

# PLANNING PROPOSAL

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



Prepared for Homebush Linx Pty Ltd  
Submitted to Strathfield Council

September 2018

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Appendix C	Traffic Impact Assessment
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## Introduction

This planning proposal is submitted in accordance with Section 3.33 of the Environmental Planning and Assessment (EP&A) Act 1979 and provides a justification for the proposed amendments to the primary development controls for land at 11-16 Loftus Crescent, 2 Subway Lane and 88-92A Parramatta Road, Homebush (“the site”). The proposal will amend the Strathfield Local Environmental Plan (LEP) 2012.

The site is currently undeveloped and has largely been cleared of all buildings with the exception of a residential flat building at the south-east corner. This amalgamation represents an optimal opportunity for an attractive and catalytic development in an emerging town centre located within the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) area. The planning proposal will facilitate the provision of a laneway and a landmark building in accordance with the vision and principles of the PRCUTS. Ministerial Direction 7.3 facilitates this development, however this proposal seeks to create a bonus FSR provision based on the provision of the land dedication and through site links which create a substantial social and economic public benefit. The Massing Study allows for a bonus control on the basis of the site’s demonstrated capacity. The height is unchanged.

In accordance with relevant NSW Department of Planning and Environment guidelines, including ‘A Guide to Preparing Local Environmental Plans’ (2016) and ‘A Guide to Preparing Planning Proposals’ (2016), this planning proposal comprises the following parts:

Part 1	A statement of the objectives or intended outcomes of the proposed instrument
Part 2	An explanation of the provisions that are to be included in the proposed instrument
Part 3	The justification for those objectives, outcomes and the process for their implementation based on technical studies
Part 4	The existing controls that apply to the site based on the Councils LEP Maps
Part 5	Details of the community consultation to be undertaken on the planning proposal
Part 6	The timeframe to complete the amendment

This Planning Proposal forms part of a package of supporting documents for consideration by the Gateway under Section 3.34 of the EP&A Act 1979 and is supported by the specialist studies appended to this report.

This Planning Proposal has been prepared by Pacific Planning on behalf of Homebush Linx Pty Ltd Planning Pty Ltd.



## Site Identification

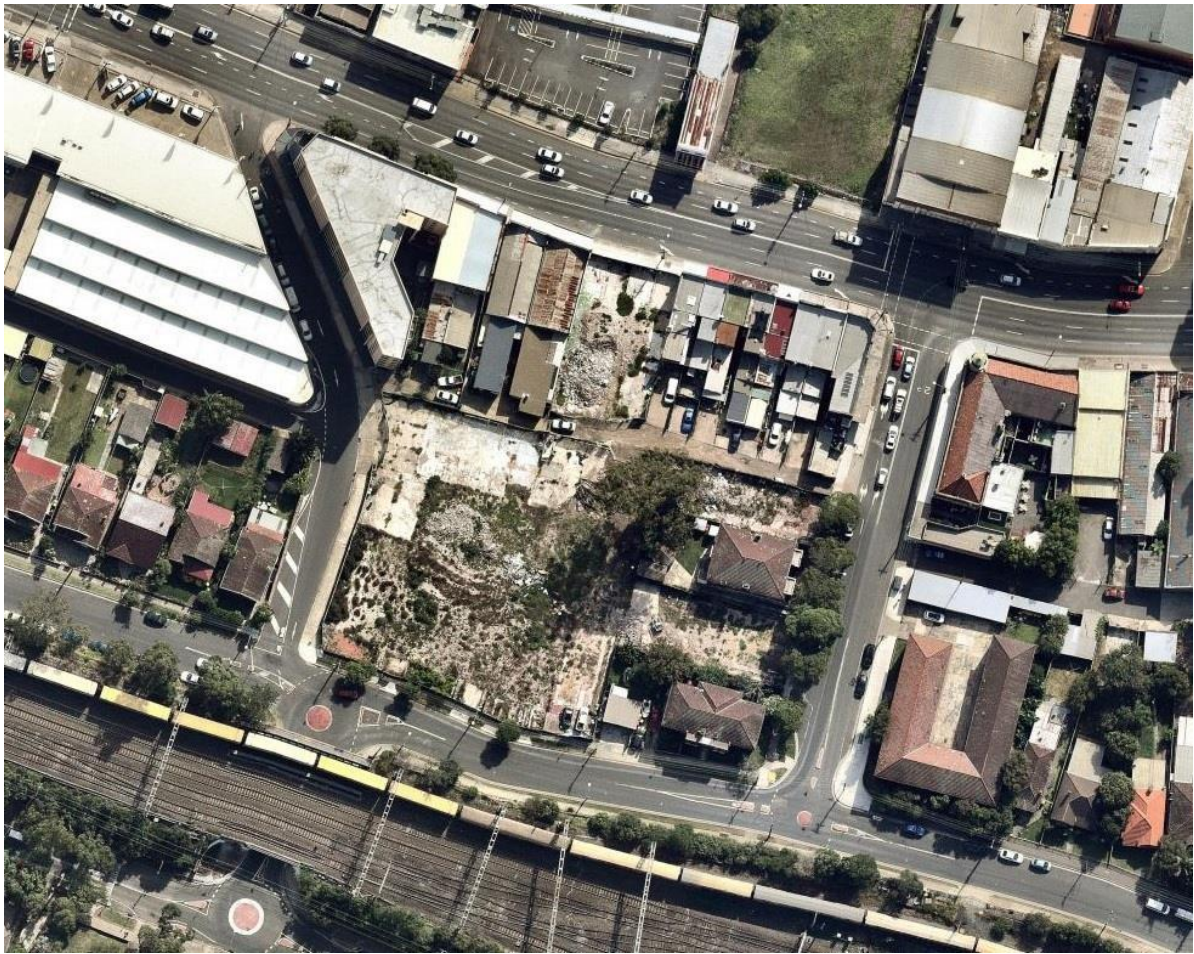
The subject site is known legally as follows:

