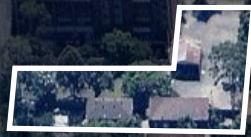


# PLANNING PROPOSAL



## AMENDMENT TO STRATHFIELD LOCAL ENVIRONMENTAL PLAN 2012

42-46 Parramatta Road, Homebush

PREPARED FOR  
AJ BUSH AND SONS PTY LTD

**B B C**  
CONSULTING PLANNERS





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

**Nos. 42-46 PARRAMATTA ROAD  
HOMEBUSH**

**VOLUME 1**

**Prepared for  
AJ Bush and Sons Pty Ltd**

**By  
BBC Consulting Planners**

Job No. 16-182  
Request for Planning Proposal - 42-46 Parramatta Road Homebush.docx  
June 2018

## Table of Contents

<b>1.</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Overview.....	1
<b>2.</b>	<b>SITE ANALYSIS .....</b>	<b>3</b>
2.1	The Site.....	3
2.1.1	General.....	3
2.1.2	Public Transport .....	3
2.1.3	Road Network .....	3
2.1.4	Heritage.....	4
2.1.5	Access to Open Space and Community Facilities .....	4
2.1.6	Site Constraints.....	6
2.2	Site Opportunities.....	6
2.3	Existing Planning Controls .....	6
2.3.1	Zoning and Permissible Uses .....	6
2.3.2	Building Height .....	7
2.3.3	Floor Space Ratio (FSR).....	7
2.3.4	Strathfield Development Control Plan No 20 – Parramatta Road Corridor .....	8
2.4	Existing Consents.....	8
<b>3.</b>	<b>STRATEGIC PLANNING CONTEXT.....</b>	<b>9</b>
3.1	Metropolitan Strategy – ‘A Plan for Growing Sydney’.....	9
3.2	Greater Sydney Regional Plan A Metropolis of Three Cities .....	10
3.3	Eastern City District Plan .....	11
3.4	Greater Parramatta Growth Area .....	12
3.5	Burwood, Strathfield and Homebush Planned Precinct.....	13
3.6	Parramatta Road Corridor Urban Transformation Strategy .....	13
3.6.1	Key Deliverables .....	14
3.6.2	Implementation Tool Kit .....	14
3.6.3	Implementation Plan (2016 – 2023).....	14
3.6.4	Urban Amenity Improvement Plan .....	15
3.6.5	Planning and Design Guidelines.....	15
3.6.6	Infrastructure Schedule .....	17
3.6.7	How the request for a planning proposal responds to the strategy .....	17
<b>4.</b>	<b>ASSESSMENT OF PROPOSAL .....</b>	<b>19</b>
4.1	Introduction.....	19
4.2	Indicative development concept.....	19
4.3	Design Statement.....	19
4.4	Urban Design Evaluation.....	20
4.5	Traffic assessment .....	21
4.6	Acoustics .....	21
4.7	Heritage .....	22
4.8	Urban Services.....	22
4.9	Stormwater management and flooding.....	22
4.10	Contamination.....	22
<b>5.</b>	<b>PLANNING PROPOSAL .....</b>	<b>23</b>

<b>6.</b>	<b>PART 1 – OBJECTIVES OF THE PLANNING PROPOSAL (I.E. PROPOSED LOCAL ENVIRONMENTAL PLAN)</b>	<b>24</b>
6.1	Objectives of the Planning Proposal	24
6.2	Rationale for the Planning Proposal	24
<b>7.</b>	<b>PART 2 - EXPLANATION OF PROVISIONS</b>	<b>25</b>
7.1	Parameters	25
7.2	Clause 4.3A - Exceptions to height of buildings (Parramatta Road Corridor)	25
7.3	Clause 4.4A - Exceptions to floor space ratio (Parramatta Road Corridor)	25
<b>8.</b>	<b>PART 3 - JUSTIFICATION</b>	<b>27</b>
8.1	Section A - Need for the planning proposal	27
8.2	Section B – Relationship to Strategic Planning Framework	27
8.3	Section C – Environmental, Social and Economic Impact	37
8.4	Section D – State and Commonwealth Interests	38
<b>9.</b>	<b>PART 4 – MAPPING</b>	<b>40</b>
<b>10.</b>	<b>PART 5 – COMMUNITY CONSULTATION</b>	<b>41</b>
<b>11.</b>	<b>PART 7 – PROJECT TIMELINE</b>	<b>42</b>
<b>12.</b>	<b>CONCLUSION</b>	<b>43</b>

## **FIGURES**

Figure 1:	Location Plan
Figure 2A:	Aerial Photo – Detail
Figure 2B:	Aerial Photo - Wide
Figure 3:	Strathfield LEP 2012 Land Zoning Map
Figure 4:	Strathfield LEP 2012 Height of Buildings Map
Figure 5:	Strathfield LEP 2012 Floor Space Ratio Map
Figure 6:	Strathfield LEP 2012 Key Sites Map
Figure 7:	Greater Sydney Structure Plan 2056
Figure 8:	Eastern City District Structure Plan 2036
Figure 9:	Homebush Precinct Structure Plan
Figure 10:	Homebush Precinct Urban Amenity Improvement Works
Figure 11:	Homebush Precinct Recommended Land Use Zones
Figure 12:	Homebush Precinct Recommended Building Heights
Figure 13:	Homebush Precinct Recommended Densities

## **APPENDICES**

Appendix 1:	<i>Traffic and Transport Assessment</i> prepared by Transport and Traffic Planning Associates
Appendix 2:	<i>Heritage Impact Statement</i> prepared by Heritage 21
Appendix 3:	<i>Acoustic Impact Assessment</i> prepared by Acouras Consultancy



Appendix 4: *Stormwater and Flooding Report* prepared by Cardno

Appendix 5: *Economic Assessment* prepared by Macro Plan Dimasi

## **SEPARATE VOLUME 2**

1. *42-46 Parramatta Road Homebush Urban Design Evaluation* prepared by e8urban (amended copy submitted)
2. Indicative Development Concept Drawings prepared by Integrated Design Group

# 1. INTRODUCTION

## 1.1 Overview

This report accompanies a request to prepare a planning proposal for a site at 42-46 Parramatta Road, Homebush. It contains:

- an explanation of the intended effect of a requested amendment to Strathfield Local Environmental Plan 2012 (“SLEP 2012”), insofar as it applies to 42-46 Parramatta Road, Homebush (“the site”);
- justification for the amendment.

The request has been prepared having regard to the requirements of 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*. The request has been prepared having regard to Council’s *Guidelines for Preparing Planning Proposals* dated September 2015

The request is consistent with the findings of the *Parramatta Road Urban Transformation Strategy, November 2016* (the Transformation Strategy) and the *Parramatta Road Corridor Implementation Tool Kit*, adopted by the NSW Government on 19 December 2016. The Transformation Strategy identified the potential of Homebush for additional residential development and recommended an increase in allowable building height and densities.

This request to prepare a planning proposal has been informed by:

- on-going discussions with Council officers on the request to prepare a planning proposal;
- consistency with the progressive outcomes of Council studies on urban design and traffic in the Homebush Precinct initiated on the finalisation of the Transformation Strategy;
- initiatives commenced by the Department of Planning and Environment (DPE) including the announcement of a planned precinct for Burwood Strathfield and Homebush.

To assist Strathfield Council in its consideration of this request to prepare a planning proposal, an *Urban Design Evaluation* has been prepared by eurban8 (see **Volume 2**). It examines the development potential of the site by analysing the indicative amalgamation and development pattern within the locality and considers the implications of the proposal on the development potential of other sites in the vicinity. This urban design analysis is generally consistent with the emerging urban design investigations undertaken by Council. Other supporting documentation includes:

- a traffic and transport assessment has been prepared by Transport and Traffic Planning Associates (see **Appendix 1**);
- a heritage impact statement of the implications of the change in planning controls on nearby heritage items prepared by Heritage 21 (see **Appendix 2**);
- an acoustic impact assessment by Acouras Consultancy (see **Appendix 3**);
- a stormwater and flooding report by Cardno (**Appendix 4**)
- an economic assessment prepared Macro Plan Dimasi (see **Appendix 5**).

The opportunity exists to provide for increased residential density on the site consistent with strategic planning strategies. This request to prepare a planning proposal seeks to amend SLEP 2012, in the following manner:

- modify Clause 4.3A to permit a maximum building height on “key site” No. 87 of 80 metres; and
- modify Clause 4.4A to permit a maximum Floor Space Ratio (FSR) on “key site” No. 87 of 5:1.

These amendments will facilitate the redevelopment of the site for a mixed-use development, as illustrated in the indicative architectural drawings prepared by IDG Architects (**Volume 2**), which will incorporate the following:

- 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.

Development of the site to the height and FSR reflected in these drawings, 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, 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;
- making more efficient use of an underutilised site;
- the utilisation of existing infrastructure and services and contributions to future infrastructure; and
- consistency with and giving effect to strategic land use planning strategies.

## 2. Site Analysis

### 2.1 The Site

#### 2.1.1 General

The site comprises Lot 2 in DP 518578 at 42-46 Parramatta Road, Homebush (see **Figure 1 & 2**). It is an 'L' shaped lot with an area of 2,251.5m<sup>2</sup>, a frontage to Parramatta Road of 24.385 metres and to Station Street of 50.29 metres.

The site is located on the western corner of Station Street and Parramatta Road, Homebush (see **Figure 1**). It is located 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.

The site is currently occupied by a single storey storage structure of approximately 90m<sup>2</sup> which is used for storage of cars. Part of the site is currently being used as hard stand car parking area, with the remainder covered in low grasses and accessible by a concrete ramp. The site is underutilized.

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. This development sits on a site that used to be the Arnott's Factory and Warehouse the origins of which date back to 1904.

#### 2.1.2 Public Transport

The site is located approximately 100 metres north of Homebush Railway Station. Strathfield Railway Station is also within walking distance. Bus stops are located nearby Parramatta Road with a range of services between Parramatta and Burwood (via University of Western Sydney, Rydalmere, Ermington, Silverwater, Newington, Sydney Olympic Park and Strathfield) and between Rhodes and Burwood (via Wentworth Point, Newington, Sydney Olympic Park and Strathfield).

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.

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.

#### 2.1.3 Road Network

The site also has excellent access to the surrounding road network which includes:

- M4 Motorway – a State Road and major arterial route linking between the City and Penrith with a new west bound on ramp some 60 metres from the site and access to other directions nearby;
- Parramatta Road – a State Road and major arterial route fronting the site;



- Concord Road / Leicester Avenue / Redmore Road / The Boulevard – a State Road and sub-arterial route some 630 metres to the east;
- Homebush Road / Broughton Road – Regional Roads and collector road routes;
- Various major and minor collector road routes.

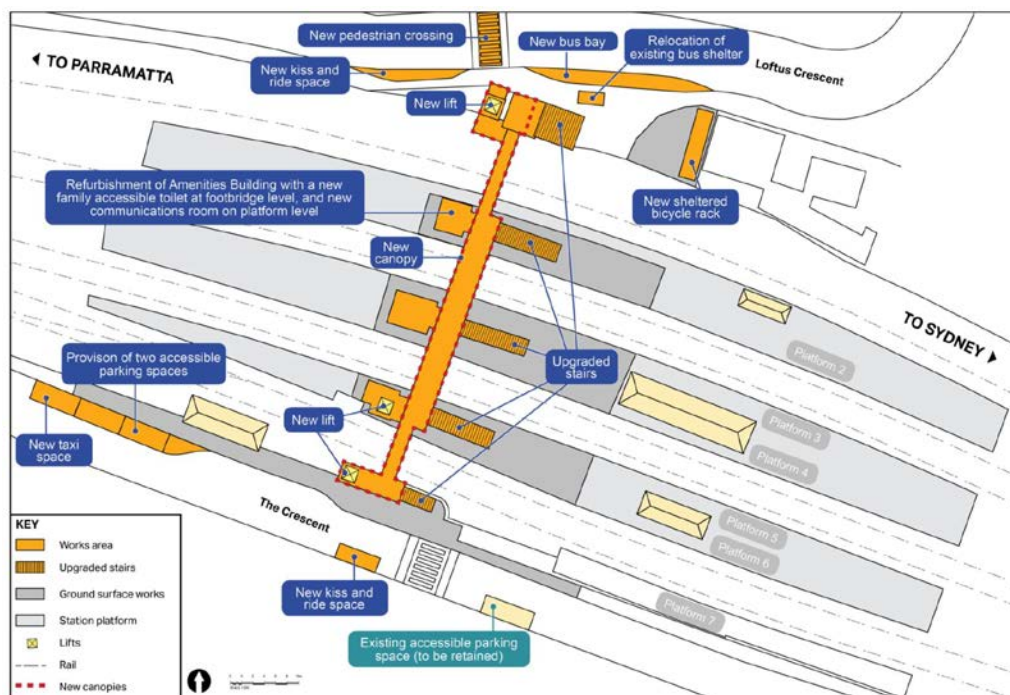
## 2.1.4 Heritage

The site does not contain any heritage listed item and is not located in a heritage conservation area. The heritage implications of the planning proposal are discussed in the report contained in **Appendix 2**.

