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REZONING REVIEW REPORT

11-16 Loftus Crescent, 2 Subway Lane, 5&9-11 Knight
Street and 88-92A Parramatta Road, Homebush



Submitted to Department of Planning and Environment
November 2022

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1. Introduction

This Report forms the basis of a rezoning review in relation to a planning proposal, lodged with Strathfield Council on 19 September 2018 for land at 11-16 Loftus Crescent, 2 Subway Lane, 5&9-11 Knight Street and 88-92 Parramatta Road, Homebush. A rezoning review is sought as the “*council has failed to make a decision on the planning proposal after 90 calendar days from the date the proposal was lodged with council if this is a basic and standard planning proposal*”. As the planning proposal was formally lodged and accepted by council over four years ago, the planning proposal qualifies for a rezoning review (note the planning proposal is also over 115 calendar days should it be considered a complex planning proposal).

The planning proposal as lodged sought to amend the Strathfield Local Environmental Plan (LEP) 2012 as follows:

- To increase the maximum building height from part 16 metres and part 29 metres to 80 metres;
- Increase the maximum floor space ratio (FSR) control from part 2:1, part 2.7:1 and part 3.15:1 to 5:1; and
- Amend the key site provisions to provide for an additional 2:1 floor space provision (7:1 total) where better planning outcomes are achieved.

The planning proposal was supported by a Massing Study prepared by Aleksander Design Group (Attachment C) which identified the following indicative built form outcome for the site facilitated by the planning proposal:

- 39,028m² residential gross floor area comprising 481 units
- 1278 m² of retail/ commercial floor area
- 40,306m² total GFA
- Laneway to be dedicated to Council (901m²)
- Public open space and through-site link (1,250m²)
- Land dedication to enable road widening to allow for additional street parking around the site (northern side of Loftus Street).
- Bus shelter upgrade in Parramatta Road.

The public benefit items associated with the better planning outcome were included in a better planning outcome report (Attachment D).

This report has been prepared in accordance with the Rezoning Review section (under Stage 2) of the Department of Planning and Environment’s Local Environmental Plan Making Guideline (September 2022).

1.1 Supporting Documentation

Please find attached the completed application form that accompanies this request. The following documents are also attached in support of the rezoning request:

- Attachment A – Detailed Chronology
- Attachment B – Planning Proposal
- Attachment C – Urban Design Report
- Attachment D – Better Planning Outcome
- Attachment E – Traffic Impact Statement

- Attachment F – Heritage Impact Statement
- Attachment G – Phase 2 Contamination
- Attachment H – Landscape Plan
- Attachment I – Economic Study
- Attachment J – Lodgement Receipt
- Attachment K – Council Letter 18 February 2019
- Attachment L – Pacific Planning Response 25 February 2019
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- Attachment O – Letter LPP Chair with attachments 4 May 2022
- Attachment P – Letter to GM Letter of Offer 4 May 2022
- Attachment Q – Agenda SLPP 5 May 2022
- Attachment R – Minutes SLPP 5 May 2022
- Attachment S – Draft VPA & BPO 13 May 2022
- Attachment T – Contributions Report 17 May 2022
- Attachment U – Agenda SLPP 2 June 2022
- Attachment V – Minutes SLPP 2 June 2022
- Attachment W – Agenda SC 5 July 2022
- Attachment X – Minutes SC 5 July 2022
- Attachment Y – Advice from council on meeting date

1.2 Background

The history of the project dates back several years prior to the release of the Parramatta Road Urban Transformation Strategy (PRCUTS), when the planning and design for the site commenced.

The Parramatta Road Corridor Urban Transformation Strategy was released in November 2016 and supported by a Section 9.1 Direction released in December 2016. The Strategy and Direction provided the planning pathway and planning outcomes for the site and guided the preparation of the planning proposal. The Section 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 the following:

- A B4 Mixed Use land use zone;
- a maximum building height of 80 metres; and
- a maximum FSR of 5:1.

Following a pre-lodgement meeting with Transport for NSW on 21 March 2018 and council on 30 August 2018, a planning proposal was lodged on 19 September 2018 with Strathfield Council to amend the principal planning controls for land at 10-16 Loftus Crescent, 2 Subway Lane, 5 & 9-11 Knight Street & 88-92A Parramatta Road, Homebush.

The planning proposal sought to:

- 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 (including approx. 481 units, 1,278sq.m of retail and the potential for dedication of a 901sq.m laneway and 1,278sq.m of open space); 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 planning proposal was supported by the following documents:

- Urban Design Report prepared by Aleksandar Projects
- Better Planning Outcome Report prepared by Pacific Planning
- Traffic Impact Statement prepared by Lyle Marshall & Partners Pty Ltd
- Heritage Impact Statement prepared by John Oultram Heritage & Design
- Phase 2 Contamination Assessment prepared by Sullivan Environmental Sciences
- Landscape Plan prepared by Geoscapes Landscape Architects
- Economic Benefit Report prepared by PPM Consulting

The subsequent four years were spent seeking progress from council and the department to advance the planning proposal through the gateway process. Council felt they were inhibited to progress the planning proposal due to a requirement for a precinct wide traffic study to be finalised which has been in progression by various transport and planning agencies since 2016 without resolution.

However, in July 2021, the Parramatta Road Corridor Urban Transformation Strategy Implementation Update 2021 and updated Ministerial Section 9.1 Direction for Parramatta Road to reference the Implementation Update 2021 were released. The Implementation Update 2021 is an addition to the current strategy and allows planning proposals to now be lodged with the Department of Planning and Environment, receive a gateway determination and go on public exhibition while any outstanding traffic studies are being completed.

Following the refusal to a request to meet in August 2022, council advised that it was *“are working through the current applications, which includes your proposal”*. The proposal did not progress, and a meeting was convened with staff in March 2022. At that meeting the proponent was advised that the matter would progress to a meeting of the Local Planning Panel in May 2022.

