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REPLY TO COMMENTS REGARDING PLANNING PROPOSAL FOR 17-20 LOFTUS CRESCENT, HOMEBUSH

Thank you for providing comments in your letter of 29 March 2018 regarding the Planning Proposal for 17-20 Loftus Crescent, Homebush.

Since lodging this Planning Proposal the we have undertaken a comprehensive review of the proposal to address the concerns revised by Council which are itemised below.

The key changes to the Planning Proposal comprise, the removal of 23-24 Loftus Crescent from the Planning Proposal. These additional 2 sites are to be dealt with in a future Planning Proposal.

The Planning Proposal has also been updated to reduce the proposed Floor Space Ratio down from 7:1 to 3.6:1 to ensure the proposal aligns with the Parramatta Road Corridor Urban Transformation Strategy.

The final amendment to the Planning Proposal is to revision of setbacks and land dedication to provide more suitable building setback that aligns with the density of development proposed. These revisions are detailed in the reference design drawings provided in the revised Urban Design Report.


ITEM 1

The proposal does not facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and the Parramatta Road Corridor Implementation Tool Kit.

To address this matter, the Planning Proposal has been amended to be entirely consistent with the maximum permitted floor space ratio of 3.6:1 as presented in the Parramatta Road Corridor Urban Transformation Strategy.

ITEM 2

The proposal fails to provide a diversity of jobs to meet the needs of a broad cross section of the community.



It is critical to note that the proposal does not seek changes to the existing zoning of this site. The site is presently occupied by single dwelling houses and delivers zero employment floor space.

The revised Planning Proposal facilitates the delivery of ground floor commercial uses. Which provides for adequate space to deliver a mix of commercial/retail opportunities that seek to enliven the Loftus Crescent with activation. The ground floor area will also provide for a diversity of jobs to meet the needs of a broad cross section of the community but adding commercial floor space to land that current supports zero commercial floor space.

Keeping in mind that the Planning Proposal does not detract from the provision of employment floor space as there are no changes proposed to the existing zoning.

ITEM 3

The justification for the non-compliant maximum FSR is considered inadequate.

To address this concern, the Planning Proposal has been amended to align with the maximum permitted floor space ratio presented in the Parramatta Road Corridor Urban Transformation Strategy.

The revised submission provides Council with the following:

- A revised Planning Proposal report by Think Planners.
- A revised Urban Design Report by Aleksandar Projects.


TRAFFIC AND PARKING

A traffic study is provided which addresses the traffic impacts resulting from the development. A summary of key issues related to traffic, transport and connectivity include:

In terms of the overall network performance arising from the Planning Proposal itself, as required under RMS Guidelines, two scenarios have been considered as follows:

- Existing Model – All intersections operate well with acceptable delays and spare capacity.
- Existing + Development Model – The additional generated traffic for the assessed development scheme will operate similarly to the existing situation during both weekday peak periods.

As the concept development is of a substantially lower scale. It is expected that future development will have minimal impact on the operation of the surrounding network



near the site, as such no external improvements are considered to be required to support the development at this planning proposal stage.

The future development will include initiatives to encourage residents and workers to be less car-dependent. The site is ideally located in terms of proximity to Homebush train station and will seek to provide increased choice in public transport through the above initiatives as well as other sustainable measures including permeable urban design for bikes and walking, green travel club for residents and employers to reduce car dependency through workplace programmes.

It is important to note that the Planning Proposal has been revised to align with the Parramatta Road Corridor Urban Transformation Strategy and therefore further traffic modelling is not required at this stage to test the densities proposed under this Strategy.

URBAN DESIGN REPORT MATTERS

A fully revised Urban Design Report is provided with this amended Planning Proposal which addressed the individual items listed in Council's letter of 29 March 2018.

VOLUNTARY PLANNING AGREEMENT

Post-Gateway, further negotiations will be entered into between Council and the land owner, regarding potential community benefit contributions as this relates to a voluntary planning agreement.

CONCLUSION

This Planning Proposal provides satisfactory information to identify relevant planning considerations. The scope for investigating these key issues is identified in submission and it is now requested that Planning Proposal be submitted for a Gateway determination.

Schandel Fortu
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