

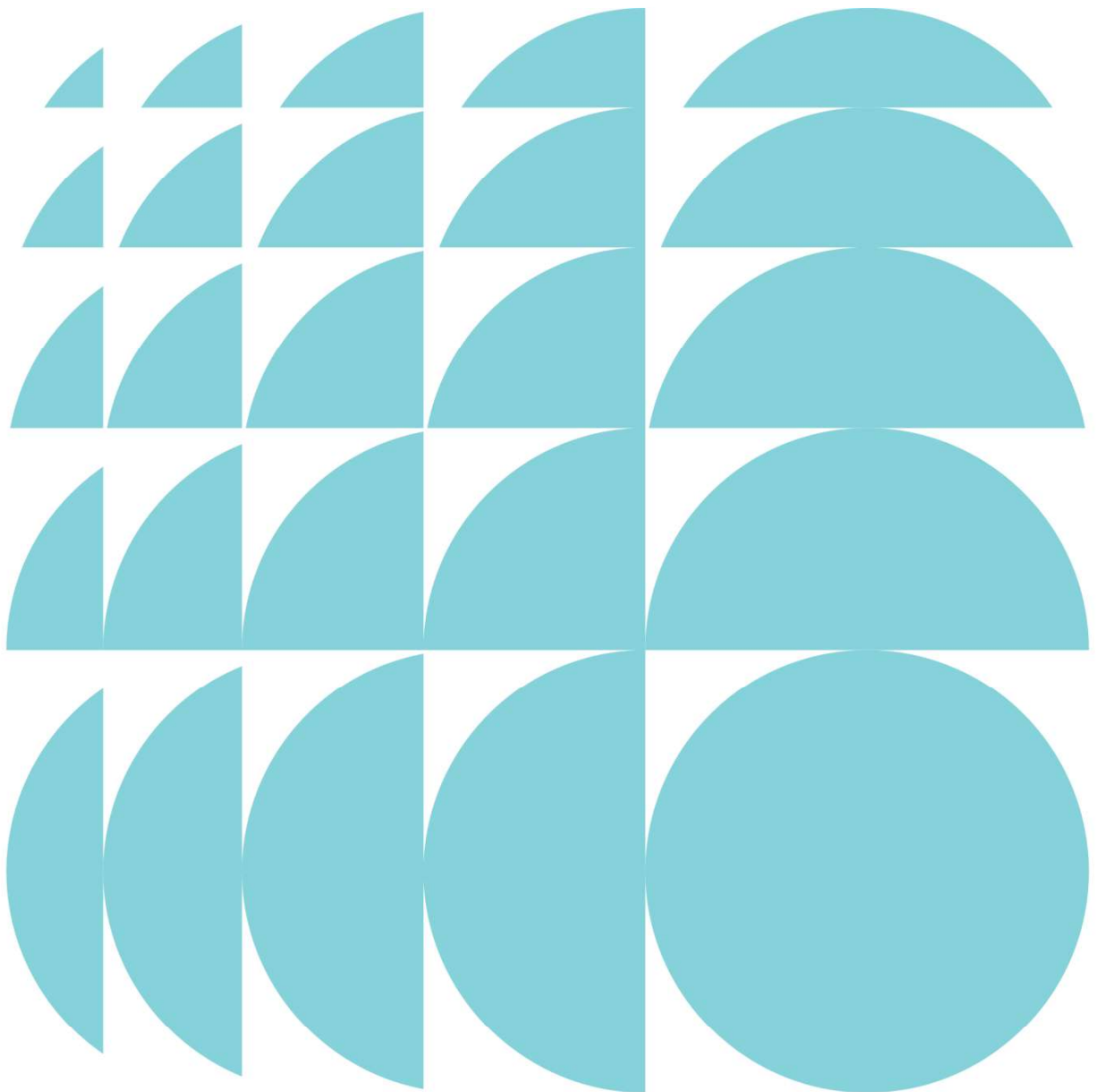
ETHOS URBAN

Preliminary Planning Proposal Amendment to Strathfield LEP 2012

55-67 Parramatta Road and 12-14 Powell Street,
Homebush

Submitted to Strathfield Council
On behalf of Walker Homebush Pty Ltd

5 April 2018 | 16601



CONTACT

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1.0 Introduction

This report has been prepared by Ethos Urban on behalf of Walker Homebush Pty Ltd in association with the Kemeny family in support of a Preliminary Planning Proposal (PP) to amend the Strathfield Local Environment Plan (LEP) 2012 by way of increasing the maximum building height and floor space ratio applying to the site, as envisaged by the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

The subject site is 7,518m² in area and comprises largely vacant urban land and the derelict heritage listed Homebush Theatre building. It is located between two of the busiest and most important roads in metropolitan Sydney being Parramatta Road and the M4 Motorway at Homebush. The T1 Western railway line and Homebush Station is located less than 200m south of the site and the T1 Northern rail line and North Strathfield Station is located 600m to the north.

The subject site is a rare example of long vacant, and disused, urban land in the inner western suburbs of Sydney in a strategic location close to a high frequency and relatively underutilised, railway station. The strategic nature of the site is recognised in State-led strategic planning documents that seek to renew the Parramatta Road corridor to accommodate 27,000 new homes and 50,000 new jobs in the integrated land use planning and transport framework of the PRCUTS.

In this respect, Homebush is uniquely placed as the central point between the two important CBDs of Parramatta and the Sydney CBD and within the designated urban renewal foci of the Greater Parramatta Growth Area and the Parramatta Road corridor. However, despite its strategic location, and its excellent transport links and recreation options of Sydney Olympic Park to the northwest, the northern side of Homebush has been neglected over many decades. This has culminated in the current condition of the locality that is depopulated, with vacant shops and disused buildings that await urban renewal that has not yet eventuated. This is best represented by the subject site that despite it being within a five minute walk to Homebush Station and on Parramatta Road, has been vacant for many years. The site also includes the heritage listed former Homebush Theatre, that despite its long and rich history has fallen into disrepair and is currently unused.

Few urban areas in Sydney have the same combination of strategic position, transport links, and nearby recreation options as underutilised as this part of Homebush. This Preliminary PP therefore aims to be the catalyst for this much needed and overdue urban renewal of the locality.

The Site

The site at 55-67 Parramatta Road and 12-24 Powell Street, Homebush is approximately 7,518 m² in area and has a 58.4m frontage to Parramatta Road and a 76m frontage to Powell Street. The site is centrally located in Homebush less than 200 metres north of Homebush Station. The site is 2.5 km south east from Sydney Olympic Park and 9.2 km east from Parramatta.

Proposal

The objectives of this Preliminary PP are to:

- Facilitate urban renewal to enable the future delivery of a primarily residential, mixed use project on a large, vacant site strategically located relative to existing and planned urban infrastructure, whilst simultaneously supporting the viability of public and private urban investment.
- Provide public domain improvements; being a plaza, a refurbishment of the local heritage item in the former Homebush Theatre, and other direct and indirect public benefits that will identify the Homebush Precinct as a distinct new urban place and ultimately provide a civic, social and retail focus for its new community.
- Facilitate development of a large, vacant and predominately unencumbered urban site to act as a catalyst development for wider urban renewal envisaged in strategic planning documents.

To achieve these objectives, amendment of the following planning controls under Strathfield LEP 2012 is requested:

- Amend the Height of Buildings Map from 22 metres (42m under Clause 4.3A) to 145 metres as it applies to the site.
- Amend the Floor Space Ratio Map from 2:1 (3.15:1 under Clause 4.4A) to 7.3:1 as it applies to the site.

Whilst acknowledging that the proposed controls exceed those anticipated in the PRUCTS, the preliminary Planning Proposal meets the requirements of the 'Out of Sequence Checklist' in the *Parramatta Road Corridor Implementation Plan 2016 – 2023* (November 2016) (see Table 5).

Strategic Merit

A mixed-use project on the site in accordance with the requested planning controls has strategic merit as the site is:

- Within the Greater Parramatta Growth Area;
- Within the Parramatta Road Corridor Urban Transformation area;
- Within the Homebush, Strathfield and Burwood Planned Precinct;
- Within 200m of Homebush Station
- Proximate to Sydney Olympic Park, one of the largest recreation and sporting precincts in NSW;
- An opportunity to develop a large and disused site that could act as the catalyst for the further urban renewal of Homebush (north of the station) as anticipated in all strategic planning documents relevant to the site;
- An opportunity to create a focus and destination for the new community, with retail, food and entertainment services, integrated with the refurbishment of the former Homebush Theatre, which is a landmark building.;
- An opportunity to deliver considerable public benefit including affordable housing, heritage refurbishment, open spaces and community uses.
- Capable of meeting the 'Out of Sequence' Test of the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016).

The inclusion of additional floor space and height above the PRUCTS recommended planning controls is strategically justified as the proposal is supported by material public benefits and land use elements that will deliver a superior outcome for the existing and future north Homebush community, and could not otherwise be incorporated. These benefits and elements are consistent with PRUCTS actions, objectives and planning and design guidelines, and are described in more detail at **Appendix G**. In summary, they include:

- Creation and ongoing management of a publically accessible Plaza and through site links (2,800m²) that will be within walking distance of the existing and new community, integrated with the public domain, activated by retail and commercial activities and landscaped to facilitate community activities.

The site's owner, the Kemeny family have a 60 year old successful Sydney business as retailers of food and alcohol. They are committed to establishing a new retail outlet and attracting shops, bars, cafes and restaurants to complement their core food and liquor shop on the ground floor.

A community destination such as this is currently missing in north Homebush, and the site's size and prominent, central location facilitates its provision.

It is understood that Council does not wish the Plaza to be dedicated as public open space, so the Plaza will be retained in private ownership.

- Refurbishment of the most intact and ornate portion of the Homebush Theatre to create a character landmark on Parramatta Road and accommodate café, restaurant and bar uses that will increase activity in the area night and day.

The Theatre will be set in an inviting and distinctive pedestrian area, including a new 'lane way' entrance to the Plaza.

- Interpretation of the highly modified portions of the Theatre by a pergola structure in the Plaza, that will provide shelter and integrate the refurbished elements with the new project.
- Affordable rental commercial floor space for a period of 5 years that will be available to business, retail or creative start ups and will be integrated into the Plaza.
- An additional nine (9) affordable rental housing apartments to the value of approximately \$6.4M, making a total of 21 two bedroom apartments within the proposal that will be dedicated to Council or an approved Community Housing Provider (CHP).
- Additional s.7.13 Contributions to a value of approximately \$3.5M
- Additional s. 7.22 Contributions to a value of approximately \$2.1M.
- Job creation of 205 new jobs.
- A design excellence competition and a substantial piece of public art.
- Additional sustainability measures.

The Traffic and Parking Report prepared by the Ason Group (**Appendix E**) shows that the impact of the additional yield is acceptable and can be accommodated within the road network.

Whilst acknowledging the Planned Precinct process that the NSW Department of Planning and Environment (DPE) is undertaking, there is no certainty on when the planning provisions associated with PRCUTS will be finalised. It is not reasonable therefore for the Proponent to delay the project for an uncertain period, whilst the Greater Sydney Commission and the NSW Government in association with the relevant councils (ie Strathfield, Burwood and City of Canada Bay) undertake the Planned Precinct process.

It is therefore requested that Council proceed with the amendment to the planning controls, as they relate to this proposal, ahead of the finalisation of the Planned Precinct process and the draft District Plan. This will allow the Proponent to commence the redevelopment of the site providing for its orderly and economic use and development and to create the stimulus for the broader Precinct's renewal as anticipated in the relevant strategic planning documents.

The PRUCTS Implementation Plan 2016 – 2023 (page 5) advises that the 'Strategy will be implemented through planning proposals prepared by landowners or developers', as well as Council LEP reviews and SEPPs for Planned Precincts. In this regard it is anticipated that the proponent, the DPE and Strathfield Council will be able coordinate this preliminary Planning Proposal with the Homebush, Burwood, Strathfield Planned Precinct planning process.

2.0 Background

2.1 Pre-lodgement Consultation

The Proponent has met with Strathfield Council and DPE over the past 14 months to discuss the proposed lodgement of a Preliminary PP on the site. The following lists the matters discussed in the meetings:

4 November 2016 Meeting

- The planning process, including finalisation of PRCUTS, draft District Plans and DCPs.
- The refurbishment and use of the Homebush Theatre.
- Tower height within the context of hierarchy of centres across the municipality and the metropolitan area.
- Creation of an iconic destination point for residents and community in a central public space.
- The effects on adjoining heritage and non-heritage properties and their inclusion in the reference design.
- Generating public benefits.

19 April 2017 meeting

- The status of the urban design and transport studies being jointly undertaken by Canada Bay, Burwood and Strathfield Council.
- The status of a preliminary Planning Proposal and Section 96 application of an adjoining site at 17 - 35 Parramatta Road & 5 Powell Street, Homebush.
- The status and issues associated with a preliminary Planning Proposal for Water St, Strathfield.
- Potential Value Capture and Affordable Rental Housing policies and feasibility and innovation.
- Potential open space on the site.

13 July 2017 Meeting

- The planning process for Planned Precincts
- Preparing and timing of Greater Parramatta Growth Area planning, including a Special Infrastructure Contributions Plan.
- Increasing density around railway stations, and the integration of Councils' urban design and transport.
- A potential Value Capture Policy, with a focus on key sites, quality outcomes and on site benefits.
- The timing of the Strathfield LEP 2012 amendment relative to the Planned Precinct Process.
- Public benefit case to support the proposed FSR and height controls.

24 November 2017 Meeting

- SIC and ARH rates.
- Potential Value Capture Policy.
- Public benefits associated with proposed FSR controls.
- Community and Council access to the Plaza and other spaces.
- Urban design and PRCUTS FSR controls.
- Height controls, PRCUTS and Council planning.
- Timing of the Council planning process for the Homebush Precinct.

The Proponent has taken into consideration Strathfield Council's and DPE's comments and advice over the past 14 months in the development of the reference design and the material supporting this Preliminary PP. In this respect the following is noted:

- The Former Homebush Theatre building will be reinterpreted and refurbished for businesses such as cafes, restaurants and bars that will facilitate public access to the heritage space and reflect its original use as an entertainment venue.
- A large publicly accessible Plaza with through site links will be created to provide a destination and focal point of the emerging local community.
- Site planning is underpinned by the principles of transit orientated development.
- To ensure the Homebush Theatre retains its landmark status, and is not dominated by tall buildings when viewed from Knight Street, the taller buildings are on the western side of the site. This creates an open Plaza at the rear of the Theatre's retained front portion, where an interpretive structure will replace removed, heavily modified parts of the building. Locating the taller buildings to the west also facilitates solar access into the new Plaza.
- The location between Parramatta Road and the M4 means a more robust scheme can be accommodated as it is not amongst the fine grain development found between Parramatta Road and Homebush Station.
- The draft public benefit offer prepared by the Proponent is considerable, including dedication of Affordable Rental Housing equivalent to 5% of the 'uplift' residential floor area, provision of affordable commercial floor space and a childcare facility to accommodate 50 children.
- The proponent intends to enter into a Planning Agreement to formalise obligations to deliver offered public benefits described above.
- Employment generating uses are provided on the site at an FSR of nearly 0.5:1 through the provision of affordable commercial floor space, a childcare facility to accommodate c. 50 children and 2,524sqm of retail floor space. This, in addition to employment generated within 'work at home' residences would equate to around 205 jobs being generated at the site.
- The intended public benefit associated with an FSR of 7.3:1 will ensure delivery of additional Affordable Rental Housing, affordable rental commercial space and a child care centre, and be accompanied by commensurately higher S 7.13 and 7.22 contributions. But importantly, it will facilitate the creation and ongoing management and maintenance of a publically accessible Plaza and through site links. The heritage listed Theatre will be refurbished, and new buildings have been moved to the west side to provide it with a public domain setting. It will be integrated into the proposal's public setting with a substantial interpretative structure.
- An proposal consistent with the PRCUTS recommended 5.0:1 would be high quality, and would include the refurbishment of the Theatre, and creation of an private communal area at its rear to protect the key view from Knight Street. However, however the extent of public access through the site and around the Theatre would be curtailed, and the childcare centre, public art and affordable rental commercial space would not be provided (**Section 8** for Strategic Justification).

3.0 The Site

3.1 Site Context

The site is located on the northern side of Parramatta Road at Homebush, less than 200 metres north of Homebush Station. It is strategically located less than 10 kilometres east from the Parramatta CBD and less than 11 kilometres west of the Sydney CBD (see **Figure 1** below).

The site is bounded to the north by Powell Street and there is an access way into Powell Street at the east. The M4 Motorway is immediately to the north of Powell Street and the Bakehouse Quarter is located approximately 400m to the north east of the site, and Sydney Olympic Park is located approximately 1.5km north west of the site.

The area is characterised by a mix of inter-war low scale medium density residential and commercial development and more recently 6-12 storey residential and mixed use buildings, as well as caryards and dealerships along Parramatta Road (see **Figures 2-5** below).

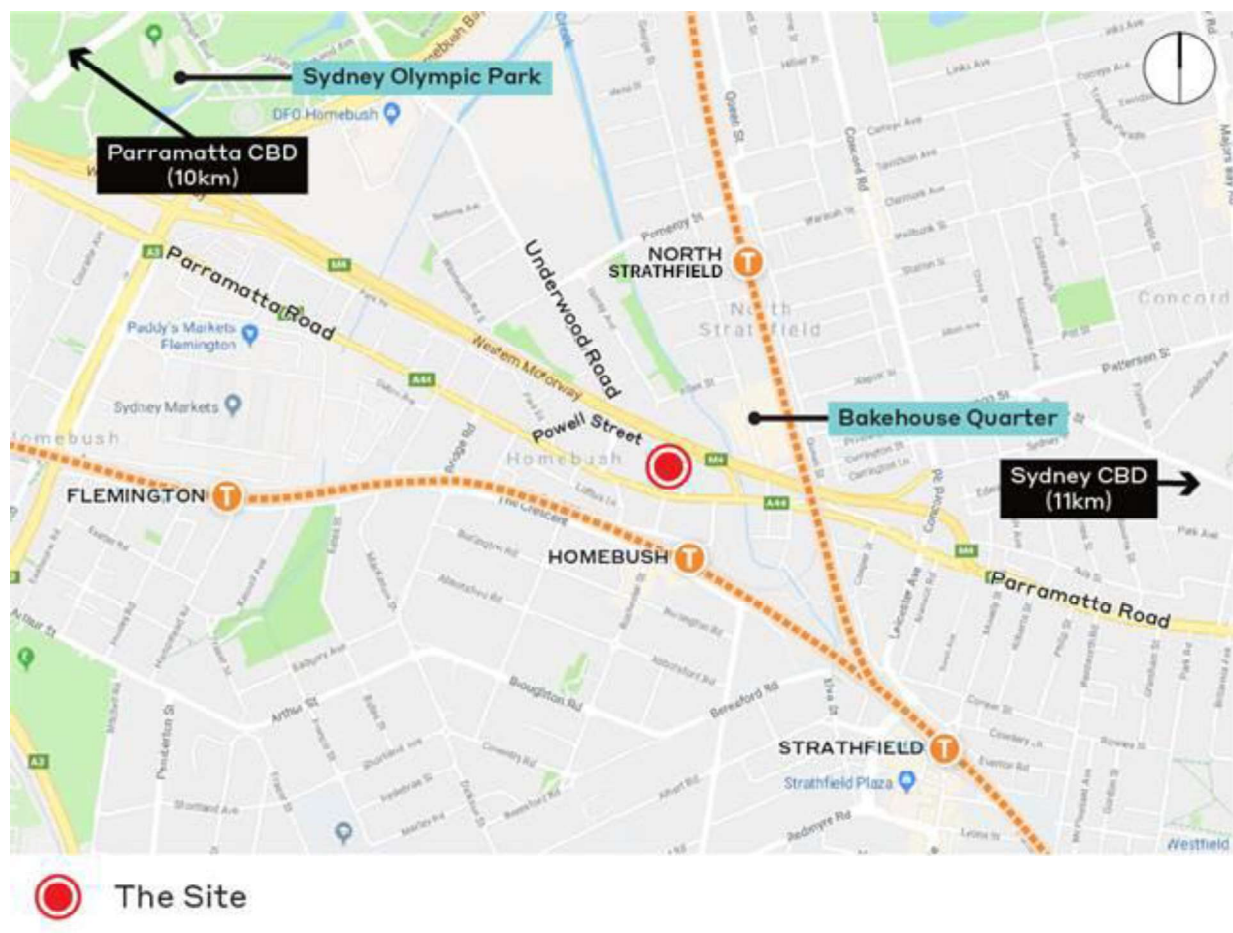


Figure 1 – Locational Context

Source: Ethos Urban



Figure 2 – Parramatta Road vacant shops opposite the site

Source: Ethos Urban



Figure 3 – Parramatta Road opposite the site looking east

Source: Ethos Urban



Figure 4 – Powell Street looking west with M4 embankment beyond

Source: Walker Corporation



Figure 5 – Knight Street looking south towards former Homebush Theatre façade

Source: Ethos Urban



Figure 6 - Parramatta Road to the site's west

Source: Walker Corporation



Figure 7 - Parramatta Road to the site's east

Source: Walker Corporation



Figure 8 - Powell Street

Source: Walker Corporation



Figure 9 - Powell Street

Source: Walker Corporation

3.2 Site Description

The site is irregular in shape and comprises of 14 allotments with a combined site area of approximately 7,518m².



 The Site

Figure 10 – Aerial photograph of site

Source: Near Map

The site is largely undeveloped with the heritage listed former Homebush Theatre building located in the south-east part of the site fronting Parramatta Road. The site is relatively level with a gentle cross fall from east to west (see **Figures 6-10** below). It has a 58.4m frontage to Parramatta Road. **Table 1** provides the legal description of the lots.

Table 1 – Site Description

Address	Legal Description
59-67 Parramatta Road	Lot 19 Section 22 DP 477
	Lot 1 DP 303540
	Lot 2 DP 303540
	Lot 3 DP 303540
	Lot A DP 311068
	Lot E DP 14460
	Lot D DP14460
	Lot C DP 14460
	Lot B DP 14460
	Lot C DP 381982
	Lot C DP 311068
12 Powell Street Homebush	Lot C DP 311068

Address	Legal Description
14 Powell Street Homebush	Lot B DP311068
55-57 Parramatta Road Homebush	Lot B DP310960
	Lot 1 DP 315946

A survey plan is located at **Appendix A**.