## 2.1.5 Access to Open Space and Community Facilities

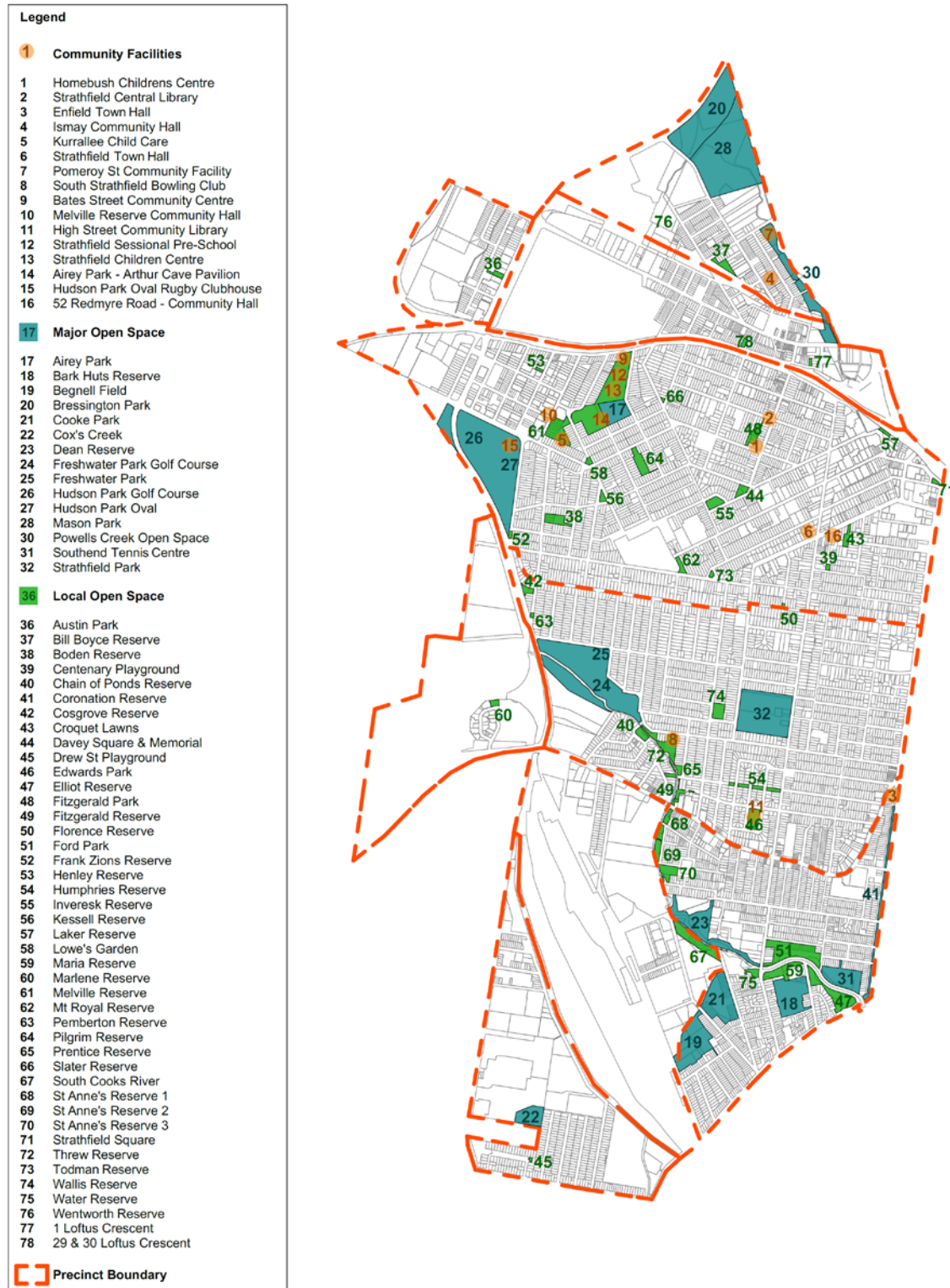
The site is located within a block that has excellent connectivity to the surrounding area and to facilities and services provided and to be provided in the area. These are shown in the amended urban design report and include:

- 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).

Existing local open space and community facilities in the area as identified by Council are shown in the following diagram:



NOTE: The numbers for the facilities are located generally for information purposes only.

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

### 2.1.6 Site Constraints

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.

Traffic noise from Parramatta Road, the M4 and the railway line can be readily incorporated into the design of the development as indicated in the acoustic report contained in **Appendix 1**.

Stormwater from the site can be managed in an effective manner and conveyed to Powells Creek.

## 2.2 Site Opportunities

The site has the following key characteristics:

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

## 2.3 Existing Planning Controls

### 2.3.1 Zoning and Permissible Uses

The site to which this request to prepare a planning proposal relates is zoned B4 Mixed Use pursuant to the provisions of Strathfield Local Environmental Plan 2012 (see **Figure 3**). The objectives of this 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 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"*

### 2.3.2 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**). Clause 4.3A of SLEP 2012, as relevant, states:

*"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.*

<b>Column 1</b>	<b>Column 2</b>
<b>Key site number</b>	<b>Maximum height</b>
27, 29, 52, part of 70, part of 78, part of <b>87</b> or 91–93	32 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 87) on the "Key Sites Map" in SLEP 2012 (see **Figure 6**) and, as such, is currently subject to a maximum building height of 32 metres.

This request to prepare a planning proposal seeks to amend Clause 4.3A of SLEP 2012 to permit a building on part of Key site 87 with a maximum building height of **80 metres**.

### 2.3.3 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**).

Clause 4.4A of SLEP 2012 as relevant, states:



*“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.*

<b>Column 1</b>	<b>Column 2</b>
<b>Key site number</b>	<b>Floor space ratio</b>
15, 16, 18, part of 19, 59, 62, 64–66, 83, <b>87</b> or 91	2.95:1

The site is within “Area 1” on the FSR map (see **Figure 5**) and is identified as a “Key Site” (i.e. Key Site 87) on the “Key Sites Map” in SLEP 2012 (see **Figure 6**) and as such is currently subject to a maximum FSR limit of 2.95:1.

This request to prepare a planning proposal request seeks to amend Clause 4.4A of SLEP 2012 to permit a maximum FSR of **5:1** on the site.

### **2.3.4 Strathfield Development Control Plan No 20 – Parramatta Road Corridor**

SDCP No 20 came into force in May 2006 and aims to achieve development within the Parramatta Road Corridor Area which is sympathetic and appropriate for the natural and built environment, optimises opportunities for utilising public transport, acceptable to the community and economically feasible. It recognises the strategic importance of Parramatta Road as a major regional connection; and builds on the opportunities provided by the proximity of the Corridor Area to Sydney Olympic Park.

## **2.4 Existing Consents**

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.

### 3. STRATEGIC PLANNING CONTEXT

#### 3.1 Metropolitan Strategy – ‘A Plan for Growing Sydney’

*A Plan for Growing Sydney*, 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 guides delivery of the Plan across the six districts that form the metropolitan area. The site is located within the Eastern City District, which comprises the local government areas of Inner West, Bayside, Burwood, Canada Bay, City of Sydney, Randwick, Strathfield, Waverley and Woollahra.

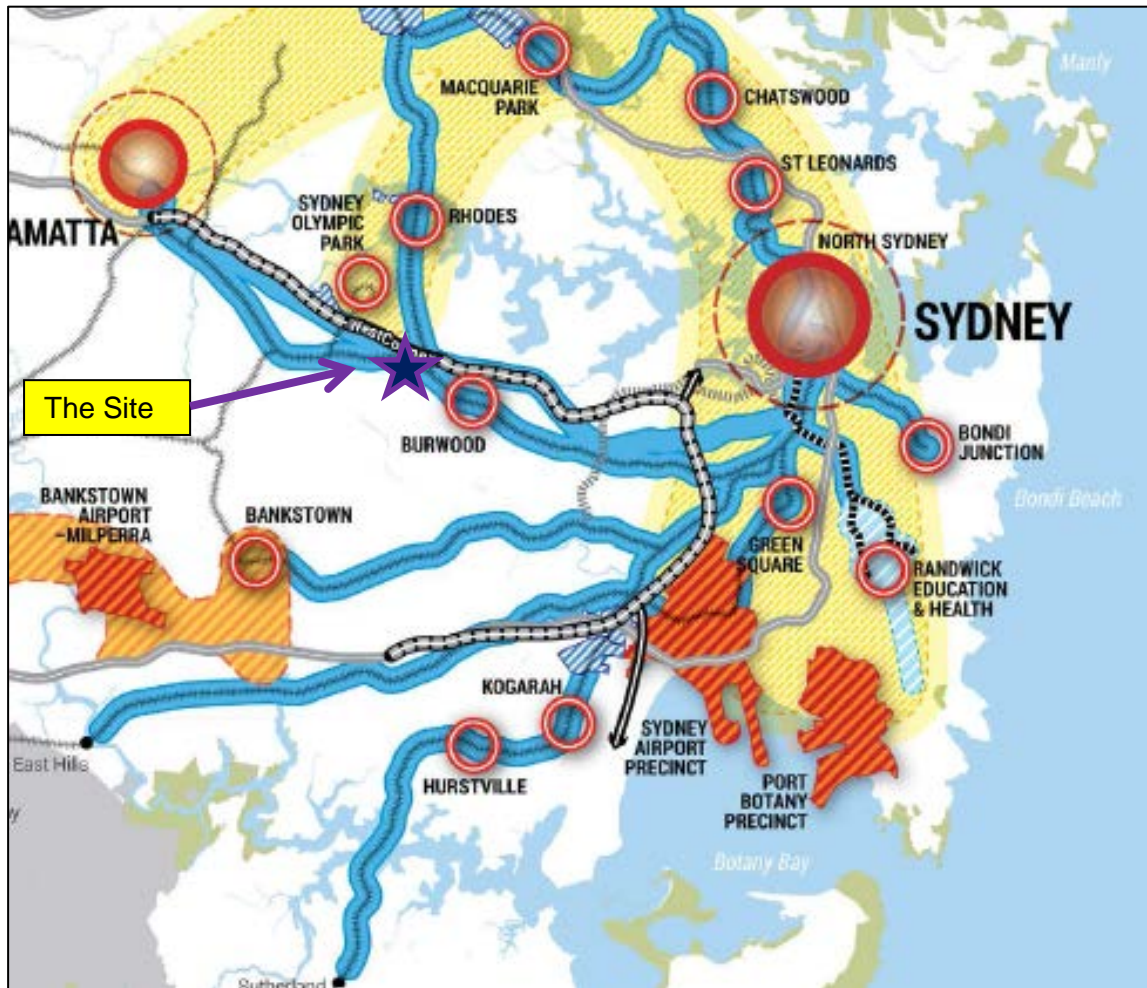
Priorities for each Subregion are set out in the Plan, along with further investigations that are needed to shape District Plans.

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 request to prepare a planning proposal is consistent with, and gives effect to, relevant objectives and action of A Plan for Growing Sydney.

### 3.2 Greater Sydney Regional Plan A Metropolis of Three Cities

The Greater Sydney Commission has recently released its first regional plan - the *Greater Sydney Region Plan - A metropolis of three cities*. It 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.

### 3.3 Eastern City District Plan

The Greater Sydney Commission's District Plans seek to provide State and regional-level strategic direction for greater Sydney planning, and provide strategic direction for the preparation of Local Environmental Plans (LEPs). A District Plan provides a strategic plan for each district within the Greater Sydney Region with regard to economic, social and environmental matters. It identifies planning priorities for the district and actions to achieve those priorities.

The *Eastern City District Plan* was released in March 2018. It provides a 20 year plan to manage growth and implement the Greater Sydney Region Plan at the district level. Homebush is located at the western end of this district.

In undertaking strategic planning processes, and/or preparing or considering planning proposals, planning authorities must give effect to the District Plan, specifically the Planning Priorities and Actions.

The vision, as set out on page 6 of the Eastern City District Plan, is:

*“The vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City and a 30 minute city – will see the Eastern City District become more innovative and globally competitive, carving out a greater portion of knowledge intensive jobs from the Asia Pacific Region. The vision will improve the District’s lifestyle and environmental assets.”*

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.

