CLASS '2' APPROVED SPIGOT AND SOCKET WITH RUBBER RING JOINTS. U.N.O. IN ACCORDANCE WITH AS4058.
4. PIPES 300 DIA. AND LESS SHALL BE DWV GRADE (CLASS S8) uPVC WITH SOLVENT WELDED JOINTS IN ACCORDANCE WITH AS1254.
5. EQUIVALENT STRENGTH FRP PIPES MAY BE USED.
6. ALL DRAINAGE TRENCHES SHALL BE IN SOUND EXCAVATED MATERIAL. IF SOFT SPOTS EXIST, REMOVE AND BACKFILL WITH COMPACTED ROAD BASE (D550) WITH A MINIMUM CSR OF 25 COMPACT TO 98% STANDARD MAXIMUM DRY DENSITY TO AS1289 E1.1.
7. ALL PIPES TO HAVE 1.0% MINIMUM FALL (U.N.O.)
8. ALL PIPES SHALL BE BEDDED ON 100mm MIN SAND BED COMPACTED WITH VIBRATING PLATE OR TRENCHING MACHINE. BACKFILL TRENCHES WITH SANDY TO 150mm ABOVE BARRELS OF PIPE, COMPACTED IN 150mm LAYERS TO 98% OF STANDARD DENSITY TO AS 1289 E1.1. THE REMAINDER OF THE TRENCH WILL BE BACKFILLED IN 150mm COMPACTED LAYERS IN GRANULAR FILL NON-DISPERSIVE (EMERSON CLASS 5 OR 6) MATERIAL (NO TOP SOIL, GRASS, ROOTS, OR DELETERIOUS MATERIAL) COMPACT TO 98% STANDARD MAXIMUM DRY DENSITY AT 25% OMC AS1289 E1.1.
9. MINIMUM COVER TO PIPES TO BE 300mm GENERALLY & 450mm UNDER CARPARK & ROADWAY AREAS. UNLESS NOTED OTHERWISE.
10. PROVIDE A 100mm DIA. uPVC SLOTTED DRAINAGE PIPE 3000mm LONG WRAPPED IN FILTER FABRIC SOCK (CONTINUOUS WHERE SHOWN) IN ALL TRENCHES AND CONNECTED TO DOWNSTREAM PITS TO MATCH PIT INVERT.
11. SUBSOIL LINE PIPES AND FITTINGS SHALL BE PERFORATED PLASTIC TO AS 2438 PART 1. LAY PIPES ON FLOOR OF TRENCH GRADED 1% AND BACKFILLED WITH 20mm GAUGE BLUE METAL WITH FILTER MATERIAL EXTENDING TO WITHIN 200mm OF SURFACE. PROVIDE FILTER FABRIC OF PERMEABLE POLYPROPYLENE BETWEEN FILTER MATERIAL AND TOPSOIL. CLEAN OUTS SHALL BE EXTENDED TO THE SURFACE AND PROVIDED WITH A SCREWED COVER PLATE FLUSH WITH THE FINISHED SURFACE LEVEL.
12. ALL SUBSOIL DRAINAGE PIPES UNDER PAVEMENT OR BEHIND RETAINING WALLS TO BE CONNECTED INTO STORMWATER SYSTEM.
13. ALL PRECAST CONCRETE PITS TO BE BY BCP PRECAST OR EQUAL.
14. ALL CONCRETE PITS CONSTRUCTED SHALL BE BEDDED AS PER PIPE SPECIFICATION.
15. PIT BASES SHALL BE SMOOTH CONTOURED WITH 20MPa MASS CONCRETE BENCHING. PROVIDE 20mm DIA. GALV. MS STEP IRONS TO ALL PITS DEEPER THAN 1200mm AS PER PIT SCHEDULE.
16. PROVIDE HEAVY, MEDIUM OR LIGHT DUTY GALVANISED GRATE COVERS AS SPECIFIED IN SCHEDULE. GRATES IN PAVEMENT TO BE CYCLE SAFE AND WHERE IN ROADWAYS TRAFFICABLE HEAVY DUTY. COVERS, GRATES AND FRAMES TO COMPLY WITH AS 3996.
17. HEADWALLS SHALL BE PRECAST CONCRETE BY BCP PRECAST OR EQUAL.
18. ALL DOWNPIPES (DP) TO BE Ø100mm AS DETAIL BY ARCHITECT. REFER TO ARCHITECT'S DRAWINGS FOR EXACT LOCATION.

KERBING NOTES

1. ALL KERBS, GUTTERS, DISH DRAINS AND CROSSINGS TO BE CONSTRUCTED ON MINIMUM 75mm GRANULAR BASECOURSE COMPACTED TO MINIMUM 98% MODIFIED MAXIMUM DRY DENSITY IN ACCORDANCE WITH AS1289 E1.1.
2. EXPANSION JOINTS (EJ) TO BE FORMED FROM 10mm COMPRESSIBLE CORK FILL BOARD FOR FULL DEPTH OF THE SECTION AND CUT TO PROFILE. EXPANSION JOINTS TO BE LOCATED AT DRAINAGE PITS, ON TANGENT POINTS OF CURVES AND ELSEWHERE AT 12m CENTRES EXCEPT FOR INTEGRAL KERBS WHERE THE EXPANSION JOINTS ARE TO MATCH THE JOINT LOCATIONS IN SLABS.
3. WEAKENED PLANE JOINTS TO BE MINIMUM 3mm WIDE AND LOCATED AT 3m CENTRES EXCEPT FOR INTEGRAL KERBS WHERE WEAKENED PLANE JOINTS ARE TO MATCH THE JOINT LOCATIONS IN SLABS.
4. PROVIDE BROCM FINISH TO ALL RAMPS AND VEHICULAR CROSSINGS. ALL OTHER KERBS OR DISH DRAINS TO BE STEEL FLOAT FINISHED.
5. WHERE REPLACEMENT OF EXISTING KERBING IS REQUIRED, ROAD PAVEMENT IS TO BE SAWCUT 900mm FROM LIP OF GUTTER. UPON COMPLETION OF NEW KERBS, NEW BASECOURSE AND SURFACE IS TO BE Laid 200mm WIDE. MAKE GOOD ANY DAMAGE TO SURROUNDING KERBING OR PAVEMENT. EXISTING KERBS ARE TO BE COMPLETELY REMOVED WHERE NEW KERBS ARE SHOWN.

Rev	Date	Description	Des	Verif	Appd	Rev	Date	Description	Des	Verif	Appd
2	9/06/2017	COUNCIL SUBMISSION	S.M.	V.J.	C.F.						
1	18/05/2017	FOR REVIEW	S.M.	V.J.	C.F.						