The recommendation to the meeting provided general support for the progression of an amendment to the land use controls in some form, but in doing so, raised some issues which the council sought to address. In that context, we note the request to workshop issues with council officers mid-2021, from the applicant was not accepted by council staff as a valuable process at that time.

The report of the council staff to the Strathfield LPP advises that unless a formal letter of offer is received the council cannot favourably progress the item to the Minister for a gateway determination. As such, prior to the LPP meeting, the landowner indicated its willingness to enter into a VPA and submitted a letter of offer which showed a new value of public benefit items to a proposed value of approximately \$11,839,878 to be delivered. Importantly, given council's concerns with the open space proposed in the previous better planning outcome, the new offer proposed the dedication of residential dwellings to the council for affordable housing to the value of \$5,000,000. The matter was deferred by the LPP at its May meeting.

Subsequently, on 17 May 2022, a draft Planning Agreement was issued to council. The public benefits offer was refined and aligns with the emerging policy for housing of the council and is considered at a value greater than the council officers seek to implement in a planning agreement process, being more than \$11m. This is in

addition to existing contributions plan application to the land. The submitted Planning Agreement is included at Attachment S.

The planning proposal was reported back to the Strathfield LPP on 2 June 2022. The report recommended the LPP “*supports the Planning Proposal proceeding to Gateway*”, subject to the resolution of a number of items prior to the commencement of public exhibition. The reasons for the support of the proposal included:

- *Strategic planning alignment: The Planning Proposal is consistent with strategic visioning and key directions for the site under the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and Parramatta Road Corridor Implementation Tool Kit (Nov 2016), the Parramatta Road Corridor Urban Transformation Implementation Update (2021), A Plan for Growing Sydney (2014), A Metropolis of Three Cities – The Greater Sydney Region Plan (2018), the Eastern City District Plan (2018), and Council’s Local Strategic Planning Statement (2020) and draft Local Housing Strategy.*
- *Appropriate Height and FSR: The proposed maximum building height of 80m and maximum FSR of 5:1 aligns with the recommended height and FSR for the site under the PRCUTS Implementation Plan.*
- *Better Planning Outcome: The additional FSR sought for the site (7:1) is supported by a Better Planning Outcome report in accordance with the allowances of Local Planning Direction 1.6.*
- *Ministerial direction: Planning proposals for the Parramatta Road Corridor previously on hold until Precinct wide traffic studies have been completed have now been given the green light to proceed to public exhibition via a Ministerial Direction (1.5 Parramatta Road Corridor Urban*

As such, the LPP resolved:

The panel supports the planning proposal and recommends that it proceed to gateway determination.

1. *That the SLPP support Council forwarding the Planning Proposal proceeding to the department for Gateway.*
2. *That the SLPP endorse the following Council recommended Gateway conditions:*
 - a) *A review submitted by the applicant of the Economic Contributions Reports by a Council appointed consultant.*
 - b) *A new Urban Design Strategy by the proponent that addresses the inadequacies outlined in this report. In particular, the need for massing and overshadowing analysis that considers surrounding outcomes under PRCUTS heights and FSRs, comparisons with an FSR outcome of 5:1 and all applicable planning and design guidelines to identify the most appropriate site planning requirements (e.g. setbacks, open space location, stepping of buildings, heritage interface).*
 - c) *Peer review of the proponent’s Urban Design Strategy by a consultant of Council’s choosing.*
 - d) *A review by a consultant of Council’s choosing of the proponent’s Better Planning Outcome to incorporate the outcomes of the urban design analysis and Council’s Economic Contributions analysis.*
 - e) *Review by the Council of the amalgamation patterns under Strathfield’s LEP 2012 to accommodate the recommended heights and FSRs under PRCUTS.*
 - f) *Should the revised Better Planning Outcome be accepted, confirmation by Council of the best and most appropriate way of allowing a bonus FSR of 7:1.*
 - g) *Review by the Council of the affordable housing contribution in the Better Planning Outcome to align with Council’s strategic planning targets.*
 - h) *Preparation by the proponent of a revised Voluntary Planning Agreement to address the public benefits and affordable housing agreed to in the final Better Planning Outcome document.*

- i) *Preparation by the Council of a site specific Development Control Plan that applies the outcomes of the final and peer reviewed Urban Design Strategy and any other relevant requirements under PRCUTS Planning and Design Guidelines such as BASIX Targets.*
- j) *A review by the proponent of the overshadowing impacts of the Planning Proposal on the surrounding areas including, in particular, the playground of Homebush Public School.*
3. *That when requesting a gateway determination for the planning proposal, Council seek delegation of the plan-making steps under section 3.36 of the Environmental Planning and Assessment Act 1979.*

The matter was submitted to a meeting of Council on 5 July 2022. The recommendation in the council report was as follows:

- (a) *That Council note the recommendation of the Strathfield Local Planning Panel dated 2 June 2022 in relation to this matter as detailed below, noting that the Panel's recommendation is consistent with the Council Officer's recommendation to support the proposal.*
- (b) *That Council endorse the Planning Proposal included at Attachments 2 - 5 which seeks to amend the SLEP 2012 by amending Strathfield Local Environmental Plan (SLEP) 2012 as follows:*
 - *Increase the maximum building height from part 16 metres and part 29 metres to 80 metres;*
 - *Increase the maximum floor space ratio (FSR) control from part 2:1, part 2.7:1 and part 3.15:1 to 5:1; and*
 - *Amend the key site provisions to remove existing height and floor space provisions, and provide for an additional 2:1 floor space provision (7:1 total) where better planning outcomes are achieved.*
- (c) *That the Planning Proposal be forwarded to the Department of Planning and Environment with a request for a Gateway Determination.*
- (d) *That when requesting a gateway determination for the planning proposal, Council seek delegation of the plan-making steps under section 3.36 of the Environmental Planning and Assessment Act 1979.*

Council resolved:

“That this matter be discussed at a Councillor Workshop and be submitted to a future Council Meeting”.