Address	Lot details	Area (m <sup>2</sup> )
10 Loftus Crescent	Lot A DP 335908	524.8
11 Loftus Crescent	Lot B DP 419854	264.0
12 Loftus Crescent	Lot A DP 419854	259.8
13 Loftus Crescent	Lot 2 DP 201286	258.0
14 Loftus Crescent	Lot 1 DP 201286	247.1
15 Loftus Crescent	Lot 2 DP 314354	478.7
16 Loftus Crescent	Lot 101 DP 846306	482.7
5 Knight Street	Lot A DP 335091	499.5
9 Knight Street	Lot C DP 336700	512.2
11 Knight Street	SP 1702	638.6
2 Subway Lane	Lot 7 DP 18702 and Lot B DP 403083	739.4
92A Parramatta Road	Lot 1 in DP201120	186.0
92 Parramatta Road	Lot 2 in DP201120	175.8
90 Parramatta Road	Lot 3 in DP201120	171.6
88 Parramatta Road	Lot A in DP419617	318.2
<b>Total Area</b>		<b>5765m<sup>2</sup></b>



**Figure 1:** Aerial view of the subject site – boundaries shown





**Figure 2:** Current aerial photo of the site

## Current Development Standards

Table 1 below summarises the Strathfield LEP 2012 principle standards that currently apply to the site and the proposed controls outlined in the PRCUTS Guidelines and Tool Kit:

TABLE 1 – SITE DEVELOPMENT STANDARDS			
Strathfield LEP Controls			
Land Zoning	Maximum Building Height	Maximum Floor Space Ratio (FSR)	Key Sites
B4 Mixed Use SP2 Local Road	0 metres 16 metres 21 metres 22 metres	1.7:1 2:1	Key Site 77 Key Site 79 Key Site 80 Key Site 81
			Key Site 82

Parramatta Road Corridor Urban Transformation Strategy Guidelines Controls			
Land Zoning	Maximum Building Height	Maximum Floor Space Ratio (FSR)	Key Sites
B4	80m ("AB")	5:1 ("Z")	N/A