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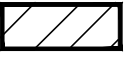


Drawn	Checked	Designed	Verified	Approved
S.N.M.		V.J.		
May 17		May 17		

Client: **AJ BUSH & SONS**
Project: **PARRAMATTA ROAD, HOMEBUSH NEW RESIDENTIAL APARTMENTS**
Title: **CIVIL PARRAMATTA ROAD DRAINAGE PLAN, LONGSECTIONS AND DETAILS**

Status			
FOR APPROVAL			
NOT TO BE USED FOR CONSTRUCTION PURPOSES			
Datum AHD		Scale AS SHOWN	Size A0
Drawing Number 80817073-CI-1001			Revision 2

NOTES :

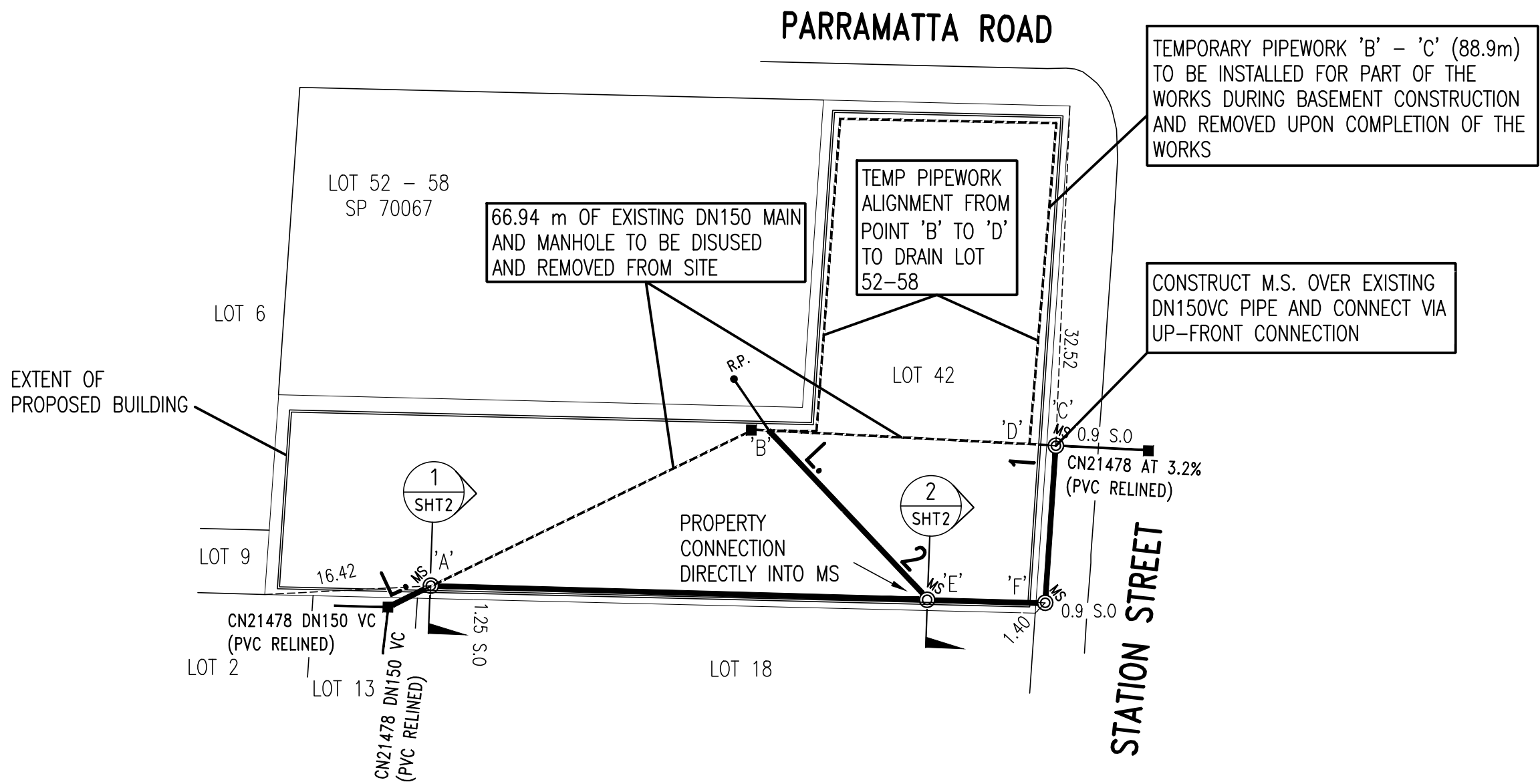
- WATER SERVICE COORDINATOR & DESIGNER:
CARDNO (NSW/ACT) PTY LTD
LEVEL 1, 47 BURELLI ST
WOLLONGONG NSW 2500
PH: (02) 4228 4133
- DEVELOPER:
AJ BUSH & SONS PTY LTD
38 PARRAMATTA ROAD
HOME BUSH NSW 2140
PH: (02) 9746 0351
2. THE CONTRACTOR TO VERIFY THE INVERT LEVELS OF THE RECEIVING SEWERS AS NECESSARY PRIOR TO ANY WORKS.
3. ALL STRUCTURES TO BE CONSTRUCTED TO PROPOSED FINISHED SURFACE LEVELS.
4. PIPES CONCRETE ENCASED SHOWN ACCORDINGLY: 
5. AREAS HATCHED THUS NOT DRAINED. 
6. THE CONTRACTOR TO SUBMIT A SAFE WORK PLAN TO THE WATER SERVICING COORDINATOR FOR APPROVAL PRIOR TO COMMENCING THE WORKS.
7. THE CONTRACTOR TO SUBMIT AN ENVIRONMENTAL MANAGEMENT PLAN TO THE WATER SERVICING COORDINATOR FOR APPROVAL PRIOR TO COMMENCING THE WORKS.
8. THE PROPOSED WORKS DETAILED HEREON TO BE CONSTRUCTED IN ACCORDANCE WITH THE WSAW SEWERAGE CODE OF AUSTRALIA WSA02-2002-2.2 SYDNEY WATER EDITION 1 VERSION 3 AND SYDNEY WATER TECHNICAL SPECIFICATION FOR LEAK TIGHT SEWER SYSTEMS DATED DECEMBER 2015. THE CONTRACTOR TO HAVE A COPY OF DOCUMENTS ON SITE AT ALL TIMES.
9. MEASURES REQUIRED TO PROTECT THE ENVIRONMENT ARE DETAILED IN REVIEW OF ENVIRONMENTAL FACTORS.
10. ALL LEVELS/SECTION/ACTING GENERATED. NO LEVEL BOOK AVAILABLE.
11. THE MINIMUM NUMBER OF COMPACTION TESTS COMPLETED TO SATISFY SECTION 22 OF THE SEWERAGE CODE OF AUSTRALIA SYDNEY WATER EDITION ARE:
PIPE EMBEDMENT ZONE: - 1
TRENCH FILL ZONE: NON TRAFFICABLE - 3
FILL ZONE: TRAFFICABLE - 0
WITHIN 300mm OF M.S/M.H - 9
- NUMBER OF TESTS TO BE VERIFIED BY AN ACCREDITED FIELD TESTER, NUMBERS PROVIDED ABOVE TO BE USED AS A GUIDE ONLY.
12. ALL CONDITIONS CONTAINED WITHIN THE REVIEW OF ENVIRONMENTAL FACTORS (REF) FOR THIS PROJECT ARE TO BE MET.
13. THE CONTRACTOR TO OBTAIN COUNCIL APPROVAL AND PAY FOR ANY NECESSARY ROAD OPENING PERMITS PRIOR TO COMMENCEMENT OF ANY WORKS.
14. SERVICES SHOWN ARE INDICATIVE ONLY. CURRENT SERVICES SEARCH AND SITE CHECK OF ALL EXISTING SERVICES WILL BE NECESSARY PRIOR TO COMMENCEMENT OF THE WORK AND APPROPRIATE PROCEDURES AND PRECAUTIONS NEED TO BE TAKEN WHEN WORKING WITHIN CLOSE PROXIMITY OF SERVICES. THE CONTRACTOR MUST HAVE A COPY OF THE DOCUMENTS ON SITE AT ALL TIMES.
15. CONTRACTOR TO VERIFY EXACT LOCATION OF ALL EXISTING SERVICES WITH RELEVANT AUTHORITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION AND REPORT ANY DISCREPANCIES TO THE PROJECT MANAGER. ANY DAMAGE TO EXISTING SERVICES TO BE RECTIFIED AT THE CONTRACTOR'S EXPENSE.
16. PRIOR TO COMMENCEMENT OF WORK, 2 WORKING DAYS NOTICE SHALL BE GIVEN TO SYDNEY WATER.
17. THE NOMINATED CONSTRUCTION COMPANY MUST HAVE AN ACCREDITED/APPROVED PERSON ON SITE AT ALL TIMES DURING CONSTRUCTION.
18. ALL MAINTENANCE SHAFTS TO BE 'POO PITS' OR APPROVED EQUIVALENT AND ALL ANGLES PROVIDED ARE IN AN ANTI-CLOCKWISE DIRECTION FROM DOWNSTREAM M.S.
19. EXISTING DN150 VC SEWER A - C (66.94 m) TO BE DISUSED AND REMOVED FROM SITE
EXISTING MH WITHIN LOT 42-46 TO BE DISCUSSED AND REMOVED FROM SITE.
- ✓ DENOTES DN100 uPVC PROPERTY CONNECTION SEWER - DIRECTLY TO M.S AS PER BASEMENT CODE