### 3.4 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 as<sup>1</sup>:

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

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<sup>1</sup> Interim Land Use and Infrastructure Implementation Plan Background Analysis

- 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.

To ensure future land use change is consistent with the interim Plan, a local planning direction (Section 117 Direction) has been prepared and adopted. The local planning direction requires that future amendments to any local or state planning instruments are consistent with the interim Plan.

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

### 3.5 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.

### 3.6 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.*

### 3.6.1 Key Deliverables

Key deliverables for the Parramatta Road Corridor Urban Transformation Strategy include:

- up to 56,000 additional residents in 27,000 new homes over the next 30 years;
- up to \$31.4 billion investment over 20 years with significant economic benefits;
- a productive commercial and business environment providing up to 50,000 new jobs;
- eight precincts (one of which is Homebush in which the site is located) that accommodate a diversity of land uses and densities; and
- an integrated and legible network of infrastructure, open space, and pathways to encourage pedestrian and cycle activity.

### 3.6.2 Implementation Tool Kit

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 117 Ministerial Direction issued on 9 December 2016 (see Section 10.2 of this Planning Proposal). Section 117 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.

### 3.6.3 Implementation Plan (2016 – 2023)

The Implementation Plan (2016 – 2023) is a staging plan that informs the initial stages of the Corridor’s transformation. The Implementation Plan identifies priority areas within each Precinct where land use change and development can occur within the short and medium term; this provides a degree of certainty to land owners, developers, and stakeholders regarding the timing of land use change and the delivery of infrastructure.

The Homebush Action Plan (2016 – 2023) which forms part of the Implementation Plan envisages the following deliverables in the Precinct:

- a maximum of 435,000m<sup>2</sup> residential gross floor area;
- a minimum of 5% of new housing is to be provided as Affordable Housing or in line with the Government Policy of the day;
- a range of housing diversity typologies identified in the Strategy are to be provided;
- a minimum of 195,000m<sup>2</sup> employment gross floor area of predominantly light industrial, enterprise, commercial, retail and community uses;

- delivery of the Powell's Creek reserve pedestrian and cycle link;
- delivery of new pedestrian and cycle bridge crossings over Powell's Creek at Hamilton Street and Lorraine Street;
- development in the Precinct to make an appropriate contribution to the delivery of new pedestrian and cycle links as indicated in the Planning and Design Guidelines, including:
  - new north–south cycle connection along the riparian corridor from Station Street in the south to Pomeroy Street in the north
  - new cycle connection from Strathfield Station in the south, along Cooper Street to Parramatta Road and the M4 Motorway, and looping around to Princess Avenue;
- development in the Precinct to be designed to deliver through-site links as indicated in the Planning and Design Guidelines;
- delivery of the upgrade and embellishment of Powell's Creek Reserve; and
- in accordance with the Infrastructure Schedule, provision of contributions towards the medium and long term open space facilities.

### **3.6.4 Urban Amenity Improvement Plan**

The Urban Amenity Improvement Plan is a \$198 million program of works which will deliver amenity improvements along the Corridor. The works will improve existing infrastructure and facilities, streetscapes, open spaces, walking and cycling links, and key transport nodes.

Urban amenity improvements works identified for the Homebush Precinct include:

- improve cycle and pedestrian connection along Powell's Creek Reserve to Bicentennial Park/ Sydney Olympic Park;
- new pedestrian/ cycleway bridge crossings over Powell's Creek at Hamilton and Lorraine Streets;
- Station Street public domain improvements and entrance to Homebush Station;
- public domain improvements to Parramatta Road including new street planting and public domain improvements from George Street to Underwood Road; and
- public domain improvements to Bridge Road.

### **3.6.5 Planning and Design Guidelines**

The Planning and Design Guidelines aim to ensure that development along Parramatta Road achieves design excellence and high-quality public and private domains that support the transformation of the Corridor. The Guidelines inform Local Environmental Plan changes and provide direction to landowners and developers in preparing rezoning planning proposals.

#### Corridor Guidelines

The 'Corridor Guidelines' establish general land use principles which will apply to all new development within the Corridor in relation to: urban structure; heritage and fine grain; creeks and watercourses; open space and public domain; community facilities; traffic and transport; street function; car parking and bicycle parking; transport; and sustainability and resilience.

#### Built Form Guidelines



The 'Built Form Guidelines' set out controls relating to: block configuration and site planning; building massing; scale and articulation; setbacks and street frontage heights; transition zones and sensitive interfaces; building typologies; active and commercial frontages; building entries and fencing; amenity; accessibility, safety and security; signage; and advertising.

### Homebush Precinct Guidelines

For each of the eight Precincts within the Corridor, the Planning and Design Guidelines identify constraints and opportunities, establish character appraisals and design controls, describe future street functions, open space patterns, and transport connections, and recommend future land uses, heights and densities to be reflected in rezoning proposals.

The Homebush Precinct, in which the site is located, lies immediately north west of Strathfield Town Centre and Strathfield Rail Station. It is the largest of the eight Precincts along the Corridor and extends from the Western Rail Line northwards along the Northern Rail Line into Concord West.

The future urban structure of Homebush Precinct is envisaged as follows:

*"Homebush will be a focus for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West and Strathfield Stations. Both Parramatta Road and George Street will form main streets to build on the character of the Bakehouse Quarter and the curve of Parramatta Road. Taller residential buildings will mark the centre of activity at the Precinct's core. The network of streets to the north and west from here will be easy and safe to walk through, with medium-density housing and the green corridor of Powells Creek. The area around Flemington Markets will have a new employment and retail focus."*

The future vision and character identity of the Homebush Precinct is envisaged as follows:

*"Sitting between Sydney's two main CBDs, Homebush can be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations."*

The future vision and character identity of the Precinct is to be realised by:

- *"building on the vibrancy and character of the Bakehouse Quarter*
- *delivering a high quality open space network and improving the areas around the train stations*
- *planting trees and improving the environment along Parramatta Road*
- *ensuring the viability of shops and commercial uses along Parramatta Road*
- *addressing on-street parking along Parramatta Road*
- *minimising traffic congestion along Parramatta Road, including north-south connections*
- *boosting service frequency at Flemington, Homebush, Concord West and North Strathfield Stations*
- *addressing barriers such as the M4 Motorway and Concord Road*
- *managing flooding, noise and contamination constraints."*

### Homebush Precinct Recommended Land Uses

The recommended land use zones to implement the vision for the Homebush Precinct are shown on **Figure 11**.

### Homebush Precinct Recommended Maximum Building Heights

The recommended maximum building height for areas to the west and south of the site is 80 metres (see **Figure 12**). This is the same height limit which the Planning Proposal seeks to implement on the site.

#### Homebush Precinct Recommended Densities

The recommended floor space ratio for the areas to the west and south of the site is 5.0:1 (see **Figure 13**).

The purpose of the recommended controls in the strategy is to inform changes to the LEP (and other LEP's) as the Strategy is implemented through future owner-initiated planning proposals, such as the one to which the report relates. All such planning proposals need to address the Minister's Section 117 Directions

### **3.6.6 Infrastructure Schedule**

The Infrastructure Schedule identifies transport, open space, community, and health facilities required to support the future transformation of the Corridor. It coordinates the delivery of infrastructure to be provided by state agencies, local government, and the private sector.

Short and medium-term infrastructure deliverables for the Homebush Precinct relate to:

- Active transport network (cycling links);
- Community services (improvements to existing communities, centres and uses);
- Road upgrades (including George Street/Parramatta Road intersection);
- Open space and recreation facilities (sportsgrounds, outdoor sports courts, urban plazas, open spaces etc); and
- Public transport network (investigate improved rail frequencies and provision of new bus route connecting Parramatta to Burwood via Parramatta Road).

Infrastructure items identified by the Infrastructure Schedule are to be funded by a range of sources.

### **3.6.7 How the request for a planning proposal responds to the strategy**

The proponent has been working with Council since the adoption of the strategy in November 2016 to develop the planning proposal in conjunction with Council initiated studies on urban design and transport. This request for a planning proposal is totally consistent with the findings and recommendations of the strategy and its implementation plan and is consistent with the emerging findings of Council's investigations.

The planning proposal, if prepared in accordance with this request, 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.

This 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 (**Appendix 1**).

### 3.6.8 Other Planning Proposals

Details of other pending planning proposals 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.

## 4. ASSESSMENT OF PROPOSAL

### 4.1 Introduction

This request to prepare a planning proposal is accompanied by:

- An indicative development concept prepared by Integrated Design Group;
- An Urban Design Evaluation undertaken by e8urban;
- An Assessment of Traffic, Transport and Parking Implications prepared by Transport and Traffic Planning Associates;
- An Acoustic Assessment by Acouras Consultancy;
- A Heritage Impact Assessment prepared by Heritage 21;
- Stormwater and Flooding report by Cardno;
- An Economic Assessment prepared by Macroplan Dimasi.

### 4.2 Indicative development concept

An indicative development concept for the site assuming the planning controls as recommended in the Transformation Strategy has been prepared (**Appendix 2 of Volume 2**).

The concept is for a mixed-use building with ground floor commercial premises and a mix of one two and three-bedroom residential apartments above. The concept compared to that approved is summarised as follows:

As Approved	Planning Proposal
3 x one-bed	15 x one-bed
41 x two-bed	69 x two-bed
18 x three-bed	27 x three-bed
362.3 m <sup>2</sup> commercial	457.96 m <sup>2</sup> commercial
103 parking spaces	134 parking spaces

The concept includes:

- two basement levels accommodate 134 parking spaces (providing 105 spaces for residents, 22 spaces for visitors and 5 commercial spaces) with an appropriate quantum of accessible spaces and bicycle parking;
- a ground level commercial floor activating the street frontages at the corner location of a street with pedestrian movement to and from the station;
- a six-storey residential podium;
- a fifteen-storey residential tower above the podium.

The slim tower configuration provides the opportunity for a large area of communal open space (approximately 1,615m<sup>2</sup>).

### 4.3 Design Statement

The proposed building envelope is a podium and single slim tower on an east-west block with a 7-storey podium and a 15-storey tower separated by a 3-storey open space. The proposed



development would include two levels of basement car parking, ground level commercial tenancies, podium and tower apartments as well as communal outdoor landscaped spaces.

The building's mass is divided into three main components - the commercial ground floor, the solid podium level, and the elegant residential tower above with the podium and tower being separated by a multi-level open communal space with planting and BBQ areas. This location up in the middle of the tower provides the communal space with good access to natural sunlight and ventilation and city views, whilst also providing a safe secure area for residents private from neighbours and the public.

The ground level is a transparent commercial zone open to the public and activating the streetscape. The middle podium is the beginning of a new urban street wall along Parramatta Road in Homebush. The high-quality masonry facade echoes the industrial past of the area, whilst providing a high quality residential apartments that are close enough to interact with the vibrancy and energy of the future Parramatta Road corridor. The tower extends beyond the street wall with a clear separation through material and a change in glazing and floats elegantly above the street wall as a marker to the beginning of the Homebush precinct.

Through careful design consideration the proposed design enhances the building's position in the local area. Providing a landmark presence at the entry to the new Homebush Urban Activation Precinct the proposal has an elegance in its form, incorporates open spaces on roof levels to promote healthy green spaces that are safe to use and provide a softening of the new urban landscape; and ultimately promotes engagement of the local community in the design of its communal spaces, and street frontages.

## 4.4 Urban Design Evaluation

The request is accompanied by an Urban Design Evaluation undertaken by e8urban (**Appendix 1 of Volume 2**). This evaluation provides an overview of the local context and relevant planning controls. It presents the proposal in the current urban context and also the potential future context that assumes that the immediate context is redeveloped in line with the strategic planning objectives for the locality. The purpose of the evaluation has been to establish how the proposal fit into the existing and future character of the locality.

The qualitative and quantitative finding are presented in the context of the existing condition and a future condition where the surrounding sites are developed to their full potential according to the proposed PRUT density limits.

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 Urban Design Evaluation concludes that 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.

## 4.5 Traffic assessment

An *Assessment of Traffic, Transport and Parking Implications* of the proposal has been undertaken by Transport and Traffic Planning Associates (**Appendix 1**).

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.

The Parramatta Road Urban Transformation Strategy identifies improvements required to accommodate the new development in the corridor, including transport infrastructure for the Homebush precinct. 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 at that time.

## 4.6 Acoustics

An acoustic impact assessment by Acouras Consultancy (**Appendix 3**) 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.

#### **4.7 Heritage**

A Heritage Impact Assessment by Heritage 21 (**Appendix 2**) concludes that development in accordance with the planning proposal would not generate any negative heritage impacts on the heritage significance of nearby heritage items.

#### **4.8 Urban Services**

Given the highly urbanised location, all utility services are available or can be readily extended to the site.