The former Homebush Theatre (Lot B, DP 310960; Lot 1, DP 315946) is located at the T-junction of Knight Street and Parramatta Road and is listed in Strathfield LEP 2012 as a Local Heritage Item I31. Although its interiors have been compromised and an unsympathetic concrete slab has been built separating the internal theatre space, the façade is reasonably intact as is the 1925 original fanlight which is located over the main entrance doors (**Figure 5**).



Figure 11 – Photograph of site looking south towards the former Homebush Theatre (rear) and Parramatta Road

Source: Ethos Urban



Figure 12 – Photograph of site looking north east with M4 embankment in background

Source: Ethos Urban



Figure 13 – Photograph of site looking south toward Parramatta Road

Source: Ethos Urban



Figure 14 – Photograph of Parramatta Road frontage of site looking east

Source: Ethos Urban

3.2.1 Topography

The site falls gently from east to west, from the highest point (RL 10.42 AHD) at the central eastern boundary to the lowest point (RL 8.10 AHD) at the western boundary near Parramatta Road. The site therefore has a total fall of around 2.32m from east to west.

The M4 to the north is approximately 7-10m above the site's level and is supported by a fill embankment.

3.2.2 Vegetation

The undeveloped portion of the site is largely free of vegetation except for grass and some small shrub clusters. There is no significant vegetation on the site.

3.2.3 Heritage

The Former Homebush Theatre is in the south eastern corner of the site. It is listed as an item of local heritage under Schedule 5 of the Strathfield LEP 2012 and forms part of a group of heritage items of local significance (as shown in **Figure 15** below).

Heritage significance is associated with the architectural features and social and aesthetic values. The building is an example of a suburban cinema with a main façade that is an example of mid 1920's theatre architecture. The site is typical of historical uses with a social importance and is a landmark structure on Parramatta Road, which is dominated by declining retail shops and car yards. There are two other items of local heritage in the site's vicinity:

- Local heritage item (I32) identified as the “*Horse and Jockey Hotel*” at 70 Parramatta Road, Homebush; and
- Local heritage item (I133) identified as “Commercial building – two-storey, inter-war stripped classical style buildings – shops” at 72-76 Parramatta Road, Homebush.



Figure 15 – Heritage listed items within the wider context – site shown in red

Source: Strathfield LEP 2012, HER_004

3.3 Site Access and Public Transport

3.3.1 Surrounding Road Network

Parramatta Road is a classified arterial road that runs from Granville, south of Parramatta CBD through to the Sydney CBD interconnecting Auburn, Burwood, Homebush, Concord, Taverners Hill, Leichhardt and Camperdown. At the site, the Parramatta Road carriageway accommodates 3 lanes in both directions.

Powell Street, which edges the northern extent of the site, is a local road that connects the site and adjoining properties with Parramatta Road. Powell Street intersects with Underwood Road, north east of the site, creating direct road access to Homebush Bay Drive beneath the M4 Motorway.

3.3.2 Pedestrian

Pedestrian access to Homebush Station via Knight Street and Loftus Crescent facilitates a continuous and safe path of travel to the metropolitan rail network. Pedestrian crossing facilities are provided at the signalised intersections of Parramatta Road/Knight Street and Parramatta Road/Underwood Street. Access is predominantly level and easily traversable.

3.3.3 Bicycle

There are currently limited cycling routes and facilities provided within close proximity of the site, with on-street links from Homebush Station to surrounding open space areas within the immediate area. Within the proximity of the development there are number cycle routes on Concord Road, Queen Street and Pomeroy Street.

3.3.4 Rail

The site is located less than 200m north of the T1 Western railway line and Homebush Station. The line offers direct access east to the Sydney and Parramatta CBDs with a 15 minute service frequency.

Transport for NSW (TfNSW) is upgrading Homebush Station, providing new lifts, new canopies for weather protection, upgrades to lighting and CCTV surveillance, and new wayfinding signage as well as improvements to the bicycle facilities and interchange areas, and a new pedestrian crossing on Loftus Crescent.

Barrier counts provided by the Bureau of Transport Statistics for 2014 (**Figure 16**) show that Homebush Station is relatively under-subscribed and can accommodate additional patronage.

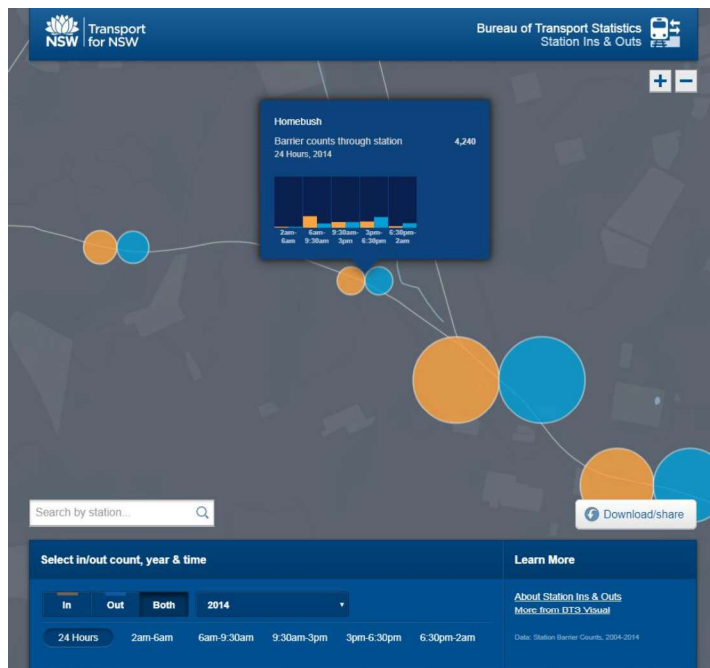


Figure 16 – Homebush Station Barrier Counts

Source: BTS 2014

3.3.5 Sydney Metro West

In March 2018 the NSW Government announced its commitment to constructing Sydney Metro West. It will provide an underground metro link between the Parramatta and Sydney CBDs, effectively doubling the capacity of the congested T1 Western Line.

A new Metro West Station will be built near, and to the north of the site, in either West Concord or North Strathfield, where Metro West will link with the T1 Northern Line.

The Metro Station was not envisaged when PRCUTS was completed in 2016. A potential light rail link to Parramatta was proposed, but has since been removed from transport planning.

PRUCTS was finalised before the NSW government committed to Sydney Metro West, and a new station within walking distance of the site. The Metro station will provide the site's residents, workers and visitors with high quality public transport access to key Sydney centres and destinations, including the Parramatta and Sydney CBDs, as well as employment destinations of Westmead, Sydney Olympic Park, the Camellia Precinct and the Bays Precinct.

3.3.6 Bus

The site is in close proximity to a number of high frequency bus services which travel to Sydney Olympic Park, Parramatta CBD, Rydalmere, Ermington, Silverwater, Strathfield and Burwood. The site is well served by bus, with 3 stops within a 400m walking distance. The following bus routes service these stops:

- X25 has an approximate peak period frequency of 10 to 15 minutes and connects Strathfield Station to Sydney Olympic Park.
- 525 has an approximate peak period frequency of 15 to 30 minutes connects Parramatta and Burwood via Sydney Olympic Park.
- 526 has an approximate peak period frequency 30 minutes and connects Five Dock and Hurlstone Park.

4.0 Current Planning Controls

4.1 Strathfield Local Environmental Plan 2012

Strathfield LEP 2012 is the primary Environmental Planning Instrument that applies to the site. The Strathfield LEP 2012 guides development across the LGA and sets out the maximum development standards (Height and Floor Space) that apply to the site. **Table 2** provides a summary of the key planning controls that apply to the site.

Table 2 – Development Standards under the Strathfield LEP 2012

Planning Controls	59-67 Parramatta 12-14 Powell Street	Former Homebush Theatre 55-57 Parramatta Road
Land Use Zone	B4 Mixed Use	B4 Mixed Use
Clause 4.3 – Height of building	22 metres	11 metres
Clause 4.4 – Floor Space Ratio	2:1	2:1
Clause 4.3A – Exceptions to height of buildings (Parramatta Road Corridor)	42 metres*	N/A
Clause 4.4A – Exception of floor space ratio (Parramatta Road Corridor)	3.15:1*	3.15:1*

*with amalgamation with 69 Parramatta Road

4.1.1 Land Use Zoning

The entire site is zoned B4 Mixed Use under Strathfield LEP 2012 (as shown in **Figure 17**), and permits residential flat buildings, shop top housing and commercial and retail premises with development consent.

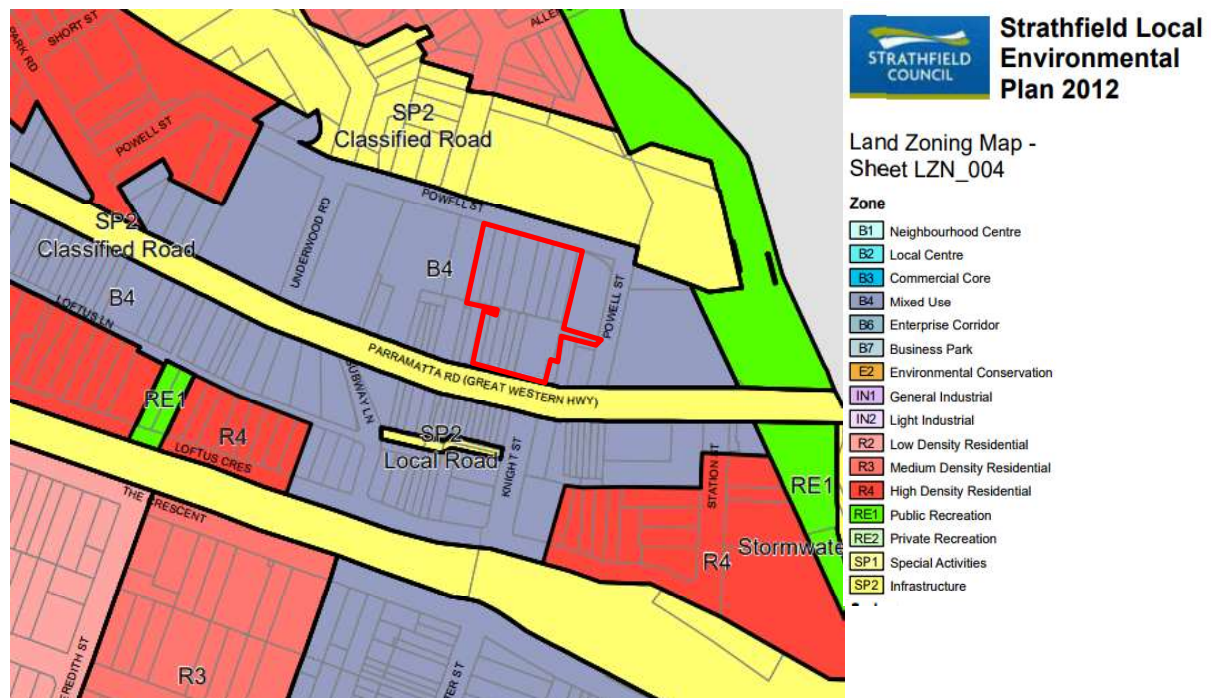


Figure 17 – Land Use Zone Map – site shown in red

Source: Strathfield LEP 2012, LZN_004

4.1.2 Height of Buildings

The maximum building height that applies to the majority of the site is 22 metres, except for the Former Homebush Theatre where the maximum building height is 11 metres (shown in **Figure 14**). However, the maximum height is lifted to 42 metres, subject to amalgamation with 69 Parramatta Road under Clause 4.3A whereby key sites located along Parramatta Road are afforded additional height for amalgamated sites. Land at 59-69 Parramatta Road and 12-14 Powell Street is provided additional height up to 42 metres under this clause.



Figure 18 – Height of Buildings Map – site shown in red

Source: Strathfield LEP 2012, HOB_004

4.1.3 Floor Space Ratio

The maximum floor space ratio provided to the site is 2:1 (shown in **Figure 15**). However, the site forms part of a key site and pursuant to clause 4.4A is provided additional FSR up to 3.15:1 should the site be amalgamated with No. 69 Parramatta Road.

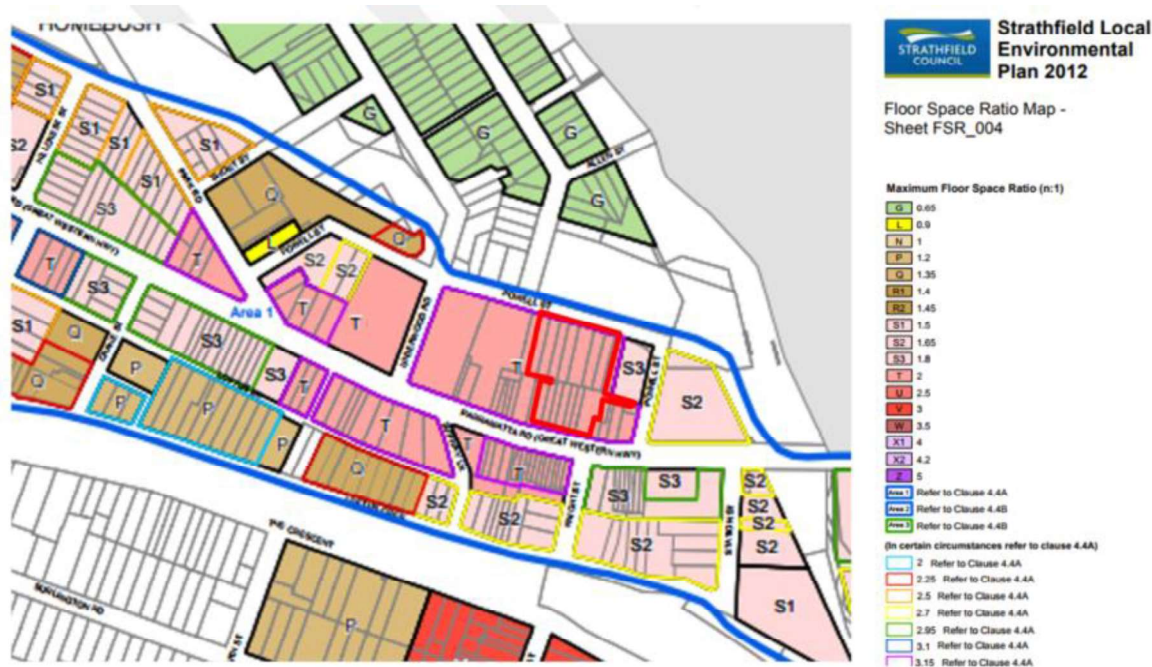


Figure 19 – Floor Space Ratio – site shown in red

Source: Strathfield LEP 2012, FSR_004

4.2 Strathfield DCP

The Strathfield DCP has been superseded by the PRUCTS 'Planning and Design Guidelines' that were applied by PTW in the reference design. Whilst the Strathfield DCP was also considered, the focus was on the PRUCTS controls,

One key aspect for consideration however is the objective of the DCP for the amalgamation of the subject site with 69 Parramatta Road. The Proponent has discussed this with the landowner of 69 Parramatta Road and has made an offer based on market evidence. Unfortunately, an agreement regarding a reasonable price was not reached. Documentation regarding the potential purchase negotiations with the owner of No. 69 Parramatta Road can be provided to Council upon request.

Regardless, 69 Parramatta Road will not be isolated as a consequence of this Preliminary PP and can be amalgamated with sites adjoining to its west, which is where its formal road access is provided.

Unfortunately, an agreement regarding a reasonable price was not reached. Documentation regarding the potential purchase negotiations with the owner of No. 69 Parramatta Road has been provided at **Appendix J**.

Notwithstanding this, there is significant NSW Land & Environment Court precedence on this issue. *Melissa Grech v Auburn Council [2004] NSWLEC 40* sets out three main assessment criteria. Firstly, where a property will be isolated by a proposed development and that property cannot satisfy the minimum lot requirements then negotiations between the owners of the properties should commence at an early stage and prior to the lodgement of the development application. We are of the opinion that 69 Parramatta Road is not isolated as it can amalgamate with 71-75 Parramatta Road.

The second Planning Principle provided in *Cornerstone Property Group Pty Ltd v Warringah Council [2004] NSWLEC 189* builds on the criteria of assessment set out within *Melissa Grech v Auburn Council*, whereby both sites must be able achieve a development that is consistent with the planning controls. If variations to the planning controls would be required, such as non compliance with a minimum allotment size, will both sites be able to achieve a development of appropriate urban form and with acceptable level of amenity. Again, 69 Parramatta Road can amalgamate with its immediate neighbour to its west, No. 71-75 Parramatta Road.

The third Planning Principle is contained within *Karavellas v Sutherland Shire Council [2004] NSWLEC 251* relates to the role of the Court in assessing the reasonableness of negotiations. The reasonableness of the offer is detailed at **Appendix J**.

Whilst this is a consideration at the development application stage, this Planning Proposal does not prohibit or impede the redevelopment of 69 Parramatta Road.

5.0 Strategic Planning Context

The site is strategically located between two of the busiest and most important roads in metropolitan Sydney being Parramatta Road and the M4 Motorway, with the T1 Western railway line and Homebush Station located less than 200m to the south.

Importantly, Homebush is uniquely placed within the Sydney Metropolitan Area as the central point between the two oldest, largest and most important CBDs in NSW being Parramatta and Sydney CBDs. However, despite its strategic geographic and economic position coupled with its excellent transport links and recreation options, the northern side of Homebush has been neglected for many decades.

In addressing this disinvestment along Parramatta Road and middle western suburbs generally (i.e. east of Parramatta and west of Strathfield) numerous strategic planning policies and documents have been released recently. This planning policy direction is headlined by the shift to embrace a polycentric three city model under the Greater Sydney Commission (GSC) *Greater Sydney Region Plan*, with Parramatta as its central heart, known as the Central River City. This has offered a renewed vision for the Greater Parramatta Growth Area, which includes Sydney Olympic Park and the Homebush Precinct

Supporting this document is the *Eastern City Plan* that identifies Homebush and the subject site forming part on its western area.

Furthermore, PRCUTS was adopted by the State Government in November 2016 and seeks to coordinate the urban renewal of Parramatta Road, which is one of the oldest roads in NSW and connects Sydney and Parramatta CBDs, which are the two most important economic, cultural and historic city centres in NSW.

5.1 Greater Sydney Region Plan

In March 2018 the GSC finalised the Greater Sydney Region Plan (the Plan). It sets out the 40 year vision, objectives, strategies and actions for developing a three city metropolis model for greater Sydney comprising the Western Parkland City (near the future Western Sydney Airport), the Central River City (Parramatta) and the Eastern Harbour City (Sydney).

The Plan's vision for 2056 promotes the '30 minute city' concept across greater metropolitan Sydney, allowing people to live, work and access amenities within close distances of each other. The plan also advocates for more housing in the right location and encourages urban renewal of well-placed locations benefiting from existing and proposed infrastructure. The Plan emphasises the importance of aligning growth with infrastructure investment to create liveable cities.

The Plan identifies Homebush as part of the Greater Parramatta Growth Area Investigation Area shown in **Figure 20**) which is forecasted for significant additional growth given its proximity to the Parramatta's metropolitan centre.

The area will also be supplemented by new infrastructure to augment growth. Objective 19 within the Plan is to ensure Greater Parramatta is stronger and better connected. The strategic location of the site offers opportunities to provide additional housing in proximity to new infrastructure investment and jobs growth.

The Plan includes metrics to assess and track growth across the next 20 and 40 years. A metric for both productivity and liveability is the percentage of dwellings located within 30 minutes by public transport of a Metropolitan City Centre and Strategic Centre.

The site is located within 30 minutes (by existing public transport) from Rhodes, Sydney Olympic Park and Burwood, which are identified as Strategic Centres under the Plan. The site is also approximately 30 minutes from the Parramatta Metropolitan City Centre and Sydney Metropolitan City Centre (by existing public transport), the two largest and most important employment and GDP generators in NSW.

As connectivity to these centres from the site improves through planned infrastructure investment and delivery, travel times are expected to reduce.