ENVIRONMENTAL NOTES :

- E1. ARE DOWNSLOPE OF CONSTRUCTION ACTIVITY TO BE ADEQUATELY PROTECTED FROM SEDIMENT POLLUTION
E2. SILT TRAP DEVICES TO BE INSTALLED PRIOR TO ANY CONSTRUCTION ACTIVITY, EFFECTIVELY MAINTAINED
AND ARE TO BE REMOVED ONLY AFTER THE AREA HAS BEEN SATISFACTORILY REVEGETATED.
- E2. ALL STORMWATER GRATES, OPEN CHANNELS, SWALES, TABLE DRAINS, GULLIES ETC. DOWNSLOPE OF
CONSTRUCTION ACTIVITY TO BE ADEQUATELY PROTECTED BY STRAWBALES WRAPPED IN GEOTEXTILE FABRIC OF
GEOTEXTILE FENCE.
- E3. THE EXTENT OF CLEARING OF VEGETATION TO BE KEPT TO AN ABSOLUTE MINIMUM NECESSARY TO EFFECT
THE WORKS.

TEMPORARY PIPE WORK DETAILS:

1. TEMPORARY PIPEWORK FROM B - D TO BE LAID AS A DN150 uPVC GRAVITY SEWER
2. TEMPORARY PIPEWORK TO BE INSTALLED ACCORDING TO THE CONSTRUCTION METHODOLOGY BELOW
3. THE EXPECTED SEWER INTAKE IS APPROXIMATELY 200EP'S BASED OFF THE WSA SEWERAGE CODE OF AUSTRALIA WSA02-2002-2.2 SYDNEY WATER EDITION 1. THIS EQUATES TO APPROXIMATELY 36KL/DAY BEING DIVERTED BY THE TEMPORARY SEWER LINE



STRUCTURE LINE No.

M.S. - CONNECT TO EXISTING SEWER CONSTRUCTED UNDER CN214/78

M.S. - 92°

M.S. - 45° - L.2

M.S. - 208° EXISTING M.H. CONSTRUCTED UNDER CN214/78

CONNECT TO EXISTING M.S. - L.1

CONNECT EXISTING SEWER FROM LOT 52-58

REFER DETAIL PIPE WALL SUPPORT SHEET 2

VARVING RL

BASEMENT 1 RL 4.05m

DN150 uPVC

DN150 DICL

PN35 RRJ

SN8 RRJ

5.91%

1.50%

2.96%

7.47 7.51

GRADE DATUM -11

DEPTH TO INVERT

INVERT LEVEL

SURFACE LEVEL

CHAINAGE

0.00

15.58

27.08

76.39

81.11

10.56

10.98

3.27

3.55

6.55

7.29

7.43

8.15

8.47

8.15

9.14

0.00

23.05

1.77

2.31

6.55

6.83

DN150 DICL

PN35 RRJ

1.20%

VARVING RL

BASEMENT 1 RL 4.05m

REFER DETAIL PIPE ROOF SUPPORT SHEET 2

DISTANCE FROM BOTTOM OF SLAB TO TOP OF PIPE VARIES FROM 1m TO 1.7m TO SUIT ROOF ALIGNMENT

1	ISSUED FOR APPROVAL	NMM	18/10/17
No.	AMENDMENT DESCRIPTION	BY	DATE

PLAN TO BE READ IN CONJUNCTION WITH CURRENT SYDNEY WATER STANDARDS SYDNEY WATER CORPORATION	UTILITIES					WORK AS CONSTRUCTED CERTIFICATION					PIPE SCHEDULE					AUSTRALIAN HEIGHT DATUM	NO AMENDMENTS ARE TO BE MADE TO THIS PLAN WITHOUT REFERENCE TO SYDNEY WATER. THIS PLAN IS NOT NECESSARILY UP TO DATE OR CORRECT AND SYDNEY WATER ACCEPTS NO RESPONSIBILITY.	<div>Sydney WATER</div> <div>SYDNEY WATER CORPORATION</div>
	TYPE	DATE	REF.	TYPE	DATE	REF.	DEVELOPER	SIZE	TYPE	CLASS	LENGTH	PIPE JOINING METHOD / NOTES	SCALES					
PRIOR TO COMMENCEMENT OF EXCAVATION FOR PROPOSED AND EXISTING SERVICES CONTACT :- DIAL BEFORE YOU DIG Ph. 1100 ELECTRICITY Ph. GAS Ph. TELECOMMUNICATIONS Ph. Ph. GIVING AT LEAST 48 HOURS NOTICE.							WATER SERVICE CO-ORDINATOR	150	DICL	PN35	88.59	TYTONXTREME	PLAN 1:500 SECTION { HOR. 1:1000 VERT. 1:250		U.B. DIRECTORY Sydney Ed 41 Map 233-D9	SEWER MAIN ADJUSTMENT PARRAMATTA ROAD HOMEBUSH INNER WEST COUNCIL		
							CONSTRUCTOR	150	uPVC	SN8	15.58	RRJ						
							COMPLETED											
							DESIGNER											
							I CERTIFY THAT THE WORKS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE WORK AS CONSTRUCTED DRAWINGS.					DESIGN HEAD m		NO BOUNDARY TRAPS REQUIRED.				
													LENGTHS, DEPTHS & LEVELS ARE IN METRES.					