#### **4.9 Stormwater management and flooding**

A Stormwater and Flooding Impacts report by Cardno (**Appendix 4**) concludes that stormwater from the site can be managed and conveyed to Powells Creek and that there is no impact from flooding.

#### **4.10 Contamination**

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.

## 5. PLANNING PROPOSAL

A planning proposal will be 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. As input to this process, this request addresses the matters required to comprise a planning proposal including the following six parts, as follows:

- 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.



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

This section sets out the objectives or intended outcomes of a planning proposal.

### 6.1 Objectives of the Planning Proposal

The intended outcome of the planning proposal would be to ensure that the height and FSR controls in SLEP 2012 are consistent with the intent of the Parramatta Road Urban Transformation Strategy, thereby allowing development on the site to a maximum building height of 80 metres and a maximum FSR of 5:1.

### 6.2 Rationale for the Planning Proposal

As outlined above *A Plan for Growing Sydney* (the Metropolitan Strategy), states that Sydney needs to accommodate 664,000 new homes over the next 20 years. Sydney will need to provide 33,200 new homes (664,000 divided by 20 years) every year for the next 20 years it is 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.”*

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.

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 as outlined above.

## 7. PART 2 - EXPLANATION OF PROVISIONS

### 7.1 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.

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

This Planning Proposal requests that the maximum building height on the site be increased to 80 metres. This can be achieved by amending 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.*

<b>Column 1</b>	<b>Column 2</b>
<b>Key site number</b>	<b>Maximum height</b>
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, <del>part of 87</del> 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
<u>Part of 87</u>	<u>80 metres</u>

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

The planning proposal would request that the maximum FSR on the site be increased to 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.*

<b>Column 1</b>	<b>Column 2</b>
<b>Key site number</b>	<b>Floor space ratio</b>

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, <del>87</del> 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
<u>87</u>	<u>5:1</u>

## 8. PART 3 - JUSTIFICATION

### 8.1 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 *Parramatta Road Urban Transformation Strategy* (“the Strategy”). The site is identified in the “Homebush” precinct pursuant to the Strategy. The Homebush precinct has been identified for growth and change in the strategy.
- The changes to the development standards applying to the site are totally consistent with the recommendations of the Strategy.
- The planning proposal is consistent with, and gives effect to, *A Plan for Growing Sydney* in the manner outlined in Section 3.1 and 8.2.
- The planning proposal is consistent with, and gives effect to, the *Greater Sydney Regional Plan* in the manner outlined in Section 3.2.
- The planning proposal is consistent with, and gives effect to, the *Eastern City District Plan* and its planning priorities in the manner outlined in Section 3.3.
- The planning proposal is consistent with, and gives effect to, the *Interim Land Use and Infrastructure Implementation Plan for the Greater Parramatta Priority Growth Area* in the manner outlined in Section 3.4.

#### 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 applicant is keen to develop this underutilised site. There is demand for additional residential accommodation in the locality and the site is suitable for development. A planning proposal is the best, most efficient and most time effective approach to delivering the desired outcome of the redevelopment the site to its potential.

### 8.2 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 planning proposal is consistent with the current Sydney Metropolitan Strategy *A Plan for Growing Sydney, Towards our Greater Sydney 2056* and the *Eastern City District Plan*.

*A Plan for Growing Sydney* is the blueprint for strategic planning within metropolitan Sydney. The planning proposal is consistent with the Strategy 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 relates to a strategically well-located site which is readily accessible; and
- it will help grow Sydney's economy.

The planning proposal is consistent with, and gives effect to, Greater Sydney Regional Plan in the manner outlined in Section 3.2.

The planning proposal is consistent with, and gives effect to, the Eastern City District Plan and its planning priorities (PPs) in the manner outlined in Section 3.3.

## 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<sup>2</sup>:

**Connectivity** - *understanding how Strathfield connects and integrates with the broader Inner West and Sydney region. This 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 local community to the world.*

**Community Wellbeing** - *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.*

**Prosperity and Opportunities** - *providing opportunities for prosperity through innovative business development, improving regulatory systems and promoting a sense of civic pride.*

**Liveable Neighbourhoods** - *supporting high quality, well planned and sustainable urban and natural environments that balance well designed and innovative development with existing local character.*

**Responsible Leadership** - *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

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<sup>2</sup> Strathfield Council website

- *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. The planning proposal would support liveable neighbourhoods in that it supports 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 environment.

Council is in the process of reviewing its Community Strategic Plan.

The planning proposal is consistent with the land use and urban structure findings of the Strathfield Comprehensive LEP – Parramatta Road Corridor Study 2011, albeit with greater development potential reflected in the Parramatta Road Urban Transformation Strategy.

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

Yes.

The relevant SEPP's include:-

- SEPP 55 - Remediation of Land – the site is or can be made suitable for the proposed development;
- SEPP 65 - Design Quality of Residential Flat Development – the indicative development concept is capable of satisfying the requirements of SEPP 65 as outlined in **Appendix 1** of **Volume 2**;
- 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.

Where applicable, the above SEPP's will be further considered at the development application stage.

### **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 2** specifically addresses Section 117 Direction 7.3 which relates to land to which the Parramatta Road Urban Transformation Strategy applies.

**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	<p>Consistent.</p> <p>This direction applies:</p> <p><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></p> <p>The site is zoned B4 Mixed Use and as such is a business zone.</p> <p>The objectives of this direction are to:</p> <p><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></p> <p>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.</p>
2.1 Environment Protection Zones	<p>Consistent.</p> <p>This direction applies:</p> <p><i>“when a relevant planning authority prepares a planning proposal”</i></p> <p>A planning proposal must:</p> <p><i>“include provisions that facilitate the protection and conservation of environmentally sensitive areas.”</i></p> <p>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.</p>
2.3 Heritage Conservation	<p>Consistent.</p> <p>This direction applies:</p> <p><i>“when a relevant planning authority prepares a planning proposal”</i></p> <p>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.</p>
3.1 Residential zones	<p>Consistent.</p> <p>This direction applies:</p>



s.117 Direction Title	Consistency of Planning Proposal
	<p><i>“when a relevant planning authority prepares a planning proposal that will affect land within:</i></p> <p><i>....</i></p> <p><i>(b) any other zone in which significant residential development is permitted or proposed to be permitted.”</i></p> <p>A planning proposal must include:</p> <p><i>“...provisions that encourage the provision of housing that will:</i></p> <p><i>(a) broaden the choice of building types and locations available in the housing market, and</i></p> <p><i>(b) make more efficient use of existing infrastructure and services, and</i></p> <p><i>(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and</i></p> <p><i>(d) be of good design.</i></p> <p><i>(5) A planning proposal must, in relation to land to which this direction applies:</i></p> <p><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></p> <p><i>(b) not contain provisions which will reduce the permissible residential density of land.”</i></p> <p>The planning proposal would facilitate lodgement of a development application which would provide more housing stock in a 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.</p>
3.4 Integrating Land Use and Transport	<p>Consistent.</p> <p>This direction applies:</p> <p><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></p> <p>The objective of this direction is to:-</p> <p><i>“ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <p><i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i></p> <p><i>(b) increasing the choice of available transport and reducing dependence on cars, and</i></p>

s.117 Direction Title	Consistency of Planning Proposal
	<p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p> <p>(e) providing for the efficient movement of freight.”</p> <p>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).</p>
4.1 Acid Sulfate Soils	<p>Consistent.</p> <p>This direction applies:</p> <p><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></p> <p>There are existing provisions within SLEP 2012 which relate to acid sulfate soils. The planning proposal will not affect these provisions.</p>
4.3 Flood Prone Land	<p>Consistent.</p> <p>This direction applies:</p> <p><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></p> <p>Flood prone land is defined under the Floodplain Development Manual 2005 to mean:</p> <p><i>“land susceptible to flooding by the PMF event. Flood prone land is synonymous with flood liable land.”</i></p> <p>The site is not identified as comprising flood prone land. There are existing provisions in SLEP 2012 which relate to flood planning. The Planning Proposal will not affect these provisions.</p>
6.1 Approval and Referral Requirements	<p>Consistent.</p> <p>The proposal does not include provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority.</p>
6.2 Reserving Land for Public Purposes	<p>Consistent.</p> <p>The planning proposal does not create, alter or reduce existing zonings or reservations of land for public purposes.</p>
6.3 Site Specific Provisions	<p>N/A - This direction applies when a relevant planning authority prepares a planning proposal that will allow a particular development to be carried out.</p>

s.117 Direction Title	Consistency of Planning Proposal
7.1 Implementation of A Plan for Growing Sydney	Yes. As addressed above.

**Tables 2 and 3** provide an assessment of the proposal's consistency with the relevant sections of Ministerial Direction No. 7.3 – Parramatta Road Corridor Urban Transformation Strategy and Direction No. 7.5 - Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan:

**Table 2: Planning proposal's consistency with Ministerial Direction No. 7.3 – Parramatta Road Corridor Urban Transformation Strategy**

Item	Comment
<b>Objectives</b>	
<p>(1) The objectives of this Direction are to:</p> <p>(a) facilitate development within the Parramatta Road Corridor that is consistent with the <i>Parramatta Road Corridor Urban Transformation Strategy (November, 2016)</i> and the <i>Parramatta Road Corridor Implementation Tool Kit</i>,</p> <p>(b) provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community, and</p> <p>(c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.</p>	<p>The proposal is consistent with the objectives of Direction 7.3 as it will:</p> <ul style="list-style-type: none"> <li>• facilitate development within the Parramatta Road Corridor that is consistent with the <i>Parramatta Road Corridor Urban Transformation Strategy (November 2016)</i> and the Parramatta Road Corridor Implementation Tool Kit.</li> <li>• provide a range of jobs and housing to meet the needs of the community; and</li> <li>• guide the transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure,</li> </ul>
<b>Where this Direction applies</b>	
<p>(2) This Direction applies to the following Local Government Areas:</p> <p>(a) City of Parramatta Council,</p> <p>(b) Cumberland Council,</p> <p>(c) Strathfield Council,</p> <p>(d) Burwood Council,</p> <p>(e) Canada Bay Council, and (f) Inner West Council.</p>	<p>The site is located within Strathfield Council Local Government Area.</p>
<b>When this Direction applies</b>	
<p>(3) This Direction applies when a relevant planning authority prepares a planning proposal for land within the Parramatta Road Corridor as identified on the Map titled Parramatta Road Corridor on pages 14 and 15 of the <i>Parramatta</i></p>	<p>The site is in the identified "Transformation Area" on the map titled Parramatta Road Corridor on pages 14 and 15 of the <i>Parramatta Road Corridor Urban Transformation Strategy (November, 2016)</i>.</p>

Item	Comment
<i>Road Corridor Urban Transformation Strategy (November, 2016).</i>	
<b>What a relevant planning authority must do if this Direction applies</b>	
<p>(4) A planning proposal that applies to land within the Parramatta Road Corridor must:</p> <p>(a) give effect to the objectives of this Direction,</p> <p>(b) be consistent with the Strategic Actions within the <i>Parramatta Road Corridor Urban Transformation Strategy (November, 2016)</i>,</p> <p>(c) be consistent with the <i>Parramatta Road Corridor Planning and Design Guidelines (November, 2016)</i> and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines,</p> <p>(d) be consistent with the staging and other identified thresholds for land use change identified in the <i>Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016)</i>,</p> <p>(e) contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the <i>Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016)</i>,</p> <p>(f) be consistent with the relevant District Plan.</p>	<ul style="list-style-type: none"> <li>• The proposal is consistent with the objectives of Direction No.7.3, as discussed above.</li> <li>• The proposal is consistent with the Strategic Actions within the Strategy.</li> <li>• The proposal is consistent with the intent of the Parramatta Road Corridor Planning and Design Guidelines (November 2016).</li> <li>• The site is located within the 2016-2023 release area identified in the Implementation Plan</li> <li>• The site is fully serviced and can accommodate the additional density which is proposed.</li> <li>• The proposal is consistent with the Eastern City District Plan.</li> </ul>
<b>Consistency</b>	
<p>(5) A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning &amp; Environment (or an officer of the Department nominated by the Secretary) that the planning proposal is:</p> <p>(a) consistent with the Out of Sequence Checklist in the <i>Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016)</i>, or</p>	<ul style="list-style-type: none"> <li>• The proposal is not inconsistent with the terms of this direction.</li> <li>• The proposal is not out of sequence.</li> </ul>



Item	Comment
(b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the <i>Parramatta Road Corridor Urban Transformation Strategy (November, 2016)</i> and <i>Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016)</i> having regard to the vision and objectives, or	<ul style="list-style-type: none"> <li>N/A</li> </ul>
(c) of minor significance.	<ul style="list-style-type: none"> <li>N/A</li> </ul>