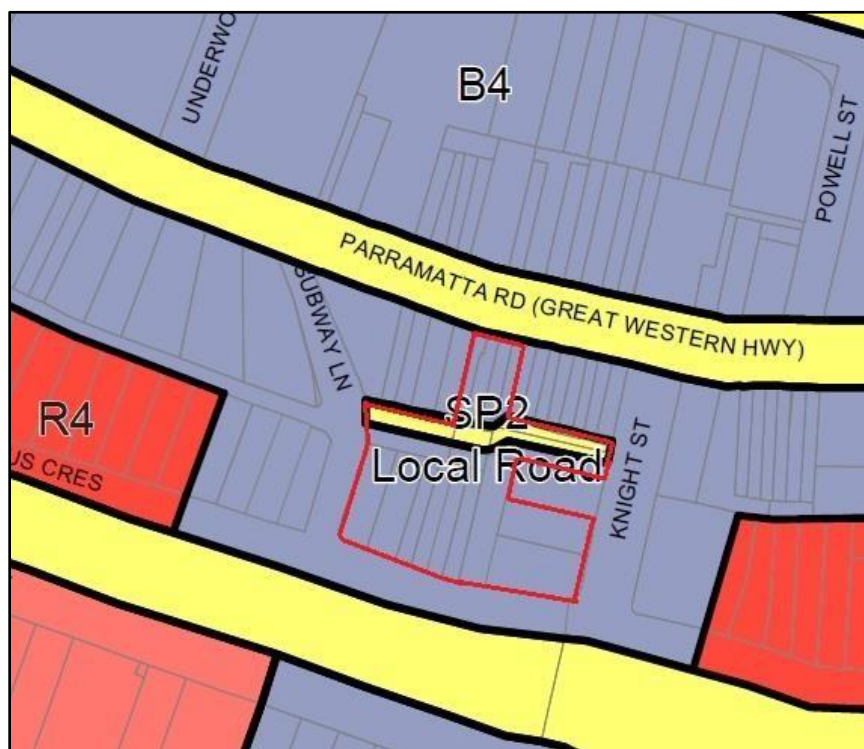


Figure 3: Strathfield LEP 2012 Zoning Map



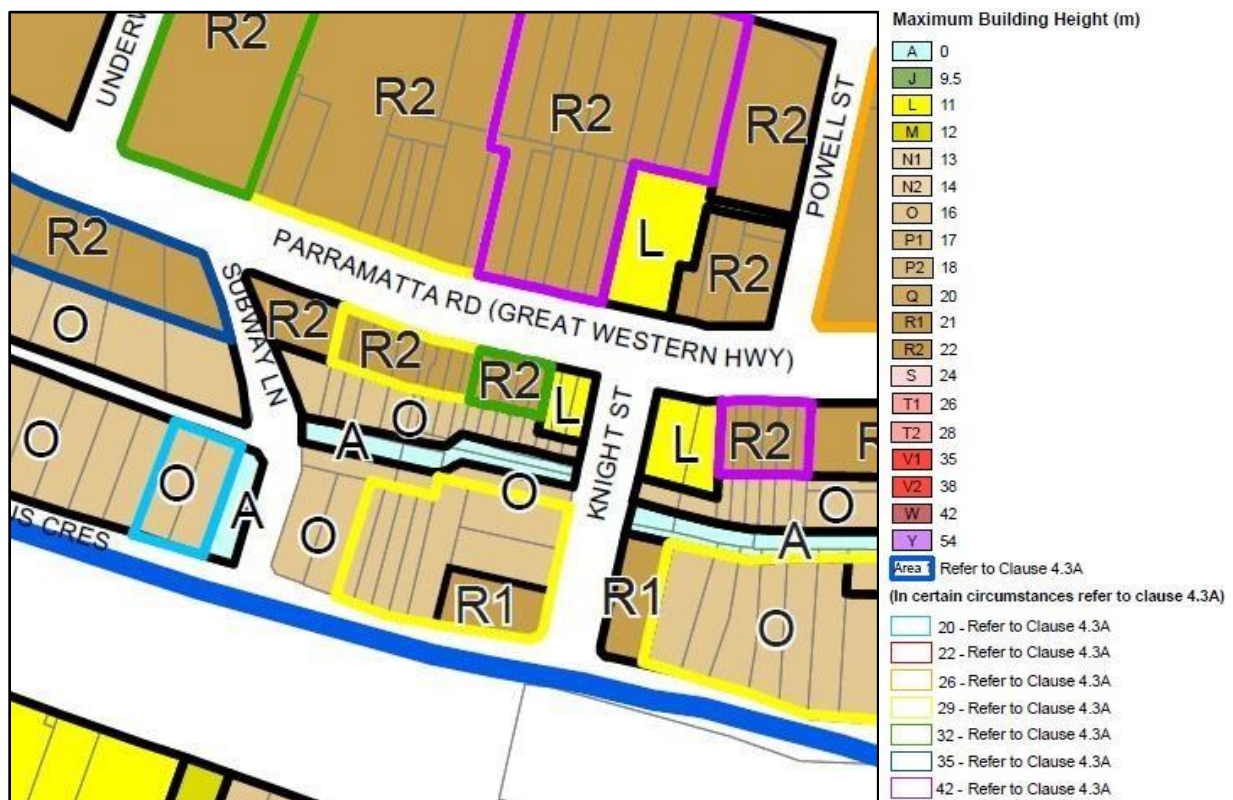


Figure 4: Maximum Building Height Map

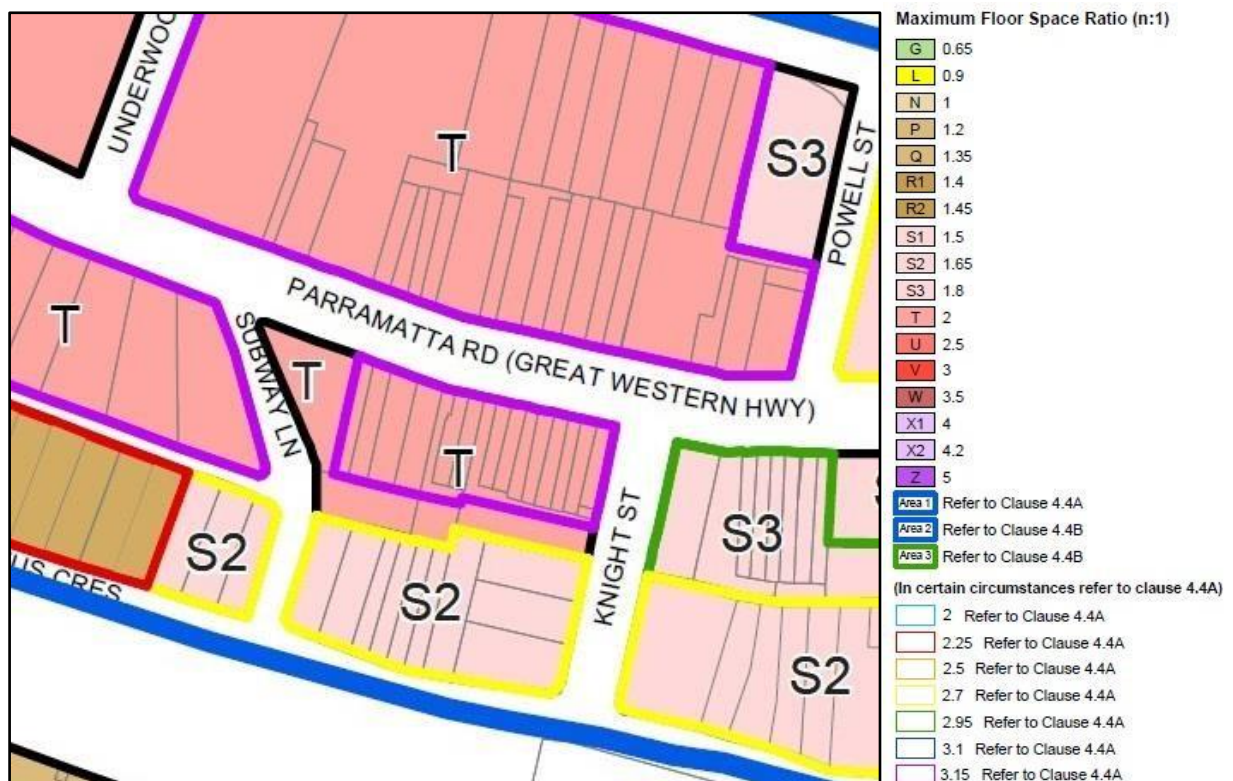
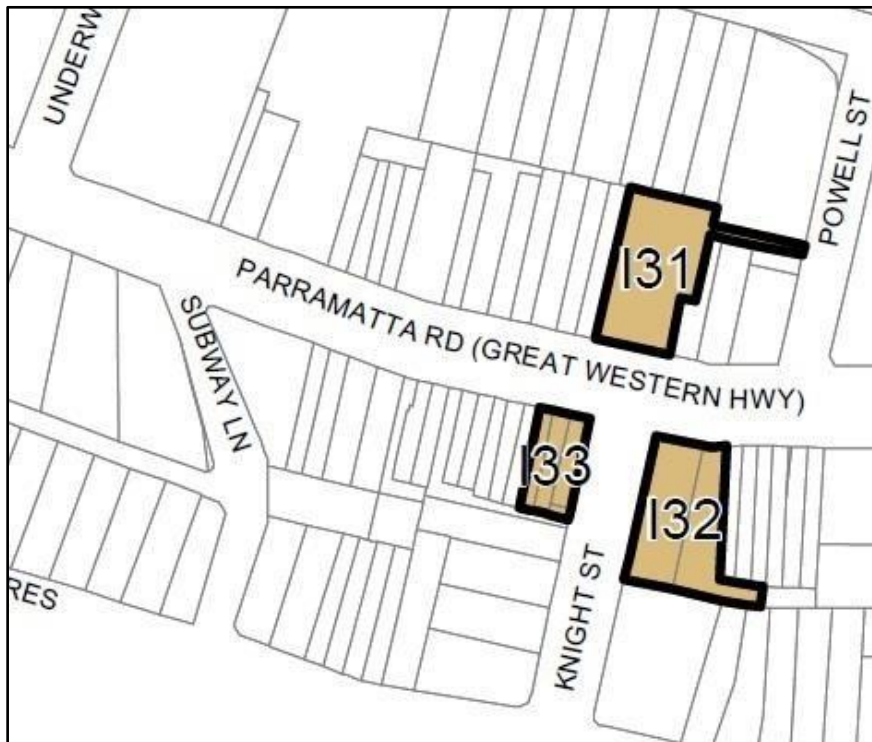


