

## Section 9.1 Direction 7.3

### Parramatta Road Corridor Urban Transformation Strategy

#### STATEMENT OF BETTER PLANNING OUTCOME



Submitted to Strathfield Council  
September 2018

## Section 9.1 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy

### (5) Consistency

*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*
- (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*
- (c) of minor significance.*

### Planning Proposal

The Planning Proposal seeks to amend the principal development controls for land at 10-16 Loftus Crescent, 2 Subway Lane, 5 & 9-11 Knight Street & 88-92A Parramatta Road, Homebush, as follows:

- Increase the maximum building height control from part 16 metres and part 29 metres to 80 metres;
- Increase the maximum floor space ratio control from part 2:1, part 2.7:1, and part 3.15:1 to 5:1; and
- Provide a site specific clause that provides for an FSR up to 7:1 where certain public benefits are provided, including the dedication of a laneway and footpath setbacks and a public open space up to 1,250sq.m.

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) recommends a maximum building height of 80 metres and a preferred maximum floor space ratio control of 5:1 for the subject site. The Planning Proposal seeks to provide a greater FSR than that preferred by the PRCUTS.

This report demonstrates a better planning outcome associated with a FSR of up to 7:1 than that preferred by the PRCUTS.

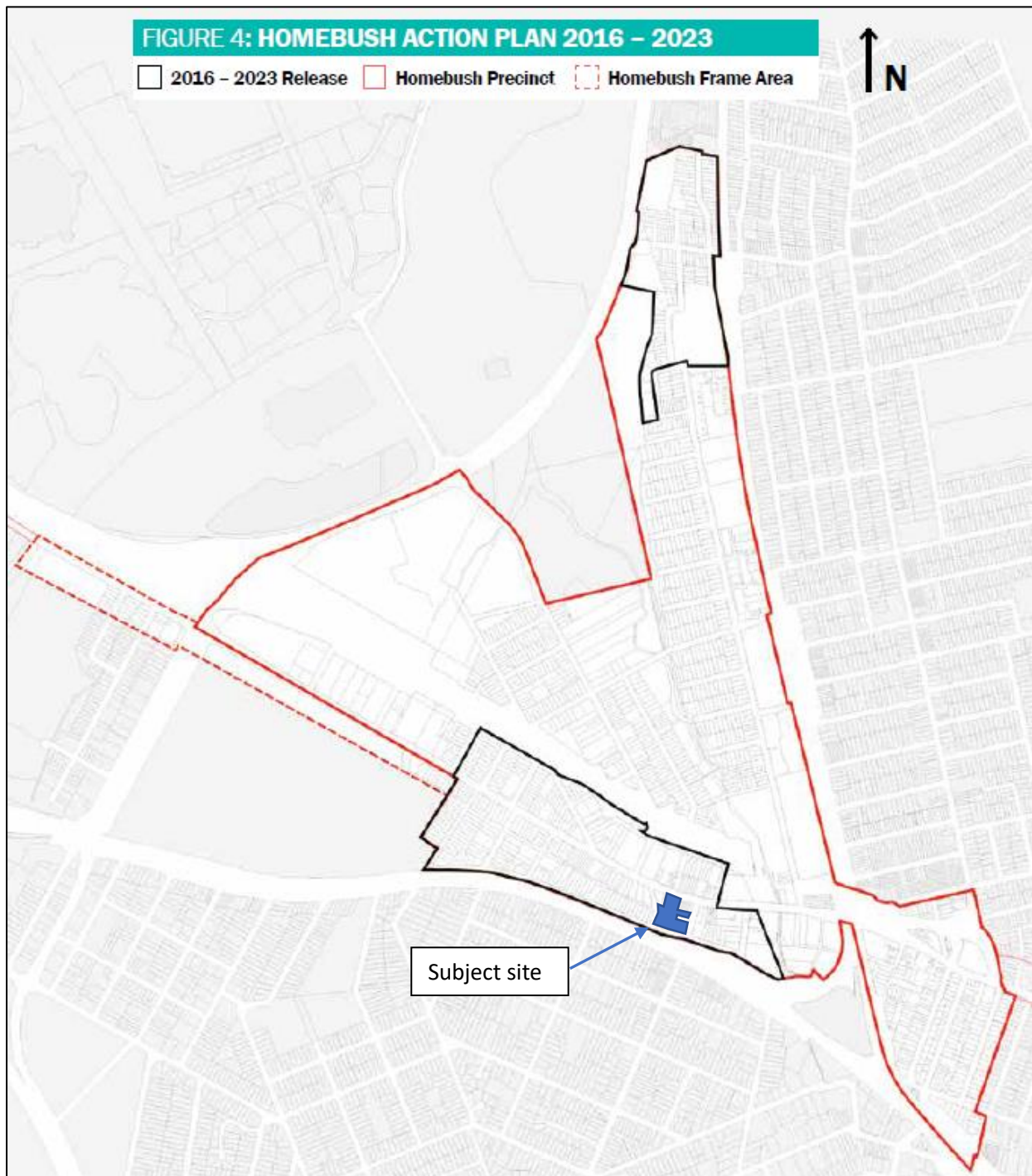
### Justification for any inconsistency with the terms of the Direction

#### (a) Out of Sequence Checklist

A number of factors combine to justify inconsistencies with the terms of the Direction. This includes any numerical standards contained within the Parramatta Road Corridor Urban Transformation Strategy (the PRCUTS).