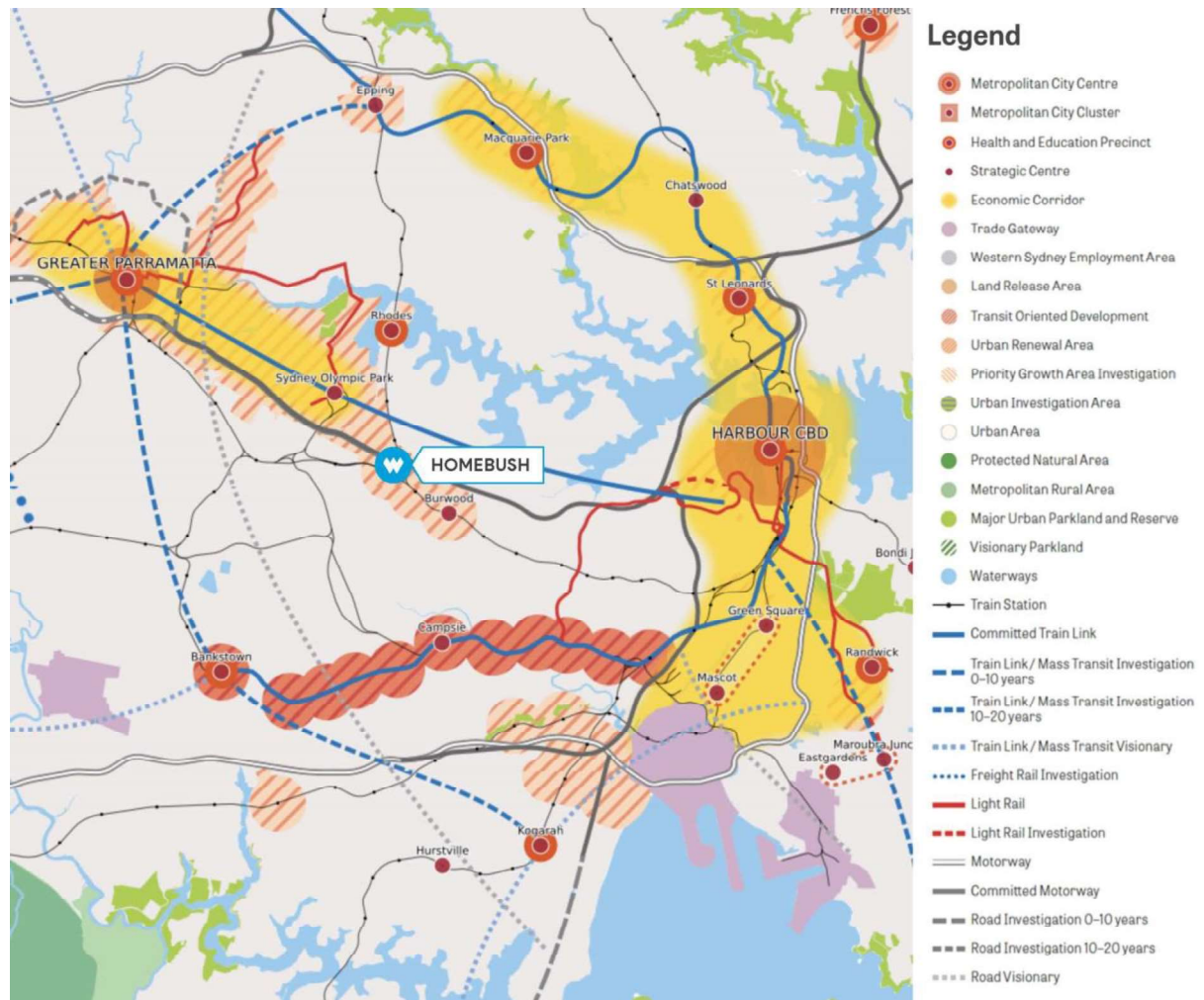


Figure 20 – Greater Sydney Region Structure Plan

Source: Greater Sydney Region Plan 2056, GSC

This proposal is consistent with the strategic directions for the draft Sydney Region Plan in the following ways:

- The site is strategically located within a 30 minute train trip to several strategic centres including Rhodes, Burwood and Sydney Olympic Park, as well as the metropolitan City Centres of Parramatta and Sydney;
- The site is within the GPOP and the Greater Parramatta Growth Area forecasted, which are forecast for significant growth; and
- It is intended that new homes and jobs in proximity to existing and frequent public transport services close to employment centres of Parramatta, Sydney, Burwood and a large recreation and sporting precinct in Sydney Olympic Park.

5.2 Eastern City District Plan

In March 2018 the GSC the Sydney District Plans. Homebush forms a part of the western extent of the Eastern City District Plan (shown in **Figure 17** below). The site's strategic location offers the advantage of access to the rapidly growing Central River City (Parramatta) while benefiting from opportunities of the Eastern City District.

Homebush is within the Inner West-Burwood housing market, which is predicted to experience strong housing market demand within the wider Eastern City District. The draft District Plan identifies that each of the 5 metropolitan demand areas will need to individually satisfy demand without relying on another to meet or exceed supply.

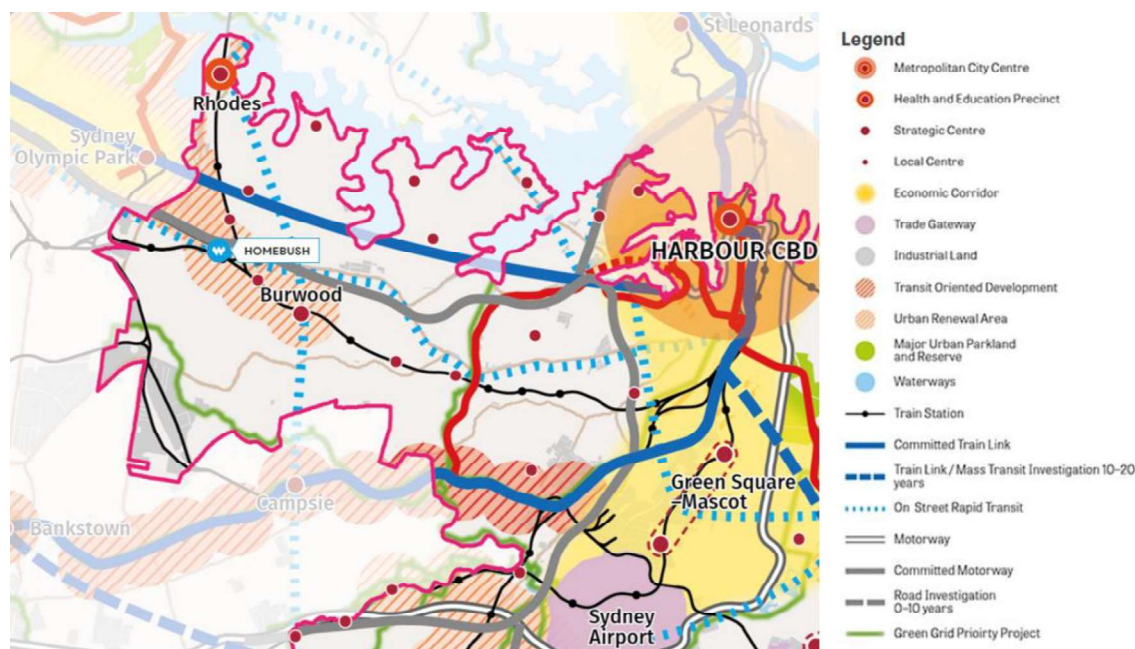


Figure 21 – Eastern City District Structure Plan

Source: GSC

5.2.1 Urban Renewal Investigation criteria

The draft District plan also outlines an investigation criteria checklist for identifying ideal locations for renewal across Greater Sydney. The criteria favours renewal of locations around strategic centres with access to good public transport, jobs, amenities and links for walking and cycling. The site is assessed against the GSC's locational criteria in **Table 3** below and clearly demonstrates significant opportunities for urban renewal, which is further confirmed by the PRCUTS released in November 2016.

Table 3 – The GSC urban renewal investigation criteria

Criteria	Response
Alignment with investment in regional and district infrastructure. This acknowledges the catalytic impacts of infrastructure such as Sydney Metro Northwest and Sydney Metro City & Southwest, NorthConnex, WestConnex, CBD and South East Light Rail, Parramatta Light Rail, Northern Beaches Hospital together with other possible future NSW Government investments such as Western Harbour Tunnel and Beaches Link and Sydney Metro West. It also acknowledges the opportunities created by enhancements to existing infrastructure such as upgrades to schools, open space including sporting facilities and transport.	<p>The site is located within 200m from Homebush Station on the T1 Western railway line that connects Sydney CBD with Parramatta CBD. This station provides high frequency (av. 10-20 minutes) services daily. Typical travel time from Homebush Station to Central Station is 28 minutes, while from Homebush Station to Parramatta Station is also 28 minutes.</p> <p>Homebush is therefore within a 30 minute commute of the two most important employment and economic centres in NSW. It is also uniquely placed for renewal given the urban decline apparent on the northern side of Homebush, and its proximity to the recreation and sporting options and facilities of Sydney Olympic Park.</p>

Criteria	Response
	<p>The site is also proximate a future connection to the Sydney Metro West, a fast connection between the Sydney and Parramatta CBDs. As part of the project, a station is proposed near and to the north of the site that will interface with the existing T1 Northern Line.</p> <p>Further, the site is proximate a key portal for the catalytic WestConnex project which proposes a key entry point at the Concord Road intersection with the M4 / Parramatta Road. This further strengthens the connectedness of the site.</p>
Accessibility to jobs, noting close to half of Greater Sydney's jobs are generated in strategic centres.	<p>Homebush is uniquely placed within a 30 minute commute of the two most important employment and economic centres in NSW in Sydney and Parramatta. The site is located within 200m from Homebush Station or within a five minute walk that is relatively flat.</p> <p>The site is also located in close proximity to Burwood, Strathfield and Sydney Olympic Park, all significant employment generators, with recreation, retail and service facilities.</p>
Accessibility to regional transport, noting that high frequency transport services can create efficient connections to local transport services and expand the catchment area of people who can access regional transport.	<p>Homebush Station is a five minute walk from the site and provides frequent services to Strathfield Station which is only one stop, and Central Station which is 28 minutes. Both provide access to regional and interstate rail transport services and connect to Sydney Airport. The site is proximate a future connection to Sydney Metro West, that was not anticipated at the time of preparing the PRCUTS.</p> <p>The site's proximity to the Concord Road portal for WestConnex will provide efficient connections between the site and Sydney Airport, Port Botany and the M2.</p>
The catchment area that is within walking distance of centres with rail, light rail or regional bus transport.	Homebush Station is a five minute walk and there are regular bus services provided along Parramatta Road to the nearby centres of Burwood and Strathfield.
Other matters to be carefully considered include:	
the feasibility of development, including financial viability across a range of housing configurations (one, two, three or more bedrooms) and consistency with market demand	The proponent has undertaken market analysis (prepared by Colliers International) to demonstrate the feasibility of the site for urban renewal. The units mix is recommended to be 30% 1 bed/studio, 60% 2 bed; and 10% 3 bed.
heritage and cultural elements, visual impacts, natural hazards such as flooding, special land uses and other environmental constraints	<p>The Preliminary PP has considered and addressed the following:</p> <ul style="list-style-type: none"> The Heritage Impact Statement has assessed heritage and cultural elements of the site and concludes that the proposal does not adversely and unacceptably impact on the heritage significance of the Former Homebush Theatre, Horse and Jockey Hotel and the Inter-War shops provided the management recommendations and conservation policies of the Heritage Issues Statement are implemented (Appendix D). The Urban Design Report has provided a visual impact assessment of the reference design. The assessment has considered the scale of the change in the area to be appropriate under the PRCUTS (Appendix B). There are no known significant natural or environmental hazards on the including bushfire or flooding. In terms of bushfire, the site is not identified as bushfire prone land on the NSW Rural Fire Service mapping. In terms of flooding, Appendix H provides a letter from BG&E that identifies that the site is not affected in the PMF or AEP events and therefore complies with Clause 4.3 Flood Prone Land of Strathfield LEP 2012.

Criteria	Response
	<ul style="list-style-type: none"> In terms of acid sulfate soils, the site is located within Class 5 land, the least reactive soil class. This Preliminary PP will not affect the consideration of acid sulfate soils in a future development application. In this regard, as part of a future development application a geotechnical investigation will occur that will investigate the need for an Acid Sulfate Soils Management Plan to be prepared pursuant to clause 6.1 of Strathfield LEP 2012.
local features such as topography, lot sizes, strata ownership and the transition between different built forms	<p>The Urban Design Report has provided a study of the potential development within the local urban form context proposed in accordance with the draft LEP controls.</p> <p>The study includes the consideration of the existing strata-titled sites, heritage and open space designations and describes the potential amalgamation pattern of the adjoining large sites for development. The study indicates the likely development of podiums across the neighbourhood where the intention is to reinstate the street wall as a coherent urban pattern.</p>
the staging of enabling infrastructure, upgrades or expansions of social infrastructure such as local schools, open space including sport and community facilities.	<p>This Preliminary PP will result in a significant public benefit, which is detailed in Section 8.3.10. This includes:</p> <ul style="list-style-type: none"> Public domain works including a land dedication adjoining the Parramatta Road frontage to widen the public domain, and embellishments in Parramatta Road and Powell Street. Dedication of Affordable Rental Housing equivalent to 5% of the 'uplift' residential floor area. Affordable commercial floor space. Provision of a childcare facility to accommodate 50 children. Commitment to best practice sustainability measures. Provision of a public art work adjoining the Parramatta Road frontage. A Plaza that integrates with the Parramatta Road public domain and through site link and links to important pedestrian connections north/south from the Homebush Town Centre to Powells Creek and beyond. Refurbishment of retained portions of the Former Homebush Theatre building to accommodate bars, café and restaurants to reflect its original use as an entertainment venue, and provide a place for the new community to meet and socialise, and reinstate its original role as a landmark building. Interpretation of the Former Homebush Theatre building within the ground level Plaza, with structures and activities. An architectural design competition.

5.3 Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was released in November 2016. The PRCUTS seeks to coordinate the renewal of land and neighbourhoods along one of the oldest arterial roads in NSW which connects the Sydney and Parramatta CBDs, the two largest and most important metropolitan city centres in NSW.

PRCUTS provides for the provision of community infrastructure facilities, and creation of well-designed walkable, connected precincts along Parramatta Road as well as significant uplift opportunities for 8 precincts along the corridor, with the Homebush Precinct being the largest. It is anticipated that it will blend with, and support, growth and development of the adjoining Strategic Centre of Sydney Olympic Park.

The Precinct has access to four railway stations, thus maximising development opportunities. As a result, a mixed use area is envisaged for the Precinct under the PRCUTS.

However, PRCUTS was finalised before the NSW government committed to Sydney Metro West and a new station within walking distance of the site. The Metro West station will provide residents, workers and visitors on the site with high quality public transport access to a number of key Sydney centres and destinations, including the Parramatta and Sydney CBDs, as well as employment destinations of Westmead, Sydney Olympic Park, the Camellia Precinct and the Bays Precinct.

The site is located in the southern part of the Homebush Precinct and is well within the 400 metre walking catchment of Homebush Station. The PRCUTS recommends a maximum building height of 80 metres (25 storeys) and a maximum FSR of 5.0:1, as shown below at Figure 18 and Figure 19.

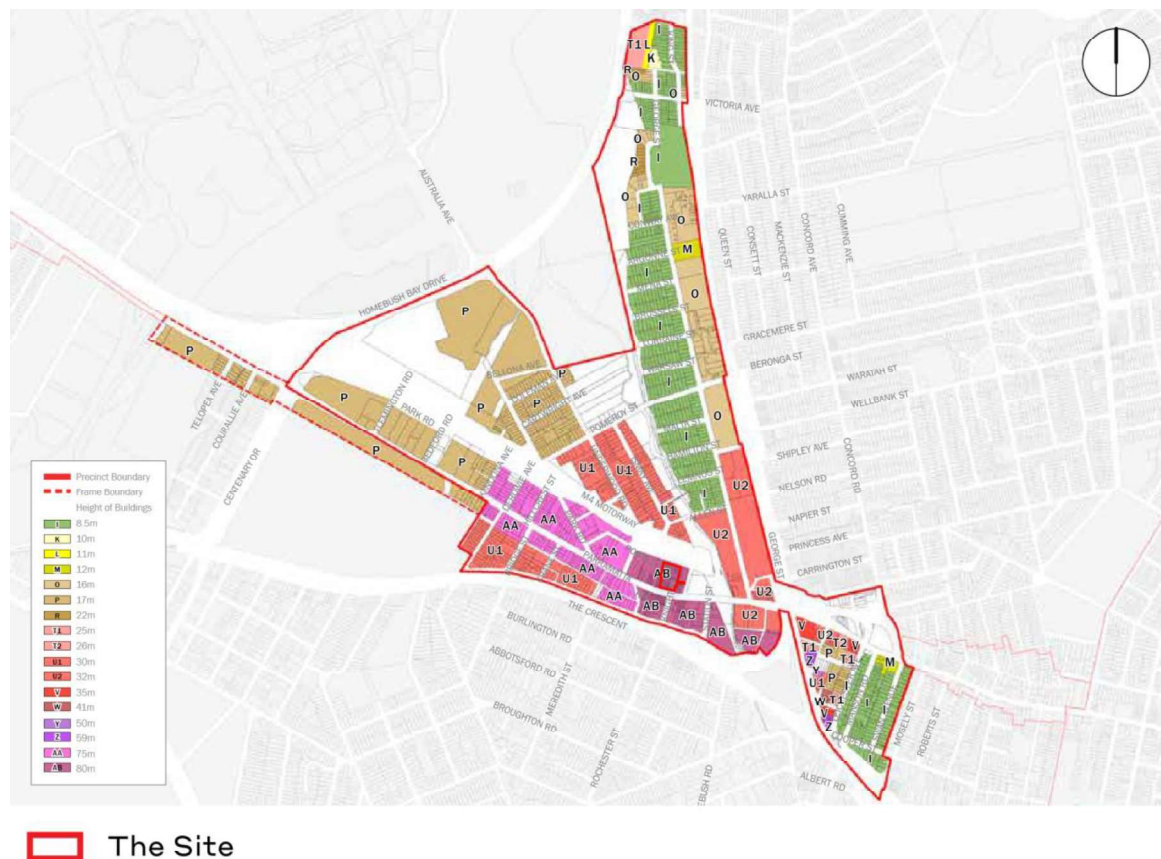
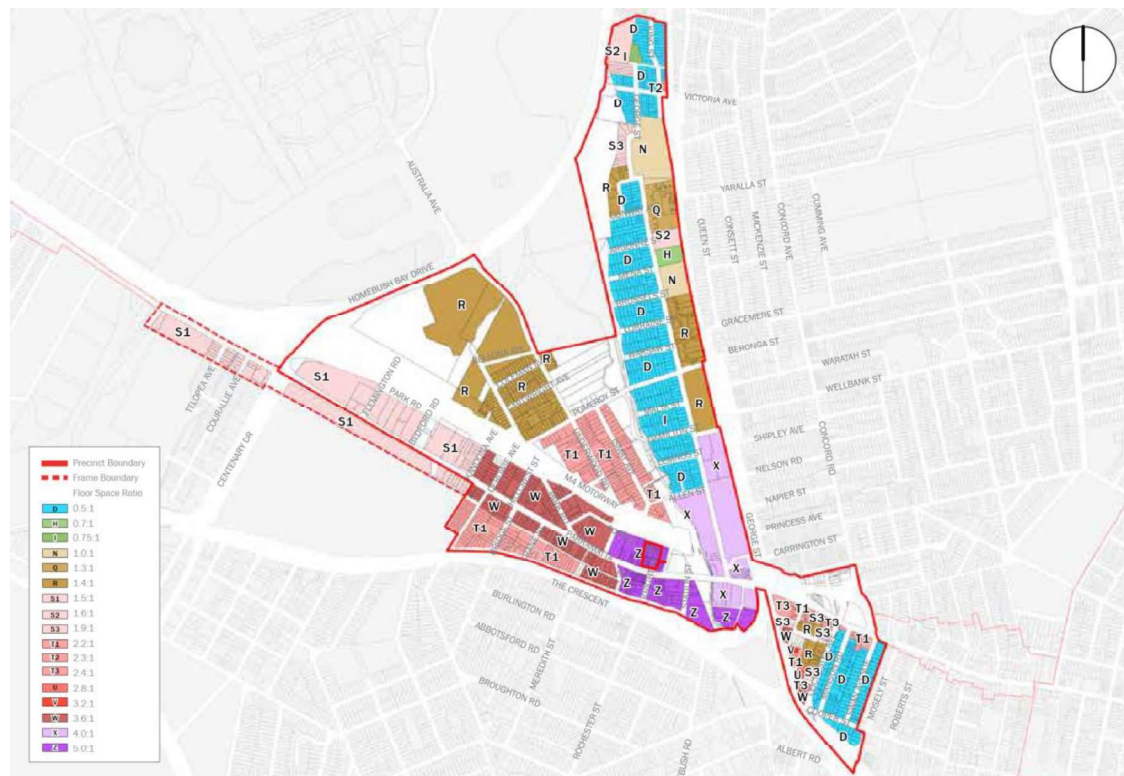


Figure 22 – Building Height Map

Source: PRCUTS



The Site

Figure 23 – Floor Space Ratio Map

Source: PRCUTS

5.3.1 Social and Community Infrastructure

Supporting and creating social and community infrastructure is an important part of the PRCUTS, which states:

“Infrastructure, such as school classrooms, health facilities, emergency services, community centres and childcare centres, will need to be delivered to support the proposed growth in the Corridor over the next 30 years. It will be essential to coordinate investment so all types of new community infrastructure are well located, and co-located with allied services and facilities within the Corridor. Social infrastructure should be located in town centres to take advantage of existing infrastructure such as public transport and other related uses such as retail and other services.”

This Preliminary PP is proposed to provide a revitalisation of the currently disused and derelict Former Homebush Theatre, as well as providing a community focus, child care uses and an internal plaza that is available to the public (as shown in **Figure 24** below). The site is also large enough and ideally located to act as the catalyst site for the transformation of the northern side of Homebush.

The public domain will be an important aspect of the project. The north Homebush urban context is generally formless, and not hospitable for pedestrians, as described in Section 3.1.

The proposal can address these deficiencies by incorporating pedestrian connections through the site from Homebush Station to Powells Creek and beyond that will integrate with embellished Powell St and Parramatta Rd frontages and Knight Street, which PRCUTS nominates as High Pedestrian Activity zones.

Importantly, the proposal incorporates a much needed community destination for north Homebush’s existing and future residential and worker population. Specifically, the refurbished Theatre will include café, bar and restaurant that will contribute activity and interest day and night. The Theatre will be integrated with a Plaza and through site links. There will be approximately 2,800m² of sheltered, publically accessible, activated and high quality ground level space.

The Theatre, Plaza and ground level spaces can accommodate shops, food and liquor outlets and cafés, bars, and restaurants with community uses that contributes to the social fabric of the locality. New residents, visitors and workers are expected to increase patronage of Homebush Station and the retail and social services of Homebush Town Centre and Bakehouse Quarter located with a five to ten minute walk of the site. A retail strategy is provided at **Appendix I**.

Many contemporary projects within north Homebush have vacant shops at the ground level, creating a very poor urban outcome, making no contribution to the public domain and not generating any pedestrian activity, please see Section 3.1.

This proposal can deliver a much better outcome, and potentially be a catalyst for reversing the current poor ground level. The site is owned by the Kemeny family, who have been successful Sydney food and alcohol retailers for the past 60 years. They are committed to establishing a new business in north Homebush, and will be drawing in complementary shops, cafes, bars and restaurants that will be a community destination for socialising and shopping.



Figure 24 – Internal plaza of the former Homebush Theatre

Source: PTW

5.4 Greater Parramatta to Olympic Peninsula

The vision for Greater Parramatta to Olympic Peninsula (GPOP) is encapsulated within the recently released GPOP strategic planning policy document. The vision introduces a polycentric city model for Greater Sydney, facilitating a 30 minute city model and providing more homes closer to employment centres.