**Table 3: Planning proposal's consistency with Ministerial Direction No. 7.5 - Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan**

Item	Comment
<b>Objectives</b>	
(1) The objective of this direction is to ensure development within the Greater Parramatta Priority Growth Area is consistent with the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan dated July 2017 (the interim Plan).	The proposal is consistent with the objectives of this direction as it will contribute to housing supply as identified in the interim Plan.
<b>Where this Direction applies</b>	
(2) This direction applies to land contained within Greater Parramatta Priority Growth Area and as indicated in the map attached.	The site is located within the area to which the interim Plan applies.
<b>When this Direction applies</b>	
(3) This direction applies when a relevant planning authority prepares a planning proposal for land within the Greater Parramatta Priority Growth Area, as identified in the map attached.	The site is located within the area to which the interim Plan applies.
<b>What a relevant planning authority must do if this Direction applies</b>	
(4) Planning proposals shall be consistent with the interim Plan published in July 2017.	<ul style="list-style-type: none"> <li>The proposal is consistent with the objectives of Direction No.7.6, as discussed above.</li> <li>The proposal is consistent with the interim Plan.</li> </ul>
<b>Consistency</b>	

Item	Comment
<p>(5) A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning &amp; Environment (or an officer of the Department nominated by the Secretary), that:</p> <p>(a) the provisions of the planning proposal that are inconsistent are of minor significance, and</p> <p>(b) the planning proposal achieves the overall intent of the interim Plan and does not undermine the achievement of its objectives, planning principles and priorities for the Greater Parramatta Priority Growth Area.</p>	<ul style="list-style-type: none"> <li>The proposal is not inconsistent with the terms of this direction.</li> <li>The proposal achieves the overall intent of the interim Plan and does not undermine the achievement of its objectives, planning principles and priorities for the Greater Parramatta Priority Growth Area.</li> </ul>

### 8.3 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 Planning Proposal is accompanied by:

- An Urban Design Evaluation (**Appendix 1** of **Volume 2**) that finds the following in terms of impact:
  - While there are impacts from additional overshadowing from an 80-metre tower, the proposed location and slender tower form minimises the impacts, and importantly do not prevent the sites to the south achieving their full density potential in a future redevelopment scenario.
  - The solar study shows that approximately 50% of the total private open space areas will receive two or more hours of direct sunlight at mid-winter, making it generally compliant with best practice design standards.
  - The site could be redeveloped without compromising the ability of the other adjoining site to amalgamate and achieve comparable development densities.
- A Traffic and Transport Assessment (see **Appendix 1**) that concludes that:
  - the traffic generation outcome will be very little more than that of the approved development
  - 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
- A Heritage Impact Assessment (**Appendix 2**) concludes that development in accordance with the planning proposal would not generate any negative heritage impacts on the heritage significance of nearby heritage items;
  - An acoustic impact assessment by Acouras Consultancy (**Appendix 2**) concludes that measures can be incorporated into the design of any subsequent development to satisfy relevant noise criteria;
  - A Stormwater and Flooding Impacts report (**Appendix 4**) concludes that stormwater from the site can be managed and conveyed to Powells Creek and that there is no impact from flooding;
  - The site is suitable for, or can be made suitable for the proposed development having regard to the contamination status of the site;

### 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 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.

## 8.4 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 100 metres of Homebush Railway Station. Strathfield Railway Station is also within walking distance. Bus stops are located nearby Parramatta Road providing local and regional connections. 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.

### 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. 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.

## **9. PART 4 – MAPPING**

The Planning Proposal is supported by a set of figures which outline the land to which the Planning Proposal applies and the current (relevant) zoning, FSR and height maps from SLEP 2012.

The Planning Proposal may require minor changes to the existing building height map associated with SLEP 2012. Otherwise 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 87”.



## **10. PART 5 – COMMUNITY CONSULTATION**

Community consultation on the Planning Proposal will be undertaken in accordance with any requirements of a Gateway Determination.

## **11. PART 7 – PROJECT TIMELINE**

An indicative timeline for the finalisation of a planning proposal can be prepared at the time the planning proposal is prepared.

## 12. CONCLUSION

This request to prepare a planning proposal has been prepared on behalf of AJ Bush (the applicant) and seeks to initiate the preparation of a Local Environmental Plan amendment for the land at Nos. 42-46 Parramatta Road, 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. 87 of 80 metres; and
- that Clause 4.4A be modified to permit a maximum Floor Space Ratio (FSR) on “key site” No. 87 of 5:1.

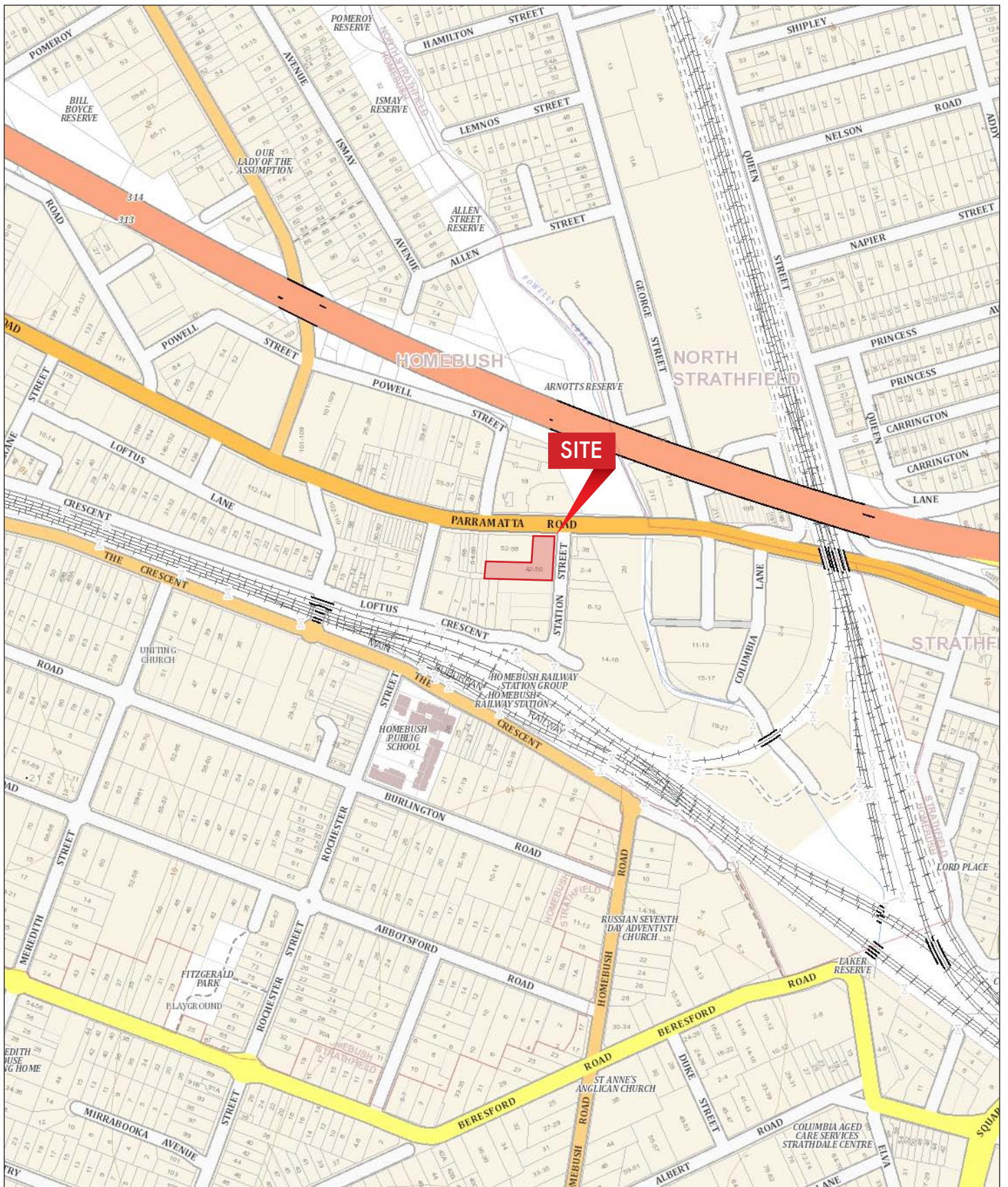
The planning proposal would be consistent with *Parramatta Road Urban Transformation Strategy*, metropolitan plans and the District Plan. The proposal will increase the housing density on a site with good access to services and public transport infrastructure.

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.



## FIGURES

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Source: <http://maps.six.nsw.gov.au>



## PLANNING PROPOSAL 42-46 Parramatta Rd, Homebush

**FIGURE 1**  
Location

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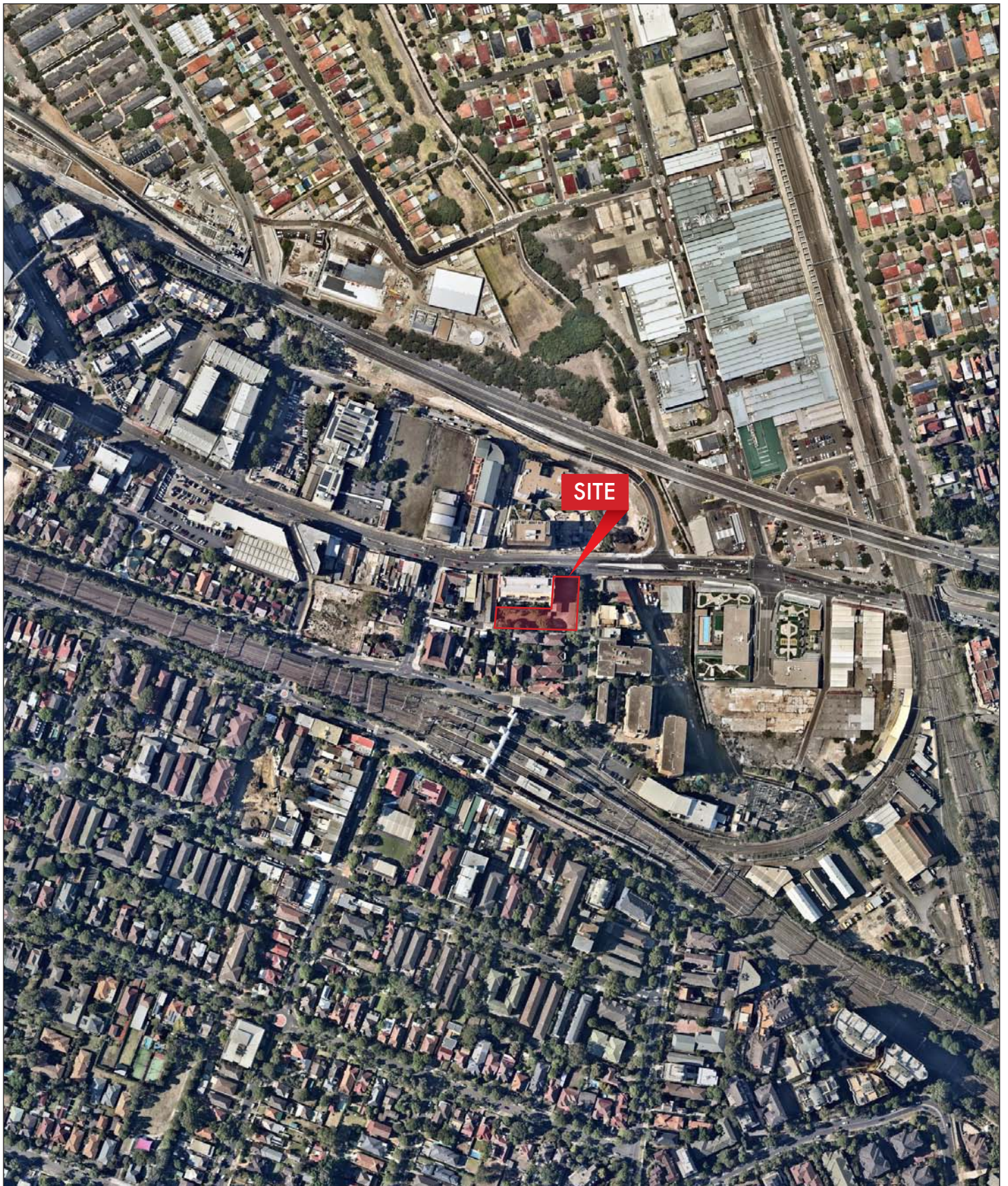
Source: NearMap 2017