While the planning proposal does facilitate jobs and housing in accordance with the PRCUTS and commences the incremental transformation of the Corridor, the planning proposal does seek to facilitate a different floor space ratio (FSR) to that 'preferred' by the Strategy.

While the existing B4 Mixed Use zone and the proposed maximum building height of 80 metres is the same as that 'recommended' by the PRCUTS, the maximum FSR achievable is up to 7:1, provided certain public benefits are provided. The 'preferred' FSR in the PRCUTS is 5:1. .



The *Parramatta Road Corridor Implementation Plan 2016-2023* provides for proponent led planning proposals or amendments to LEPs. In order to effectively work towards the success of the Strategy, the Implementation Plan provides the framework for the first stage of delivery from 2016 to 2023. While the long-term vision projects forward 30 years, actual change will occur incrementally over time: the Plan identifies how change will occur over the next seven years. Thus, a 'Precinct Release Process' has been developed to guide the way in which Precincts will be planned and delivered.

In this regard, the subject site is within the area identified for 2016-2023 Precinct release under the Homebush Action Plan as can be seen within the Figure on page 2. The planning proposal has also been prepared in accordance with the Action Plan as can be seen in the table on page 2.

Therefore, the planning proposal is within sequencing for the release of the Homebush Precinct and the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 does not apply.

Homebush Precinct Plan 2016-2023	
<b>Timing of release</b>	The subject site is within the 'from 2016' sequencing area within the Homebush Precinct and is therefore consistent with the timing of release.
<b>Strategic land uses</b>	<p>Under the better planning outcome scenario, the Planning Proposal will facilitate an FSR of up to 7:1 through a site specific clause. While the mapping of the site will indicate a maximum FSR of 5:1, the LEP Clause will facilitate a maximum FSR of up to 7:1, which will provide for the following:</p> <ul style="list-style-type: none"> <li>• 39,028 sq.m of residential floorspace (481 units);</li> <li>• 1,278sq.m of commercial floorspace;</li> <li>• A new laneway intersecting the site;</li> <li>• Dedication of land within the setbacks, facilitating the provision of parking bays and cycle way on Loftus Crescent;</li> <li>• The dedication of a 1,250sq.m public park; and</li> <li>• New bus shelter/facilities on Parramatta Road.</li> </ul> <p>The provision of a publicly accessible park for use by the broader community through the site will connect Loftus Crescent to the laneway, with a further pedestrian through link to Parramatta Road. There is a distinct lack of public open space in the area, which needs to be provided in conjunction with the increasing population. The site can accommodate both an FSR of up to 7:1, within the preferred building heights and achieve a public park similar to Augustus Loftus Reserve further along Loftus Crescent to the west. This park is similar to that proposed as part of the better planning outcome. While it provides the obvious benefits of a huge parcel of public open space without the need to acquire land, it will also break up the building mass across the site.</p> <p>The better planning outcome will also deliver dedication of a laneway which will not only strengthen east-west movements through the site, extending Loftus Lane eastwards, but will also unlock the ability of adjoining properties along Parramatta Road to redevelop in the future and not require access from Parramatta Road.</p>
<b>Public Transport</b>	<p>The site is within approximately 200 metres from Homebush railway station. Homebush station is serviced by the Inner West &amp; Leppington Line, which connects the site to the Parramatta Metropolitan Centre within less than 20 minutes and to the Harbour City CBD (Sydney) within between 20 and 30 minutes.</p> <p>Consultation will likely occur with Transport for NSW in accordance with the Gateway process and the Action Plan.</p>

<b>Active Transport</b>	<p>The planning proposal will complement and support the delivery of new and existing cycle routes. A Green Travel Plan will set targets for alternative transport use and encourage alternate modes by:</p> <ol style="list-style-type: none"> <li>1. Complying with relevant Council bicycle parking rates and required facilities for the retail/commercial tenancies.</li> <li>2. Provision of a Transport Access Guide (residents) and a Workplace Travel Plan (employees) outlining the available alternative transport modes.</li> <li>3. Consideration of car-share facilities.</li> </ol> <p>The development of a Green Travel Plan will assist in encouraging travel behaviour change and would be developed at the relevant subsequent planning stages.</p>
<b>Open Space and Recreation</b>	<p>The better planning outcome facilitated by the planning proposal will create a significant piece of public open space and through site pedestrian. While the 7:1 scenario will facilitate an additional 154 apartments than the 5:1 scenario, this will be supported by the dedication of public footpaths and a publicly accessible open space.</p> <p>The PRCUTS seeks to facilitate new public open space and improvements to existing park and reserves to support the transformation of the Precinct. In relation to the subject site, the Strategy seeks to facilitate east-west through site link and a prioritised walking link along Loftus Crescent. Rather than this land being acquired, it is proposed to dedicate a laneway to provide the desired through site link and provide significant setbacks to Loftus Crescent to allow for a strong public realm and allow for improved vehicular movements.</p> <p>Most importantly, the better planning outcome will be able to deliver a 1,250sq.m public park, allowing passive and active recreation and strengthening north south links between Loftus Crescent and Parramatta Road. The PRCUTS seeks to <i>“provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct”</i>. The Planning Proposal can support this outcome under the 7:1 outcome sought by the Planning Proposal.</p>
<b>Community Facilities</b>	<p>The planning proposal will contribute to relevant community facilities listed under the Action Plan. As discussed above, the 1,250sq.m public park will be a significant community asset not only for the future residents of the development of the subject site but also for residents within the entire Homebush Precinct.</p> <p>Wider footpaths and a new laneway will provide for better access, easier movement and activated streets.</p>
<b>Education Facilities</b>	<p>The planning proposal will contribution towards primary and secondary schools in accordance with the Infrastructure Schedule. Consultation will likely be undertaken with the Department of Education and Communities in accordance with the requirements of a future Gateway determination.</p>
<b>Health facilities</b>	<p>Consultation with the Department of Health will likely be undertaken in accordance with the conditions of a future Gateway determination and the Action Plan. Satisfactory arrangements will be entered into where necessary.</p>