5.5 Greater Parramatta Growth Area

Homebush is located in the south east of the Greater Parramatta Growth Area (as shown in Figure 25 below). The precinct is advantageously located in the Sydney Olympic Park District Quarter, which is recognised as proximate existing heavy rail and well-connected road transport networks that will create opportunities for the precinct to supply additional homes in proximity to burgeoning job rich centres of Rhodes and Sydney Olympic Park and also the two largest economic city centres in NSW in Parramatta and Sydney.

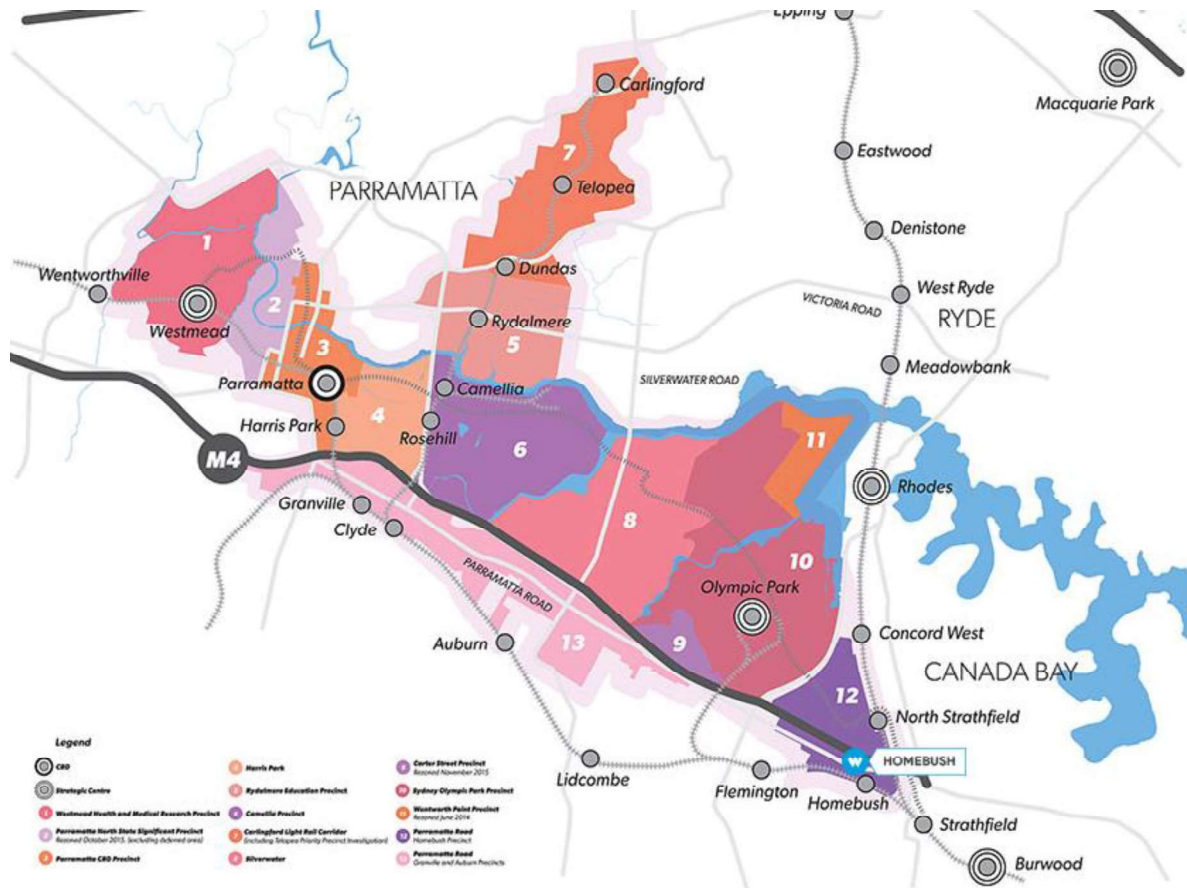


Figure 25 – Precincts comprising of the Greater Parramatta Growth Area

Source: GSC

Building on the GOP vision, the DPE has identified the Greater Parramatta region including Sydney Olympic Park as a Planned Growth Area and recently released the Greater Parramatta Interim Land Use and Infrastructure Implementation Plan, which identifies opportunities for the growth area to provide a minimum of 72,000 additional dwellings and 113,000 additional jobs. Recent investigations revealed capacity for additional growth in the order of 100,000 additional dwellings and 300,000 additional jobs.

At this stage, growth projections in the interim statement consider future opportunities for growth afforded by Parramatta Light Rail, but do not factor in any opportunities presented by the proposed Sydney Metro West (as shown in **Figure 26**) and will need to be reinvestigated once Metro West plans have sufficiently progressed and a preferred route chosen.



Figure 26 Metro West Study Area

Source: NSW Sydney Metro

5.6 Burwood, Strathfield and Homebush Planned Precinct

In July 2017, the state government nominated the area around Burwood, Strathfield and Homebush stations area as a Planned Precinct, in order to promote holistic planning and orderly renewal to create a cohesive urban area. This process is understood to be in the strategic planning phase and a draft Precinct Plan will be exhibited in mid 2018.

It is anticipated that the Precinct Plan will locate high densities closer to public transport, shops and community facilities in accordance with the principles of Transport Orientated Development. In this context, the site is considered ideal for a higher density given its ability to accommodate retail/employment floor space, community and residential floor space in proximity to the existing Homebush Station and Parramatta Road, which is planned as a public transport corridor.

Burwood, Strathfield and Canada Bay Councils are preparing a *Parramatta Road Strategy Traffic and Transport Study*, which is due for completion in the mid to late 2018. It will, amongst other things, consider the transport infrastructure augmentations required to support increased densities along the Parramatta Road Corridor recommended by PRCUTS.

Notwithstanding, Ason Group have prepared a *Traffic Impact Assessment (Appendix E)* which compared traffic generated by a proposal that met the PRCUTS recommended 5:1 FSR and a 7.3:1 proposal, and found resultant net increase in traffic generation is 36 veh/hr during the AM peak period, and 29 veh/hr during the PM peak period, or less than 1 additional vehicle very minute.

The Proponent will continue to work with the DPE on the refinement of the proposal as the Planned Precinct process progresses.

6.0 Development Concept

6.1 Overview

This Preliminary PP aims to facilitate urban renewal and the redevelopment of the site. A reference design has been prepared by PTW architects that comprises:

- A 7 storey building between Powell Street and the Plaza containing apartments and commercial uses.
- A mixed use building adjoining the western boundary comprising a 4 storey retail, commercial and childcare centre (with indicative provision for 50 children) podium, with residential apartments above in the three towers ranging from 8 to 45 storeys.
- Removal of the rear of the former Homebush Theatre and retention and refurbishment of the front, relatively intact portion fronting Parramatta Road.
- Creation of a plaza that will be a publicly accessible and include structures and spaces that interpret the two-storey form of the removed parts of the former Homebush Theatre. The Plaza will be integrated with the retail and commercial component of the proposal, and will be landscaped with a playground and other suitable furniture and fixtures. Subject to management arrangements it will be suitable for community based activities and events.
- A through site pedestrian link adjacent to the former Homebush Theatre will provide a connection between Powell Street, the Plaza and the larger embellished public domain along the Parramatta Road frontage.
- A north/south pedestrian link through the site will provide connections from the Homebush Town Centre to Powells Creek and beyond.
- The Parramatta Rd public domain will be widened by six metres into the site.
- Four levels of basement car parking.

6.2 Built Form and Streetscape

The Urban Development Response in the PTW Urban Design Report in **Appendix B**, provides an analysis of the built form of the reference design in the context of the surrounding potential development of the broader precinct.

The study demonstrates that the likely pattern of development will include podiums across the Precinct that is reflected in the concept design, which meshes with an existing apartment building adjoining to the west, and includes an 8 storey street wall. The study demonstrates the potential arrangement of the tower forms as high points (comprising of more than 8 storeys and up to 45 storeys), positioned with an appropriate separation distance and setback from the Powell and Parramatta Road street frontages (southern elevation is shown in **Figure 23** below).

The tower forms will mark the eastern most part of the GPOP, and the future centre for the Homebush Precinct as it renews.

The reference design retains and refurbishes the front of the Former Homebush Theatre (shown in **Figure 27** below) and provides a new Plaza at the rear where the removed rear portion of the Theatre will be interpreted by a significant structure. Two potential pedestrian links will be provided to improve connectivity with Homebush Station and within the Precinct.



Figure 27 – Proposed Southern Elevation

Source: PTW

6.3 Connectivity

The site is closely and directly connected to key existing and future destinations within the Homebush Precinct, as shown in **Figure 28** and **Appendix J**. Connections are to include:

- Road access to Parramatta Road then the Sydney and Parramatta CBDs, and the nearby M4 Motorway, which connects to the Sydney orbital motorway network.
- Pedestrian connectivity to Homebush Station, North Strathfield Station, a future Metro Station, Homebush town centre the Bakehouse Quarter and Sydney Olympic Park.
- The connectivity diagram shows existing or planned walking and cycle connections between the local area's key destinations, such as bus, train and metro stops, open space, Olympic Park, the Bakehouse Quarter and high pedestrian activity zones along Knight St, Parramatta Rd and Powell St.
- The Plaza and through site pedestrian links connect directly into the active transport network, which will encourage residents, workers and visitors to access the site and key destinations on foot or by bike.
- Good connectivity will support the Plaza and the refurbished Homebush Theatre's role as a community destination and focus for north Homebush, and will integrate well with high pedestrian zones.



Figure 28 - Connectivity Diagram

Source: Walker Corporation; Urban Growth PRUCTS

6.4 Site Access and Parking

The reference design is proposing vehicle access from Powell Street. The Traffic Report (provided in **Appendix E**) has addressed how the design is consistent with the car parking provisions recommended in PRCUTS.

The key aspects from a traffic perspective of the reference design are:

- 577 residential units or 51,578m² of residential GFA, comprising:
 - 187 one bedroom units,
 - 359 two bedroom units, and
 - 62 three bedroom units.
- 359m² of GFA of commercial and service GFA
- 2,524m² of GFA of retail land use.

- A childcare facility with a capacity of approximately 50 children.
- Provision of 571 car parking spaces (including 58 visitor spaces and 74 accessible spaces) in compliance with the relevant controls.
- An estimated 2,800m² of public plaza and through site links.
- An estimated 725m² of public domain embellishments within Parramatta Road and Powell Street.
- An estimated 240m² of land dedicated for a wider Parramatta Road footpath.



Figure 29 – Proposed Internal Plaza

Source: PTW

6.4 Heritage

The Preliminary PP includes retention and refurbishment of the former Homebush Theatre including the lobby, stairwell, salons and Parramatta Road façade, while removing the highly modified rear portion of the building to allow creation of a new plaza in the centre of the site.

The Plaza will be publicly accessible, and new structures and spaces will be created that will interpret the two-storey volume of the removed part of the Theatre. The through site link adjacent to the Theatre will provide a connection between Plaza and the larger embellished public domain along the Parramatta Road frontage.

The retained portion of the Theatre will be occupied by cafes, bars, restaurants and the like to ensure that the public can visit the heritage space, and to reflect its original use as an entertainment venue. Its façade will be restored and it will become a landmark on Parramatta Road, and a marker for the new Homebush Precinct community.

A Heritage Impact Statement report has been prepared by NBRS & Partners is attached at **Appendix D**.

7.0 Planning Proposal

This Preliminary Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning & Assessment Act, 1979* (EP&A Act), and 'A Guide to Preparing Planning Proposals' prepared by the DPE, which requires the following matters to be addressed:

- objectives and intended outcomes of the amendment to the LEP;
- explanation of provisions;
- justification;
- relationship to strategic planning frameworks;
- environmental, social and economic impact;
- State and Commonwealth interests; and
- community consultation.

The following section outlines the objectives and intended outcomes and provides an explanation of provisions in order to achieve those outcomes, including relevant mapping. The justification and evaluation of impacts is set out in **Section 8** of this report.

7.1 Objectives and Intended Outcomes

Key objectives and intended outcomes of this Preliminary PP are:

- Facilitate urban renewal to enable the future delivery of a primarily residential, mixed use project on a site strategically located relative to existing and planned urban infrastructure, whilst simultaneously supporting the viability of public and private urban investment.
- Provide public domain improvements including a plaza, a refurbished Homebush Theatre and other direct and indirect public benefits that will identify the Homebush Precinct as a distinct new urban place and ultimately provide a civic, social and retail focus for the incoming community.
- Facilitate development of a large, vacant and predominately unencumbered urban site to act as a catalyst development for wider urban renewal whilst preserving a significant local heritage item in the former Homebush Theatre.

7.2 Explanation of Provisions

To achieve the above objectives and outcomes, the following amendment to the Strathfield LEP 2012 mapping is sought.

- Amend the Height of Buildings Map from 22 metres to 145 metres as it applies to the site (excluding the former Homebush Theatre).
- Amend the Floor Space Ratio Map from 2:1 to 7.3:1 as it applies to the site.

7.3 Mapping

This Preliminary PP seeks to amend the following maps of the Strathfield LEP 2012 (shown in **Figure 30** and **31**):

7.3.1 Height of Building Map (HOB_004)

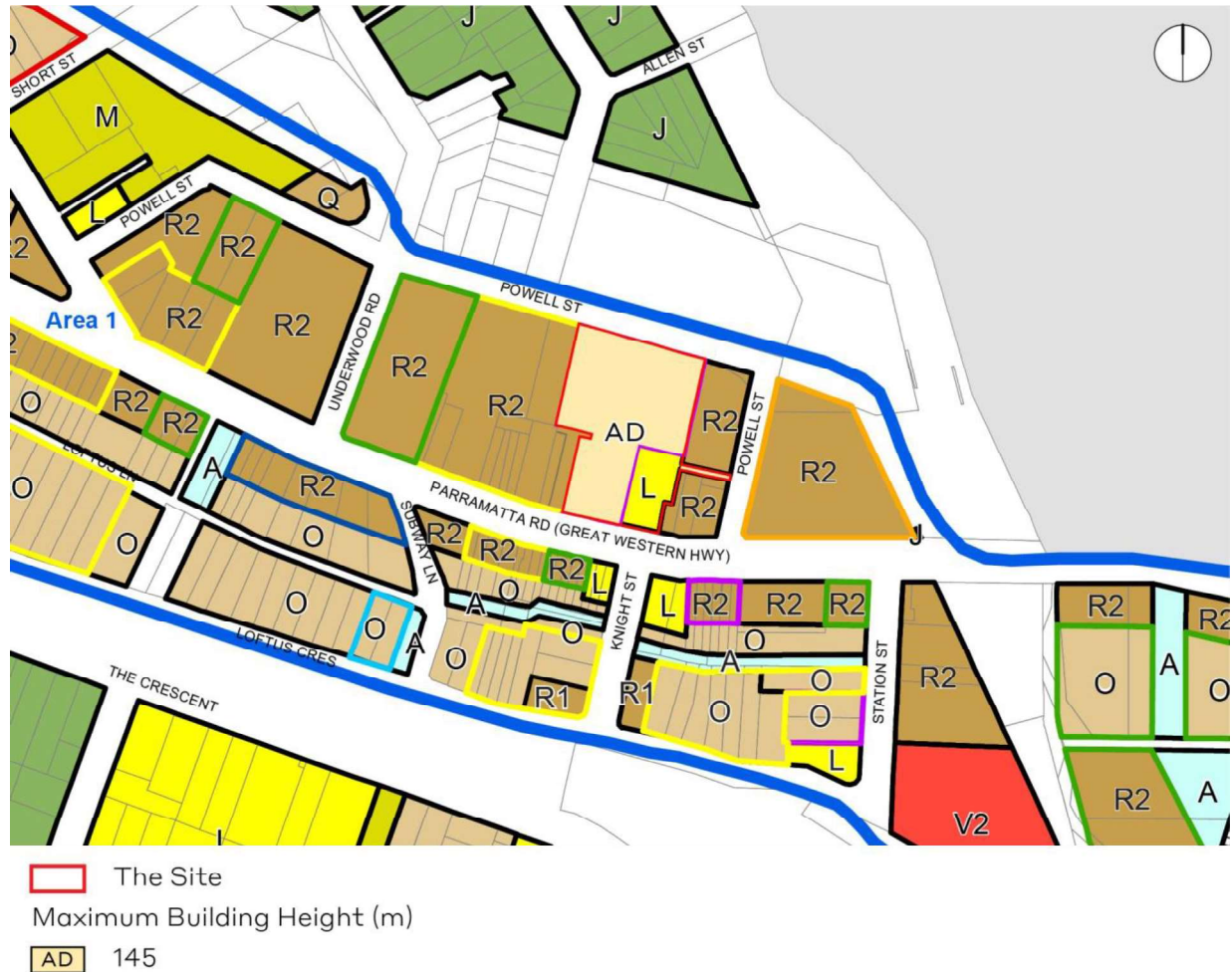


Figure 30 – Proposed Height of Buildings Map – site shown in red

Source: Strathfield LEP 2012, HOB_004

7.3.2 Floor Space Ratio Map (FSR_004)

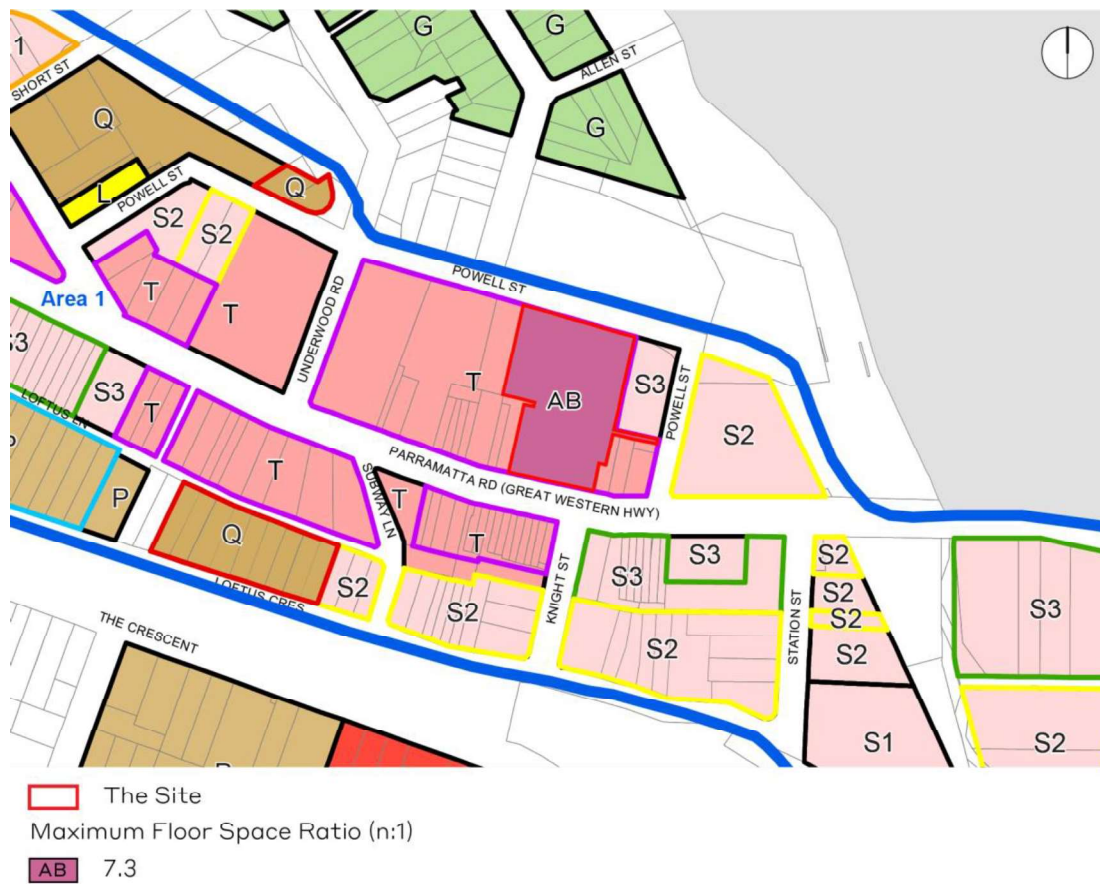


Figure 31 – Floor Space Ratio Map- site shown in red

Source: Strathfield LEP 2012, FSR_004

8.0 Strategic Justification

8.1 The Need for a Planning Proposal

Q1 – Is the Planning Proposal a result of any strategic study or report?

The Preliminary PP responds to a number of strategic studies and reports, primarily the PRCUTS, which reflects the changing nature of the corridor that is targeted to accommodate 27,000 new homes and 50,000 new jobs over the next 30 years. The PP is supported by a \$198m Government funding package to stimulate growth in the Corridor, including streetscape upgrades, creation of new or improved open spaces, urban plazas and town squares, and new walking and cycling links to key transport nodes and open space.

After three years of consultation and collaboration between state and local governments, the PRCUTS Strategy and Implementation documents were and adopted by the NSW Government. The Strategy does not rezone land but is given statutory force by a Ministerial Direction under section 117 of the *Environmental Planning and Assessment Act 1979* dated 19 December 2016.

This Preliminary PP is the direct result of the recommendations of the PRCUTS and seeks to implement its findings. Furthermore, the proposal is consistent with the policy direction of the draft District Plan and the Draft Greater Sydney Region Plan with respect to Homebush, as well as the recently announced Greater Parramatta Growth Area.

Q2 – Is the Planning Proposal the best means of achieving the intended outcome?

This Preliminary PP is the best means of achieving the objectives and intended outcomes proposed for the site. Ultimately, the site's capacity to accommodate housing and employment generation is contingent on having its density increased, in order to provide public benefit and refurbish the Former Homebush Theatre for uses which reflect its original use as a local landmark and focus for the local community.

The proposed building height (145m) and FSR (7.3:1) cannot be delivered under the existing planning controls and is necessary to be a catalyst for urban renewal vision in accordance with the PRCUTS.

A number of statutory measures were considered to give effect to achieving the objectives of the proposal, however it is considered that the proposed increase in FSR to 7.3:1 and building height to 145 metres is the most suitable means of achieving the intended outcome.

8.2 Relationship with the Strategic Planning Framework

Q3 – 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)?

A *Guide to Preparing Planning Proposals* sets out that in order to answer this question, a planning proposal needs to justify that it meets the Strategic Merit Test. The consistency of this Preliminary PP with the mandated assessment criteria is set out below.