FILE LOCATION: 80817073-001-CASE15672WW

DESIGNED: DAC

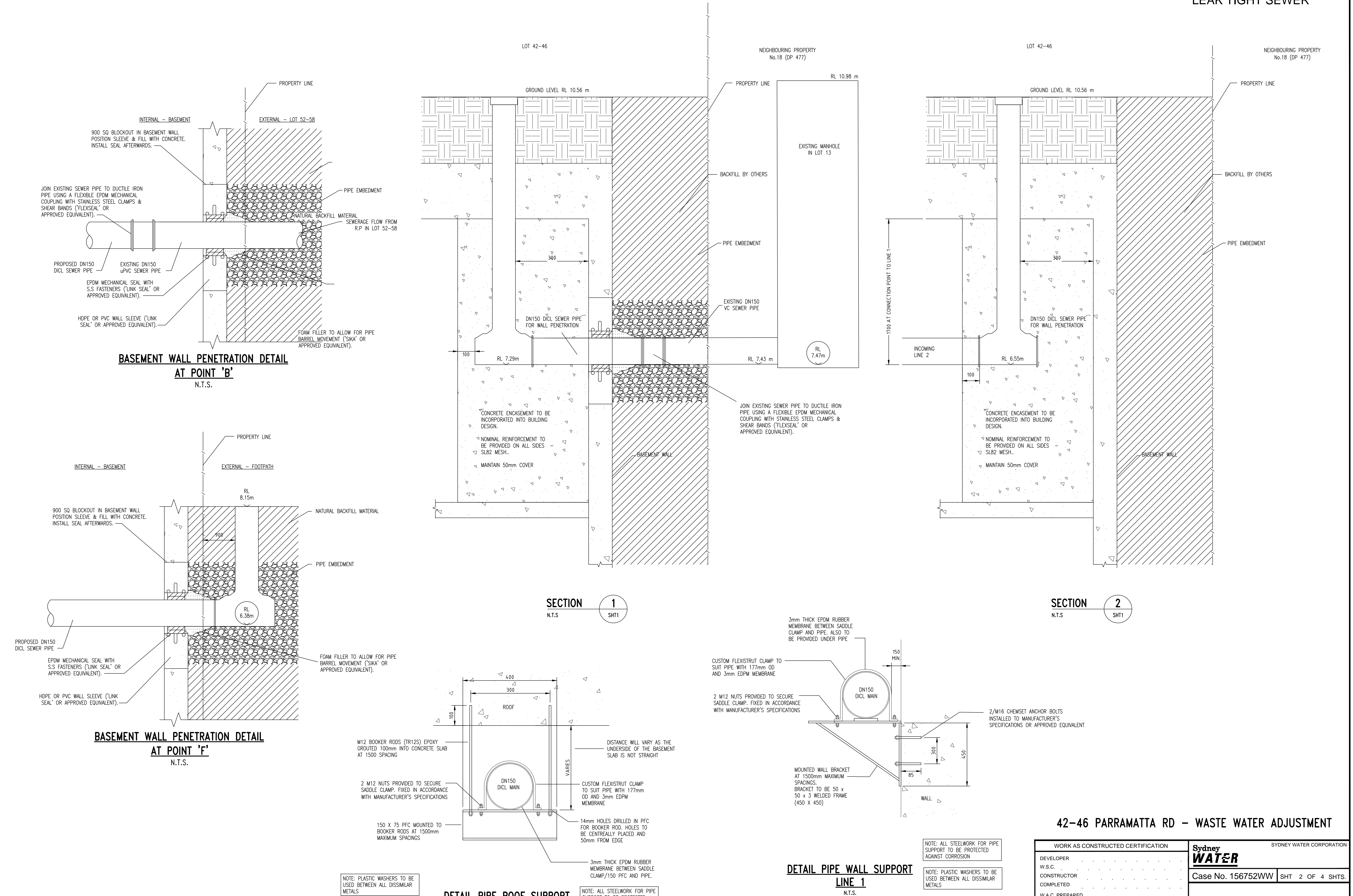
DRAFTED: DAC

VERIFIED: NMM

REVIEWED: NMM

APPROVED: RWD

ISSUED: 18/10/17



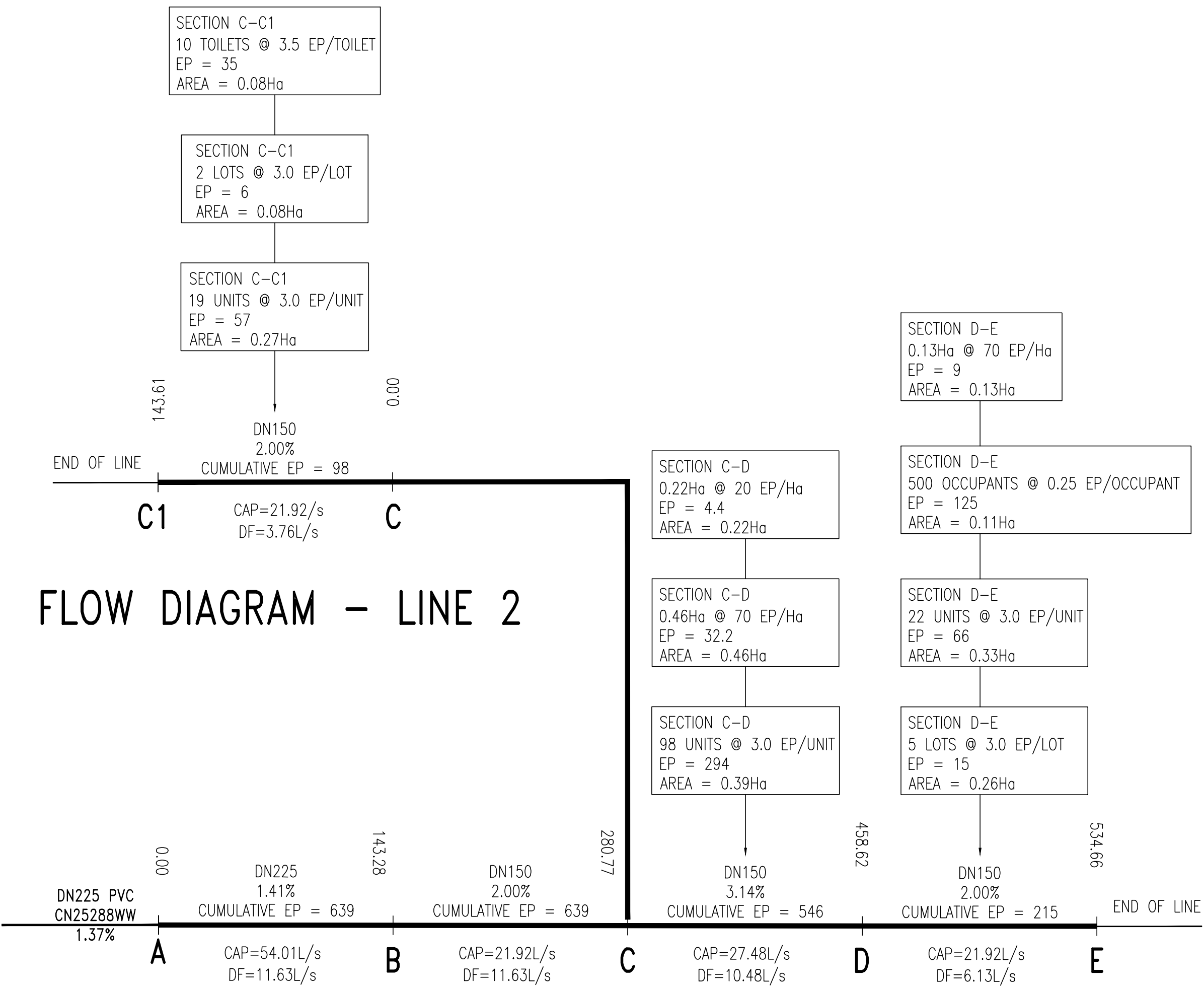
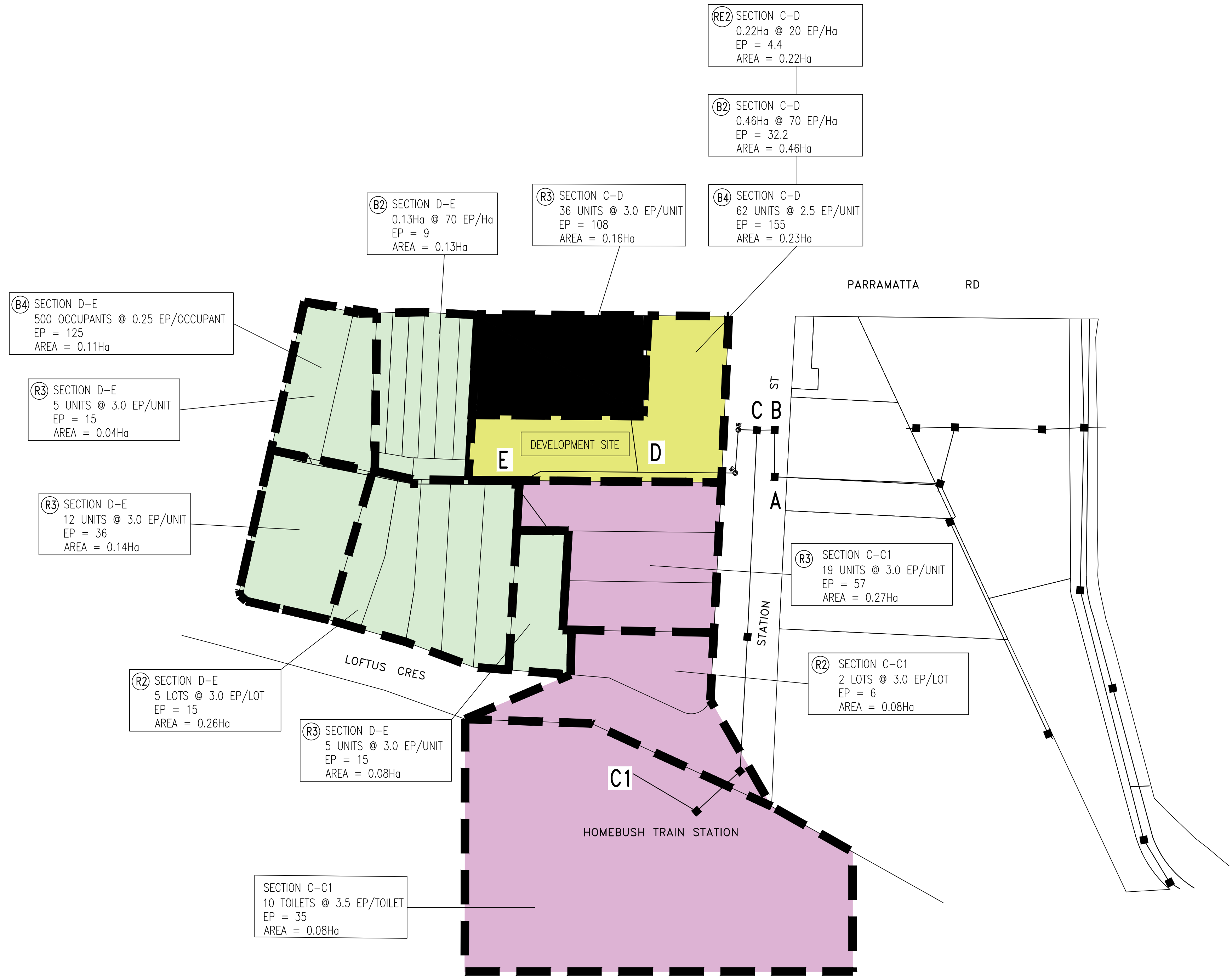
1	ISSUED FOR APPROVAL	NMM	18/10/17
No.	AMENDMENT DESCRIPTION	BY	DATE

42-46 PARRAMATTA RD - WASTE WATER ADJUSTMENT	
WORK AS CONSTRUCTED CERTIFICATION	Sydney WATER
DEVELOPER W.S.C.	CONSTRUCTOR COMPLETED
W.A.C. PREPARED	DESIGNER
I CERTIFY THAT THE WORKS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE WORK AS CONSTRUCTED DRAWINGS	
SYDNEY WATER CORPORATION	
FOR DETAILS OF SERVICES SEE SHEET 1	

- CATCHMENT ANALYSIS:
STRATHFIELD CITY COUNCIL LEP 2012
- ZONING
- (R2) LOW DENSITY RESIDENTIAL – R2
 - (R3) MEDIUM DENSITY RESIDENTIAL – R3
 - (B2) LOCAL CENTRE – B2
 - (B4) MIXED USE – B4
 - (RE2) PRIVATE RECREATION