Figure 5: Floor Space Ratio Map



**Figure 6:** Heritage Map



**Figure 7:** Key Sites Map



**Figure 8:** Land Reservation Acquisition Map

## Proposed Development Scenario

The Planning Proposal has been prepared in support of an application to increase the maximum building height controls for the site from part 16m, 21m and 22m to 80m and to increase the maximum floor space ratio control from part 1.65:1 and 2:1 to 5:1. Further, the Planning Proposal seeks to amend the identification of the site as a key site on the Floor Space Ratio Map for the purposes of Clause 4.4A Exceptions to floor space ratio (Parramatta Road Corridor) to provide for a maximum floor space ratio of 7:1 where certain public benefits are provided.

Attached to the Planning Proposal is a Massing Study prepared by Aleksander Design Group (Appendix A) and a Landscape Plan (Appendix F). Below is a 3D rendered image, as viewed from the intersection between Knight Street and Loftus Crescent.





The proposed amendments will result in a project that intends to provide:

- 39,028m<sup>2</sup> residential gross floor area comprising 481 units
- 1278 m<sup>2</sup> of retail/ commercial floor area
- 40,306m<sup>2</sup> total GFA
- Laneway to be dedicated to Council (901m<sup>2</sup>)
- Public open space and through-site link as shown below (1,250m<sup>2</sup>)
- 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.

Further detail is outlined in The Statement of a Better Planning Outcome at Appendix B.





**Figure 9** – Building footprint plan and through site links

The Massing Study details the likely building forms on the site and quantifies the yield that will result. It is on this basis that the FSR controls for the site are proposed.

The modelling looks at ADG compliance, street activation and appropriateness to the Parramatta Road Urban Transformation Strategy Report.

These images and notes are not repeated here.

## 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 undertook a detailed critical analysis of the Strategy and included a detailed 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,. Noting the extensive urban design analysis previously undertaken, the final recommended and preferred controls in the PRCUTS which includes the provisions under the Section 9.1 Direction that provide for inconsistencies with the PRCUTS recommended land use controls 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.

The proposed concept and principal development controls for the subject site were presented to Strathfield Council at a meeting held on 30 August 2018. The following were in attendance:

- Matthew Daniel, Pacific Planning
- James Matthews, Pacific Planning
- Aleksandar Jelcic, Aleksandar Projects
- Rita Vella, Strathfield Council
- Kandace Lindeberg, Strathfield Council

Below is a summary of key matters discussed in the meeting and response/action:

Item	Response
Clarification of the site address	The subject address is 11-16 Loftus Cres, 2 Subway Lane, 5 & 9-11 Knight Street & 88-92A Parramatta Road, Homebush. This has been clearly provided on lodged documentation.
Proponent to provide evidence of attempts to acquire number 7 Knight Street, Homebush	Documented evidence is provided that illustrates this section contains the historical attempts to purchase Knight Street property.

Consider omissions from WestConnex stack	It is suggested that further study if required be considered post gateway and during subsequent Part 4 DA processes.
Address the 10-metre setback in the DCP to Parramatta Road	<p>It is noted that the DCP requires a 10 metres setback to Parramatta Road, with the objective of create wide pedestrian friendly streets. This is also an objective of the Corridor Strategy.</p> <p>However, this section of Parramatta Road is not identified as “green edge” where setbacks are 6 metres. This is because of the constrained nature of heritage items and fragmented lot ownership on either side of the road. A 10 metre setback is therefore impossible.</p> <p>Further, the subject block seeks to facilitate a rear laneway, ensuing access is not directly from Parramatta Road. This protects the integrity of the pedestrian realm. It also means that development would be impossible fronting Parramatta Road as the site would become too small with a 10 metre setback and a rear laneway. Therefore, the Planning Proposal provides a 3 metre ground floor setback to provide for activity and wider pavement space for pedestrians. The setback to the tower is 6 metres.</p> <p>The 3 metre setback is greater than nearby heritage and existing development, but will allow a pattern for future development while protecting the integrity of the heritage items setback.</p>
Ensure the Planning Proposal is clear about the community benefit between a 5:1 and 7:1 control/outcome	The Planning Proposal is accompanied by a detailed report addressing the requirements of the Section 9.1 Direction and the Planning Proposal clearly explains the better planning outcome intent.
Affordable housing – Council want 5-10% in perpetuity	The applicant proposes to undertake further consultation with Council regarding the request.
Ensure there is sufficient detail of site isolation and future access i.e. through basement or alternative (show how 7 Knight Street can develop in the future down to the basement levels	The Urban Design Report considers the access issues regarding the isolation and ability for access.