While the matter has been discussed at a Councillor workshop, and council staff advised that it would go to the October meeting of council, the planning proposal has not progressed. A rezoning review is therefore requested in order for the matter to proceed to Gateway.

2. Site Identification

2.1 Site Description

The subject site forms part of a block which is located on the southern side of Parramatta Road and bound by Subway Lane to the west, Knight Street to the east and The Crescent to the west. The site has a total area of 5,756m² and comprises the following allotments:

- 10 – 16 Loftus Crescent (Lot A DP 335908, Lot B DP 419854, Lot A DP 419854, Lot 2 DP 201286, Lot 1 DP 201286, Lot 2 DP 314354, Lot 101 DP 846306),
- 5, 9 and 11 Knight Street (Lot A DP 335091, Lot C DP 336700, SP 1702),
- 2 Subway Lane (Lot 7 DP 18702 and Lot B DP 403083),
- 92A, 92, 90 and 88 Parramatta Road (Lot 1 in DP201120, Lot 2 in DP201120, Lot 3 in DP201120, Lot A in DP419617).

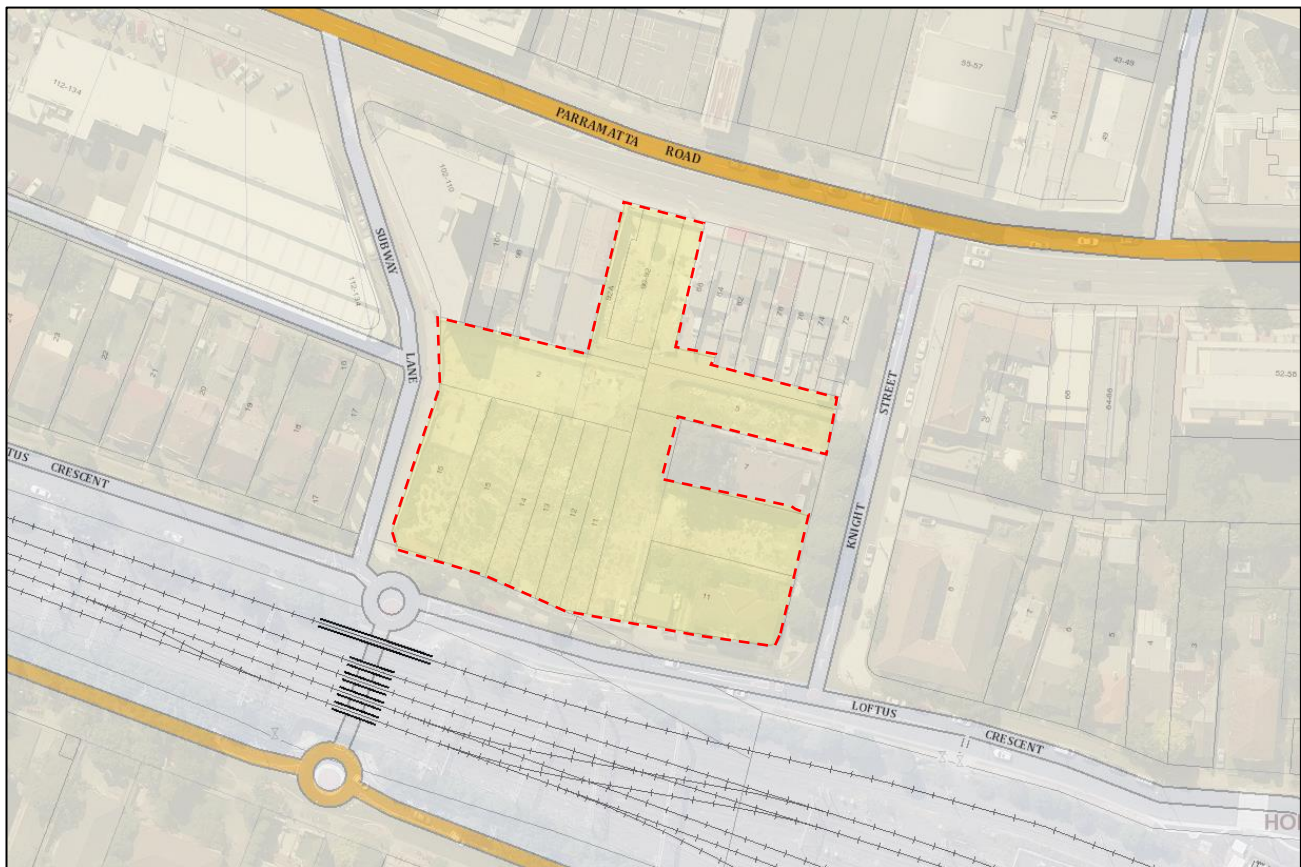


Figure 1: Site Description

The subject site is 120 metres from the northern entrance of the Homebush train station. The site also fronts Parramatta Road, from which a bus stop is located adjoining the site. Approximately 300 metres to the east is the westbound on ramp to the M4 with the eastbound on ramp a little further along.



Figure 2: Current aerial photo of the site

2.2 Existing Environment

The entire site has been substantially cleared in expectation and preparation for redevelopment. The two-storey apartment block at 11 Knight Street has yet to be demolished and continues to accommodate tenants.

At this stage, No. 7 Knight Street includes a two-storey residential flat building which is not included in the planning proposal. As the proponent does not own the land, it is not included, but council as the RPA or the Department in a future Gateway determination can include this land, and that would be encouraged.

Genuine offers to purchase the property have been made over a number of years, however, thus far the process has been unsuccessful in obtaining an agreement on sensible market value. As such the application has been progressed without a commercial agreement with the landowner. Despite this commercial context, the urban design report which supports the planning proposal shows that a viable built form scheme at the minimum densities proposed by the state plan can be achieved on the land at 7 Knight Street. Further, the proposal provides through the proposed land dedication process an opportunity for a rear lane access to that property that will assist in the orderly development of that land. Additional urban design study of this land as part of the ongoing Part 3 process is supported.