Is it:

- *Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or*
- *Consistent with a relevant local council strategy that has been endorsed by the Department; or*
- *Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognised by existing planning controls.*

8.2.1 NSW State Plan

NSW 2021 is a long-term plan for services delivery within NSW and establishes priorities to guide government decision-making and resource allocation. NSW 2021 is based on the five following strategies:

- Rebuild the economy;
- Provide quality services;
- Renovate infrastructure;
- Restore government accountability; and
- Strengthen our local environment and communities.

The Preliminary PP is consistent with these goals, strengthening the local community through the provision of a civic space centred on a revitalised precinct proximate to existing rail infrastructure. The provision of housing stock will complement the local jobs being provided and the broader renewal of the corridor.

8.2.2 Greater Sydney Region Plan and Eastern City District Plan

The recently released Greater Sydney Region Plan by the Greater Sydney Commission establishes Ten Directions and Planning Priorities for the Sydney Region with the aim of creating a more liveable and sustainable Sydney. They also establish the framework for the Eastern City District Plan.

8.2.3 Planned Precincts

The site and the Parramatta Road Corridor are an urban renewal area, with Burwood, Strathfield, and Homebush part of a Planned Precinct. The specific aim of these strategic plans and planning processes is to provide additional capacity for housing supply. However, in terms of timing, the State Government led Planned Precinct process (shown in **Figure 27** below) has only recently commenced the 'Project Establishment' phase. This proposal seeks to precede this process however will integrate with the work of DPE.



Figure 32 – Planned Precincts Process

The site and the Preliminary PP provide the opportunity to achieve the priorities and actions identified for the Planned Precinct, as outlined in Regional and District Plans, and catalyse the broader renewal of the Homebush Precinct. The alignment of this proposal with the Plan's Ten Directions and Planning Priorities is summarised in **Table 4**.

Table 4: Alignment with Draft Regional Plan's Ten Directions and Planning Priorities

Response		
	A city supported by infrastructure <i>Infrastructure supporting new developments</i>	<p>Achieving Planning Priority N1 of planning for a city supported by infrastructure is explicit in the delivery of new jobs and housing, civic spaces and re-interpreted Homebush Theatre on an unused site within 200m of Homebush Station associated with the proposal.</p> <p>The site is also proximate to the Concord Road portal of WestConnex which will provide even greater connectivity while supporting the State Government's investment in infrastructure.</p> <p>The Ason <i>Traffic Impact Assessment (Appendix E)</i> concluded that the road network would be able to absorb traffic generated by a proposal with an FSR of 7.3:1, and less than 1 vehicle/minute would be generated in the peaks over a proposal that met the PRCUTS recommended 5.1 FSR.</p>
	A collaborative city <i>Working together to grow a Greater Sydney</i>	<p>The Proponent has met with both State government and Strathfield Council the preparation of this Preliminary PP. It is understood that whilst this proposal precedes the Planned Precinct process, it can integrate with the wider processes being undertaken by both levels of Government.</p>
	A city for people <i>Celebrating diversity and putting people at the heart of planning</i>	<p>Any project facilitated by this Preliminary PP will deliver affordable housing, social infrastructure and civic spaces that leverage off the site's strategic location to meet the changing needs of the local (and wider) community. Specifically, the renewal and adaptation of the Former Homebush Theatre that will be integrated with the new Plaza will create a civic heart for the new community.</p>
	Housing the city <i>Giving people housing choices</i>	<p>The Preliminary PP clearly provides significant opportunities for housing supply, choice and affordability.</p> <p>The new housing will have good access to jobs and services being very close to Homebush Station.</p> <p>Any project facilitated by this Preliminary PP will include Affordable Rental Housing that will reflect the needs and requirements of the local community.</p>
	A city of great places <i>Designing places for people</i>	<p>This proposal facilitates creation of publically accessible through site links, a Plaza and refurbished Homebush Theatre that will integrate the site with a reinvigorated Parramatta Road, and provide a landmark community focal point.</p> <p>This will provide a physical and community focus for north Homebush, which is:</p> <ul style="list-style-type: none"> • Consistent with PRCUTS actions, guidelines and implementation principles. • Additional to the community facilities envisaged in PRCUTS. • Needed to address current deficiencies in the Precinct's urban environment which is relatively hostile to pedestrians and lacking in shops, services or communal spaces. • Not anticipated in the current Precinct planning. <p>This is a significant public benefit of the Proposal.</p>

Response		
	A well-connected city <i>Developing a more accessible and walkable city</i>	The provision of housing proximate to Homebush Station is consistent with providing a greater number of dwellings within 30 minutes of jobs and services by public transport.
		The proposal is clearly consistent with Planning Priority N12 which seeks integrated land use and transport planning and a 30-minute city. Through the provision of housing (and associated land uses) in the Precinct, pressure on alternative locations for ad hoc residential development can be mitigated.
	Jobs and skills for the city <i>Creating the conditions for a stronger economy</i>	Any project facilitated by this Preliminary PP will provide direct employment floor space of 3,302sqm, in addition to the indirect employment associated with a proposal of this size.
		Further, Planning Priority N11 which seeks to protect and manage industrial and urban services land is indirectly achieved by relieving pressure on local industrial lands for renewal to residential redevelopment, by placing the focus on the renewal corridor of Parramatta Road in accordance with the strategic planning documents that apply to the site and the area
	A city in its landscape <i>Valuing green spaces and landscape</i>	Any project facilitated by this Preliminary PP will incorporate an enlarged and embellished public domain, a publicly accessible Plaza and through site pedestrian link. The reference design demonstrates that a future project can deliver high quality open space (Planning Priority N20) and the Green Grid connections and provide increased urban tree canopy (Planning Priority N19 and N15) as illustrated in the Landscape Plan prepared by Arcadia provided in Appendix C .
		The public domain will be an important aspect of the project, particularly the north/south pedestrian connection from the Homebush Town Centre to Powells Creek and beyond.
	An efficient city <i>Using water and waste resources efficiently and wisely</i>	The site is underutilised relative to its strategic location within the Parramatta Road Corridor and proximity to Homebush Station. The Preliminary PP results in the efficient use of this land.
		Any project facilitated by this Preliminary PP will seek to achieve all relevant standards in terms of environmental performance, however the draft public benefit includes the provision of a higher level of sustainability. The details of which will be refined with Council throughout the rezoning process. .
	A resilient city <i>Adapting to a changing world</i>	Any project facilitated by this Preliminary PP will be subject to an environment assessment, and will address potential account for the impacts of urban and natural hazards.

8.2.4 Parramatta Road Corridor Urban Transformation Strategy

The PRCUTS is the State Government's long-term strategy for the growth and renewal of the Parramatta Road Corridor. The site is within the Homebush Precinct, which was identified for significant future growth due to its central location between Sydney's two main metropolitan city centres and near the junction of two major rail lines. The Homebush Precinct is targeted to accommodate 9,500 new homes and 12,900 new jobs by 2050.

The PRCUTS establishes the long-term vision and framework to provide co-ordinated employment and housing growth in response to significant transport as well as infrastructure investment, economic and

demographic shifts. The PRCUTS is the culmination of extensive collaboration since 2013 between State and Local Government. It has been informed by a broad program of stakeholder consultation and a range of technical studies and investigations.

The PRCUTS has been adopted and is given statutory force by a Ministerial Direction under section 117 of the *Environmental Planning and Assessment Act 1979*.

The Strategy is provided in two key parts:

- PRCUTS, which provides the long term framework for the future growth and development of the Corridor.
- Implementation Tool Kit, which is to be used by councils and other stakeholders when making land use decisions.

Strategic Vision

The Planning Proposal has set out to demonstrate its consistency with the s9.1 Ministerial Directions and PRCUTS, and where these are varied, justify these variances.

The PRCUTS Strategic Vision is for *“Incremental renewal of the Corridor will occur over the long term to deliver a high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.”*¹

- Incremental: This proposal is a sensible first stage for the renewal of the Precinct and the largest undeveloped site proximate the Homebush Station. It will serve as a catalyst for the wider, and more socially sustainable, Homebush renewal.
- Multi-use Corridor: Substantive community facilities and non-residential uses are proposed including the renewal of the long dormant Homebush Theatre for active uses and open space.
- Transport choice: The site’s location proximate Homebush Station will encourage people to walk there. The Reference Design includes pedestrian links through the site that connect to existing and planned regional cycle and pedestrian networks.
- Amenity: The new 6 metre wide Parramatta Road setback will include deep soil planting to facilitate street trees and landscaping and enhance pedestrian amenity as envisaged by PRCUTS. The refurbished Theatre will activate Parramatta Rd frontage, and provide a distinctive landmark that will identify it as a community destination and contribute to unique character for the north Homebush.
- Balanced growth: PRCUTS recognises that the Homebush Precinct is well served for employment as it has good public transport accessibility to Sydney and Parramatta CBDs and other employment areas, making it consistent with the ‘30 minute city’ planning principle that underpins the GSC’s *Greater Sydney Region Plan*. The proposal incorporates a good proportion of non-residential floor area.

Character

The future character and identity of Homebush is described in Part 6, Section 7.4 that provides the vision for Homebush under the PRCUTS.

“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.”

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.”

¹ Informing the Parramatta Road Corridor Urban Transformation Strategy, Section 2.3 ‘Vision for the Corridor’

The Preliminary PP proposes a mixed-use development with an open Plaza, commercial and retail on the ground floor, a first floor childcare centre, with outdoor area on a podium terrace and 577 apartments above. This Preliminary PP is entirely consistent with this vision. The subject site is a landmark and catalyst site located in the core of the Homebush Precinct within a five minute walk of Homebush Station and a ten minute walk of the Bakehouse Quarter and Flemington Markets.

The site is strategically located between all three of these destinations and is also large enough to act as a catalyst site for the renewal of the remainder of the precinct, making it ideal for high density housing and key civic and open space functions.

In order to protect the key view to the landmark Theatre from Knight Street, and to incorporate a publically accessible, activated Plaza and through site links, the building massing has been moved to the west of the site, and the resultant FSR and height of the proposal exceed the PRCUTS recommended controls.

However this is considered acceptable given the site's central location within the Homebush Precinct and the potential for the project to provide a needed community destination within north Homebush and act as a catalyst that may draw occupants into the many nearby vacant shops.

PTW's *Urban Design Report (Appendix B)* demonstrates that the approach to urban design taken in the reference design is appropriate for the transforming precinct. Specifically, the reference design's scale reflects the scale of Parramatta Road and the M4 Motorway, which simultaneously separate the site from sensitive land uses that may be unduly impacted.

Principles and Strategic Actions

The Preliminary PP is consistent with the land use and transport principles and strategic actions outlined in the Strategy. Specifically, the Preliminary PP will:

- Provide high density mixed use development proximate to key transport nodes.
- Locate taller residential buildings in the core of the Precinct, in the centre of the three major rail stations of Homebush, North Strathfield and Strathfield
- Provide important civic and community spaces as the foundation of the new community anticipated for the Precinct.
- Renew and re-interpret local heritage on Parramatta Road to provide a unique opportunity for community, civic and cultural uses within the site that is integrated with new open space and a high quality public domain.
- Capitalise on the significant development potential around transport nodes through an undeveloped site that also extends pedestrian links from Homebush Station to the north, thereby reducing car dependency by locating housing in close proximity to existing and planned public and active transport infrastructure.
- Benefit from the improved, high-capacity public transport connectivity to be offered by the Parramatta Light Rail.

Importantly, the Preliminary PP does not depart from the staging and sequencing identified by the PRCUTS Implementation Plan 2016 – 2023 as shown in **Figure 33** below and is ideally located to be the key catalyst for the Precinct's renewal. However, given its central location within the Homebush Precinct, and ability to act as a catalyst site, together with its position between Parramatta Road and the M4 Motorway, the floor space ratio and building height proposed in this Preliminary PP is above the PRCUTS.

The Urban Design Report prepared by PTW Architects demonstrates that the urban design of the reference design is appropriate for the transforming precinct.

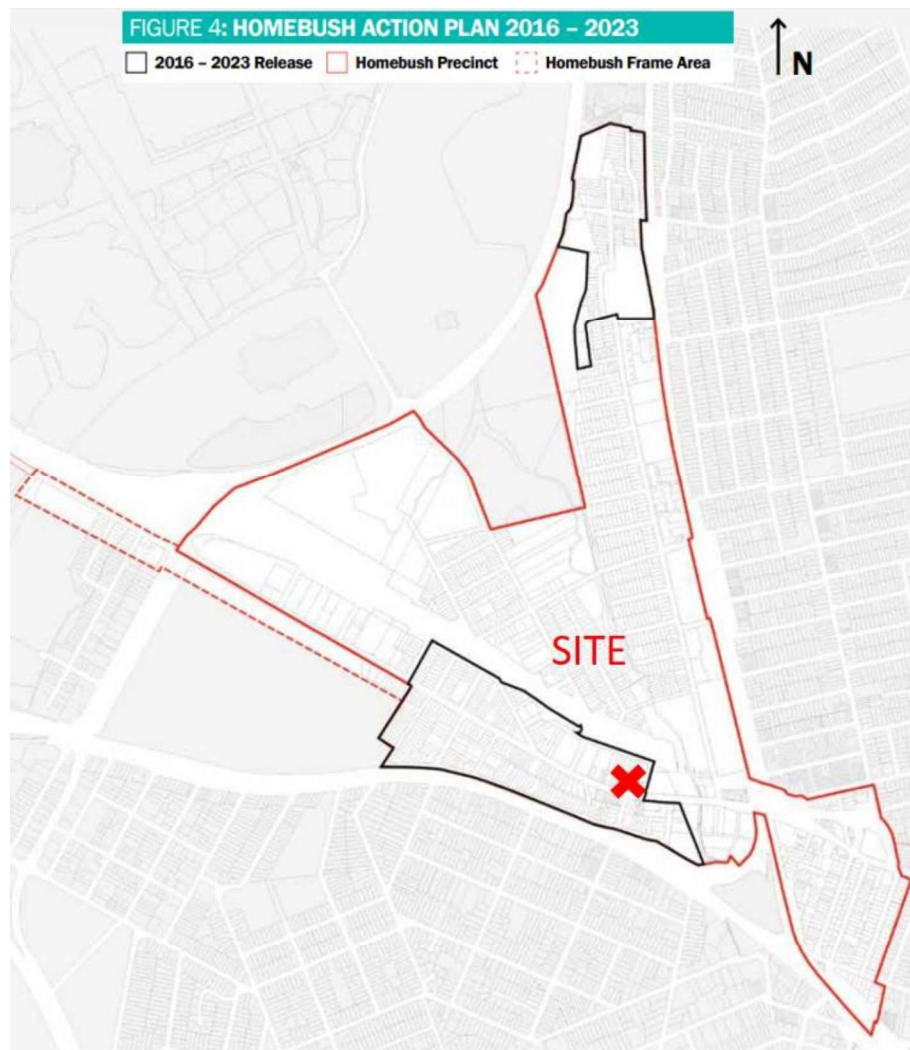


Figure 33 – Homebush Action Plan 2016-2023

Source: Parramatta Road Corridor Implementation Plan 2016 – 2023

Social and Community Benefit

The incorporated social and community benefits and the Theatre refurbishment for occupation with retail and food related businesses is predicated on achievement of an FSR of 7.3:1. The public benefit offer diagram at **Appendix G** compares the public benefit that is possible with the proposed FSR of 7.3:1 and that required by a proposal with an FSR of 5.0:1 as recommended in PRCUTS. The additional 2.3:1 FSR allows the proponent to deliver a far superior material public benefit, including:

- An additional nine (9) affordable rental housing 2 bedroom units to the value of c. \$6.4M, making a total of 21 x 2 bedroom apartments to be dedicated to Council.
- Increased s.7.13 Contributions in the order of \$3.5M.
- Increased s.7.22 Contributions in the order of \$2.1M.
- Public domain embellishment including public art and creation of a new Precinct destination over and above the requirements of the PRCUTS.
- The creation and ongoing operation and management of a publicly accessible Plaza and through site links of approximately 2,800m², creating a retail and social destination and community hub.
- Additional retail and commercial floor space to support jobs and provide services.
- Affordable rental commercial floor space for a period of 5 years.
- Job creation of over 205 new jobs.
- A design excellence competition.
- Additional sustainability measures.

Requirements and Timing of Infrastructure

This preliminary PP considers the requirements and timing for infrastructure generated by the additional population associated with the 2.3:1 FSR above PRCUTS recommended FSR of 5:1. In this regard, the mix of uses, civic and open space functions results in a largely self-sufficient development. The site's accessibility is excellent, in particular, it is extremely close to Homebush Station and existing and proposed pedestrian and bicycle connections. The proposal's future residents, workers and visitors will be able to access major and minor employment, commercial, health, education and recreation facilities within inner and middle Sydney by public transport, and within 30 minutes.

The DPE is currently prepared a Section 7.22 Special Infrastructure Contribution Plan for the Greater Parramatta Growth Area. It will consider requirements for the Further, the significant strategic planning that has been undertaken considers the requirements and timing of infrastructure needs of the incoming community.

Establishment of Precedent

This site has qualities that differentiate it from other larger sites in the vicinity, therefore it is considered unlikely it would set a 'precedent' for further FSR increases nearby, for the following reasons:

- The refurbishment and occupation of the Theatre as a prominent Parramatta Road land mark and a destination for day and night social activities.
- The provision of a large publically accessible Plaza that will be activated, sheltered, landscaped with playgrounds, suitable for a variety of community based activities and integrated into a revitalised public domain encouraging pedestrian activity throughout the area.
- The commitment the Kemeny family who own the site, to establish their 60 year old successful food and liquor business on the site, and work with complementary business to create a distinct community destination. See **Appendix I**.
- The site's proximity to Homebush Station
- The Planning Agreement offer at **Appendix G**.

Notwithstanding this will be a matter for Council and the state government will consider in respect of those sites if and when preliminary Planning Proposals are submitted.

Section 117 Ministerial Direction

Pursuant to the Section 117(2) of the EP&A Act, Section 7.3 of the Local Planning Directions applies to the PRCUTS, and the Strathfield LGA. Under subclause (4) S a planning proposal within the Parramatta Road Corridor must:

- (a) *give effect to the objectives of this Direction,*
- (b) *be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November, 2016),*
- (c) *be consistent with the Parramatta Road Corridor Planning and Design Guidelines (November, 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines,*
- (d) *be consistent with the staging and other identified thresholds for land use change identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016),*
- (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 Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016),*
- (f) *be consistent with the relevant District Plan.*

The Preliminary PP will facilitate development within the Parramatta Road Corridor that is generally consistent with the PRCUTS and the PRCUTS *Implementation Tool Kit*, except FSR and building height – see **Table 5**. It will provide a diversity of housing to meet with needs of a broad cross-section of the community, and it will provide for the delivery of other necessary infrastructure.

The Preliminary PP is consistent with the Strategic Actions of the PRCUTS, as detailed above and consistent with the corridor-wide and precinct-specific land use, transport, and built form guidelines and controls as detailed in the PTW Urban Design Report (provided in **Appendix B**).

However, the Preliminary PP must be assessed against the 'Out of Sequence Checklist', as it proposes FSR and height controls that are inconsistent with the PRCUTS. This allows a merit assessment process to determine whether Planning Proposals that are not fully consistent with the Implementation Plan 2016 – 2023 can proceed.