<b>Road Improvements and upgrades</b>	<p>A Traffic Impact Assessment has been prepared by Lyle Marshall and Partners in support of the Planning Proposal. The Assessment concludes that:</p> <p><i>“Network Analysis modelling using SIDRA 7.1 computer software shows that the proposed increase in FSR from 5:1 to 7:1 will not change the level of service of any intersection surrounding the site.</i></p> <p><i>The proposed development at FSR 7:1 with the public benefit schemes will provide good infrastructure connections to the surrounding transport network. We support this development on traffic and parking grounds.”</i></p> <p>Under existing conditions, the majority of intersections surrounding the development site operate at Level of Service A. Under the future development scenario at either 5:1 or 7:1, see the majority of intersections operate at Level of Service A and therefore provide plenty of capacity in the surrounding road network.</p> <p>Under the 7:1 better planning outcome scenario, a number of public infrastructure benefits are facilitated, as outlined in the Traffic Impact Assessment, including:</p> <ul style="list-style-type: none"> <li>• Bicycle travel path and facilities – road widening to Loftus Crescent;</li> <li>• On-Street parking bays – road widening to Loftus Crescent;</li> <li>• Pedestrian pathways;</li> <li>• Land dedication to Parramatta Road;</li> <li>• Bus shelter upgrade; and</li> <li>• Loftus Lane 2-way land dedication.</li> </ul>
<b>Funding framework or satisfactory arrangements</b>	<p>New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind (satisfactory arrangements). The value of the contribution shall be consistent with the Infrastructure Schedule.</p>

(b) Preparation of a Study in support of the Planning Proposal

Detailed urban design analysis and traffic/transport infrastructure improvement reports have been undertaken and tested over a number of years to inform the current controls proposed for the site. The design concept includes 3 principal towers, two of which reach the 80 metre height limit recommended by the PRCUTS. Within this footprint, the density achieved is 7:1. This facilitates numerous opportunities to provide a better planning outcome, both physically through visible community benefits (public park; setbacks; embellishments etc), and economically.

An economic study has also been prepared that considers the benefits of the outcome sought under a 7:1 scenario. This is discussed further in this report and is attached to the Planning Proposal. The economic benefits at 7:1 have been estimated to exceed the benefits at 5:1 by nearly \$31 million.

In considering the outcome proposed by the Planning Proposal, it is important to consider a number of matters as relevant to the objectives of the S9.1 Direction and the consistency with the Parramatta Road Corridor Urban Transformation Strategy as follows:

## 1. Background

The draft Parramatta Road Urban Transformation Strategy and associated Urban Design Guidelines were released on 17 September 2015 and publicly exhibited between October and December 2015.

The planning and urban design analysis for the subject site had been well progressed prior to the release of the draft Strategy. On 18 December 2015, a submission was made to UrbanGrowth NSW that raised a number of concerns with the Strategy but also included the urban design report and development concept for the site. This included proposed controls of 25 storeys (approximately 80 metres) and an FSR of 6.9:1.

The PRCUTS was launched by the Minister for Planning on 9 November 2016, and a S117 Direction (now 9.1 Direction) was released on 19 December 2016. The 9.1 Direction allows for a planning proposal to be inconsistent with the terms of the Direction with the Secretary's agreement and adequate justification in the form of a better outcome.

The final PRCUTS provided for a maximum building height of 80 metres and a maximum FSR of 5:1, despite the proponent's submission and detailed concept for the site. Noting the extensive urban design analysis previously undertaken, the final recommended and preferred controls in the PRCUTS, and the provisions under the Section 9.1 Direction that provide for inconsistencies with the Direction where a better planning outcome can be achieved, the proponent has been challenged to provide for better outcomes for the community as an outcome of the development of the site while retaining the original controls sought. The original concept submitted to UrbanGrowth NSW did not include items now proposed under the better planning outcome. In this context, a maximum FSR of 7:1 would only be able to be achieved should the benefits be provided.