Image 1: Corner of Knight Street and Loftus Crescent looking west



Image 2: Looking west through 9 Knight Street



Image 3: Subject site cleared, looking north west

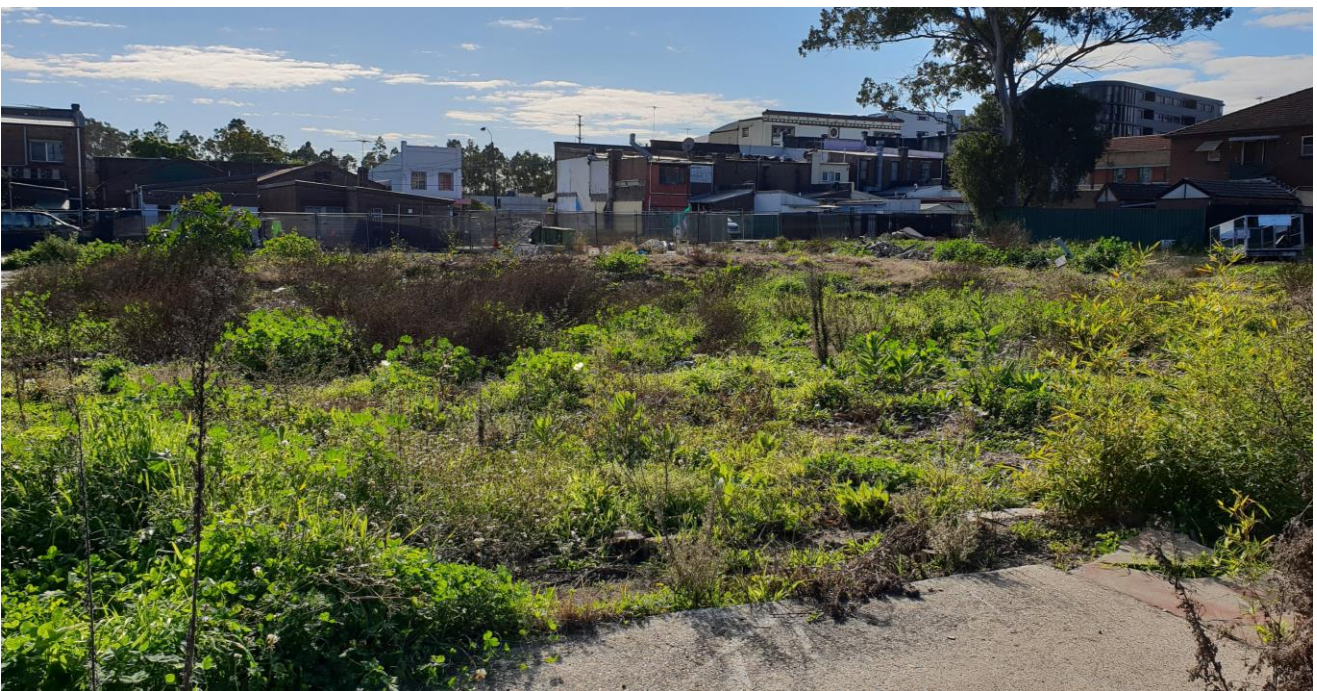


Image 4: Subject site cleared, looking north east



Image 5: Cleared lot at 5 Knight Street

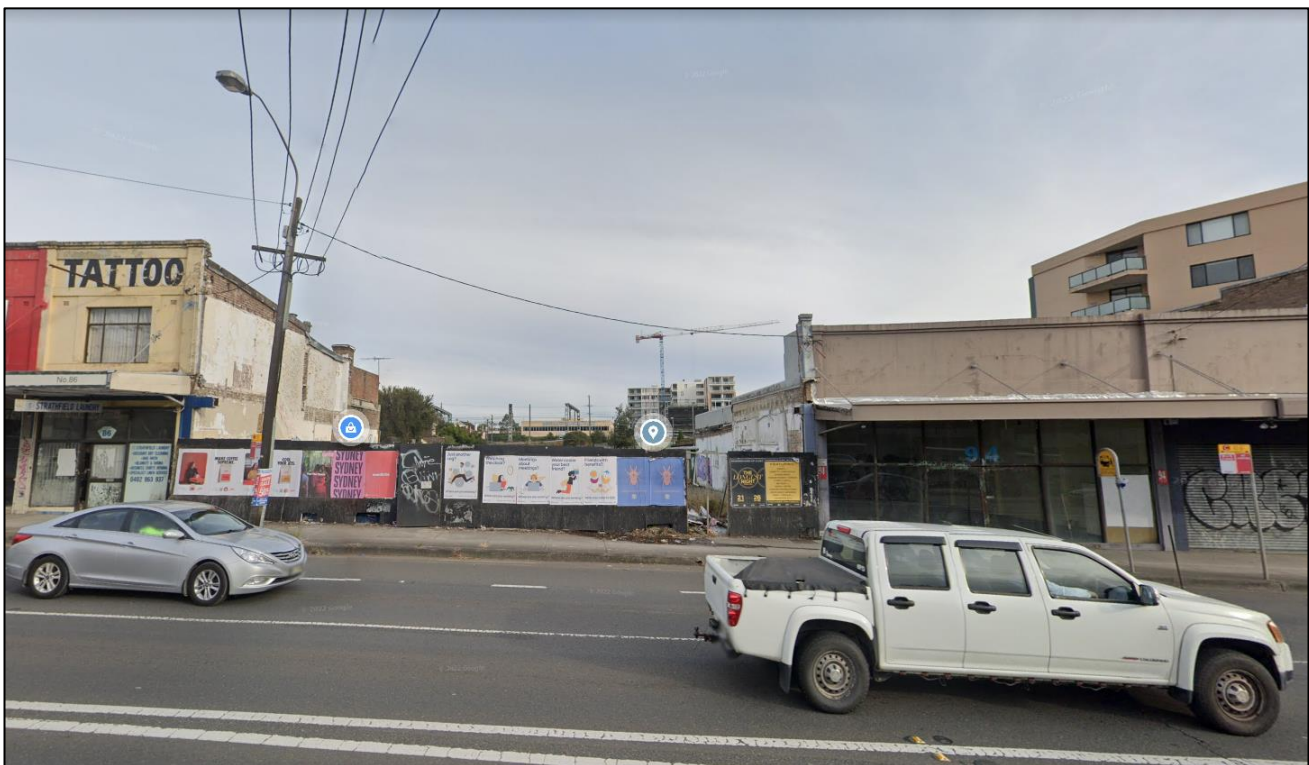


Image 6: Parramatta Road frontage

2.2 Statutory Planning Framework

2.2.1 Current Development Standards

Table 1 below summarises the Strathfield LEP 2012 principal standards that currently apply to the site.