**PLANNING PROPOSAL**  
42-46 Parramatta Rd, Homebush

**FIGURE 2A**  
Aerial Photo - Detail

Prepared For - A J Bush & Sons





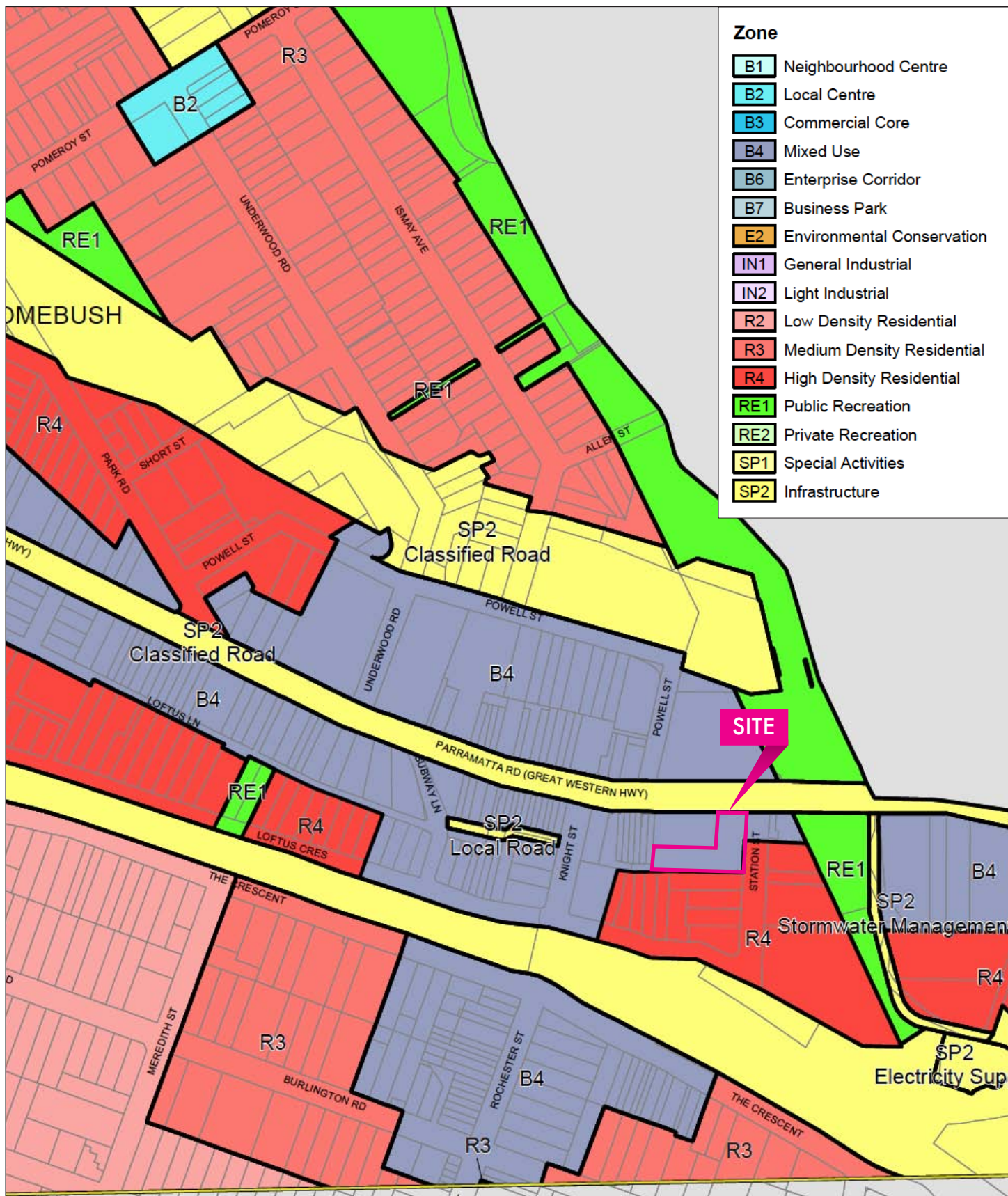
Source: NearMap 2017

**PLANNING PROPOSAL**  
42-46 Parramatta Rd, Homebush

**FIGURE 2B**  
Aerial Photo - Wider Area

Prepared For - A J Bush & Sons



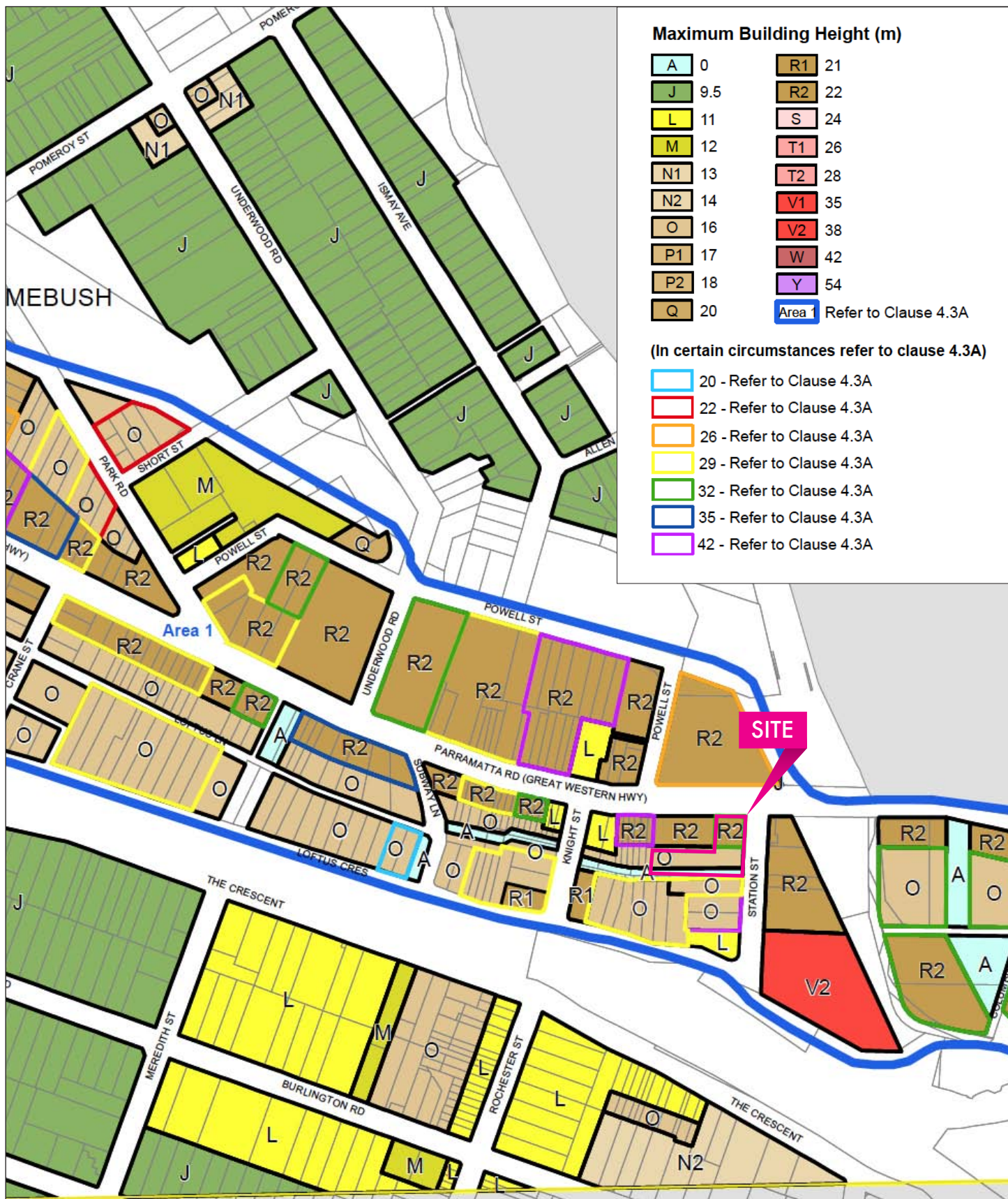


**PLANNING PROPOSAL**  
42-46 Parramatta Rd, Homebush

**FIGURE 3A**  
Zoning Map - Strathfield LEP 2012