3D visual model would be beneficial including more detail about shadowing impacts to the proposed open space	Page 29 of urban design report provides annual solar analysis of the open space
Include a 'building sustainability statement' from Aleks, that considers aspects such as sustainability features in foyer, rooftop gardens, basement facilities etc	Page 9 of the urban design report identifies building sustainability measures.  These can be developed further during the plan making process.



# PLANNING PROPOSAL

## Part 1 – Statement of Objectives

The objective of this planning proposal is to facilitate a significant mixed use development on land near Homebush Railway Station bounded by Loftus Crescent, Subway Lane, Parramatta Road and Knight Street. The development will comprise residential apartments above ground level commercial uses.

Specifically, the main objectives of the Planning Proposal are:

- To increase the height and floor space ratio controls for the site, including a bonus floor space provision where certain public benefits are provided. This is comprehensively outlined in the Statement of a Better Planning Outcome at Appendix B.
- To dedicate a laneway as noted in Council's zoning map and land acquisition map.
- To facilitate the creation northern through-site pedestrian links from the railway station to Parramatta Road.

## Part 2 – Explanation of Provisions

This Planning Proposal seeks to amend the Strathfield LEP 2012 to achieve the stated objectives.

**TABLE 2 - SUMMARY OF PROPOSED CHANGES TO PLANNING CONTROLS**

	Current (SLEP 2012)	Proposed
<b>Zoning</b>	B4 Mixed Use Zone SP2 Infrastructure	No change
<b>Floor Space Ratio</b>	2:1 ("T"), 2.7:1 (Refer clause 4.4A) 3.15:1 (Refer clause 4.4A)	5:1 ("Z")
<b>Height of Buildings</b>	0m ("A"), 16m ("O"), 29m (Refer clause 4.3A)	80m ("AB")
<b>Key sites</b>	77, 79, 80, part of 81 and 82 allowing for additional building height and floor space ratio	Key sites amalgamation will create a bonus FSR provision of 7:1
<b>Land Reservation acquisition</b>	Laneway noted	No change

The attached Massing Study demonstrates the proposed zones, new laneway, through-site public open space linkages and building heights. This Study examines the existing and likely future building forms in the locality, building options for the subject land and interrogates the likely impact arising from the new controls. This report has underpinned the proposed planning controls outlined below.

The floor space ratios for the site may depend on final design, however the UDR demonstrates that the FSR for the site can be 7:1 with the proposed public land dedications and public benefit. The massing study includes a detailed breakdown of all buildings, demonstrating how this was arrived at.

This planning proposal seeks to achieve the intended outcomes in the following way:

1. Amendment of the Strathfield Local Environmental Plan 2012 Floor Space Ratio Map to "Z" (5:1) as shown on the proposed map (at the rear of this submission).
2. Amendment of the Strathfield Local Environmental Plan 2012 Height of Building Map to "A" (0m), "V2" (38m), "Y" (54m) and "AB" (80m) as shown on the proposed map (at the rear of this submission).
3. Amendment of Clause 4.4A of Strathfield Local Environmental Plan 2012 by deleting current references to Key sites 77, 79, 80, 81 and 82 and providing for an FSR of up to 7:1 where certain public benefits are achieved, as discussed in the attached Better Planning Outcome Report.

## Part 3 – Justification

### Section A - Need for the Planning Proposal

**1. Is the planning proposal a result of any strategic study or report?**

The site is a significant site within the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) area. The associated Ministerial Direction aims to facilitate development that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and the Parramatta Road Corridor Implementation Tool Kit. This proposal seeks to endorse these proposed controls and insert a bonus FSR provision for the dedication of a public laneway and open space.

**2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The planning proposal is an appropriate means of achieving the stated objectives and intended outcomes.

### Section B – Relationship to the strategic planning framework

**3. Is the planning proposal consistent with the objectives and actions of the applicable regional or subregional strategy?**

The site is within the Greater Parramatta and Olympic Peninsula (GPOP) and the East Sydney District Plan. The GPOP is referenced within A Metropolis of Three Cities and is assessed within the main table below.

#### 3.1 A Metropolis of Three Cities

TABLE 3: SUMMARY OF CONSISTENCY WITH GREATER SYDNEY REGION PLAN		
A METROPOLIS OF THREE CITIES		
PART 3 INFRASTRUCTURE AND COLLABORATION		
A CITY SUPPORTED BY INFRASTRUCTURE		
1. INFRASTRUCTURE SUPPORTS THE THREE CITIES		
1.1	Prioritise infrastructure investments to support the vision of A Metropolis of Three Cities.	N/A
1.2	Sequence growth across the three cities to promote north-south and east-west connections	Consistent
2. INFRASTRUCTURE ALIGNS WITH FORECAST GROWTH – GROWTH INFRASTRUCTURE COMPACT		
2.1	Align forecast growth with infrastructure	Consistent

2.2	Sequence infrastructure provision across Greater Sydney using a place-based approach	Consistent
<b>3. INFRASTRUCTURE ADAPTS TO MEET FUTURE NEEDS</b>		
3.1	Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure strategies and plans.	N/A
<b>4. INFRASTRUCTURE USE IS OPTIMISED</b>		
4.1	Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralised utilities	N/A
<b>A COLLABORATIVE CITY</b>		
<b>5. BENEFITS OF GROWTH REALISED BY COLLABORATION OF GOVERNMENTS, COMMUNITY AND BUSINESS</b>		
A1	Identify, prioritise and deliver Collaboration Areas.	N/A
A2	Coordinate land use and infrastructure for the Western City District	Consistent
<b>PART 4 LIVABILITY</b>		
<b>A CITY FOR PEOPLE</b>		
<b>6. SERVICES AND INFRASTRUCTURE MEET COMMUNITIES CHANGING NEEDS</b>		
6.1	Deliver social infrastructure that reflects the needs of the community now and in the future.	Consistent. Density and commercial space will allow for social services and support services to be located in new centres. This increase service standards and reduces travel times.
6.2	Optimise the use of available public land for social infrastructure.	N/A
<b>7. COMMUNITIES ARE HEALTHY, RESILIENT AND SOCIALLY CONNECTED</b>		
7.1	Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by: <ul style="list-style-type: none"> <li>• providing walkable places at a human scale with active street life</li> <li>• prioritising opportunities for people to walk, cycle and use public transport</li> <li>• co-locating schools, health, aged care, sporting and cultural facilities</li> </ul>	Consistent. The mixed use building support this objective.