Land Zoning	Maximum Building Height	Maximum Floor Space Ratio (FSR)	Key Sites Incentives
Mixed Use SP2 Local Road	0 metres 16 metres 21 metres 22 metres	1.65:1 2:1	Key Site 77 (29 metres) Key Site 79 (2.7:1) Key Site 80 (29 metres and 2.7:1) Key Site 81 (29 metres and 2.7:1) Key Site 82 (29 metres and 2.7:1)

Table 1: Site Development Standards

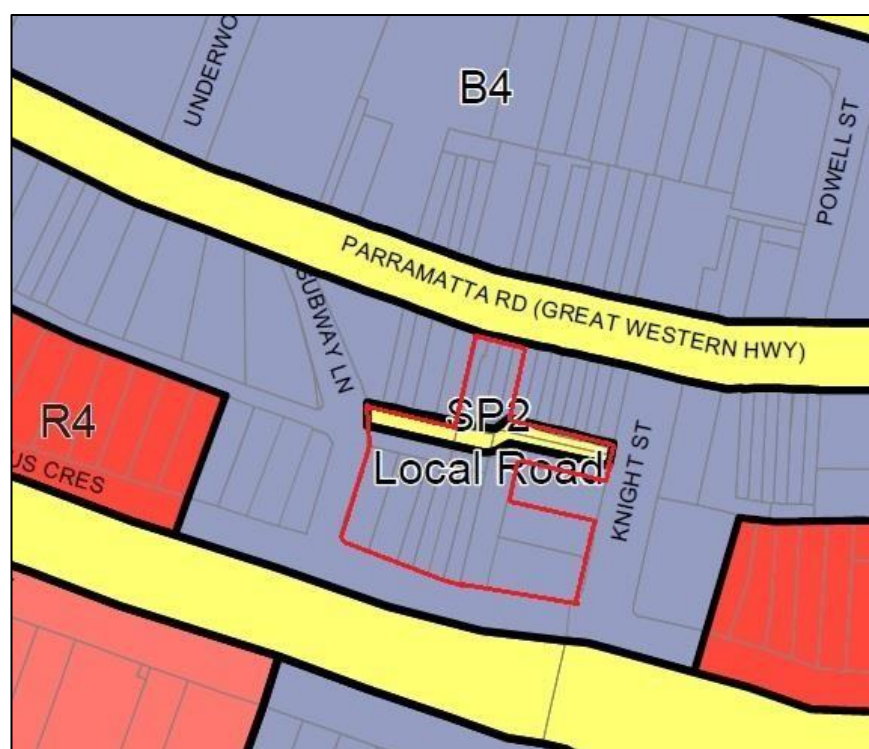


Figure 3: Strathfield LEP 2012 Zoning Map

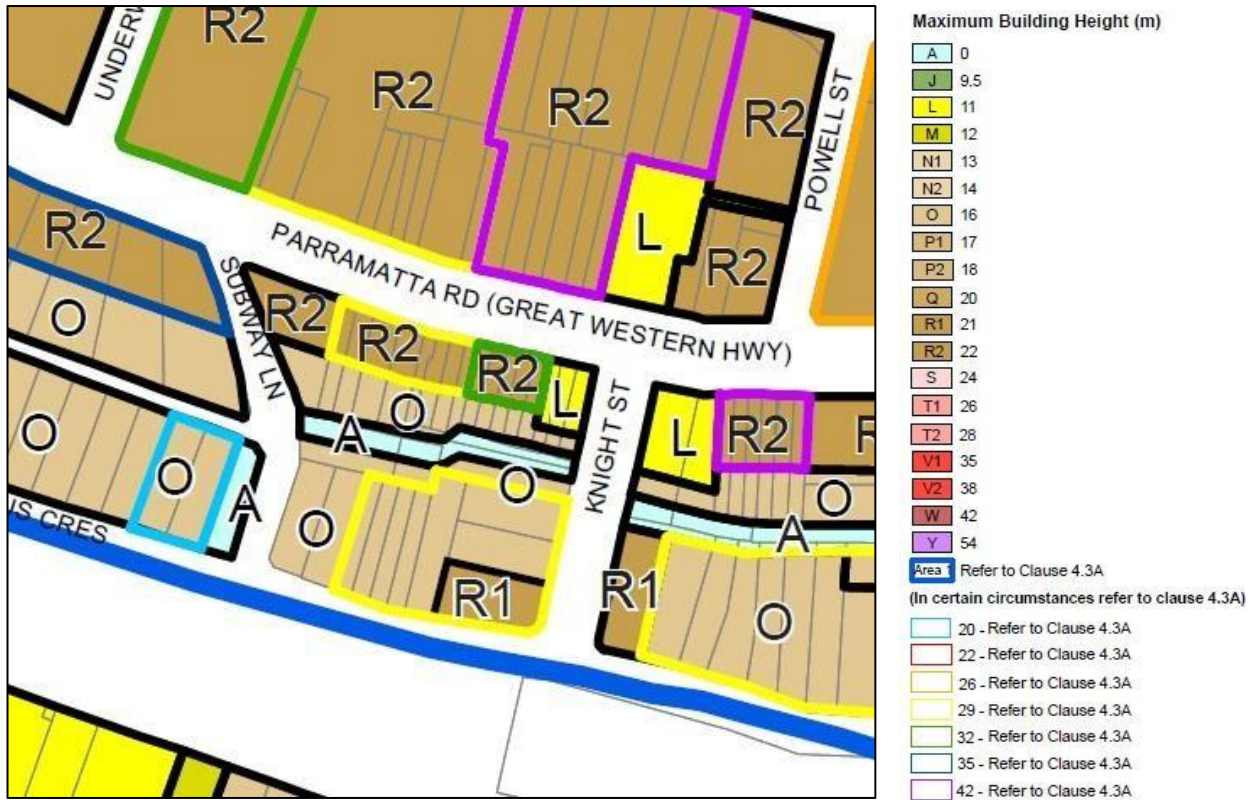


Figure 4: Maximum Building Height Map