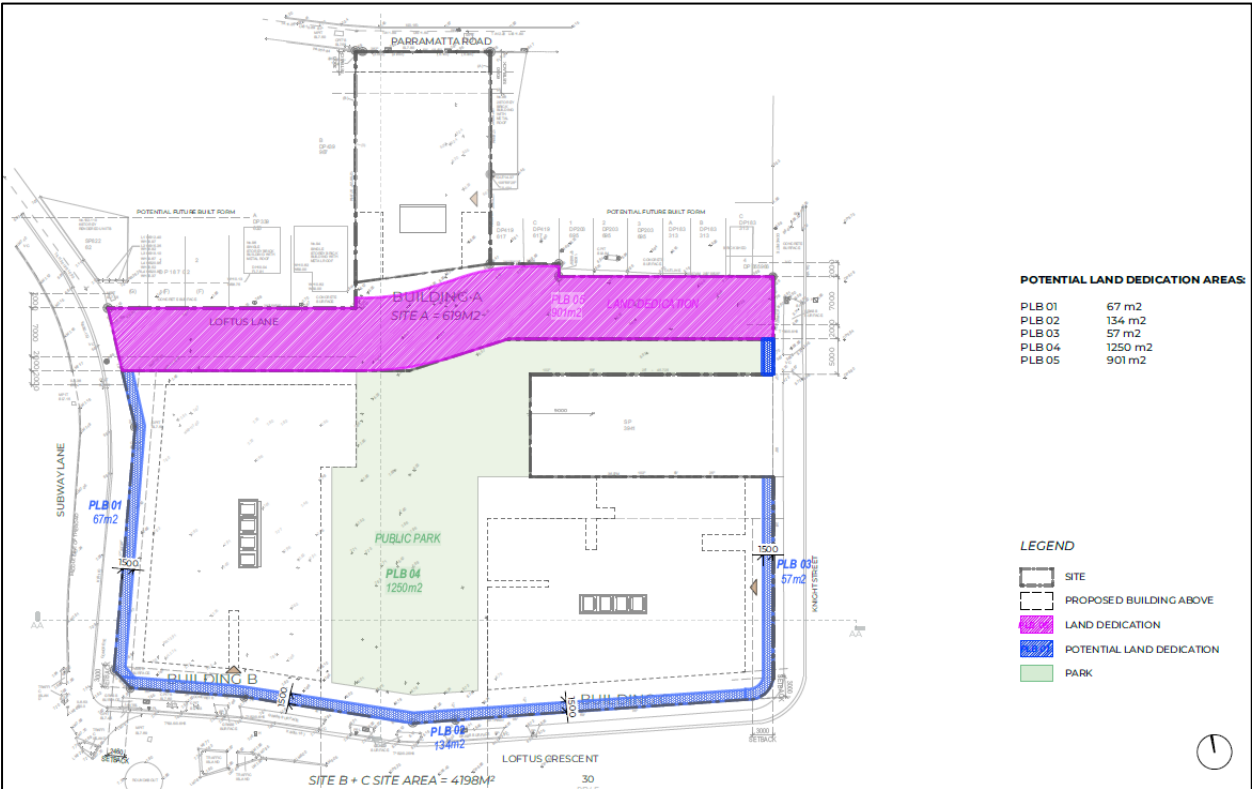
### **Better Planning Outcome**

A better planning outcome has been proposed under a 7:1 FSR scenario. This better planning outcome will include the following:

- a new laneway intersecting the site, totalling 901sq.m
- 258sq.m of land dedicated to facilitate increased parking in Loftus Street, the provision of a on-road bicycle lane and improved pedestrian facilities
- the dedication of a new 1,250sq.m public park
- a bus shelter upgrade in Parramatta Road.



Better Planning Outcome Site Plan



Better Planning Outcome – Outline of Contributions



### **Economic Benefits of Proposed Contributions**

An Economic Benefits Report has been prepared by PPM Consulting to provide an assessment of the economic benefits of the contributions that the proponent could offer the State and Strathfield City.

Required local government levies have been estimated at around \$6.5 million for the whole of the site, while the economic value of the contributions under the better planning outcome scenario is likely to be over three times this figure.

The new laneway intersecting the site would be built and dedicated, and allow the eastwards continuation of Loftus Lane. The land dedicated for the laneway would total 901sq.m. Based on an assumed value of land contribution of \$5,000 per sq.m, the value of land contribution of the laneway would be \$4.5 million. The lane will also provide some (unquantified) economic benefits, by:

- allowing access to basement parking, rather than off Parramatta Road, Loftus Street, Knight Street or Subway Lane
- providing a loading dock within the development, removing the need for trucks accessing the site to park along Parramatta Road, Loftus Street, Knight Street or Subway Lane.

Further, under the better planning outcome scenario, around 22 per cent of the total site area is intended to be utilised to create a new publicly accessible park. The proposal is for 1,250m<sup>2</sup> of the site to be created as a publicly accessible park (at time of writing, it was unknown if the park would be dedicated to Council or remain accessible to the community under the ownership of the owners' corporation). This land component of the benefit of the creation of the park is estimated to come to a little under \$6.3 million.