	<ul style="list-style-type: none"> <li>• promoting local access to healthy fresh food and supporting local fresh food production.</li> </ul>	
<b>8. GREATER SYDNEY'S COMMUNITIES ARE CULTURALLY RICH WITH DIVERSE NEIGHBOURHOODS</b>		
8.1	Incorporate cultural and linguistic diversity in strategic planning and engagement.	N/A
8.2	Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations.	Consistent. Rear lane access to Parramatta Road shops is a key element for shops.
<b>9. GREATER SYDNEY CELEBRATES THE ARTS AND SUPPORTS CREATIVE INDUSTRIES AND INNOVATION</b>		
9.1	Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden, including: <ul style="list-style-type: none"> <li>• arts enterprises and facilities and creative industries</li> <li>• interim and temporary uses</li> <li>• appropriate development of the night-time economy.</li> </ul>	Consistent. Flexible land-use controls allow for this to be achieved.
<b>HOUSING THE CITY</b>		
<b>10. GREATER HOUSING SUPPLY</b>		
A3	Prepare housing strategies	Proposal responds to a strategy.
A4	Develop 6–10 year housing targets	N/A
<b>11. HOUSING IS MORE DIVERSE AND AFFORDABLE</b>		
11.1	Prepare Affordable Rental Housing Target Schemes, following development of implementation arrangements.	N/A
11.2	State agencies, when disposing or developing surplus land for residential or mixed-use projects include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing.	N/A
A5	Implement Affordable Rental Housing Targets	N/A
<b>A CITY OF GREAT PLACES</b>		
<b>12. GREAT PLACES THAT BRING PEOPLE TOGETHER</b>		
12.1	Using a place-based and collaborative approach throughout planning, design, development and management, deliver great places by:	Consistent. The proposed laneway will serve cars and pedestrians and provide through site linkages. North-south pedestrian linkages are also being proposed.  The site is within 200m from a railway station.

	<ul style="list-style-type: none"> <li>• prioritising a people-friendly public realm and open spaces as a central organising design principle</li> <li>• recognising and balancing the dual function of streets as places for people and movement</li> <li>• providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centres</li> <li>• integrating social infrastructure to support social connections and provide a community hub</li> <li>• recognising and celebrating the character of a place and its people.</li> </ul>	
12.2	<p>In Collaboration Areas, Planned Precincts and planning for centres:</p> <ul style="list-style-type: none"> <li>• investigate opportunities for precinct-based provision of adaptable car parking and infrastructure in lieu of private provision of car parking</li> <li>• ensure parking availability takes into account the level of access by public transport</li> <li>• consider the capacity for places to change and evolve, and accommodate diverse activities over time</li> <li>• incorporate facilities to encourage the use of car sharing, electric and hybrid vehicles including charging stations.</li> </ul>	N/A
<b>13. ENVIRONMENTAL HERITAGE IS IDENTIFIED, CONSERVED AND ENHANCED</b>		
13.1	<p>Identify, conserve and enhance environmental heritage by:</p> <ul style="list-style-type: none"> <li>• engaging with the community early in the planning process to understand heritage values and how they contribute to the significance of the place</li> <li>• applying adaptive re-use and interpreting heritage to foster distinctive local places</li> <li>• managing and monitoring the cumulative impact of development on the heritage values and character of places.</li> </ul>	Consistent. Heritage matters are discussed elsewhere and the Heritage Report attached provides a detailed assessment and photographic study.

PART 5 PRODUCTIVITY		
A WELL CONNECTED CITY		
14. A METROPOLIS OF THREE CITIES – INTEGRATED LAND USE AND TRANSPORT CREATES WALKABLE AND 30-MINUTE CITIES		
14.1	Integrate land use and transport plans to deliver the 30-minute city.	Consistent
14.2	Investigate, plan and protect future transport and infrastructure corridors.	The proposal is within a corridor.
14.3	Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.	N/A
15. THE EASTERN, GOP AND WESTERN ECONOMIC CORRIDORS ARE BETTER CONNECTED AND MORE COMPETITIVE		
A6	Collaborate to deliver the Greater Parramatta and the Olympic Peninsula (GOP) vision	Vision for Homebush Precinct is for a living precinct. The proposal is consistent.
A7	Develop a growth infrastructure compact for GOP	N/A
15.1	Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the economic corridors.	Consistent
15.2	Prioritise transport investments that enhance access to the economic corridors and between centres within the corridors.	Density around railway stations supports this initiative.
15.3	Co-locate health, education, social and community facilities in strategic centres along the economic corridors.	Consistent. Ground level uses will support this initiative.
16. FREIGHT AND LOGISTICS NETWORK IS COMPETITIVE AND EFFICIENT		
16.1	Manage the interfaces of industrial areas, trade gateways and intermodal facilities	N/A
16.2	Optimise the efficiency and effectiveness of the freight handling and logistics network by: <ul style="list-style-type: none"> <li>• protecting current and future freight corridors and shared freight corridors</li> <li>• balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries</li> </ul>	N/A