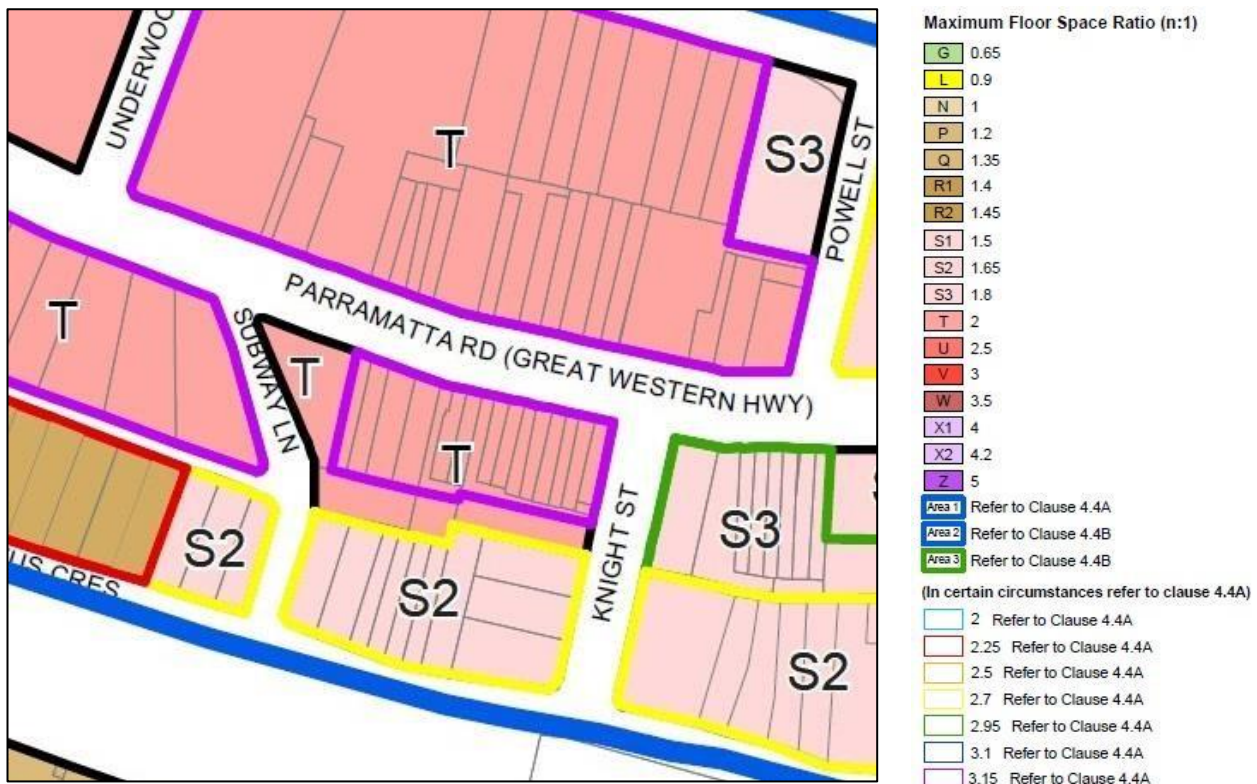


Figure 5: Maximum Floor Space Ratio

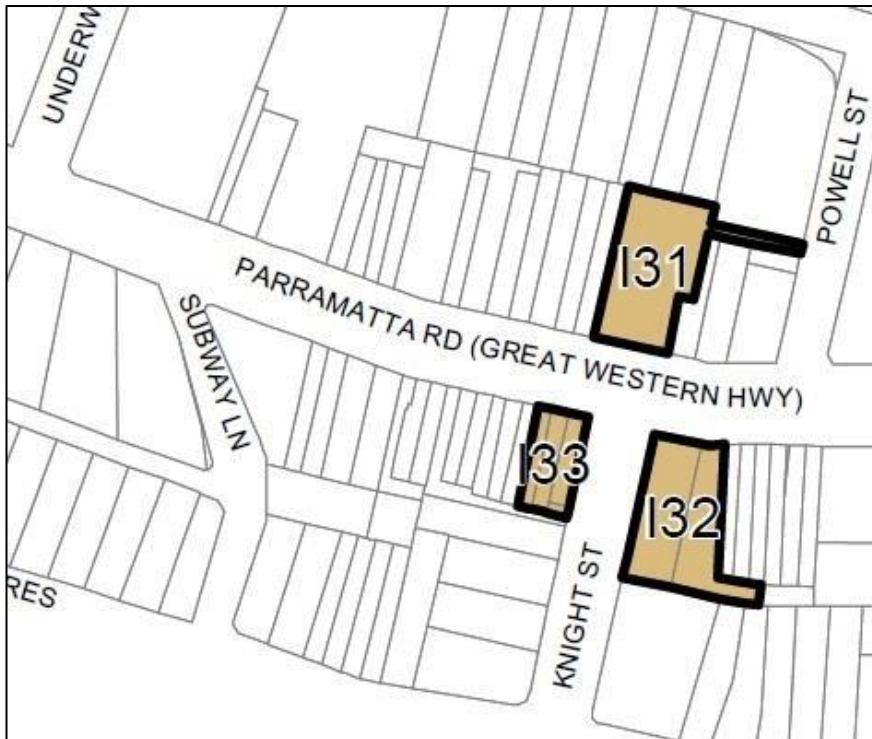


Figure 6: Heritage Map



Figure 7: Key Sites Map



Figure 8: Land Reservation Acquisition Map

3. Summary of Planning Proposal

The planning proposal is supported by a massing study and urban design report prepared by Aleksandar design group. The massing study builds on the controls and design principles identified by the PRCUTS and provides a platform for more detailed design, massing and built form outcomes for the site.