Taking the land value, the cost of creating the park and value of visitation, the total economic benefit of the park is estimated to be approximately \$22.7 million. This would be offset by the ongoing costs of park maintenance and upgrades of \$406,938 over the 50 year life of the park. As detailed in Table 16, the net benefit of the park is estimated to be approximately \$22.3 million, in net present value terms.

The Table below, taken from the Economic Benefits Report, details the total economic benefits of all components. In total, the economic benefit could be expected to be in excess of \$37 million. Most of the benefit is derived from the creation of the new public park, but the creation of the Loftus Lane dedication and footpath widening also create significant value.

Total Benefit	Total at 5:1	Total at 7:1
S94	6,579,869	9,211,816
Loftus Lane – Land dedication		4,505,000
Facilitation of parking, cycleway and footpath – land and contribution		1,438,514
Park – Land Dedication and Construction		6,760,000
Bus Shelter		25,000
Total Benefits (ex Economic Value)	6,579,869	21,940,331
Park Economic Benefit (Minus costs)		15,542,774
Total Benefits – Including Economic Value	6,579,869	37,483,105

**Total Economic Benefit**

## 2. Planning Outcome

The PRCUTS aims to “*deliver a high quality, multi-use corridor with improved transport choices, better amenity, and balanced growth of housing and jobs*”. It aims to achieve this through seven key principles for transformation as follows:

Principle	Assessment
1. Housing Choice and Affordability	<p>The Planning Proposal at 7:1 will facilitate an additional 481 dwellings on the site, this is 154 more than would be facilitated under the final Strategy at 5:1.</p> <p>The lower yield is considered a lost opportunity in the context of the need to provide additional supply. Increased supply will assist with the issue of affordable housing. Dedicated affordable housing space can be provided through a negotiated process in the future during the Part 3 and Part 4 processes.</p> <p>The location of a public park and generous through site links also makes this a more attractive place to live, having immediate access to goods and services, jobs, public transport and open space.</p>
2. Diverse and resilient economy	<p>The site is within the heart of Homebush, close to the train station and the traditional town centre on the south side of the railway line.</p> <p>The growth in population will reinvigorate the local economy by supporting businesses and creating new retail areas encouraging a vibrant and creative local economy, supporting job growth and new businesses.</p> <p>The mixed use development facilitates ground floor commercial uses, revitalising Loftus Crescent. The public park will be surrounded by active uses, creating a vibrant public space for the community with passive surveillance for security.</p>
3. Accessible and connected	<p>The site is within less than 200 metres walking distance from the Homebush railway station ensuring the site has access to available rail capacity and optimises future investment in infrastructure. The Inner West and Leppington Line connects the site to the City of Sydney and Parramatta with 30 minutes, an objective of the Metropolis of Three Cities strategic planning framework.</p> <p>The Planning Proposal supports walking and cycling upgrades and an integrated transport network to support a sustainable community within the site.</p>
4. Vibrant community spaces	<p>The Planning Proposal seeks to achieve a high standard of architecture built around quality public and community spaces. Including a 1,250sq.m public park, a 13-16 metre wide laneway and pedestrian spaces, and significant setbacks and planting/landscaping along Subway Lane, Loftus Crescent and Knight Street. The interface to Parramatta Road is also not omitted from the public benefits, with the setback providing the opportunity to provide an upgraded and purpose built bus shelter, achievable in front of the site in association with the setback. This will further progressed in</p>

	<p>consultation with Transport NSW during the Part 3 process.</p> <p>The better planning outcome associated with an FSR of 7:1 is therefore clearly focussed on providing a better outcome for the existing and future Homebush community.</p>
5. Green spaces and links	<p>While the site is close to proposed new open spaces along Powells Creek, which will connect along the Creek to Bicentennial Park, the proposal is supported by a better planning outcome that supports additional open space and through links which is justified under the 9.1 Direction. However, the proposed through links (including the laneway) would not be dedicated and the 1,250sq.m park would not be provided under the 5:1 scenario identified by the PRCUTS.</p>
6. Sustainability and resilience	<p>The Planning Proposal provides for a setback to Parramatta Road to support the vision of the PRCUTS of an active street frontage. Due to heritage constraints and established existing development, the frontage of the subject block is not identified as “green edge setback”, however, a 3 metre setback can still be provided to allow for the bus stop improvement, some embellishment, and active uses to Parramatta Road.</p> <p>The frontage to Parramatta Road will also be supported by a through link to Loftus Lane which opens up to the public park. Page 29 of the urban design report illustrates that significant portion of the site receives 4+ hours of sunlight on average throughout the year.</p> <p>Further, generous setbacks and land dedication is proposed to Subway Lane, Knight Street and most importantly Loftus Crescent to provide a soft transition and generous landscaping and tree planting. The vision for the development will be to make the area a much more attractive pedestrian environment for people to move around.</p> <p>The Planning Proposal will achieve car parking rates in accordance with the RMS Guide to Traffic Generating Developments, however will support green transport through a Transport Plan, encouraging use of nearby cycleways and rail network reducing car dependency (page 20 of Traffic Impact Assessment).</p>
7. Delivery	<p>The urban design concept was originally prepared in 2014 and submitted to UrbanGrowth NSW during the exhibition of the draft Strategy. It has now been four years since the concept was first proposed, which is a significant time in the provision of housing in a key location. Notwithstanding, the Planning Proposal has been able to respond and align with the strategic planning framework.</p> <p>The subject site is within the Precinct release 2016-2023 area and the concept has been rigorously tested over a period of time. The Planning Proposal will allow for further interrogation across all Government sectors and</p>