Indeed, the s117 Direction notes:

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

Accordingly, consistency with the 5(a) Out of Sequence Checklist is provided below:

Table 5 – Out of Sequence Checklist Parramatta Road Corridor Implementation Plan

OUT OF SEQUENCE CHECKLIST

Criteria 1 Strategic objectives, land use and development

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| <ul style="list-style-type: none"> The planning proposal can demonstrate significant delivery or contribution towards the Strategy's Corridor wide and Precinct specific vision. | <p>As noted above, the Preliminary PP is closely aligned to the broader and Precinct-specific vision through the provision of:</p> <ul style="list-style-type: none"> New community and civic focus created by a publicly accessible Plaza and through site link, refurbished former Homebush Theatre, and enhanced public domain, connecting Homebush Station and Powells Creek to the north. Integrated public domain with a renewed and re-interpreted former Homebush Theatre fronting Parramatta Road to create a landmark that will contribute to the Precinct's unique character and mark a unique the Precinct centre. A range of non-residential and community uses as well as high density housing located near heavy rail, bus and future light rail connections. A catalyst for the renewal of the broader Precinct through the provision of shops, services, cafes and restaurants and a publicly accessible Plaza and public domain. |
| <ul style="list-style-type: none"> The planning proposal satisfies the Strategy's seven land use and transport planning principles and fulfils the relevant Strategic Actions for each Principle. | <p>The Preliminary PP and reference design has been prepared with regard to the Corridor wide and Precinct-specific Planning and Design Guidelines.</p> <ul style="list-style-type: none"> Principle 1: Housing choice and affordability: the reference design will provide a mix of dwelling sizes and Affordable Rental Housing. |

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- Principle 2: Diverse and resilient economy: a range of non-residential and complementary uses will be provided, however the site's location equidistant and within the '30-minute city' catchment of the Parramatta and Sydney CBDs enables housing proximate to job locations.
 - Principle 3: Accessible and connected: the ground level will include new public domain and a publicly accessible Plaza, with north-south through site connections for pedestrians to connect to Powells Creek in the north through to Homebush Station in the south. The WestConnex Concord Road portal will enable excellent regional connectivity for vehicles, and the Sydney West Metro station will improve public transport access. PRCUTS envisages a rapid or suburban bus service on Parramatta Road, which will increase the capacity from current regular bus services.
 - Principle 4: Vibrant communities and places: the site's central location in the Precinct facilitates the creation of a Plaza as the civic heart. As such, the reinterpretation of the Former Homebush Theatre item will integrate with the Plaza and the public domain to foster a vibrant and socially connected community.
 - Principle 5: Green spaces and links: key north-south pedestrian linkages will be provided within the site. The scope of this aspect and will be refined throughout the planning process.
 - Principle 6: Sustainability and resilience: the draft public benefit offer includes a commitment to a high level of sustainability, the final scope of which will be agreed with Council as the proposal progresses.
 - Principle 7: Delivery: the site is undeveloped and unencumbered. The land owner (the Kemeny family) have teamed with Walker Homebush Pty Ltd to ensure it is deliverable in the short-term timeframes anticipated in the Implementation Plan.
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| <ul style="list-style-type: none"> • The planning proposal can demonstrate significant net community, economic and environmental benefits for the Corridor and the Precinct or Frame Area within which the site is located. | <p>The Preliminary PP provides public and other benefit including:</p> <ul style="list-style-type: none"> • Direct and indirect benefits identified in the draft letter of offer at Appendix G. • The creation of a new community focus for the anticipated 9,500 new homes and 12,900 new jobs by 2050. • The renewal and reinterpretation of the Former Homebush Theatre that will be integrated with the Plaza and public domain to create a sense of place and uniqueness that only this site can provide. • The sustainable use of land. This is a substantial and undeveloped site in close proximity to significant existing and proposed public transport infrastructure. Its renewal represents the efficient use of this important land. |
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| <ul style="list-style-type: none"> The planning proposal is consistent with the recommended land uses, heights, densities, open space, active transport and built form plans for the relevant Precinct or Frame Area. | <ul style="list-style-type: none"> Whilst the land use and transport planning principles are aligned, the proposed building height and FSR exceeds that proposed for the Homebush Precinct in the Implementation Plan. In all other respects it is consistent with the planning controls incorporated into the PRCUTS Planning and Design Guidelines, including setbacks to the public domain, relationships between new buildings and the provision of connections and active frontages. Traffic generation from the additional floor area above the PRCUTS recommendation is demonstrated to be supportable in the Ason Group report in Appendix E. |
| <ul style="list-style-type: none"> The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy. | <ul style="list-style-type: none"> The proposal unquestionably meets the desired future character for the Precinct and intent of the PRCUTS, which is a better guide to the potential of the site than a numerical building height and floor space ratio standards. Considering the context within the Precinct, with a high number of sites already being redeveloped for residential uses or constrained, the delivery of the requisite 9,500 new homes and 12,900 new jobs may not be achieved. There is therefore the opportunity for this unencumbered and vacant site to contribute immediately to the dwelling and job targets anticipated in PRCUTS. The location of the site between Parramatta Road and the M4 Motorway and significantly separated from the fine grain retail of the Bakehouse Quarter and Homebush town centre, provides a robust existing and future local character that can accommodate the proposal's scale. |
| <ul style="list-style-type: none"> The planning proposal demonstrates design excellence can be achieved, consistent with councils adopted design excellence strategy or the design excellence provisions provided in the Parramatta Road Corridor Planning and Design Guidelines (Planning and Design Guidelines). | <ul style="list-style-type: none"> The Proponent has engaged PTW Architects to prepare a reference design to demonstrate the potential for the site and the ability to meet SEPP 65 Apartment Design Guideline (ADG) requirements. As noted in the draft Letter of Offer, the Proponent will undertake a separate Design Competition in accordance with the City of Sydney guidelines, which will inform any future DA. |

Criteria 2 Integrated Infrastructure Delivery Plan

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| <ul style="list-style-type: none"> An Integrated Infrastructure Delivery Plan, which identifies advanced infrastructure provision and cost recovery for the local and regional infrastructure identified in the Infrastructure Schedule, must support the planning proposal. The Integrated Infrastructure Delivery Plan must demonstrate a cost offset to council and agency costs for a set period that aligns with the anticipated timing for land development identified in the Implementation Plan 2016 – 2023. Infrastructure to be considered includes: | <ul style="list-style-type: none"> The Preliminary PP includes the intention to make satisfactory arrangements for an equitable contribution towards State and local public infrastructure to support the implementation of the PRCUTS. See Appendix G. As the Preliminary PP progresses, the proponent will continue to liaise with the State Government and Council to establish the appropriate contribution. |
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<ul style="list-style-type: none"> - public transport - active transport - road upgrades and intersection improvements - open space and public domain improvements - community infrastructure, utilities and services. 	<ul style="list-style-type: none"> • The Proponent expects to investigate infrastructure requirements in the next stage of the Preliminary PP process and will seek a Gateway condition along these lines. • The State Government will be exhibiting the Greater Parramatta Growth Area Special Contributions Plan shortly. • The proposed concept will result in material public benefits over and above that anticipated in the PRCUTS, as detailed in Section 8.2.4 above.
Criteria 3 Stakeholder engagement	
<ul style="list-style-type: none"> • Consultation and engagement with relevant stakeholders (council, government agencies, business, community, adjoining properties and user or interest groups, where relevant) have been undertaken, including any relevant pre-planning proposal engagement processes required by local council. • An appropriate level of support or agreement is documented 	<ul style="list-style-type: none"> • The proponent has consulted with Council and the DPE Urban Renewal Unit as outlined in Section 2.1 above. • A summary of the meeting minutes from consultation with the State Government and Council are provided at Section 2.1. • Two meetings form part of the consultation process with three meetings with Council on 4 November 2016, 16 April 2017 and 24 November 2017 and a meeting with Council and DPE on the 13 July 2017. • Key issues relating to the Preliminary PP were discussed at all meetings including an increase of density around rail stations, significance of the Theatre and public areas and the Planned Precinct process.
<ul style="list-style-type: none"> • Provision of documentary evidence outlining the level of planning or project readiness in terms of the extent of planning or business case development for key infrastructure projects. 	<ul style="list-style-type: none"> • A key aspect of this Preliminary PP is the partnership between the Kemeny family who own the land and Walker Homebush Pty Ltd as the proponent. The land owner has partnered with Walker Homebush Pty Ltd on three sites across Metropolitan Sydney as they look to renew their retail holdings. • While the Kemeny family hold strategic land parcels, Walker has a commitment and ability to deliver a high quality project – as indicated by the Proponents willingness to progress this site ahead of the Planned Precinct process.
Criteria 4 Sustainability	
<ul style="list-style-type: none"> • The planning proposal achieves or exceeds the sustainability targets identified in the Strategy. 	<ul style="list-style-type: none"> • The Proponent is willing to make a commitment to a high level of sustainability as detailed in the preliminary public benefit offer (Appendix G) • The reference design is able to achieve compliance with the sustainability and resilience requirements outlined in the Strategy and all relevant standards such as BASIX.
Criteria 5 Feasibility	
<ul style="list-style-type: none"> • The planning proposal presents a land use and development scenario that demonstrates economic feasibility with 	<ul style="list-style-type: none"> • The reference design yields 577 residential apartments, with a mix of one, two and three bedroom dwellings which have been tested as being viable.

regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct or Frame Area.

- The preliminary public benefit offer includes dedication for Affordable Rental Housing of 5% of the gross residential floor area, above that permitted on the site under the current planning controls.
- There is 3,290m² of non-residential space that is proposed to be used for commercial, retail and childcare uses. The reference design presented has been tested by the Proponent and is considered economically feasible.
- The Proponent will make SIC contributions as required, and is willing to make satisfactory arrangements at a later date the government has determined a rate.

Criteria 6 Market viability

- The planning proposal demonstrates a land use and development scenario that aligns with and responds to market conditions for the delivery of housing and employment for 2016 to 2023. Viability should not be used as a justification for poor planning or built form outcomes.
- The Proponent will prepare and lodge a Development Application as soon as is practicable following the gazettal of the revised LEP in order to deliver on the 5-year targets of the Implementation Plan.
- The Preliminary PP provides much needed housing in an area close to existing and planned public transport, employment, and community facilities. It provides non-residential uses to support its new residents.
- The site is within the Homebush Precinct, which has been identified in State Government strategic planning strategies for high density residential development given its strategic urban location close to existing and planned urban assets and infrastructure, and simultaneous underdevelopment.

8.2.5 NSW Long Term Transport Master Plan

The NSW *Long Term Transport Master Plan* outlines a number of projects within metropolitan Sydney and aligns closely to the strategic planning documents of the GSC. The Master Plan includes strategies to improve road capacity, reduce journey times and public transport solutions to promote accessibility across Sydney.

The Master Plan aims to build efficiently on existing transport connections. It aims to connect people with jobs and other opportunities, which in turn will support productivity and economic growth and facilitate urban growth precincts that are well served by all transport modes.

This Preliminary PP is consistent with the objectives of the NSW *Long Term Transport Master Plan*, as it will facilitate dense, mixed use development in close proximity to train and bus networks, which provide excellent linkages to key employment centres.

The short term and long term objectives to promote the renewal of the corridor are consistent with the Master Plan. The Preliminary PP seeks to increase the residential densities and strengthening the employment population on the site. The delivery of the Preliminary PP is timely given the proposed infrastructure upgrades planned to improve travel times within Sydney with the significant investment in WestConnex and the anticipated Sydney West Metro.

8.2.6 Strategic Planning Framework Summary

In summary, the Preliminary PP is consistent with the principles of a range of strategic planning considerations contained within the Eastern City District Plan, the PRCUTS and the Long Term Transport Master Plan which support higher densities within walking distance of planned and existing public transport facilities, and confined within the planning precincts.

Specifically, the site will make a significant contribution to the renewal anticipated in the PRCUTS, which establishes the guidelines for renewal of the Homebush Precinct.

Therefore, the site is an opportunity to catalyse the renewal of the Homebush Precinct, and create a focus for its existing and growing new community.

With a new Plaza, refurbished Homebush Theatre, new housing and employment opportunities in close proximity to existing services and rail infrastructure, residents, visitors and workers within any project facilitated by the Preliminary PP will be encouraged to use active or public transport over private cars, minimising potential pollution.

As provided in the Guide to Preparing Planning Proposals, a Planning Proposal needs to justify that it meets the Strategic Merit Test. In this instance, the Preliminary PP is responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that are not recognised by existing planning controls, while clearly aligning with the strategic intent for the area.

Q4 – Is the Planning Proposal consistent with a Council's local strategy or other local strategic plan?

A key driver for this Preliminary PP is to implement local and State strategic plans and policies. Whilst acknowledging that this Preliminary PP precedes completion of local and state planning processes, it is anticipated that the Proponent will continue to engage with those processes to refine the reference design to ensure it is aligned with final planning objectives and requirements.

Q5 – Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

An assessment of the Preliminary PP against relevant State Environmental Planning Policies (SEPPs) is set out in **Table 6** below.

Table 6 – Consistency with State Environmental Planning Instruments

SEPP	Consistency			Comment
	Yes	No	N/A	
SEPP No. 1 Development Standards			✓	SEPP 1 does not apply
SEPP (State and Regional Development) 2011			✓	Not relevant to proposed LEP amendment
SEPP (Affordable Rental Housing)			✓	Not relevant to proposed LEP amendment
SEPP (Exempt and Complying Development Codes)			✓	Not relevant to proposed LEP amendment. May apply to future development on the sites.
SEPP No. 55 Remediation of Land	✓			A Stage 1 Contamination Assessment has been provided which satisfies the requirement of clause 6 under SEPP 55.
SEPP No. 64 Advertising and Signage			✓	No advertising or signage content is proposed at this stage. Nothing within this amendment will prevent a future DA's ability to comply with SEPP 64.
SEPP No. 65 Design Quality of Residential Apartment Development	✓			Nothing within this amendment will prevent a future DA's ability to comply with SEPP 65. The reference design demonstrates that a compliant project can comply with SEPP 65.
SEPP No.70 Affordable Housing (Revised Schemes)			✓	SEPP 70 is not relevant to proposed amendment.
SEPP No.71 Coastal Protection			✓	SEPP 71 is not relevant to proposed amendment.

SEPP	Consistency			Comment
SEPP BASIX 2004	✓			SEPP BASIX will apply to the residential component of the future development. Nothing within this amendment will prevent a future DA complying with SEPP BASIX.
SEPP (Educational Establishments and Child Care Facilities) 2017			✓	This SEPP is not relevant to the proposed amendment.
SEPP Exempt and Complying Development Codes 2008			✓	This SEPP is not relevant to the proposed amendment.
SEPP Infrastructure 2007	✓			Parramatta Road is a classified State road. The Preliminary PP has been prepared to ensure that the future development has the capacity to satisfy the provisions of SEPP Infrastructure at DA stage.

Q6 – Is the Planning Proposal consistent with applicable Ministerial Directions (s. 117 directions)?

An assessment of the Preliminary PP against applicable Section 117 Directions is set out Table 7 below:

Table 7– Consistency with Section 117 Directions

Direction	Consistency			Comment
	Yes	No	N/A	
1. Employment and Resources				
1.1 Business and Industrial Zones	✓			<p>This Preliminary PP will facilitate employment and deliver commercial floor space on the site, which is currently vacant. The proposal thereby satisfies this direction.</p> <p>It is consistent with the Direction as it seeks to provide a total of 3,302m² of non-residential floor space within an existing B4 zone. It should be noted that this Preliminary PP does not seek an amendment to the land use zone under Strathfield LEP 2012.</p> <p>Through the provision of a proposed 577 dwellings on site, and mindful of the broader renewal of the corridor, the scale and provision of non-residential floorspace will be better suited to the future role of the site as a focus for the new community.</p> <p>Clearly this will constitute a significant growth of employment from the existing site, and any redevelopment on the site that complied with the current planning controls.</p> <p>In summary, the proposal will preserve the economic function of the site, consistent with the core purpose of the corridor and facilitate higher future employment densities.</p>
1.2 Rural Zones			✓	Not relevant to proposed LEP amendment
1.3 Mining, Petroleum Production and Extractive Industries			✓	Not relevant to proposed LEP amendment
1.4 Oyster Aquaculture			✓	Not relevant to proposed LEP amendment
1.5 Rural Lands			✓	Not relevant to proposed LEP amendment
2 Environment and Heritage				
2.1 Environmental Protection Zones			✓	Not relevant to proposed LEP amendment
2.2 Coastal Protection			✓	Not relevant to proposed LEP amendment
2.3 Heritage Conservation			✓	It is not proposed to amend the listing of the Former Homebush Theatre as an item of local heritage significance under Strathfield LEP 2012.

Direction	Consistency			Comment
				<p>Demolition works are proposed to heavily modified part of the building with the following key adaptations proposed:</p> <ol style="list-style-type: none"> Retention of key front of house rooms (including Theatre Foyer, Box-office and upper rooms). Provision of an open structure that will interpret the volume and shape of the Theatre's original auditorium, dress circle mezzanine and stage, within the original footprint of those building elements. Notwithstanding this, the item will continue to be protected by existing provisions of the Strathfield LEP 2012. <p>A Heritage Issues Statement, prepared by NBRS & Partners is provided at Appendix D and concludes that the refurbishment of the front portion of the Homebush Theatre and the demolition of the rear, compromised portion is acceptable, on the condition that the building is interpreted with the open structure described above and other heritage measures are addressed with any future Development Application as described in Section 7 of their report.</p>
2.4 Recreational Vehicle Area			✓	Not relevant to proposed LEP amendment
3. Housing, Infrastructure and Urban Development				
3.1 Residential Zones	✓			<p>This Preliminary PP is consistent with this S117 direction and its objectives as it appropriately seeks to provide additional housing supply commensurate to infrastructure improvements in the locality and projected resident growth and changes to the composition of household types in the LGA.</p> <p>It will seek to broaden both the quantum and the range of housing provided in the LGA through accommodation of a mixed-use development containing residential apartments. The subject site is well placed to accommodate high rise residential accommodation as identified in the State government strategies.</p> <p>Any future mixed-use project facilitated by the Preliminary PP will make more efficient use of existing services and infrastructure and will provide sufficient housing to help meet infill housing targets and reduce the need for ad hoc rezoning of land in less suitable areas.</p> <p>Residential accommodation in this location will have minimal impact on the natural environment or resource lands.</p>
3.2 Caravan Parks and Manufactured Home Estates			✓	Not relevant to proposed LEP amendment
3.3 Home Occupations			✓	No change is proposed to the current permissibility of home occupations.
3.4 Integrating Land Use and Transport	✓			<p>The Direction states that a Planning Proposal must be consistent with the aims, objectives and principles of:</p> <ul style="list-style-type: none"> <i>Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and</i>

Direction	Consistency			Comment
				<ul style="list-style-type: none"> <i>The Right Place for Business and Services – Planning Policy (DUAP 2001).</i> <p>The Preliminary PP is consistent with the direction for the following reasons:</p> <ul style="list-style-type: none"> The site supports the principle of integrating land use and transport as it implements the State Government vision for the PRCUTS and is within 200m of a heavy rail station. The site has good access to public and private transport as it is on Parramatta Road, and within 1km of the M4 Motorway and the Concord Road portal to WestConnex. The site's proximity to public transport will encourage residents, visitors and workers to use active transport and public transport to access employment, recreation, health and education opportunities in preference to private car usage.
3.5 Development Near Licensed Aerodromes			✓	Not relevant to Preliminary PP
3.6 Shooting Ranges			✓	Not relevant to Preliminary PP
4. Hazard and Risk				
4.1 Acid Sulfate Soil			✓	The site is within Class 5 soil land, the least reactive soil type. This Preliminary PP will not affect the consideration of acid sulfate soils in a future development application. In this regard, as part of a future development application a geotechnical investigation will identify whether an Acid Sulfate Soils Management Plan is required pursuant to clause 6.1 of Strathfield LEP 2012.
4.2 Mine Subsidence and Unstable Land			✓	The site is not identified as mine subsidence or unstable land.
4.3 Flood Prone Land			✓	Not relevant to Preliminary PP (see Appendix H)
4.4 Planning for Bushfire Protection			✓	Not relevant to Preliminary PP
5. Regional Planning				
5.10 Implementation of Regional Plans	✓			The Preliminary PP is consistent with this Direction as it outlines an assessment process to achieve the Direction's objective.
6. Local Plan Making				
6.1 Approval and Referral Requirements	✓			This Preliminary PP is consistent with this Direction as it does not introduce any provisions that require any additional concurrence, consultation or referral.
6.2 Reserving Land for Public Purposes	✓			This Preliminary PP is consistent with this Direction as it does not create, alter or reduce existing zonings or reservations of land for public purposes.
6.3 Site Specific Provision	✓			Not applicable
7. Metropolitan Planning				
7.1 Implementation of A Plan for Growing Sydney	✓			The Preliminary PP is consistent with the Metropolitan Plan, as discussed in Section 5.1 above.
7.3 Parramatta Road Corridor Urban Transformation Strategy	✓			The objectives of this Direction are to facilitate renewal within the Parramatta Road Corridor that accommodates a diversity of jobs and housing, as well as guiding the

Direction	Consistency			Comment
				<p>incremental transformation of the Corridor coordinated with the delivery of necessary infrastructure.</p> <p>The Preliminary PP is consistent with the vision and strategic intent of the PRUTS, however it is acknowledged that the proposal is inconsistent with the PRCUTS by exceeding the recommendations in the PRCUTS, in terms of proposed height and FSR.</p> <p>The s117 direction notes that a planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of DPE (or an officer of DPE nominated by the Secretary) that the Planning Proposal is:</p> <p><i>(a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016), or</i> <i>(b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016) having regard to the vision and objectives, or</i> <i>(c) of minor significance.</i></p> <p>It is submitted that the Preliminary PP meets the 'Out of Sequence Checklist' as discussed in Section 8.2.4 above and clearly demonstrates a 'better outcome' for the Precinct than that envisaged in the PRUTS.</p>

8.3 Environmental, Social and Economic Impacts

Q7 – 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?

Considering the site is cleared, no critical habitats or threatened species / populations / ecological communities will be affected.

Q8 – Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

There are no likely environmental effects as a result of the Preliminary PP.

8.3.1 Site Contamination

EI Australia have undertaken a Preliminary Site Investigation for Contamination report dated 5 July 2017 included at **Appendix F**. The report concludes as follows:

“Based on the conceptual site model developed for the site and the findings presented above, EI considers that the site requires further investigation before a conclusion can be made regarding whether the site is or can be made suitable for proposed use. It is expected that after further investigation and following recommendations (Section 7) the site will be able to be made suitable for the proposed use.”

The report found that there is potential for contamination on the site. Accordingly, it recommends a Detailed Site Investigation be completed prior to any work being conducted on the site. This will be submitted for assessment with any future Development Application facilitated by the Preliminary PP.

8.3.2 Traffic Analysis

Ason Group has prepared a Traffic Impact Assessment at **Appendix E**. The assessment describes the existing local traffic context, including access and the potential traffic implications of the reference design. Specifically, it addresses the Sydney CBD to Parramatta Strategic Transport Plan prepared for the PRCUTS.

The report addresses the following matters:

- The operation and performance of the three key signalised intersections within the vicinity of the site being Parramatta Road/Underwood Street, Parramatta Road/Knight Street and Parramatta Road/Powell Street.
- The strategic context of the site including the key benefits of WestConnex, Homebush Precinct, PRCUTS Planning and Design Guidelines (PDG), transport infrastructure upgrades provided in the Parramatta Road Strategy, Parramatta Road Corridor Urban Transformation – Planning and Guidelines.
- The PRCUTS Infrastructure Schedule identifies four upgrades to the transport infrastructure to facilitate the Homebush Precinct structure plan, being:
 - Parramatta Road/George Street: provision of additional capacity on the northern approach and extension of the westbound right turn bay and creation of a four-leg intersection of George Street.
 - Pomeroy Street/George Street and Pomeroy Street/Underwood Street: Detailed investigation into the intersection and potential for the capacity improvement options to be affected by the Parramatta Light Rail route.
 - Parramatta Road/Cooper Street: upgrade to a signalised intersection (including pedestrian and cycle crossing) to improve connectivity to Strathfield.
 - Parramatta Road/Derowie Avenue Upgrade to a signalised intersection improves north-south traffic movement within the Homebush Precinct.
- Analysis of the public transport, cycling and pedestrian access to the site, concluding that the site is well serviced by public transport.
- Any future development applications facilitated by the Preliminary PP will require detailed design of the relevant Australian Standards including service access and car parking requirements for any proposed uses.

The report concludes that:

- A comparison has been provided between the reference design FSR of 7.3:1 and the PRCUTS with an FSR of 5.01:1 and the difference in traffic is minor in peak hour and supportable.
- The relevant design is capable of complying with bicycle parking requirements.
- The reference design is consistent with the key transport and traffic strategic actions of PRCUTS and the transport planning principles (delivery mechanisms) in the Parramatta Precinct Transport Report.
- The analysis of the reference design demonstrates that any future development of the site in accordance with the proposed planning controls will result in an acceptable impact on the existing road network and compliance with the minimum anticipated bicycle facility requirements and parking rates and the relevant Australian Standards for vehicle parking, access and manoeuvring.