In summary, the following amendments are sought by the planning proposal:

Development Standard	Existing	Proposed
Land Use Zone	B4 Mixed Use and SP2 Local Road	No change
Height of Buildings	Part 0 metres Part 16 metres Part 21 metres Part 22 metres	80 metres
Exceptions to Height of Buildings (Parramatta Road Corridor)	29 metres	N/A
Floor Space Ratio	Part 1.65:1 Part 2:1	5:1
Exceptions to Floor Space Ratio (Parramatta Road Corridor)	Part 2.7:1 Part 3.15:1	7:1 (where a better planning outcome is achieved)

Table 2: Proposed amendments

While the massing study is indicative to inform the proposed controls, the planning proposal seeks to facilitate three key tower footprints incorporating two 25 storey towers along Loftus Crescent and one 21 story tower on the Parramatta Road frontage. Refer to Figure 9 below.

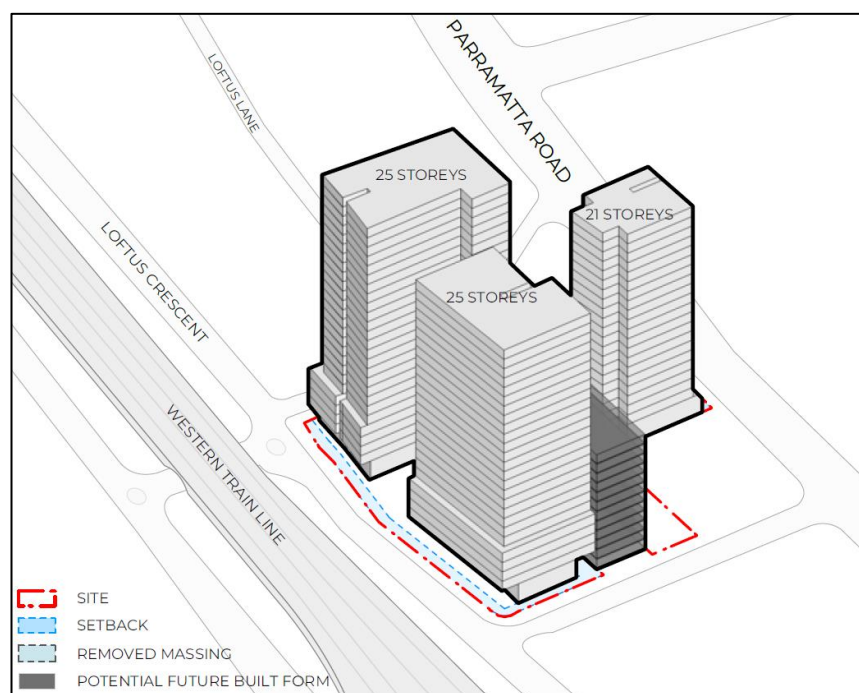


Figure 9: Proposed massing

The proposed amendments will facilitate the proposed following development outcome for the site:

- 39,028m2 residential gross floor area comprising 481 units
- 1278 m2 of retail/ commercial floor area
- 40,306m2 total GFA
- 481 apartments

The site being close to the train station and the existing street network being fairly narrow, it is important to recognise the need for a improved and desirable public realm and enhanced streetscape interface. In this regard there has been a particular focus on increased setbacks. For example, development is setback 4 metres from the Subway Lane, Knight Street and Loftus Crescent frontages, with a further 2 metre ground floor setback. This creates nearly 9 metre setback from the existing curb to the ground floor development. This also provides opportunities for bicycle lanes, short term parking, widen pedestrian areas, and activated alfresco dining. The below figures illustrate the potential ground floor interface.



Figure 10: Knight Street and Loftus Crescent Intersection



Figure 11: Subway Lane and Loftus Crescent Intersection

3.1 Better Planning Outcome

The Section 9.1 Direction, that supports the PRCUTS, provides for inconsistencies with the PRCUTS recommended land use controls where a better planning outcome can be achieved. In this regard, 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 lodged planning proposal was therefore supported by a ‘Better Planning Outcome’ report, included at Attachment D, which provided for an additional FSR of 2:1 where a number of specified community benefits were achieved. This included:

- 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.

However, during the assessment process and as the planning proposal was considered by the LPP, the better planning outcome has been modified. The updated “Better Planning Outcome” report and Economic Contributions Report are included at Attachments S and T. The better planning outcome has informed a draft VPA which has formally been submitted to council. The terms of the draft VPA are set out in the below table:

	Item of Benefit	Land Area	Description	Considered Value
1	Laneway built and dedicated	901sq.m	7m carriageway with 2m verge either side. Part of the 2m verge on the northern side is located outside of the site boundary.	Land - \$4,505,000 Construction Costs – \$704,710.40
2	Verge widening with new parking spaces, footpaths and on-road cycle way and dedication to Council	258sq.m	Land dedication to Council along the southern, eastern and western boundaries. Six parking spaces are also proposed – these are located within land currently owned by Council and an on-road cycle lane.	Land - \$1,290,000 Construction Costs – \$259,167
3	Bus Shelter	N/A	A bus shelter on behalf of Council and Transport for NSW on Parramatta Road, adjacent to the development. No land would be dedicated to the bus stop.	Land Value – N/A Construction Costs – \$81,001.25
4	Affordable Housing - Dedication of completed dwellings.	TBA	Dedication of residential dwellings to the council to the value of \$5,000,000.	Dwelling value - \$5,000,000

Table 3: Better Planning Outcome VPA items

The comments in the council officers report to the council note that council’s draft Value Sharing Policy would require a figure of \$10,502,235. While it is noted that the policy is draft and that traditionally the Department of Planning and Environment does not support value sharing, the better planning outcome and draft VPA seeks to provide an amount above the suggested amount.