	<p>the community. Further assessment will continue during the Part 3 and Part 4 processes. Notwithstanding, the delivery of much needed housing in this location can be realised in the short term with a number of public and infrastructure benefits that create a better planning outcome. The inclusion of a public park and dedicated generous through site links also improves the urban design, siting of buildings and development mass that will result on the site and would be evident under a PRCUTS scenario.</p>
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The Homebush Precinct is located immediately northwest of Strathfield Town Centre and Strathfield Rail Station. It is the largest of the eight Precincts along the Corridor and extends from the Western Rail Line northwards along the Northern Rail Line into Concord West.

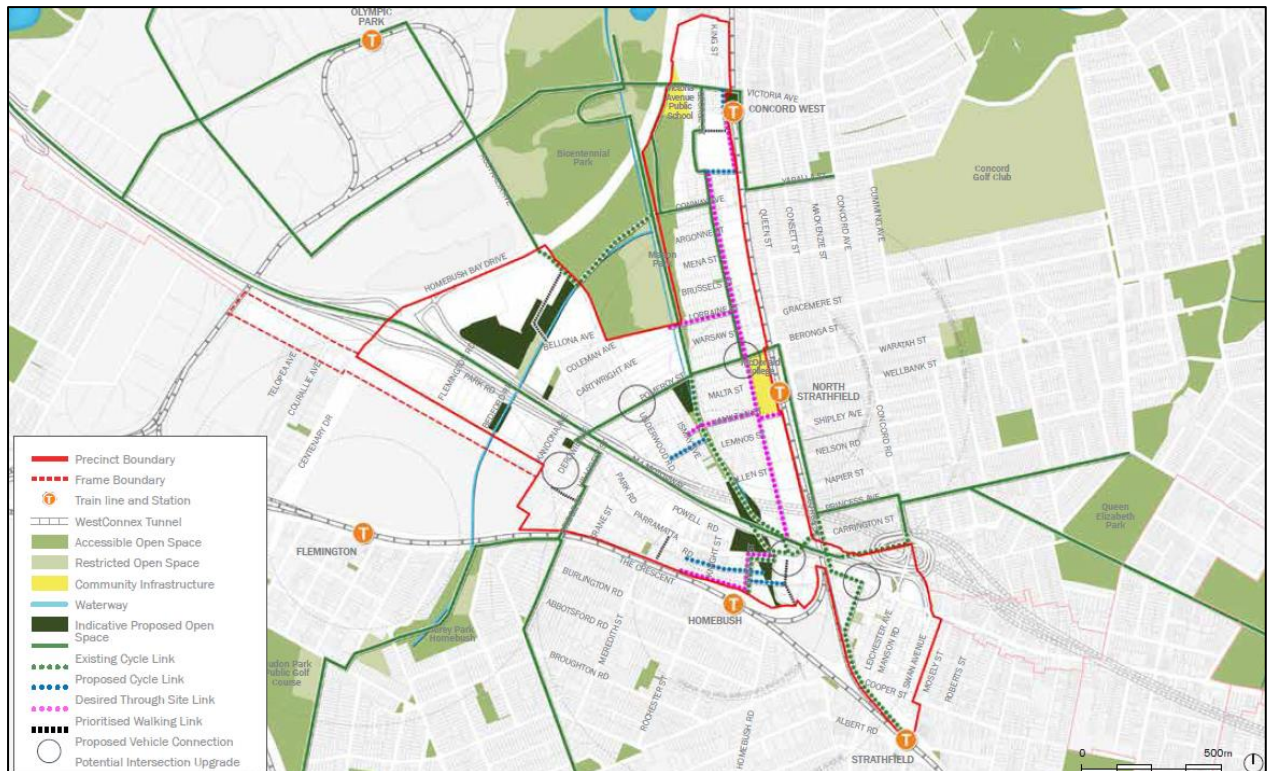
The Planning Proposal also aims to contribute to the vision for the Homebush Precinct by providing a mix of housing, commercial and retail spaces to activate Parramatta Road and Loftus Crescent, and improve permeability and connectivity through the site:

**Vision:** *“Homebush Precinct will become 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”.*

The planning and development concept has therefore been prepared in accordance with the objects of the Strategy and the requirements of the Apartment Design Guide, as follows:

- Define streets through built-form scale that addresses and defines the streetscape.
- Develop sites with landscape setbacks.
- Limit height on street frontages
- Locate taller building elements away from the street or public domain using setbacks above the low scale street walls or podiums
- Setback a minimum of 4m above lower level streetwall elements
- Provide appropriate setbacks to adjoining development

In doing so the Strategy seeks to strengthen links and connections in order to improve access to urban spaces, open space, public transport and nearby nodes such as Parramatta; activate building frontages; reinforce key streets; and break up long blocks with new lanes and high quality pedestrianised priority links. The figure below is an extract of the desired ‘Homebush Open Space and Active Transport’ requirements from the Strategy.