8.3.3 Heritage Impact

NBRS & Partners have prepared a Heritage Impact Statement at **Appendix D**. The assessment considers the local heritage item (I31) identified as the “*Former Homebush Theatre*” at 55-57 Parramatta Road, Homebush and the two heritage items within proximity to the site:

- Local heritage item (I32) identified as the “*Horse and Jockey Hotel*” at 70 Parramatta Road, Homebush; and
- Local heritage item (I133) identified as “Commercial building – two-storey, inter-war stripped classical style buildings – shops” at 72-76 Parramatta Road, Homebush.

An extract of the Former Homebush Theatre statement of significance is provided below:

“Heritage Significance

It is a rare surviving (although stripped internally) example of a suburban cinema from the silent days. The main façade is a good and relatively intact example of mid-1920s theatre architecture with its rectangular geometric composition. Charles Bohringer designed a number of important cinemas in New South Wales including the Capitol theatres at Tamworth, Armidale and Wagga Wagga. The majority of his work is not extant.

Social Values

Its social importance lies in its use as a cinema for forty-three years, an ice rink for almost twenty years, and then a theatre restaurant/reception centre.

Aesthetic Value

While there are little left internally, and what is left is decaying, the façade provides a strong end stop to the vista looking north along Knight Street, and is a landmark structure in an area of Parramatta Road dominated by car yards and declining shops.”

The report concludes that the demolition of the rear portion of the Theatre is supported as the new Plaza will incorporate an integrated structure that will interpret the volume and footprint of the original stage and auditorium. The structure will be integrated into the rear of the retained part of the Theatre and will facilitate the community access into the space. The community accessed space will be activated by shops, restaurants and cafes.

The reference design will not unacceptably or adversely impact on the heritage significance of the Theatre, Inter-War shops or the Horse and Jockey Hotel and is capable of being realised in a design that complies with appropriate conservation policies and recommendations. Recommendations are provided including measures such as a site-specific Development Control Plan, an assessment of the streetscape and impacts, approval and implementation of a Heritage Interpretation Strategy and Plan and submission of a Heritage Impact Statement with any future Development Applications.

8.3.4 Landscape and Public Domain

A landscape design has been prepared by Arcadia and is provided at **Appendix C**. Landscaping within the Plaza, through site link and public domain has an urban character, with a mixture of high quality paving, decking, turf and raised garden beds with a mixture of native species. An alfresco dining area is proposed adjacent to the Parramatta Road footpath, which will be screened by plantings.

New pedestrian connections through the site will provide critical connections north/south from the Homebush Town Centre to Powells Creek and beyond.

Roof top gardens with a similar urban character are proposed of levels 1, 4, 12 and 40.

8.3.5 Visual Impact

The height and bulk of the reference design is consistent with the site's location within a Precinct that is expected to transform and evolve into a high density residential area. The Parramatta Road corridor will ultimately accommodate a range of tall buildings in a highly built up context.

This proposal varies from PRCUTS as it is a higher building than anticipated on the site. However, unlike PRCUTS the additional height and associated density is close to a heavy rail station.

The Urban Design Report prepared by PTW provides an analysis of the proposal as viewed from Underwood Road and Parramatta Road. The analysis includes photomontages to demonstrate that the visual impact is appropriate given the scale of change expected in the Precinct under the PRCUTS. The proposal will become an important urban element when approaching Homebush from the north. The proposal will present as a taller built form facing the M4 Motorway, but will present as a lower building to Parramatta Road.

8.3.6 Residential Amenity

The Reference Design has been developed with regard to the requirements of SEPP 65 and the DPE's 2015 *Apartment Design Guide* (ADG).

PTW Architects analysed the reference design in the Urban Design Report and confirm that any future project designed in accordance with the requested planning controls could achieve an acceptable level of internal amenity for future residents with regard to solar access, natural ventilation and privacy.

Based on the indicative apartment layouts, the following is noted:

- The proposed towers will not prevent the adjoining sites from meeting the ADG requirement for solar access.
- 93% (534 of 577) of the apartments will achieve more than 2 hours of direct sunlight to their living space between 9am and 3pm in midwinter, this complies with the minimum requirement of 70% of apartments receiving a minimum of 2 hours of direct sunlight to their living space between 9am and 3pm midwinter.
- 77% (127 of 165) of the apartments will achieve natural cross ventilation in the first nine storeys and at ten storeys or greater, and any enclosure of the balconies will allow adequate natural ventilation.

8.3.7 Overshadowing

PTW Architects have assessed the potential shadow impacts of the Reference Design in the Urban Design Report at **Appendix B**. As shown at **Figure 34**, some overshadowing to the south is expected, however these impacts are mitigated by the north / south alignment of the tower that results in faster moving shadows.

Shadows cast by the Reference Design will not dwell on any significant open space, heritage item or public facilities. While the amenity of future residential properties is an important consideration, this must be considered in the context of the strategic vision for the Precinct, being a proposed densely populated urban area. Some overshadowing is to be accepted to ensure that the development potential of the Corridor is not unreasonably restricted.

There may be some shading of areas to the south of the Parramatta Road, which currently accommodates low to medium density housing. This is considered acceptable in this case, given the area will ultimately transform into a high density environment, as envisaged in PRCUTS.

Further detailed analysis will be undertaken throughout the refinement of the proposal.

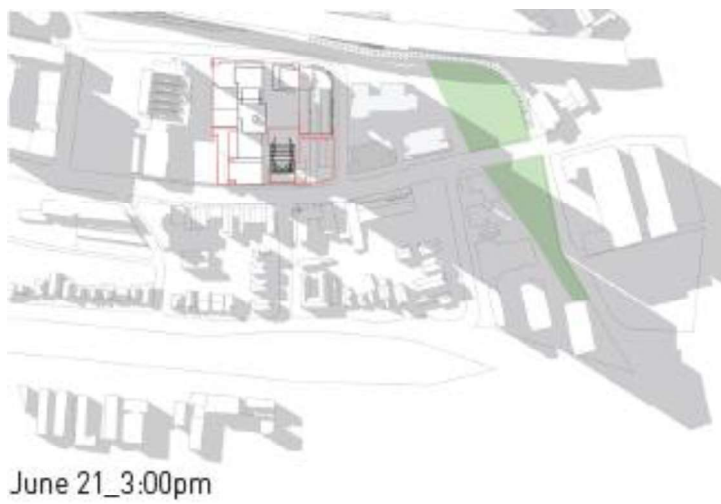
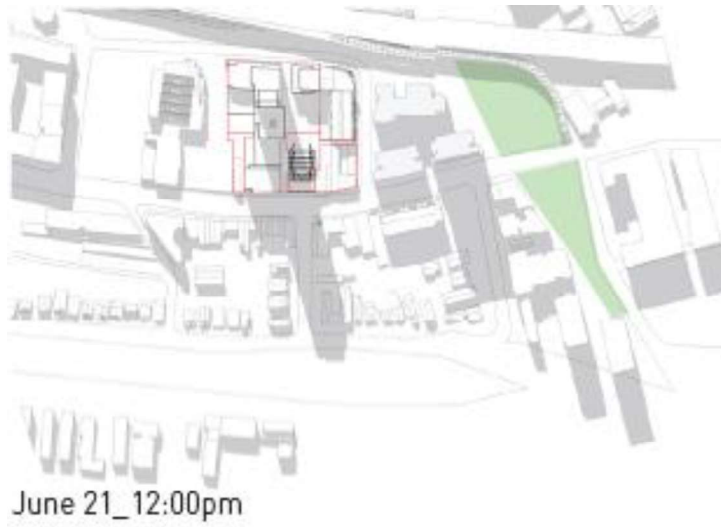
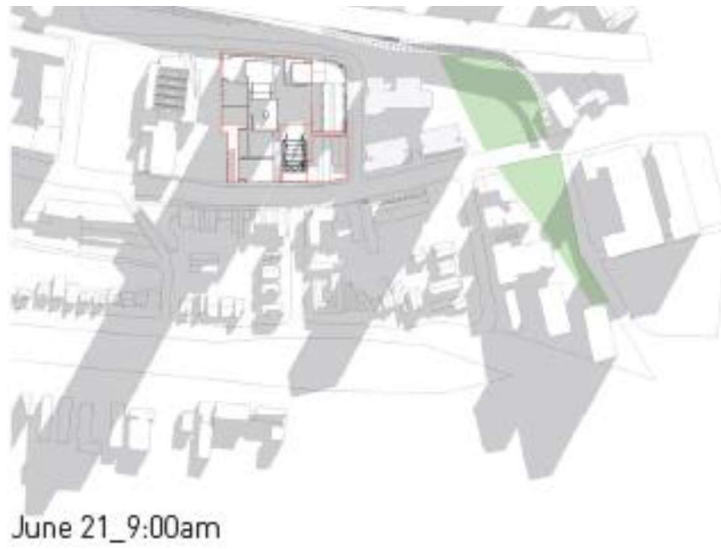


Figure 34 – Solar Analysis

Source: PTW

8.3.8 Noise

The site is affected by road noise associated with Parramatta Road and the M4 Motorway. Mitigation measures will be required to address noise as residential uses are proposed. The PRCUTS and the *Interim Guidelines Development Near Rail Corridors and Busy Roads* (2015) include design measures for addressing noise. These have been considered in the Reference Design, which also complies with the ADG.

Further analysis will be provided for assessment with any future Development Application facilitated by the Preliminary PP.

8.3.9 Sustainability

The Reference Design masses and orientates the buildings to facilitate future BASIX compliance, which will be documented with any future Development Application.

Further, the Proponent has made a commitment to a high level of sustainability measures to be agreed with the relevant stakeholders in the refinement of the scheme.

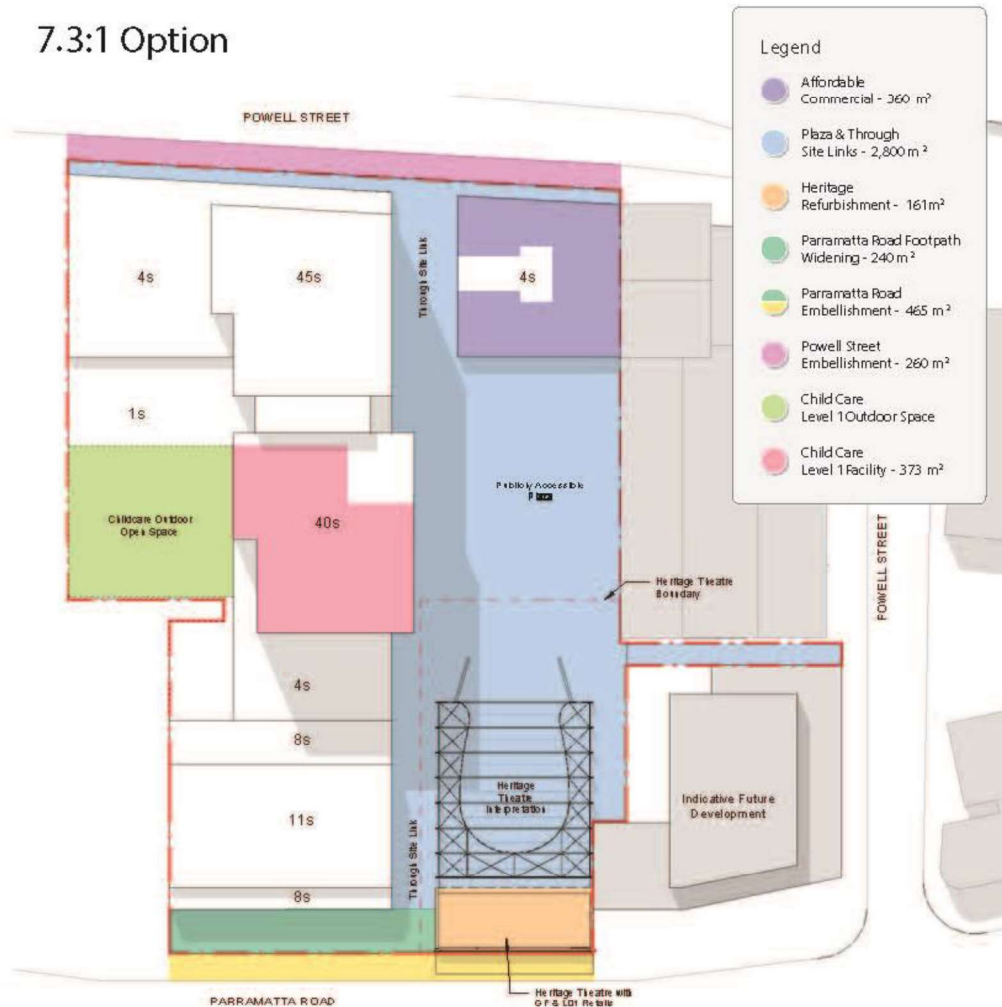
8.3.10 Public Benefits

Whilst the catalytic opportunities that will be provided through the delivery of this proposal are clear, considerable direct and indirect public benefits are also proposed to be delivered as follows (see **Appendix G**):

- Section 7.13 Contributions.
- Section 7.22 SIC Contributions.
- Dedication of apartments for Affordable Rental Housing equivalent to 5% of the Gross Floor Area of the 'uplift' of the residential floor area.
- A publicly accessible Plaza and through site links (2,800m²) that integrate with the Parramatta Road and Powell Street high activity pedestrian zones and public domain.
- Refurbishment of retained portions of the Former Homebush Theatre building to accommodate bars, cafes and restaurants.
- Interpretation of the Former Homebush Theatre building within the Plaza, with structures and activities.
- Public domain works including dedication of a road widening adjoining the Parramatta Road frontage to widen the footpath, and embellishments in Parramatta Road and Powell Street.
- Affordable commercial floor space for a period of 5 years.
- Provision of a private childcare facility to accommodate an indicative number of 50 proposal children.
- Commitment to best practice sustainability measures.
- Provision of a public art work adjoining the Parramatta Road frontage.
- An architectural design competition.

A letter of offer is provided at **Appendix G** and **Figure 35** below provides a summary of some of the public benefit provided by the scheme.

7.3:1 Option



Direct					
1	Total GFA	54,880m ²	9	Public Domain Embellishments	Embellishment design by landscape architect over and above PRCUTS
2	Residential GFA	51,578m ²	10	Childcare	Childcare for circa 50 children
3	Apartment Yield	577	11	Affordable Commercial Space	Commercial space offered at affordable rent for a 5 year period
4	Commercial, retail and service GFA	3,302m ²			
5	Increased Affordable Housing	Equivalent of 21 (2 bed) units to be built and dedicated to Council. Calculation based on 5% of the uplift in residential floor space.			
6	Section 7.13 Contributions	As per final Section 94 Plan			
7	Special Infrastructure Charges (SIC)	As per final SIC Plan			
8	Dedication to Council widen footpath along Parramatta Road	As recommended in Clause 7.8 of the PRCUTS Planning and Design Guidelines			
			Indirect		
			1	Refurbishment of the Homebush Theatre	
			2	Creation of a publicly accessible Plaza that will integrate with the Parramatta Rd public domain creating an urban focus	
			3	An architectural design competition	
			4	Additional commercial, retail & service GFA	813m ²
			5	Through site links	

Figure 35 – Public Benefit - Ground and First Floors

Source: Walker Corporation

8.3.11 Public Benefit associated with additional FSR

The letter at **Appendix G** compares the offer based on an FSR of 7.3:1 against the public benefits required at the PRCUTS recommended FSR of 5.1. In summary, the additional 2.3:1 FSR allows the proponent to deliver a superior net material benefit, including:

- Creation and ongoing management of a publically accessible Plaza and through site links (2,800m²) that will be within walking distance of the existing and new community, integrated with the public domain, activated by retail and commercial activities and landscaped to facilitate community activities.

The site's owner, the Kemeny family have a 60 year old successful Sydney business as retailers of food and alcohol. They are committed to establishing a new retail outlet and attracting shops, bars, cafes and restaurants to complement their core food and liquor shop on the ground floor.

A community destination such as this is currently missing in north Homebush, and the site's size and prominent, central location facilitates its provision.

It is understood that Council does not wish the Plaza to be dedicated as public open space, so the Plaza will be retained in private ownership.

- Refurbishment of the most intact and ornate portion of the Homebush Theatre to create a character landmark on Parramatta Road and accommodate café, restaurant and bar uses that will increase activity in the area night and day.

The Theatre will be set in an inviting and distinctive pedestrian area, including a new 'lane way' entrance to the Plaza.

- Interpretation of the highly modified portions of the Theatre by a pergola structure in the Plaza, that will provide shelter and integrate the refurbished elements with the new project.
- Affordable rental commercial floor space for a period of 5 years that will be available to business, retail or creative start ups and will be integrated into the Plaza.
- An additional nine (9) affordable rental housing apartments to the value of approximately \$6.4M, making a total of 21 two bedroom apartments within the proposal that will be dedicated to Council or an approved Community Housing Provider (CHP).
- Additional s.7.13 Contributions to a value of approximately \$3.5M
- Additional s. 7.22 Contributions to a value of approximately \$2.1M.
- Job creation of 205 new jobs.
- A design excellence competition and a substantial piece of public art.
- Additional sustainability measures.

A proposal consistent with the PRCUTS recommended 5.0:1 would be high quality, and would include the refurbishment of the Theatre, and creation of an private communal area at its the rear to protect the key view from Knight Street. However, the extent of public access through the site and around the Theatre would be curtailed, and the childcare centre, public art and affordable rental commercial space would not be provided.

8.3.12 Planning Proposals in the Precinct

The PRCUTS provides the strategic direction for the Precinct, and as such, consideration of other planning proposals is not a relevant matter for consideration. Regardless, planning proposals in the vicinity of the site and along Parramatta Road that have been submitted to Strathfield Council include:

- **17-20 Loftus Crescent, Homebush** lodged on 14 March 2018. Seeks to amend Strathfield LEP 2012 Height of Buildings Map as it applies to the site from 16m to 75m and the Floor Space Ratio Map from 1.35:1 and 1.65:1 to 7:1.
- **11-17 Columbia Lane, Homebush.** PP_2017_STRAT_001_00: Seeks to amend Strathfield LEP 2012 Zoning Map as it applies to the site from R4 to B4, Height of Buildings Map from 32m to 80m and the Floor Space Ratio Map from 2.7:1 to 5:1. Rezoning Review Request to the Sydney Eastern City Planning Panel. Gateway determination issued on 6 June 2017 subject to conditions to be met before community consultation. It is noted that a requirement for the planning proposal to be updated to

address a precinct wide traffic study for Homebush is to occur when it is released and therefore either prior to community consultation or prior to the LEP being finalised.

- **17-35 Parramatta Road and 5 Powell Street, Homebush.** PP_2017_STRAT_003_00: Seeks to amend Strathfield LEP 2012 Height of Buildings Map as it applies to the site from 26m to 80m and the Floor Space Ratio Map from 2.7:1 to 4.5:1. Rezoning Review Request to the Sydney Eastern City Planning Panel. Gateway determination issued on 23 August 2017 subject to conditions to be met before community consultation.
- **42-50 Parramatta Road, Homebush.** Seeks to amend Strathfield LEP 2012 Height of Buildings Map as it applies to the site from 32m to 80m and the Floor Space Ratio Map from 2.95:1 to 5:1.

Q9 – Has the Planning Proposal adequately addressed any social and economic impacts?

An economic analysis report was prepared in November 2016 to support the urban renewal of the Parramatta Road corridor in accordance with the PRCUTS found:

- *Traditional office users are not expected to be attracted to a Parramatta Road location as there is no critical mass of similar commercial tenants and associated worker amenity and services. Commercial users that are part of a service industry (e.g. training centres, professional services, allied health practitioners, etc.) seek to be located close to population catchments and established retail/activity centres. These types of users continue to require space in Parramatta Road.*
- *The focus of retail activity in 'activity nodes' along the Corridor would promote the clustering of retail uses and avoid the dilution of economic activity. As retail floorspace requires high degrees of visibility and exposure, equally important is vehicular and pedestrian access.*
- *As industry, manufacturing declined across the PRC with the exception of Auburn. The area is clearly transitioning from an industrial area to an area that accommodates a mix of business activity. Homebush is projected to record the largest increase in industrial floorspace of demand of 14,900sqm GFA between 2015 and 2031.*
- *Homebush is projected to record the second largest increase in jobs to 2031 of nearly 2,950 jobs, which 1,350 more jobs than in the base case.*

A demographic analysis of the Strathfield LGA found the following characteristics of the local population:

- The population of the Strathfield LGA is expected to grow from 37,000 in 2011 to almost 51,000 by 2031, adding an additional 13,700 residents. This will require a significant increase in the supply of residential dwellings in order to house this additional population.
- From 2011 to 2016 Census Periods, the LGA experienced growth of 13%. Of this 12.5% was in the 65+ age group category. The ageing population will require housing choice and in general, smaller and accessible housing options.
- Families with children under 15 (young families) and couples with no children make up the highest proportion of households in the Strathfield LGA in 2016 however in the Census period 2011-2016, a drop off 6% occurred in secondary schoolers (12-17 years old). Reflecting this, the average household size for Strathfield LGA (2.8 persons per dwellings) is slightly above the Sydney average of 2.7.
- The Strathfield LGA has a higher average household income than that of the Sydney average (+1.1%).
- There is a growing trend in the preference towards apartments within the Strathfield LGA. Building approvals in 2016-17 were the highest since pre-2002 with a net increase of 675 dwellings (668 'other' and 7 additional houses).