Prepared For - A J Bush & Sons



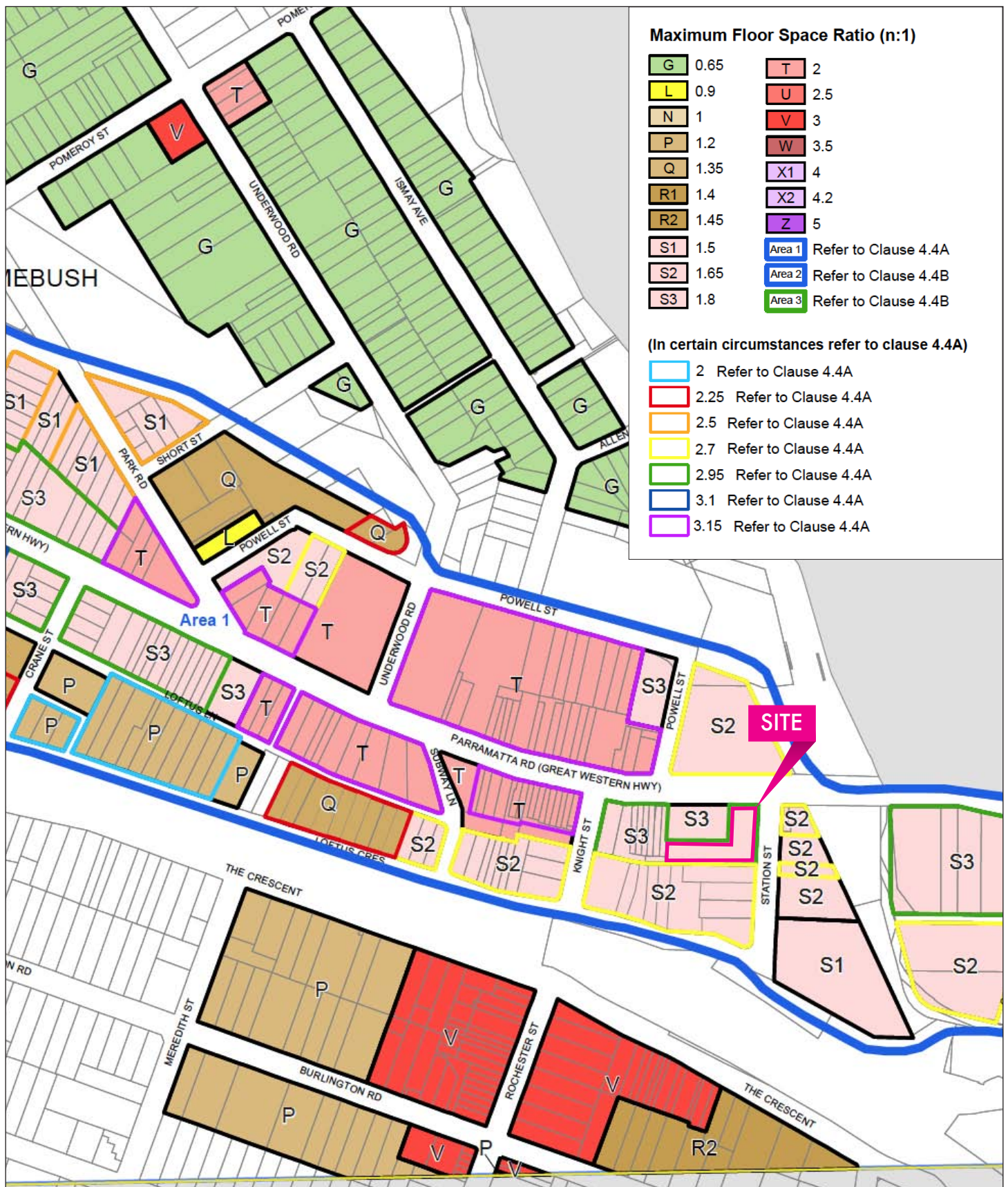


**PLANNING PROPOSAL**  
42-46 Parramatta Rd, Homebush

**FIGURE 4**  
Height of Buildings Map - Strathfield LEP 2012

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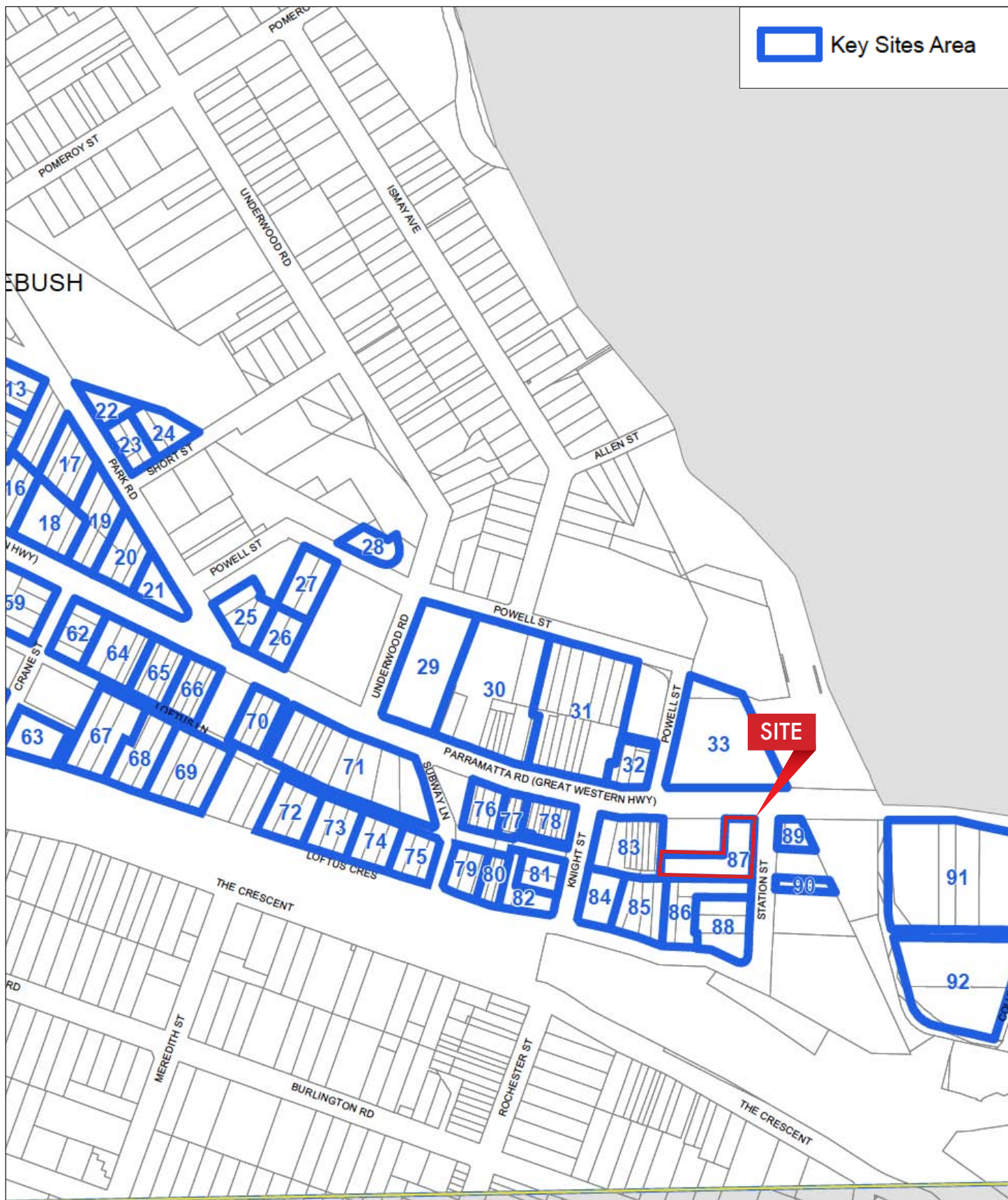




**FIGURE 5**  
Floor Space Ratio Map - Strathfield LEP 2012

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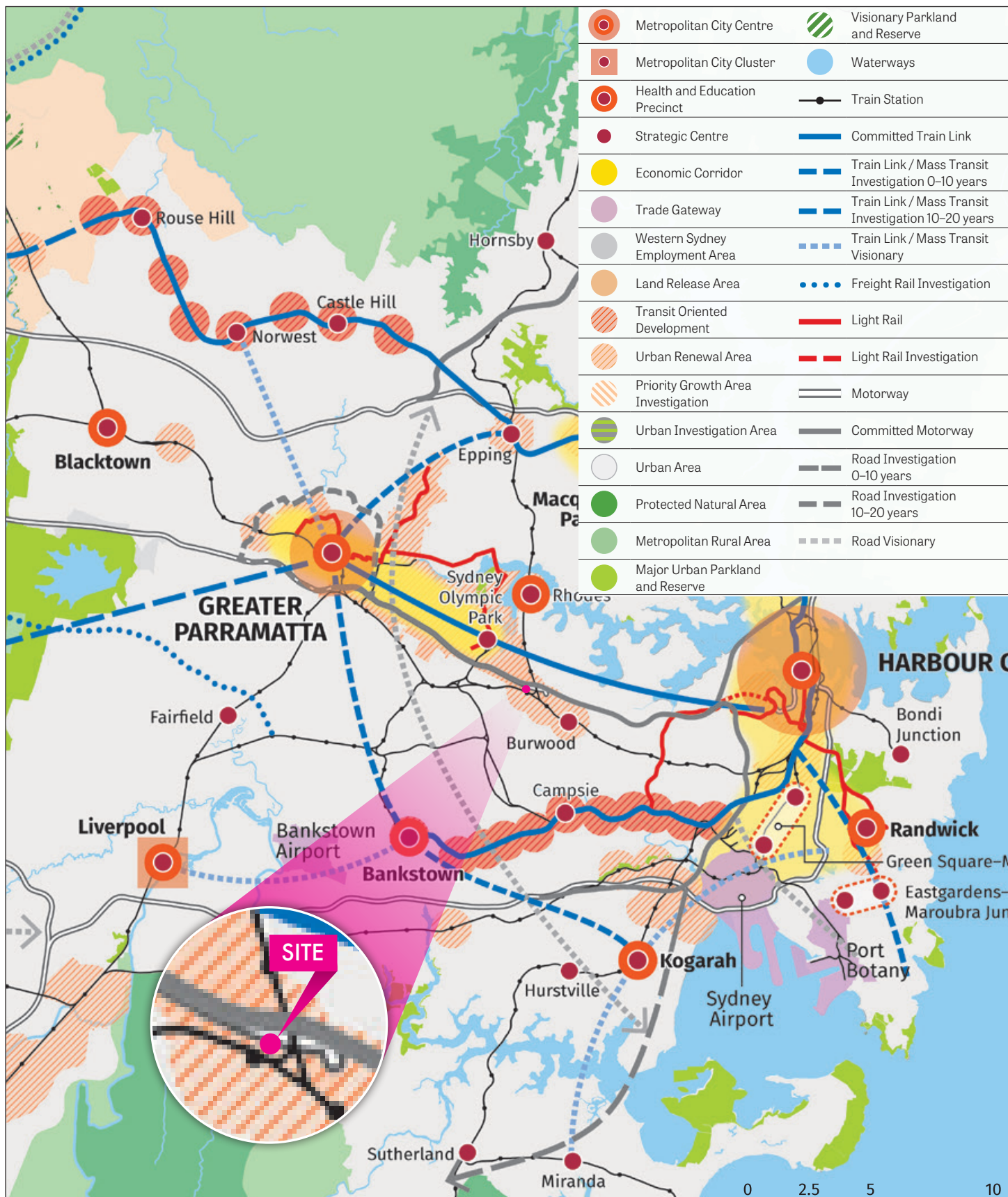