The table above shows a value of new public benefit items to a proposed value of approximately **\$11,839,878** to be delivered which is significantly above that of the amount proposed if the draft policy of council.

4 Justification for Review

The Department's LEP Making Guidelines requires a *"written justification of the strategic and site-specific merit to confirm why a review is warranted"*, noting that *"proposals that do not reasonably meet the strategic and site-specific merit assessment criteria are unlikely to proceed"*.

As previously discussed, the planning proposal has been informed by the recommended and preferred land use controls under the PRCUTS. This is considered further below which addresses the site-specific merit in the context of the PRCUTS, along with the broader strategic planning framework.

4.1 Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy was released in November 2016 and supported by a Section 9.1 Direction released in December 2016. The Strategy and Direction provided the planning pathway and planning outcomes for the site and guided the preparation of the planning proposal.

The site is located within the Homebush Precinct. 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 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 facilitate a bonus provision that supports a greater FSR than that preferred by the PRCUTS, provided certain public benefits are achieved, in accordance with council's Draft Value Sharing Contributions Policy.

A comparison of the preferred controls under the PRCUTS and the planning proposal is considered in the table below:

Development Standard	Planning Proposal	PRCUTS
Land Use Zone	B4 Mixed Use SP2 Local Road	B4 Mixed Use
Maximum Building Height	80 metres	80 metres
Maximum FSR	5:1	5:1 Incentive provision of 2:1 where public benefits are achieved

Table 4: Planning Proposal and PRCUTS comparison

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.

The Implementation Update 2021 provided a supplement to the 2016-2023 Implementation Plan. The existing actions still apply provided they do not conflict with new and amendment actions in the 2021 Update.

Council's draft Value Sharing Contributions Policy seeks to implement a Value Sharing Policy to capture 30% of the difference between:

- 1) *the highest and best use value of the site permitted by the controls set out under the Strathfield Local Environment Plan (SLEP) 2012 and*
- 2) *the value of the site as a result of the approved development on the site derived from a Planning Proposal or a proposal to increase the development potential of a site above that permitted under the SLEP 2012.*

At a density of 5:1, the Policy, against a baseline land value of %1,500 per square metre, would capture \$5,313,735 in contribution. However, under a scenario of 7:1, the Policy would capture a contribution of \$10,502,235. While council's Value Sharing Policy is a draft document, is not available to view on council's website, and is not coupled with provisions under the LEP or other planning control, the better planning outcome nevertheless achieves an amount greater than that under the draft Policy, being **\$11,839,878**.

Therefore, the planning proposal is consistent with the recommended controls as part of a better planning outcome prepared in accordance with council's draft Value Sharing Policy.

4.2 Greater Sydney Plan

In March 2018, the NSW Government published A Metropolis of Three Cities – The Greater Sydney Region Plan (The Plan). The Plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. This is consistent with the 10 Directions in Directions for a Greater Sydney which establish the aspirations for the region over the next 40 years and are a core component of the vision and a measure of the Plan's performance.

To meet the needs of a growing and changing population the vision seeks to transform Greater Sydney into a metropolis of three cities:

- the Western Parkland City
- the Central River City
- the Eastern Harbour City.

The site is located within the Eastern Harbor City. The Planning Proposal is not inconsistent with the strategies and actions under the applicable Regional Plan. The Planning Proposal rezones land for increased residential densities and increased commercial floor area in an area that has been identified as well serviced by existing infrastructure including Homebush Rail Station and Parramatta Road.

4.3 Sydney Eastern District Plan

In a similar way to the Regional Plan, the Planning Proposal is not inconsistent with the District Plan, with the merits of the Proposal focused on site-specific matters and the features of the 'Better Planning Outcome'.

4.4 Strathfield Local Strategic Planning Statement

The Strathfield Local Strategic Planning Statement (LSPS) gives effect to the Eastern City District Plan and identifies a series of actions that will provide homes, jobs and related infrastructure to support future growth.

The following planning priorities are identified as relevant to the planning proposal:

Planning Priority 8 (P8); Action 57 (A57)

P8 - diverse housing options provide for people at all lifecycles and connects them to jobs, recreation, services and transport.

The community has a preference to contain higher density development to the major transport corridors and protect the existing heritage and local character of low density residential across the LGA.

A 55 – Investigate opportunities to go beyond the District Plan's target of 5-10% of the Gross Floor Area of new development to be dedicated as affordable housing for:

- *Planned Precincts,*
- *Land within the Parramatta Road Corridor*
- *Where there is an increase in density arising from a Planning Proposal*

The land subject of the planning proposal is within an identified growth area a short walk from the Homebush train station. The better planning outcome also provides affordable housing contribution equal to \$5 million. Further, as previously discussed, while council's Value Sharing Policy is a draft document, is not available to view on council's website, and is not coupled with provisions under the LEP or other planning control, the better planning outcome nevertheless achieves an amount greater than that under the draft Policy, being \$11,839,878.

4.5 Strathfield Local Housing Strategy

The Planning Proposal delivers housing within the PRCUTS Homebush Precinct which is generally consistent with Strathfield Council's Local Housing Strategy.

It is noted that further urban design refinement will be required through the planning proposal process and in preparation of detailed development applications to demonstrate successful built form interface and further interrogate block layouts, setbacks and podium heights.

In summary, the planning proposal is generally consistent with the strategic planning framework, facilitating the immediate urban renewal of a large, consolidated site near major transport infrastructure. The site has also been cleared and construction can commence imminently.