- ASSUMPTIONS:
- PROPOSED DEVELOPMENT CONSIST OF LOW DENSITY RESIDENTIAL (R2), MEDIUM DENSITY RESIDENTIAL (R3), LOCAL CENTRE (B2) AND MIXED USE (B4) AS PER THE STRATHFIELD CITY COUNCIL LEP
 - R2 – LOW DENSITY RESIDENTIAL TO OPERATE AT 3.0 EP/UNIT
 - R3 – MEDIUM DENSITY RESIDENTIAL TO OPERATE AT 3.0 EP/UNIT
 - B2 – LOCAL CENTRE TO OPERATE AT 70 EP/Ha
 - B4 – MIXED USE TO OPERATE AT 500 EP/OCCUPANT (PUB/HOTEL)
 - RE2 – PRIVATE RECREATION USE TO OPERATE AT 20 EP/Ha
- NOTE: THE HOMEBUSH TRAIN STATION HAS 10 TOILETS. DUE TO THE UNKNOWN NUMBER OF USES IT HAS BEEN ASSUMED THAT EACH TOILET WILL HAVE THE EQUIVALENT USAGE AS 1 EP (3.5 EP/LOT).
- NOTE: EP's HAVE BEEN CALCULATED AT 150L/EP



FLOW DIAGRAM – LINE 1

EXISTING DEVELOPMENT CATCHMENT PLAN

42-46 PARRAMATTA RD – WASTE WATER ADJUSTMENT

WORK AS CONSTRUCTED CERTIFICATION		SYDNEY WATER CORPORATION	
DEVELOPER	W.S.C.	Sydney WATER	
CONSTRUCTOR	COMPLETED		
DESIGNER	I CERTIFY THAT THE WORKS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE WORK AS CONSTRUCTED DRAWINGS	Case No. 156752WW	SHT 3 OF 4 SHTS.
		SYDNEY WATER CORPORATION FOR DETAILS OF SERVICES SEE SHEET 1	

1	ISSUED FOR APPROVAL	NMM	18/10/17
No.	AMENDMENT DESCRIPTION	BY	DATE

CATCHMENT ANALYSIS:
STRATHFIELD CITY COUNCIL LEP 2012

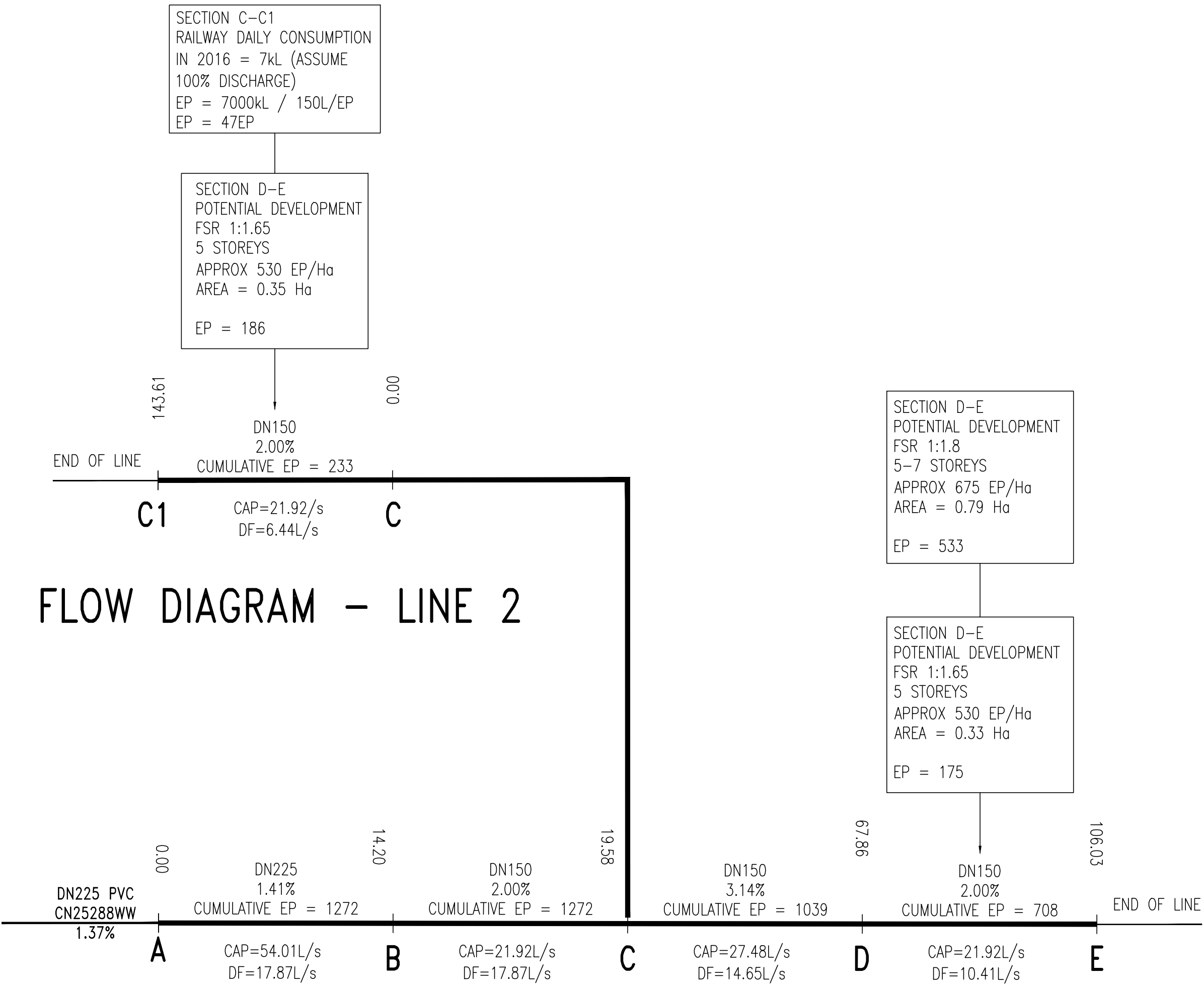
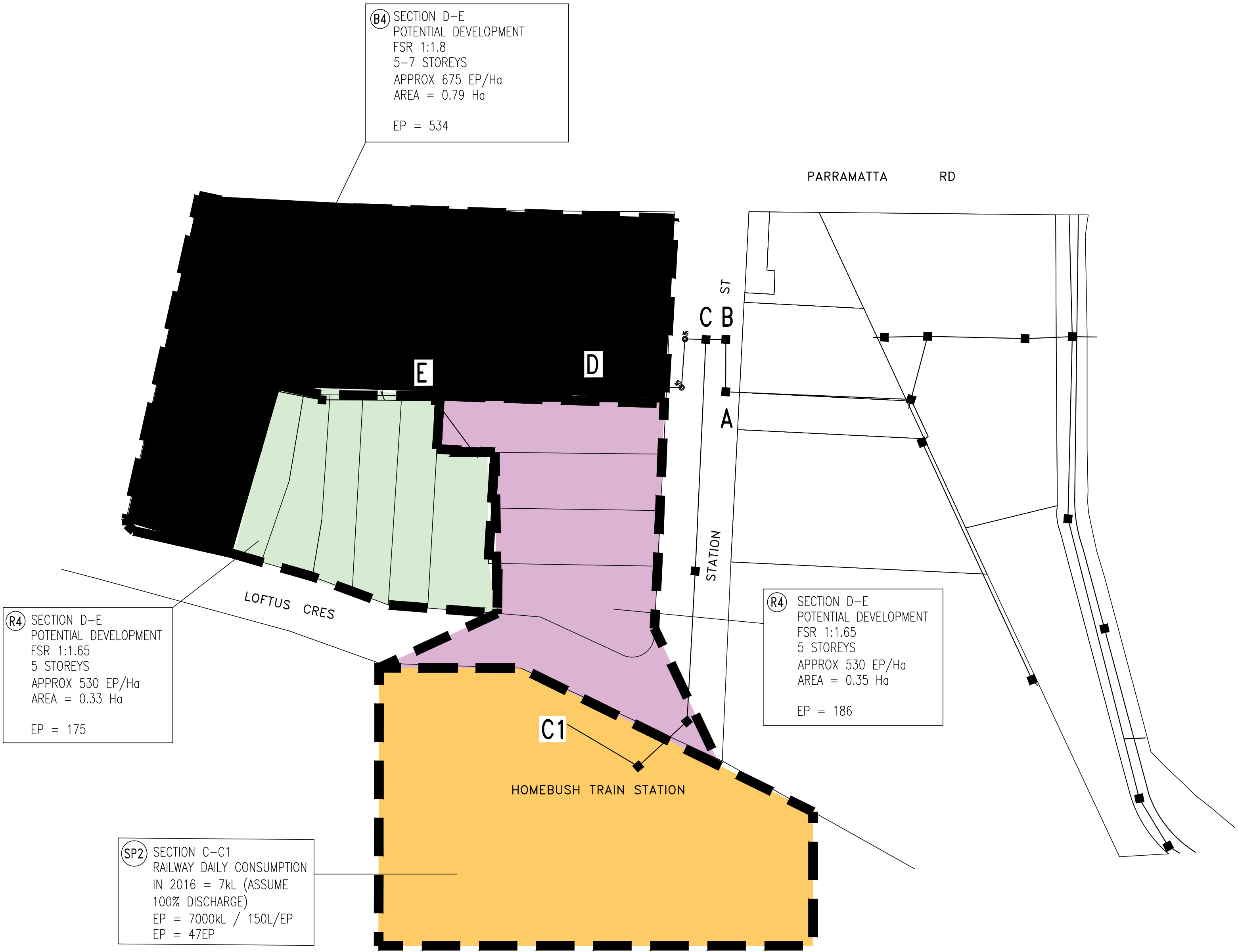
ZONING