The relationship of future development facilitated by the Planning Proposal has undergone a rigorous design process of the relationship of the built form to the public realm. A Landscape Plan has been prepared by Geoscapes Landscape Architects to support the urban design outcomes identified by Aleksandar Projects, both attached to the Planning Proposal.

The Planning Proposal has been able to facilitate the objectives identified in the 'Open Space and Active Transport' diagram above, in addition to active frontages and facilitating wider pedestrian spaces to accommodate the high pedestrian movement areas identified by the 'Homebush Street Function' diagram under the PRCUTS.

### 3. Public Benefit

The Parramatta Road Corridor Urban Transformation Strategy identified a number of opportunities and desired outcomes in relation to open space, linkages and connections and the public domain within the Homebush Precinct (page 97). The better planning outcome has sought to deliver these objectives central to the justification against the Section 9.1 Direction:

- Leverage new development to provide new open space, high quality and active public domains and new through-site links,
- Capitalise on development potential around transport nodes, including Strathfield, Flemington, Homebush,
- Reduce car dependency by improving access to public and active transport infrastructure,
- Break up large blocks with laneways and through site links where possible, and
- Facilitate site amalgamation to provide opportunities for master-planned redevelopment which delivers good public open space outcomes and other benefits

The site is extremely close to the Homebush station, providing access to public transport infrastructure. Further, the above objectives are delivered through the better planning outcome as follows:



### Public Space

The better planning outcome facilitates a 1,250sq.m publicly accessible park. As can be seen in the Landscape Plan below this includes active and passive spaces, deep soil planting, and a strong through link connecting Loftus Crescent to Loftus Laneway and on to Parramatta Road. Commercial ground floor uses will also assist to activate the open space.

The ability to provide open space and connectivity of spaces and through links is a real opportunity within the height limits. Under the better planning outcome the proposal seeks a maximum FSR of 7:1 or an additional 154 apartments. However, the physical and economic benefits are significant.

Taking the land value, the cost of creating the park and value of visitation, the total economic benefit of the park is estimated to be approximately \$22.7 million, when offset by the ongoing costs of park maintenance and upgrades of it is estimated to be approximately \$22.3 million, in net present value terms.



### Dedicated Public Laneway

The public laneway is a desired connection through the site, acting as an extension to Loftus Lane. The better planning outcome seeks to dedicate 901sq.m of land to Council to facilitate the laneway extension. With pedestrian landscaping this will create up to a 16-metre-wide, two way vehicular and pedestrian connection. Based on an assumed value of land contribution of \$5,000 per sq.m, the value of land contribution of the laneway would be \$4.5 million.

This provides a huge community benefit by connecting Knight Street to Subway Lane in addition to providing access to all other properties that front Parramatta Road and unlocking their future development.



Further, future development will also facilitate a through link to Parramatta Road where future development will be setback 3 metres at the ground level. This will support an active frontage and a proposed upgrade to bus shelter facilities. Given the constrained nature of Parramatta Road (heritage and existing established development) and the unknown timing of future development, this provides an excellent opportunity to provide a through link connecting a new bus shelter with Loftus Crescent and up to Homebush train station.

### Wide Active Frontages

Buildings are proposed to be setback at least 4 metres to provide for wide active spaces are the buildings with dedicated sections to Council. It is proposed to dedicate land on the site, which will facilitate the creation of six new parking spaces on the northern side of Loftus Street (the southern boundary of the site), an on-road cycle lane and a wider footpath for pedestrians. This will remove parking from Loftus Crescent and improve vehicular movements and access. The land dedicated could total 258m<sup>2</sup>. it is estimated that the value of the land contribution and provision of the new parking bays and the bicycle lane would be \$1.3 million, as considered by the Economic Contributions Report attached.



### Infrastructure requirements

The attached Traffic Impact Assessment considers a number of public benefit recommendations associated with transport infrastructure. These benefits are considered in detail in the report and summarised in the diagram below, extracted from the report.



These public benefits are associated with the better planning outcome that supports an FSR of 7:1. These are summarised as follows:

1. Bicycle travel path and facilities associated with the widening of Loftus Crescent. This facilitates a separated on road cycleway path in each direction achieved through the removal of on-street parking as parking bays are achieved. This has been discussed with Transport NSW at a meeting of 22 March 2018. The concept was supported.
2. Provision of parking bays. Loftus Crescent has been widened to allow for six 2.4 metre wide indented parking bays along the frontage to Loftus Crescent.
3. New pedestrian pathways along Knight Street, Loftus Crescent and Subway Lane associated with the setback, which is proposed to be dedicated to Council.
4. New bus shelter and upgrades on Parramatta Road.
5. Car share spaces.
6. End user trip facilities for cyclists.

### Affordable Infrastructure requirements

In an interview in March 2017, the Planning Minister reinforced the government's housing strategy was a priority and would be framed around the principles of affordability, choice and growth.

In developing this strategy, the Minister suggested that extra dedicated affordable housing units could be encouraged by allowing developers to build higher, such as allowing developers to build two additional storeys on their developments, with one dedicated to affordable housing.