**PLANNING PROPOSAL**  
42-46 Parramatta Rd, Homebush

**FIGURE 6**  
Key Sites Map - Strathfield LEP 2012

Prepared For - A J Bush & Sons

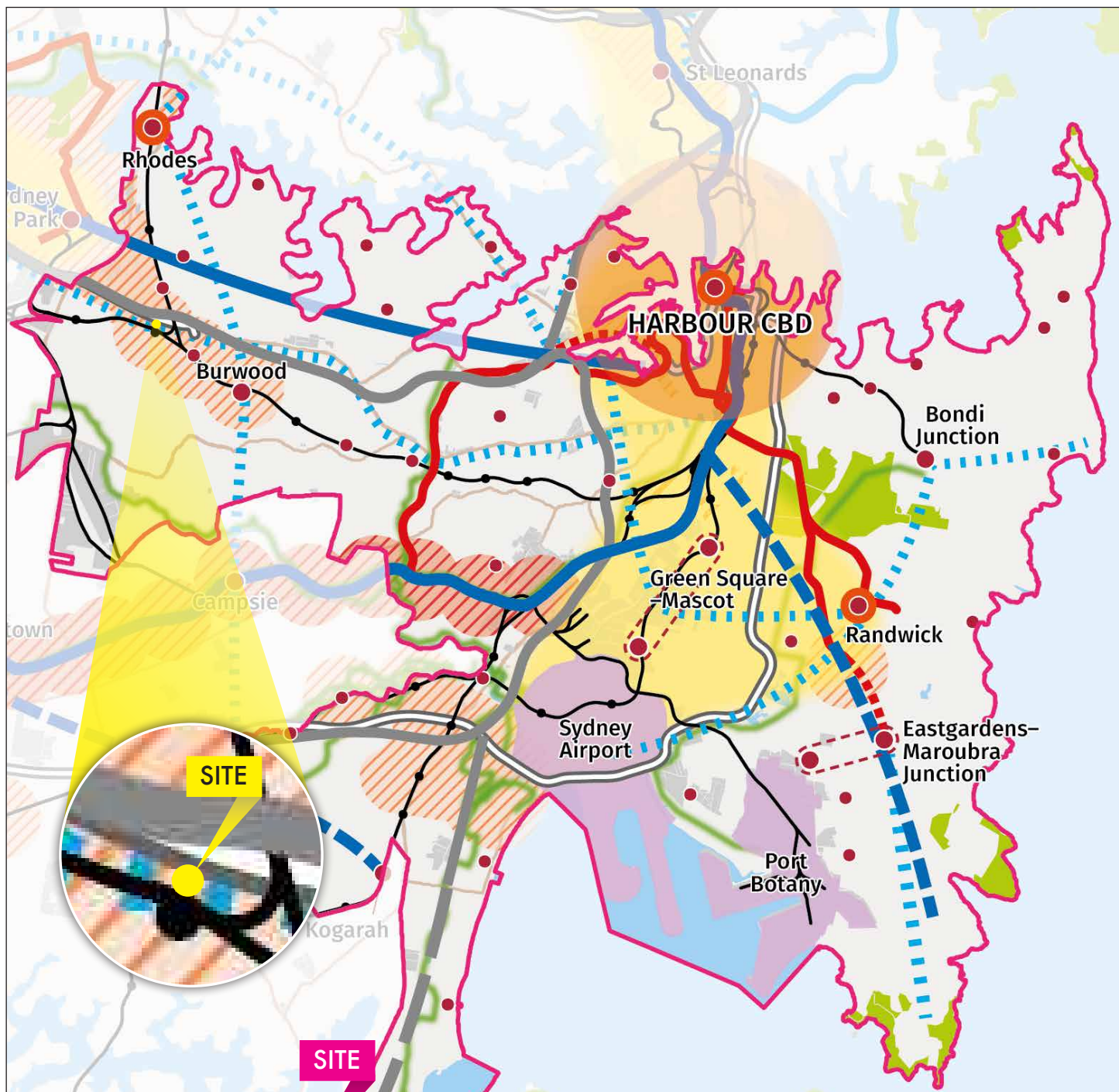


**PLANNING PROPOSAL**  
42-46 Parramatta Rd, Homebush

**FIGURE 7**  
Draft Greater Sydney Structure Plan 2056

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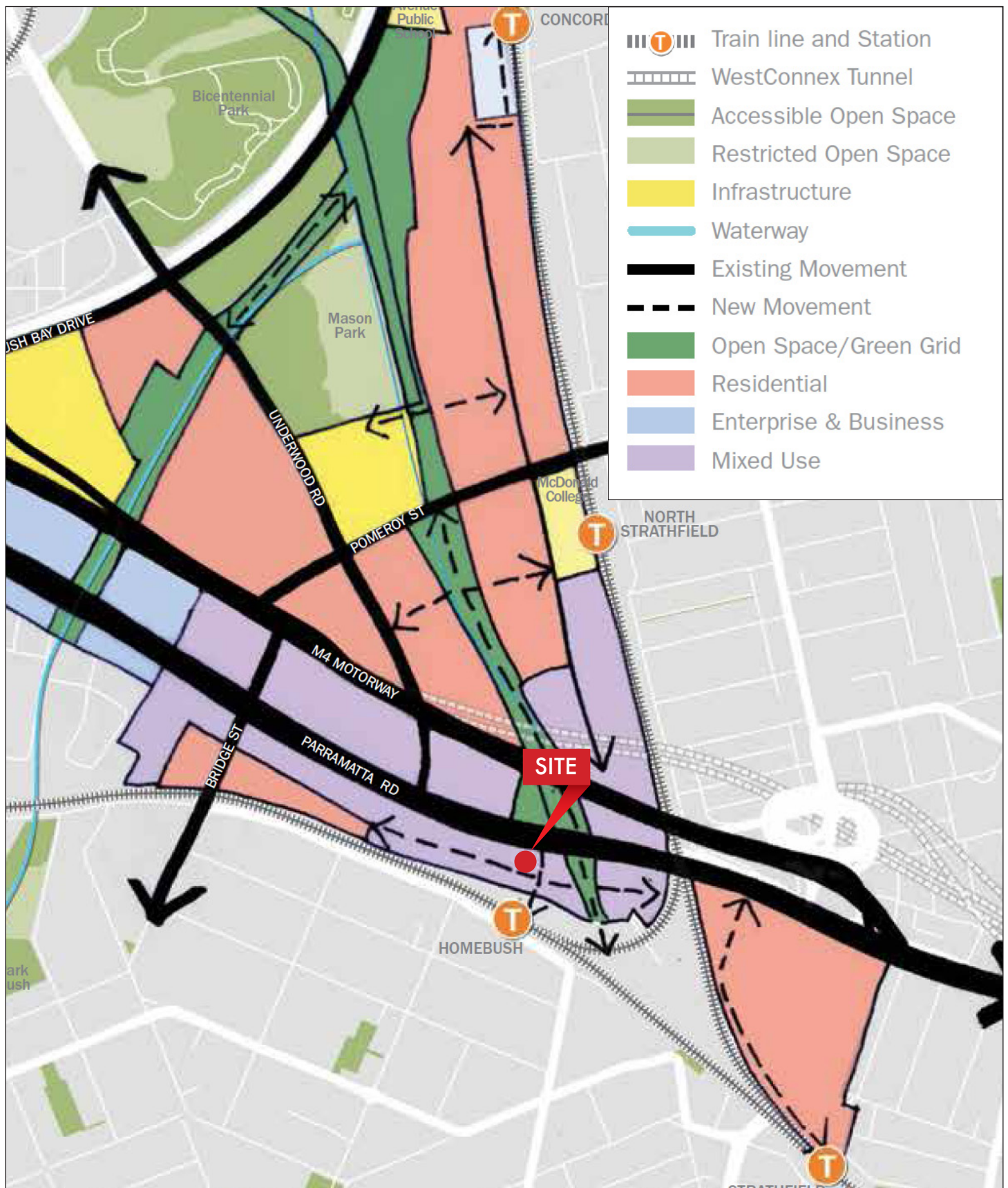
	Metropolitan City Centre		Trade Gateway		Waterways		Motorway
	Health and Education Precinct		Industrial Land		Train Station		Committed Motorway
	Strategic Centre		Transit Oriented Development		Committed Train Link		Road Investigation 0-10 years
	Local Centre		Urban Renewal Area		Train Link / Mass Transit Investigation 10-20 years		Green Grid Priority Project
	Economic Corridor		Major Urban Parkland and Reserve		On Street Rapid Transit		

**PLANNING PROPOSAL**  
42-46 Parramatta Rd, Homebush

**FIGURE 8**  
Draft Eastern City District Structure Plan 2036

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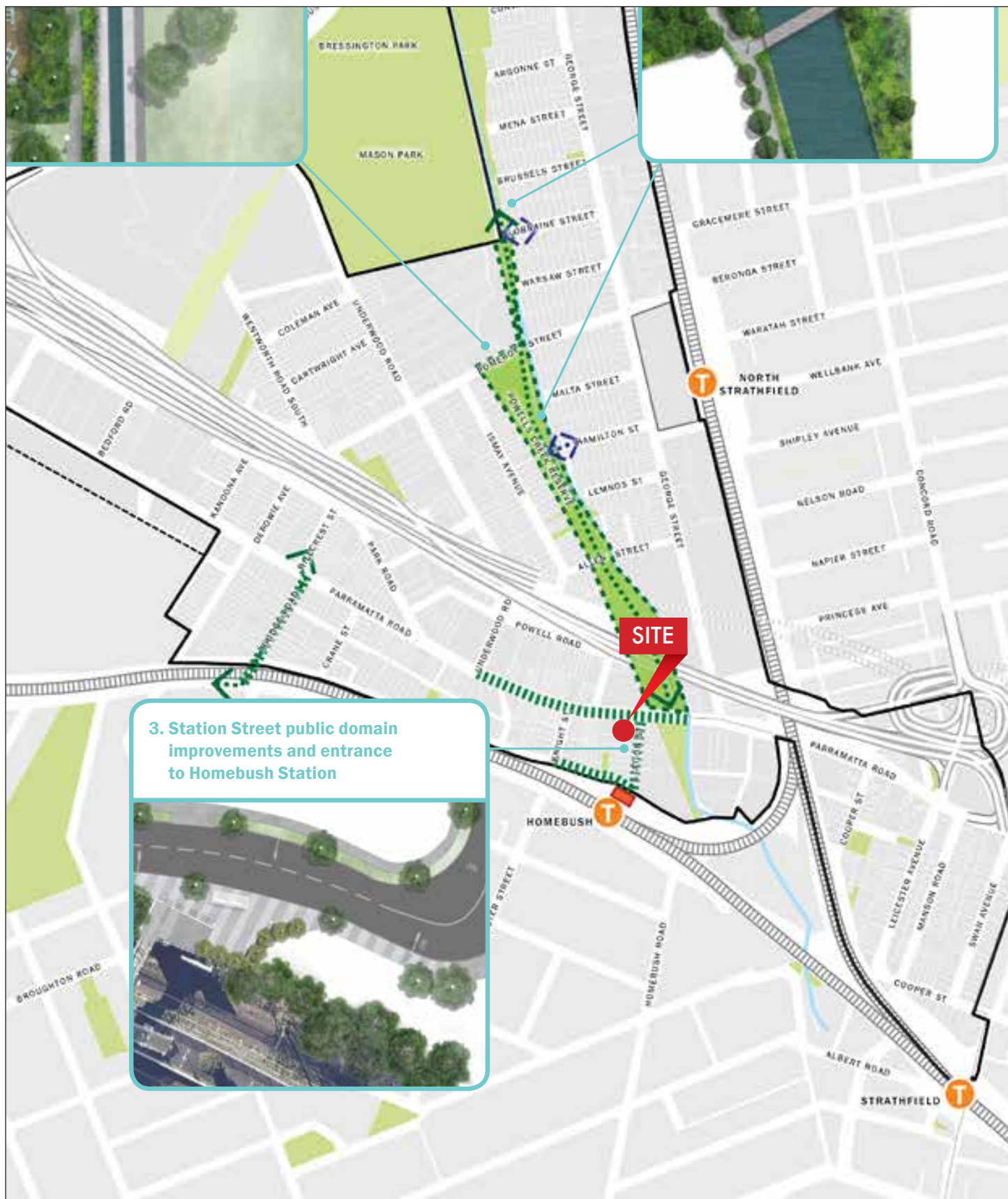




**PLANNING PROPOSAL**  
42-46 Parramatta Rd, Homebush

**FIGURE 9**  
Homebush Precinct Structure Plan - Parramatta Road Corridor Urban Transformation Strategy (November 2016)

Prepared For - A J Bush & Sons



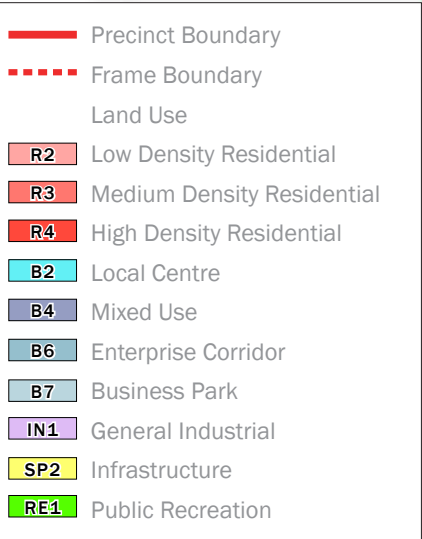
**3. Station Street public domain improvements and entrance to Homebush Station**

**PLANNING PROPOSAL**  
42-46 Parramatta Rd, Homebush

**FIGURE 10**  
Homebush Precinct Urban Amenity Improvement Works - Parramatta Road Corridor Urban Transformation

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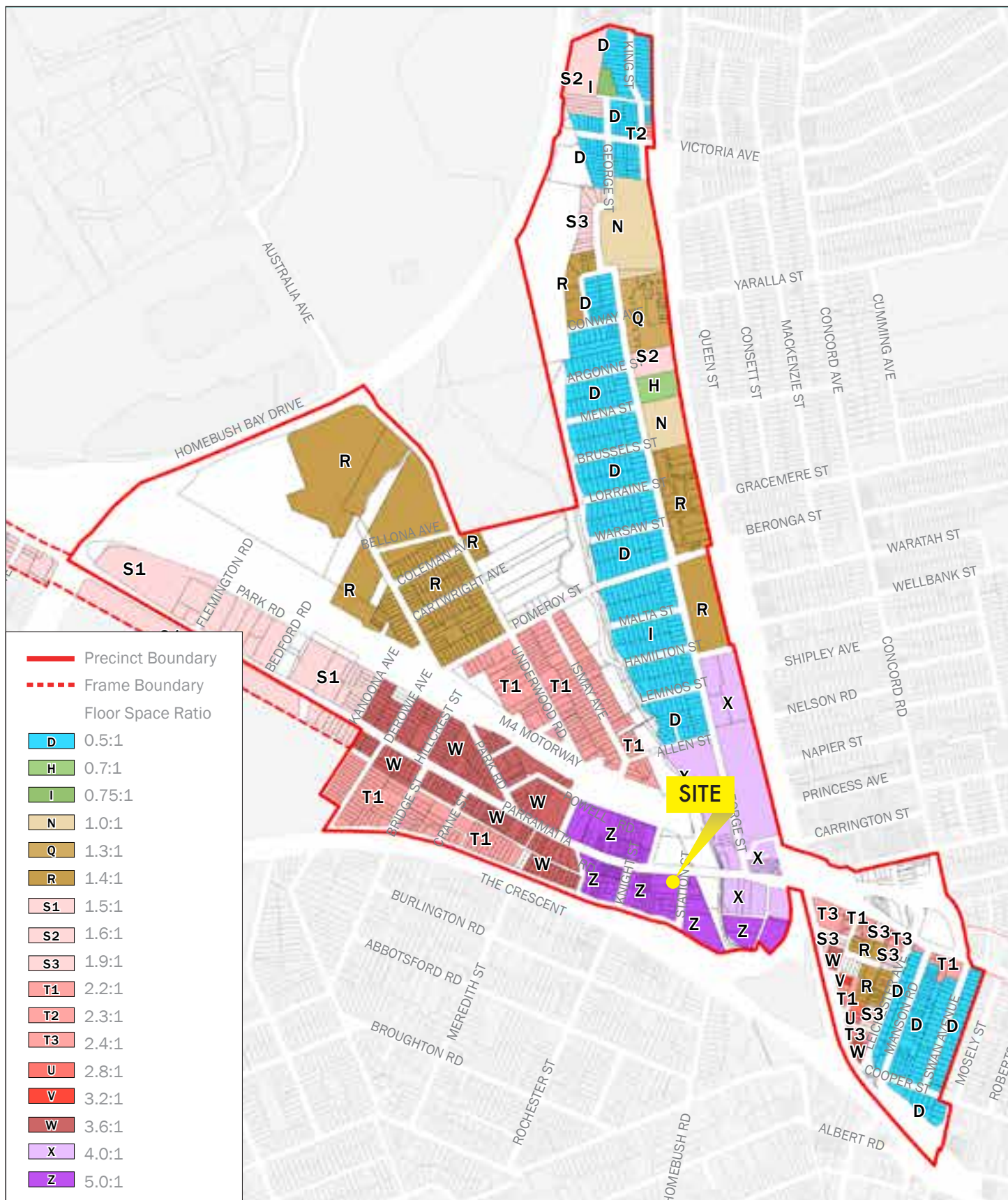






Prepared For - A J Bush & Sons





**PLANNING PROPOSAL**  
**42-46 Parramatta Rd, Homebush**

**FIGURE 13**  
**Homebush Precinct Recommended Densities - Parramatta road Corridor Urban Transformation**

Prepared For - A J Bush & Sons



## **APPENDICES**

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## **APPENDIX 1**

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### **Traffic and Transport Assessment**



## **APPENDIX 1**

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### **Traffic and Transport Assessment**





## **APPENDIX 1**

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### **Traffic and Transport Assessment**



## **APPENDIX 2**

### **Heritage Impact Statement**

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## **APPENDIX 3**

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### **Acoustic Impact Assessment**



## **APPENDIX 4**

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### **Stormwater and Flooding Report**



## **APPENDIX 5**

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### **Economic Assessment**