(R4) HIGH DENSITY RESIDENTIAL
(B4) MIXED USE
(SP2) INFRASTRUCTURE - RAIL INFRASTRUCTURE

LEGEND:

----- CATCHMENT BOUNDARY FOR FLOW SCHEDULE
----- PROPOSED SEWER MAIN

- ASSUMPTIONS:
1. PROPOSED DEVELOPMENT CONSIST OF LOW DENSITY RESIDENTIAL (R2), MEDIUM DENSITY RESIDENTIAL (R3), LOCAL CENTRE (B2) AND MIXED USE (B4) AS PER THE STRATHFIELD CITY COUNCIL LEP
 2. R4 - HIGH DENSITY RESIDENTIAL TO OPERATE AT 675 EP/HA - POTENTIAL DEVELOPMENT
 2. R4 - HIGH DENSITY RESIDENTIAL TO OPERATE AT 675 EP/HA - EXISTING DEVELOPMENT
 3. B4 - MIXED USED TO OPERATE AT 530 EP/HA
 4. SP 2 - INFRASTRUCTURE - RAIL INFRASTRUCTURE AT 3.5 EP/TOILET
- NOTE: THE HOMEBUSH TRAIN STATION HAS 10 TOILETS. DUE TO THE UNKNOWN NUMBER OF USES IT HAS BEEN ASSUMED THAT EACH TOILET WILL HAVE THE EQUIVALENT USAGE AS 1 EP (3.5 EP/LOT).
- NOTE: EP's HAVE BEEN CALCULATED AT 150L/EP



FLOW DIAGRAM - LINE 1

POTENTIAL DEVELOPMENT CATCHMENT PLAN

42-46 PARRAMATTA RD - WASTE WATER ADJUSTMENT

1	ISSUED FOR APPROVAL	NMM	18/10/17
No.	AMENDMENT DESCRIPTION	BY	DATE

WORK AS CONSTRUCTED CERTIFICATION		SYDNEY WATER CORPORATION	
DEVELOPER	W.S.C.	Sydney WATER	
CONSTRUCTOR	COMPLETED		
W.A.C. PREPARED	DESIGNER	Case No. 156752WW SHT 4 OF 4 SHTS.	
I CERTIFY THAT THE WORKS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE WORK AS CONSTRUCTED DRAWINGS		SYDNEY WATER CORPORATION FOR DETAILS OF SERVICES SEE SHEET 1	