The provision of affordable housing under the District Plan and Council policy is noted. The Planning Proposal could support this objective during the Part 3 process.

#### 4. Government Policy

Since the then Minister for Planning announced the PRCUTS on 9 November 2016, a new Premier and a new Planning Minister have been appointed following the resignation of the former Premier Mike Baird.

The Hon Gladys Berejiklian MP was sworn in as Premier on 23 January 2017. The Hon Anthony Roberts MP assumed the Office of the Minister for Planning on 30 January 2017.

In her opening address, the Premier confirmed her policy priorities being:

- local infrastructure;
- housing affordability;
- and building a strong economy, with an emphasis on more jobs

In talking housing affordability the Premier has promised to concentrate on boosting housing supply rather than tax reform.

The Planning Minister, who is also the Minister for Housing, has also committed to working across Government to make housing more affordable. NSW is currently struggling with affordability of housing in a state where the Sydney median house price has topped \$1.1 million and where earlier this year the state capital was labelled as the world's second-least affordable city, behind Hong Kong (*US Demographia International Housing Affordability Survey, 2016*). The Planning Minister in a recent speech also reasserted supply-side measures as the Government's priority in tackling the state's housing affordability crisis.

This renewed emphasis on supply side solutions to affordable housing has occurred following the release of the Parramatta Road Corridor Urban Transformation Strategy. There is a very real opportunity to meet the objectives of the Government on a large site within walking distance to the Homebush train station and well connected to Parramatta and the City of Sydney. While many sites within the Parramatta Road Corridor may be fragmented, contain complex strata ownership or be constrained by heritage items or already developed, the subject site has the ability to provide significant housing growth beyond that identified by the final Strategy, while providing significant amenity and infrastructure benefits to the community and economic benefits to Council.

Therefore, the inconsistency with the Strategy and Section 9.1 Direction is considered minor in the context of the Government's renewed policy principle to increase housing supply. The subject site is an appropriate location and can be redeveloped in the short term given the amalgamated land ownership pattern.

##### (c) Is of minor significance

As discussed, this brief has demonstrated that the 'out of sequence' checklist does not apply, and the Planning Proposal achieves a better planning outcome than that recommended by the Strategy. Further, infrastructure improvements can be achieved through the Planning Proposal in accordance with the Section 9.1 Direction in relation to a different FSR to that preferred by the PRCUTS.

Notwithstanding, this brief has also demonstrated that the difference between a concept at 5:1 and 7:1 being 154 units, is of minor significance. The Traffic Impact Assessment has demonstrated that the surrounding intersections continue to perform well under both traffic generating scenario's, but the better planning outcome provides for additional infrastructure improvements; community amenity provisions; and significant economic benefits to Council.

## 5. Conclusion

It is therefore requested that the Secretary (or delegate) of the Department of Planning and Environment agree to any inconsistency with S9.1 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy for the following reasons:

- The Planning Proposal is consistent with the Strategic Vision, Actions and Principles of the Parramatta Road Corridor Urban Transformation Strategy.
- The subject site is identified as being within the Precinct release 2016-2023 and therefore is considered to be 'in sequence' for the purpose of staging of planning proposals and redevelopment.
- The Planning Proposal is consistent with the draft Parramatta Road Corridor Urban Transformation Strategy (as exhibited) and the original concept at 6.9:1 was submitted to UrbanGrowth NSW during the exhibition period. It is therefore considered that the proposed controls were considered acceptable until the final PRCUTS was released which provided little evidence for the FSR proposed by the final Strategy across the site.
- The Planning Proposal (at 7:1) will facilitate a much better planning outcome as follows:
  - A new 1,250sq.m public park connecting Loftus Crescent to Loftus Lane, to be dedicated or other arrangements made, worth \$22.3 million.
  - A dedicated public laneway connecting Subway Lane to Knight Street. 901sq.m will be dedicated to Council worth \$4.5 million. This would need to be acquired under a 5:1 scenario.
  - Dedication land within the setback to provide for additional pedestrian spaces, landscaping and road improvements to Loftus Crescent, including two way cycleway and parking bays.
  - New and upgraded bus facilities and shelter on Parramatta Road.
  - Commuter car parking provision, car share spaces and end of trip facilities.
- The Homebush Precinct seeks to promote laneways and through site links with the purpose of breaking up large blocks and street walls. The better planning outcome has been able to achieve this through the dedication of a two-way laneway and a 1,250sq.m public space. This will create significant social benefits.
- The dedication of the public park, the dedication of a laneway, and the dedication of setback space for pedestrian improvements will also have significant economic benefits to Council and the State. In total, the economic benefit could be expected to be in excess of \$37 million.
- The Traffic Impact Assessment has demonstrated that the difference between an FSR of 5:1 to 7:1 will not change the level of service of any intersection surrounding the site.
- The difference between a concept at 5:1 and 7:1 is 154 apartments. This is not significant in the context of the site's location close to public transport within an urban renewal area. The additional dwelling yield will be supported by the outcomes sought through this proposal, including the park and the laneway and the economic and social benefits both of these provide.
- If the proposed controls are applied to this site, significantly better outcomes can be achieved for the site as discussed throughout this submission.