	<ul style="list-style-type: none"> <li>identifying and protecting key freight routes</li> <li>limiting incompatible uses in areas expected to have intense freight activity.</li> </ul>	
<b>17. REGIONAL CONNECTIVITY IS ENHANCED</b>		
17.1	Investigate and plan for the land use implications of potential long-term regional transport connections.	N/A
<b>JOBS AND SKILLS FOR THE CITY</b>		
<b>18. HARBOUR CBD IS STRONGER AND MORE COMPETITIVE</b>		
18.1	<p>Prioritise:</p> <ul style="list-style-type: none"> <li>public transport projects to the Harbour CBD to improve business-to-business connections and support the 30-minute city</li> <li>infrastructure investments, particularly those focused on access to the transport network, which enhance walkability within 2 kilometres of metropolitan or strategic centres or 10 minutes walking distance of a local centre</li> <li>infrastructure investments, particularly those focused on access to the transport network, which enhance cycling connectivity within 5 kilometres of strategic centres or 10 kilometres of the Harbour CBD.</li> </ul>	N/A
18.2	<p>Develop and implement land use and infrastructure plans which strengthen the international competitiveness of the Harbour CBD and grow its vibrancy by:</p> <ul style="list-style-type: none"> <li>further growing an internationally competitive commercial sector to support an innovation economy</li> <li>providing residential development without compromising commercial development</li> <li>providing a wide range of cultural, entertainment, arts and leisure activities</li> <li>providing a diverse and vibrant night-time economy, in a way that responds to potential negative impacts.</li> </ul>	N/A



<b>19. GREATER PARRAMATTA IS STRONGER AND BETTER CONNECTED</b>		
19.1	Prioritise noted infrastructure investments	N/A
19.2	<p>Develop and implement land use and infrastructure plans which strengthen the economic competitiveness and grow its vibrancy by:</p> <ul style="list-style-type: none"> <li>• enabling the development of an internationally competitive health and education precinct at Westmead</li> <li>• creating opportunities for an expanded office market</li> <li>• balancing residential development with the needs of commercial development, including if required, a commercial core</li> <li>• providing for a wide range of cultural, entertainment, arts and leisure activities</li> <li>• improving the quality of Parramatta Park and Parramatta River and their walking and cycling connections to Westmead and the Parramatta CBD</li> <li>• providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts.</li> </ul>	N/A
<b>20. WESTERN SYDNEY AIRPORT AND BADGERYS CREEK AEROTROPOLIS ARE ECONOMIC CATALYSTS FOR WESTERN PARKLAND CITY</b>		
20.1	Prioritise noted infrastructure investments	N/A
<b>21. INTERNATIONALLY COMPETITIVE HEALTH, EDUCATION, RESEARCH AND INNOVATION PRECINCTS</b>		
21.1	<p>Develop and implement land use and infrastructure plans for health and education precincts that:</p> <ul style="list-style-type: none"> <li>• create the conditions for the continued co-location of health and education facilities, and services to support the precinct and growth of the precincts</li> <li>• have high levels of accessibility</li> <li>• attract associated businesses, industries and commercialisation of research</li> <li>• facilitate housing opportunities for students and workers within 30 minutes of the precinct.</li> </ul>	Consistent

<b>22. INVESTMENT AND BUSINESS ACTIVITY IN CENTRES</b>		
22.1	<p>Provide access to jobs, goods and services in centres by:</p> <ul style="list-style-type: none"> <li>• attracting significant investment and business activity in strategic centres to provide jobs growth</li> <li>• diversifying the range of activities in all centres</li> <li>• creating vibrant, safe places and a quality public realm</li> <li>• focusing on a human-scale public realm and locally accessible open space</li> <li>• balancing the efficient movement of people and goods with supporting the liveability of places on the road network</li> <li>• improving the walkability within and to centres</li> <li>• completing and improving a safe and connected cycling network to and within centres</li> <li>• improving public transport services to all strategic centres</li> <li>• conserving and interpreting heritage significance</li> <li>• designing parking that can be adapted to future uses</li> <li>• providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts</li> <li>• creating the conditions for residential development within strategic centres and within walking distance (up to 10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.</li> </ul>	<p>Table 4 and Figure 40 outlines the hierarchy of centres and nominated corridors.</p> <p>Homebush is not a nominated strategic corridor and is not a nominated strategic centre.</p> <p>It is within the Central River City. The Parramatta Road strategy creates the vehicle to increase densities to achieve these objectives. Housing is a walk from transport nodes and ground level uses will create a vibrant and safe public domain. Connectivity between Parramatta Rd and Homebush Station is provided through this site, further improving access for all.</p> <p>The proposal will also allow for appropriate night time commercial uses to be added which will benefit these objectives.</p>
22.2	Create new centres in accordance with the principles for Greater Sydney's centres.	Consistent.
<b>23. INDUSTRIAL AND URBAN SERVICES LAND IS PLANNED, RETAINED AND MANAGED</b>		
23.1	Retain, review and plan industrial and urban services land in accordance	N/A

	with the principles for managing industrial and urban services land.	
23.2	Consider office development in industrial zones where it does not compromise industrial or urban services activities in the South and Western City Districts.	N/A
<b>24. ECONOMIC SECTORS ARE TARGETED FOR SUCCESS</b>		
24.1	Consider the barriers to the growth of internationally competitive trade sectors including engaging with industry and assessing regulatory barriers.	N/A
24.2	<p>Consider the following issues when preparing plans for tourism and visitation:</p> <ul style="list-style-type: none"> <li>• encouraging the development of a range of well-designed and located facilities</li> <li>• enhancing the amenity, vibrancy and safety of centres and township precincts</li> <li>• supporting the development of places for artistic and cultural activities</li> <li>• improving public facilities and access</li> <li>• protecting heritage and biodiversity to enhance cultural and eco-tourism</li> <li>• supporting appropriate growth of the night-time economy</li> <li>• developing industry skills critical to growing the visitor economy</li> <li>• incorporating transport planning to serve the transport access needs of tourists.</li> </ul>	Consistent
24.3	Protect and support agricultural production and mineral resources (in particular construction materials) by preventing inappropriately dispersed urban activities in rural areas.	N/A
24.4	Provide a regulatory environment that enables economic opportunities created by changing technologies.	N/A
<b>PART 6 SUSTAINABILITY</b>		
<b>A CITY IN ITS LANDSCAPE</b>		
<b>25. THE COAST AND WATERWAYS ARE PROTECTED AND HEALTHIER</b>		