8.3.13 Job Diversity

The PRCUTS provides the vision for the Homebush Precinct as:

“a new, mixed use precinct for the Corridor, housing a new community of residents attracted to the area for its high amenity and access to employment at Parramatta CBD and Sydney Olympic Park. The precinct will provide a long term supply of housing stock to meet increasing demand as Sydney Olympic Park grows into a new city”.²

The proposal is entirely consistent with this vision, which emphasises the provision of housing for people working in nearby centres. Despite the clear focus on residential, the proposal provides a range of non-residential uses at an FSR of nearly 0.5:1. This floor area will support local employment opportunities in the precinct as indicated in the below:

Table 8 – Estimated Job Generation

Land Use	Area	Job Generation
Childcare	419sqm	20
Commercial	359sqm	24
Retail	2,524sqm	100
	TOTAL	144

Source: ABS, ANZSIC projections, Ethos Urban

In terms of job diversity, 2016 Census data for Homebush Special Area 2 gives the following profile:

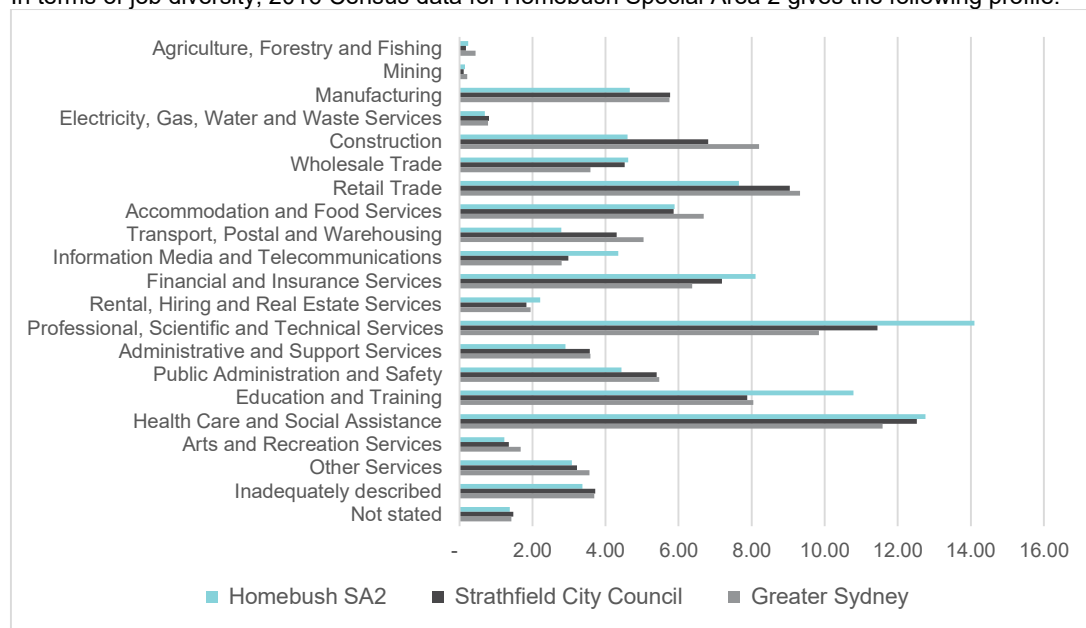


Figure 36 – Industry Profile

Despite the high level of Professional, Scientific and Technical Services and Health Care and Social Assistance jobs, it is considered that the delivery of additional retail, commercial and a childcare floor space will provide the opportunity for allied industries to support the incoming population, which according to **Figure 33** below, contains a high proportion (83%) of white collar jobs that is well in excess of the Greater Sydney profile (73%). This demonstrates a need for local support services as delivered in the proposed scheme.

² Parramatta Road Corridor – Planning and Design Guidelines; Urban Growth; Section 3.1 Urban Structure, Page 33

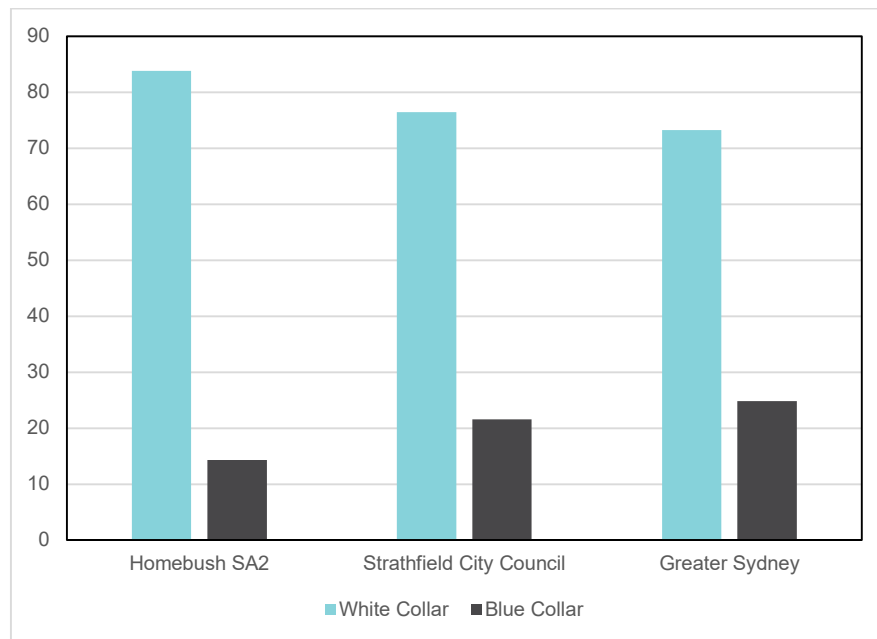


Figure 37 – High Paid jobs

In addition, the local area has a relatively low level of retail employment, which will be addressed through the proposal with the delivery of 2,524sqm of retail floor space. Again, this will address the need for local support services in the Precinct.

Data taken from Council's Active Travel Plan for Strathfield indicates that Homebush employees are relatively low users of public transport compared to Homebush residents. This is reflective of the type of jobs available, and the ease of access for private motor vehicles. This proposal will seek to redress this imbalance through the location of jobs proximate the heavy rail station to, therefore, encourage Journey to Work by train to address this imbalance. Further, the additional jobs created will allow a level of self-containment, with local residents enjoying local jobs to a greater degree.

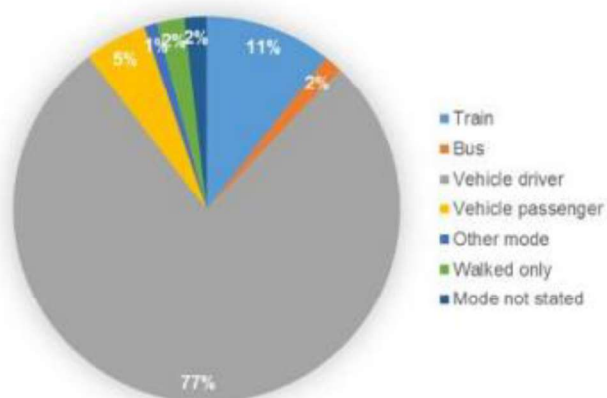


Figure 38 – Journey To Work – workers in Homebush

Overall, the proposal provides a level of non-residential uses up to 0.5:1 of the FSR of the site, for a range of employment opportunities that is not anticipated in the PRCUTS vision for the Precinct as a predominantly residential area enjoying a high level of accessibility to employment areas. Further, the type of jobs available and job diversity will increase with the inclusion of the proposal's non-residential land uses, comprising the childcare, retail and commercial uses.

Further, it is estimated that 2.85 full time construction positions over 12 months are created for every one million dollars of construction work undertaken. Based on Walker Corporation's estimate of the \$262m, approximately 746 jobs would be directly generated over the construction period.

8.3.14 Housing Diversity

The PRCUTS notes the changing household structures across the Corridor and the large proportion of the population that earns well below the income needed to access the private housing market without facing housing stress. Further, it recognises the projected increases in lone-person households, and in the numbers of older people and students, that will bring related changes in the types of dwellings and services required.

Importantly, the PRCUTS sets out to implement affordable, quality housing in Precincts close to transport, jobs and shopping areas. It is considered that this proposal fulfils these objectives to provide around a new community focus for the Homebush Precinct which is currently lacking in the area.

A review of the 2016 Census for the Homebush Statistical Area Level 2 (shown below) indicates that 70% of all dwelling types are flats or apartments (3,929 of a total 5,064). Whilst this is nearly double the percentage for the Strathfield LGA (46%) and three times that Greater Sydney (26%), it is not unusual considering the level of connectivity this area enjoys, being bounded by three heavy rail stations, regional bus networks along Parramatta Road, a future Sydney Metro West connection and the soon to be completed Westconnex.

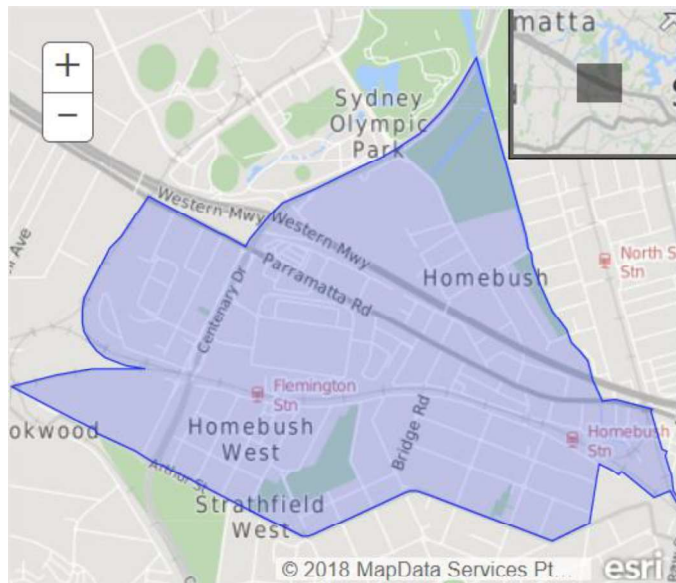


Figure 39 – The Homebush SA2

The richness of transport accessibility of the area suggests that higher density development should be encouraged to support the key objectives of locating housing near places of employment, recreation, health and education services – hence supporting the ‘30-minute city’ principle underpinning the Greater Sydney Commission’s 2018 *Greater Sydney Region Plan*. This is reflected in the Journey to Work data that shows how residents in Homebush use public transport at a far greater rate than the Metropolitan Sydney average, with 41% of residents travelling to work on public transport against the Sydney Metro average of 26%.

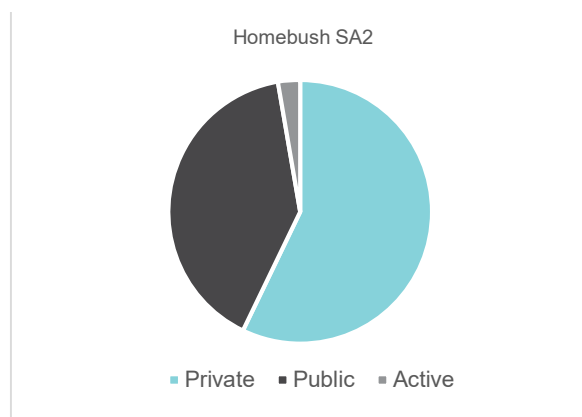


Figure 40 – Journey To Work – residents in Homebush

The Homebush SA2 has a considerably higher proportion of the population aged between 20 and 34 (41.99%) as compared to the LGA (32.64%) and the Greater Sydney region (23.12%). This demographic represents the 'first home buyers' who are looking to enter the housing market. The provision of additional, and diverse, housing types in the area will benefit this aspiration. Not unsurprisingly, **Figure 36** below shows that renters make up 54% of all tenure types compared to only 34% of the Greater Sydney population. In response, the delivery of additional supply in the area will enable the opportunity for home ownership.

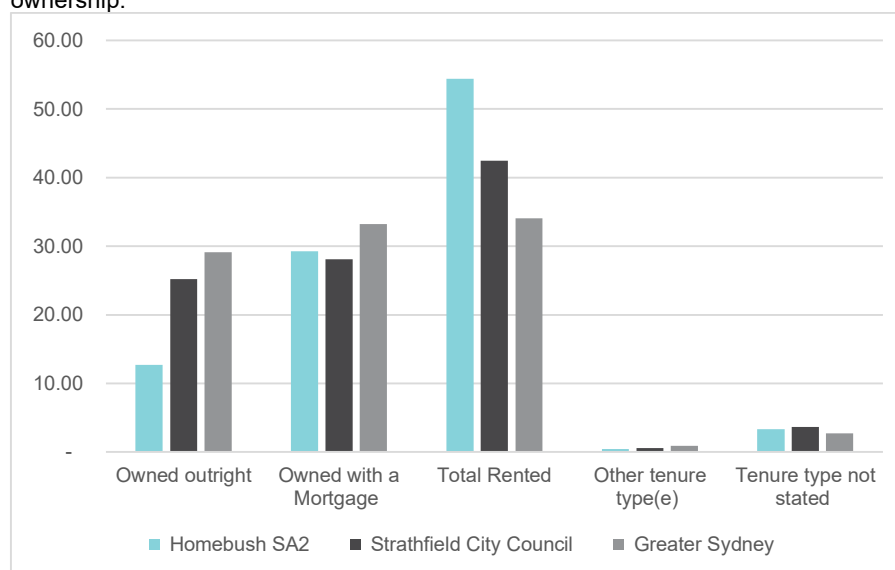


Figure 41 – Household tenure type

The PRCUTS lists the following actions for both Council and the proponents to address in any review of planning controls:

- Provide 'diverse housing' for both purchase and rental markets that satisfies the objectives and Design Criteria of the Apartment Design Guide, that may include:
 - lower cost market housing for rent or purchase, including new generation boarding houses with high quality shared spaces
 - moderately priced housing that is affordable to purchase for households earning up to \$150,000 or 80-190% of the median income
 - rental properties with long-term tenures and optional extensions in place
 - housing that uses design innovations, resulting in new products such as decoupled/ optional car parking, which are suited to essential service workers, young 'city makers' early in their careers looking for 'starter homes', families with children, and downsizers/seniors

- student accommodation
- aged-care housing
- housing that promotes innovation in other ways across type, tenure, construction methodology or other mechanisms to make such housing more attainable to a diversity of income groups.
- Establish a mix of dwelling sizes, including studios, one bedroom and three bedroom dwellings to be delivered in residential, mixed use and shop-top developments that cater to the future population profile of the Precincts and Frame Areas, having regard to any recommendations of the Local Housing Strategy, the requirements of SEPP No 65 and DPE's 2015 *Apartment Design Guide*.
- Explore incentives such as value sharing where rezoning is necessary to achieve renewal of private sites to capture a proportion of the increased land value to fund affordable, diverse and social housing projects.

The proposal addresses these actions and is entirely consistent with the aims and intent of the PRCUTS. It provides housing above an activated ground floor that includes a new community focus for the Precinct in a landscaped and unique public domain anchored by a reinvigorated heritage interpretation of the Homebush Theatre.

The recommended planning controls for the site were for B4 Mixed Use zone, which according to the Strathfield LEP 2012 prohibits all forms of residential uses except shop top housing, multi dwelling housing, residential flat buildings and seniors housing. Whilst multi dwelling housing means 3 or more dwellings (whether attached or detached) on one lot of land, each with access at ground level, it was considered that the delivery of employment generating land uses at ground (and part Level 1) meets PRCUTS strategic objectives relating to activating street frontages and creating a pedestrian friendly public domain.

Further, the apartment mix provided delivers a variety of apartment types, in accordance with requirements the *Apartment Design Guide*:

- 187 x 1 Bedroom (32%)
- 328 x 2 Bedroom (57%)
- 62 x 3 Bedroom (11%)

In addition, it is intended to dedicate the equivalent 21 x 2 bedroom apartments to Council or an approved Community Housing Provider to provide affordable rental housing to Strathfield residents in perpetuity.

It is considered that the housing proposed in the Planning Proposal does not restrict the ability to provide housing that will meet the needs of a broad cross section of the community and is entirely consistent with the PRCUTS.

8.4 State and Commonwealth Interests

Q10 – Is there adequate public infrastructure for the Planning Proposal?

The site is served by existing utility services and is located to allow incoming residents and workers to capitalise on the wide range of infrastructure and services existing and planned within the area. It will reinforce existing investment in transport and road infrastructure through increased patronage for Homebush Station. In particular, the site is within 200 metres from Homebush Station.

A range of established services will be provided as shown in the Reference Design, including civic and community spaces, retail, child care and medical services.

Further, the site is located 30 minutes from the Parramatta CBD which provides health, education and emergency services networks and 4 kilometres from Concord Hospital.

PRCUTS infrastructure schedules include a range of local and state infrastructure, which will be provided by government, Council and developers. Further consultation with State and Local Government will occur throughout the process to ensure integration and delivery of these facilities and services.

Q11 – What are the views of State or Commonwealth public authorities consulted in accordance with the Gateway determination?

The views of State and Commonwealth public authorities will be known once consultation has occurred in accordance with the Gateway determination of the Planning Proposal.

8.5 Community Consultation

Community consultation will be conducted in accordance with section 57 of EP&A Act and *A Guide to Preparing Planning Proposals*.

9.0 Timeline

A primary goal of the Planning Proposal process is to reduce the overall time taken to produce LEPs. The Gateway determination issued by DPE will confirm the level of information necessary to support a Planning Proposal and the consultation requirements. This is to ensure that the plan making process will be completed within a reasonable time.

The timeframe for the completion of the Planning Proposal following Gateway determination will depend on the complexity of the matter, the nature of any additional information that may be required and the need for agency and community consultation. However, it is envisaged that by proceeding with this Proposal, the Proponent can commence the development of a key site in the Precinct in accordance with the PRCUTS vision and intentions

The following details are expected to be provided as a minimum in the project timeline by DPE as part of Gateway determination:

- anticipated commencement date (date of Gateway determination).
- anticipated timeframe for the completion of required technical information.
- timeframe for government agency consultation (pre and post exhibition as required by Gateway determination).
- commencement and completion dates for public exhibition period.
- dates for public hearing (if required).
- timeframe for consideration of submissions.
- timeframe for the consideration of a proposal post exhibition.
- date of submission to DPE to finalise the LEP.
- anticipated date RPA will make the plan (if delegated).
- anticipated date RPA will forward to DPE for notification.

10.0 Conclusion

This Preliminary PP seeks an amendment to the following provisions of the Strathfield LEP 2012 being:

- Amend the Height of Buildings Map from 22 metres (42m under Clause 4.3A) to 145 metres as it applies to the site.
- Amend the Floor Space Ratio Map from 2:1 (3.15:1 under Clause 4.4A) to 7.3:1 as it applies to the site.

This preliminary Planning Proposal and the supporting reference design prepared by PTW Architects, as well as the supporting documentation provides justification for the proposal for the following reasons:

- It fulfils the objectives of the Greater Parramatta Growth Area.
- It is located within the Homebush, Strathfield and Burwood Planned Precinct.
- It fulfils the vision and objectives of the Parramatta Road Corridor Urban Transformation Strategy.
- It is located within 200m of Homebush Station, and easily accessible to the future Concord Road portal to WestConnex and proximate to a future Sydney West Metro station.
- It is located near to Sydney Olympic Park, which is one of the largest recreation and sporting precincts in NSW.
- It is located between an underutilised part of Parramatta Road and the M4 Motorway.
- It will facilitate the renewal of a large, disused site that could act as the catalyst for the urban renewal of the Homebush Precinct.
- It will facilitate the creation of community destination for civic activities, food and entertainment, including the retention and refurbishment of the former Homebush Theatre for cafes, bars and restaurants.
- There is considerable public benefit including Affordable Rental Housing, heritage refurbishment, a Plaza and service uses.
- It is consistent with the 'Out of Sequence' Test of the 2016 *Parramatta Road Corridor Implementation Plan 2016 – 2023* (November 2016).

Whilst acknowledging the *Greater Parramatta Growth Area*, the *PRCUTS Homebush Precinct* traffic study and the *Burwood, Strathfield, Homebush Planned Precinct* process are still underway, it is considered reasonable for a Planning Proposal for this site to proceed as:

- The proposal is not an ad-hoc request as it is consistent with the vision, desired future character and strategic directions of PRCUTS.
- The proposal complies with the planning controls contained in PRCUTS *Planning and Design Guidelines* relating to active frontages, setbacks, public domain, car parking and the like.
- The proposal is consistent with the PRCUTS 'out of sequence' check list, which applies as the proposal includes an exceedance of recommended height and FSR controls.
- The PRCUTS Implementation Plan 2016 – 2023 includes a provision for land owner/developer initiation PP, (page 5).
- The Proponent is willing to work with the GSC, DPE, and in particular Strathfield Council to refine the Preliminary PP
- The timely completion of planning for this site will facilitate the orderly delivery of new housing, and a Plaza, retailing, and refurbished Homebush Theatre that will provide a catalyst and focus for the Precinct's emerging community.

The intended public benefit associated with an FSR of 7.3:1 will ensure delivery of additional Affordable Rental Housing, affordable rental commercial space and a child care centre, and be accompanied by commensurately higher S 7.13 and 7.22 contributions. But importantly, it will facilitate the creation and ongoing management and maintenance of a publically accessible Plaza and through site links.

The heritage listed Theatre will be refurbished, and new buildings have been moved to the west side to provide it with a public domain setting. It will be integrated into the proposal's public setting with a substantial interpretative structure.

An proposal consistent with the PRCUTS recommended 5.0:1 would be high quality, and would include the refurbishment of the Theatre, and creation of an private communal area at its the rear to protect the key view from Knight Street. However, however the extent of public access through the site and around the Theatre would be curtailed, and the childcare centre, public art and affordable rental commercial space would not be provided.

The PRCUTS sets out the Precinct's desired future character vision, desired future character and strategic directions, which are more relevant to the site's potential than recommended numerical planning controls.

In this respect the proposal will unquestionably contribute to the achieving that desired character, and will provide a community destination and focus which is currently lacking in north Homebush.

The site is considered to have significant merit for urban renewal and represents a rare example of long vacant and disused urban land in the inner western suburbs of Sydney. Indeed, a site that is located in very close proximity to a high frequency railway station providing less than 30 minute train services to the Strategic Centres of Burwood, Rhodes and Sydney Olympic Park and importantly the Sydney and Parramatta metropolitan city centres, the two largest employment and GDP generators in NSW.

The former Homebush Theatre has fallen into disrepair and is currently disused and neglected despite its long and rich history. This proposal facilitates the reinstatement of its original role as a Parramatta Road landmark and entertainment venue by the refurbishment of its front portion, creation of a high quality landscaped setting, and occupation by cafes, restaurants and bars. It will become a destination and a social focus for the new community.

Few urban areas in Sydney have the same combination of strategic position, transport links, and nearby recreation options that are as underutilised and disused as the northern part of Homebush. This Preliminary PP therefore aims to be the catalyst for this much needed and overdue urban renewal of the locality.

In light of the above, we believe the Preliminary PP has strategic merit.