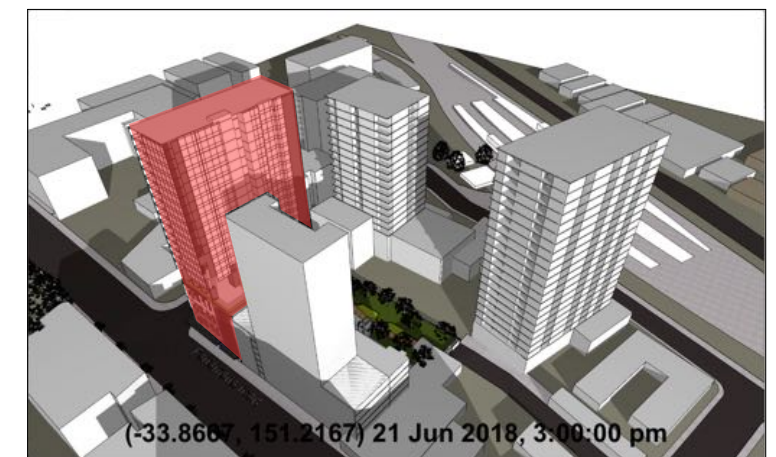
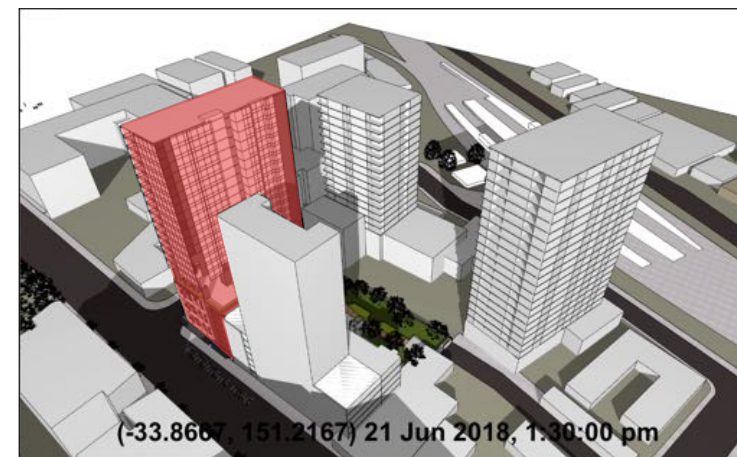
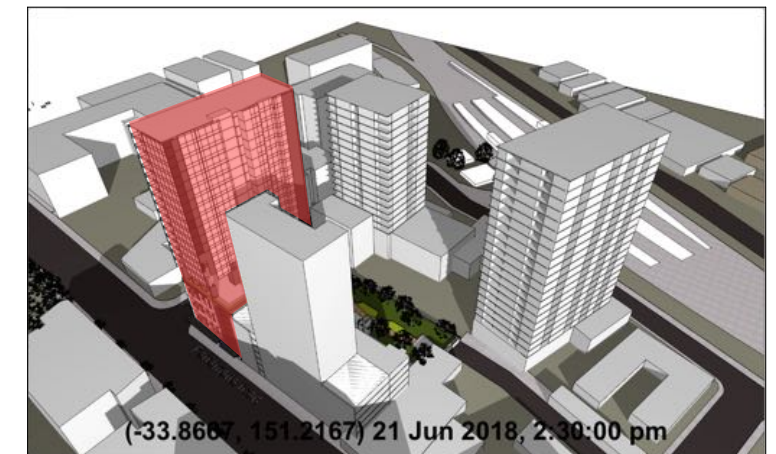
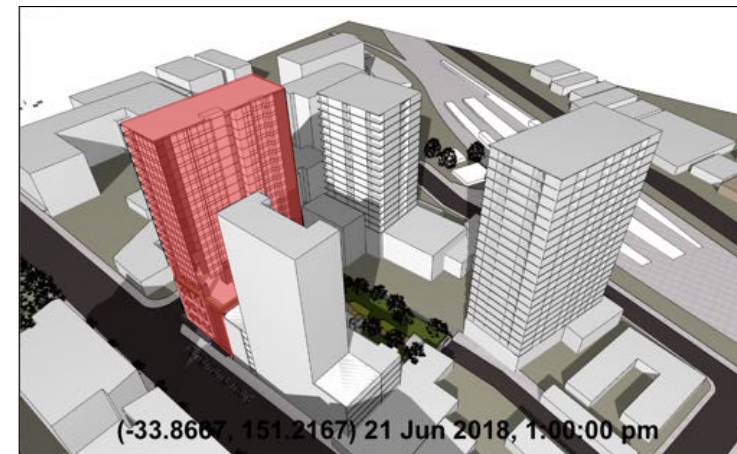
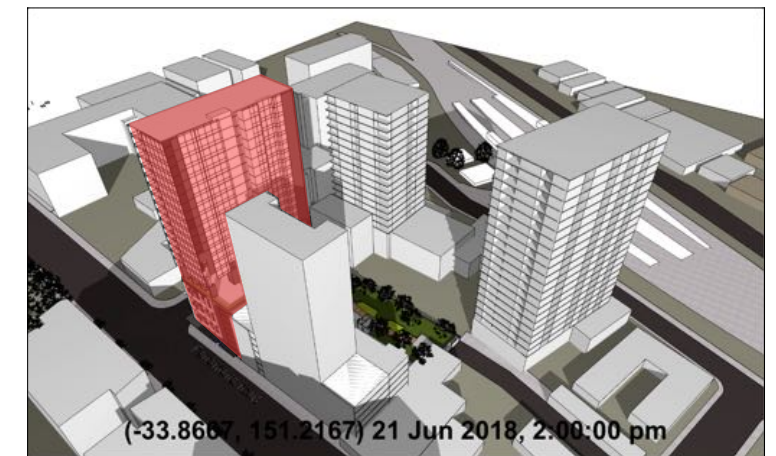
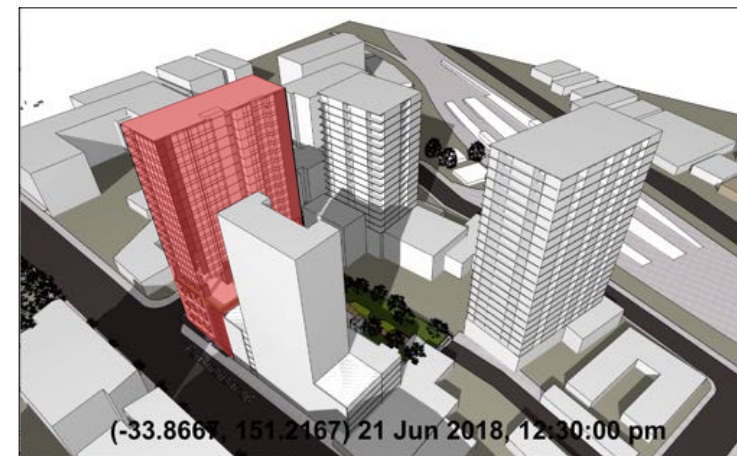


Attachment 4



1 | neighbouring proposed typical massing
1:750

note 1 The above diagram indicates typical unit layout for the tower components of the neighbouring developments to the south of the subject site, within the proposed massing envelope prepared by **e8urban** Urban Design Evaluation (prepared February 2018) confirming compliance with SEPP 65 unit design principles.



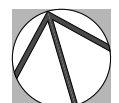
note 2 The above sun study shows that the potential developments to the south of the subject site (based on the proposed massing envelope prepared by **e8urban** Urban Design Evaluation prepared February 2018) would not have a detrimental impact on 70% of the units and balconies achieving 2 hours of direct sunlight (to achieve compliance with SEPP 65) with direct sunlight hitting the tower buildings between 12.30pm and 3.00pm.

proposed neighbouring massing

new residential apartments
AJB13036 | aj bush & sons pty ltd | 42-46 parramatta road HOMEBUSH NSW

all drawings are not for construction and are subject to further design development, consultant input, council and legislative requirements.

integrated**DESIGN**group
architects | bathurst penrith sydney
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nominated architects tony mcburney reg. no. 5273 | simon thorne reg. no. 7093



SK
9201

issue
A

true north 1:750 @ a3 **08/06/18**