25.1	Protect environmentally sensitive areas of waterways and the coastal environment area.	N/A
25.2	Enhance sustainability and liveability by improving and managing access to waterways, foreshores and the coast for recreation, tourism, cultural events and water-based transport.	N/A
25.3	Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes.	N/A
25.4	Reinstate more natural conditions in highly modified urban waterways.	N/A
<b>26. A COOL AND GREEN PARKLAND CITY IN THE SOUTH CREEK CORRIDOR</b>		
26.1	Implement the South Creek Corridor Project and use the design principles for South Creek to deliver a cool and green Western Parkland City.	N/A
<b>27. BIODIVERSITY IS PROTECTED, URBAN BUSHLAND AND REMNANT VEGETATION IS ENHANCED</b>		
27.1	Protect and enhance biodiversity by: <ul style="list-style-type: none"> <li>• supporting landscape-scale biodiversity conservation and the restoration of bushland corridors</li> <li>• managing urban bushland and remnant vegetation as green infrastructure</li> <li>• managing urban development and urban bushland to reduce edge-effect impacts.</li> </ul>	Consistent
<b>28. SCENIC AND CULTURAL LANDSCAPES ARE PROTECTED</b>		
28.1	Identify and protect scenic and cultural landscapes.	Consistent
28.2	Enhance and protect views of scenic and cultural landscapes from the public realm.	Consistent
<b>29. ENVIRONMENTAL, SOCIAL AND ECONOMIC VALUES IN RURAL AREAS ARE PROTECTED AND ENHANCED</b>		
29.1	Maintain or enhance the values of the Metropolitan Rural Area using place-based planning to deliver targeted environmental, social and economic outcomes.	N/A
29.1	Limit urban development to within the Urban Area, except for the investigation areas at Horsley Park,	N/A

	Orchard Hills, and east of The Northern Road, Luddenham.	
<b>30. URBAN TREE CANOPY COVER IS INCREASED</b>		
30.1	Expand urban tree canopy in the public realm.	Opportunities for public planting will be created.
<b>31. PUBLIC OPEN SPACE IS ACCESSIBLE, PROTECTED AND ENHANCED</b>		
31.1	Maximise the use of existing open space and protect, enhance and expand public open space.	N/A
<b>32. THE GREEN GRID LINKS PARKS, OPEN SPACES, BUSHLAND AND WALKING AND CYCLING PATHS</b>		
32.1	Progressively refine the detailed design and delivery of: <ul style="list-style-type: none"> <li>• Greater Sydney Green Grid priority corridors</li> <li>• opportunities for connections that form the long-term vision of the network</li> <li>• walking and cycling links for transport as well as leisure and recreational trips.</li> </ul>	Consistent. New pedestrian linkages and areas of public open space are created by this Planning Proposal.
<b>AN EFFICIENT CITY</b>		
<b>33. A LOW-CARBON CITY CONTRIBUTES TO NET-ZERO EMISSIONS BY 2050 AND MITIGATES CLIMATE CHANGE</b>		
33.1	Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050 especially through the establishment of low-carbon precincts in Planned Precincts, Growth Areas and Collaboration Areas.	Consistent. Housing in locations that promote the use of public transport supports this objective. Also supports the implementation of the Corridor Strategy.
<b>34. ENERGY AND WATER FLOWS ARE CAPTURED, USED AND RE-USED</b>		
34.1	Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency especially in Planned Precincts and Growth Areas, Collaboration Areas and State Significant Precincts.	Consistent
<b>35. MORE WASTE IS RE-USED AND RECYCLED TO SUPPORT THE DEVELOPMENT OF A CIRCULAR ECONOMY</b>		
35.1	Protect existing, and identify new, locations for waste recycling and management.	N/A
35.2	Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.	N/A

A RESILIENT CITY		
36. PEOPLE AND PLACES ADAPT TO CLIMATE CHANGE AND FUTURE SHOCKS AND STRESSES		
36.1	Support initiatives that respond to the impacts of climate change.	Consistent
37. EXPOSURE TO NATURAL AND URBAN HAZARDS IS REDUCED		
37.1	Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards.	Consistent
37.2	Respond to the direction for managing flood risk in the Hawkesbury-Nepean Valley as set out in Resilient Valley, Resilient Communities – Hawkesbury-Nepean Valley Flood Risk Management Strategy.	N/A
38. HEATWAVES AND EXTREME HEAT ARE MANAGED		
38.1	Mitigate the urban heat island effect and reduce vulnerability to extreme heat.	Consistent

TABLE 4: SUMMARY OF CONSISTENCY WITH EASTERN CITY DISTRICT PLAN		
A CITY SUPPORTED BY INFRASTRUCTURE		
DIRECTION: INFRASTRUCTURE SUPPORTING NEW DEVELOPMENTS		
P.I	Increased 30-minute access to a metropolitan centre/cluster	Consistent
P.P	Planning Priority E1 Planning for a city supported by infrastructure	Consistent
A COLLABORATIVE CITY		
DIRECTION: WORKING TOGETHER TO GROW A GREATER SYDNEY		
P.I	Increased use of public resources such as open space and community facilities	Consistent
P.P	Planning Priority E2 Working through collaboration	Consistent. Proposal emerges from the Parramatta Road Corridor Urban Transformation Strategy.
A CITY FOR PEOPLE		
DIRECTION: CELEBRATING DIVERSITY AND PUTTING PEOPLE AT THE HEART OF PLANNING		
P.I	Increased walkable access to local centres	Consistent
P.P	Planning Priority E3 Providing services and social infrastructure to meet people's changing needs	Consistent



	Planning Priority E4 Fostering healthy, creative, culturally rich and socially connected communities	Consistent
<b>HOUSING THE CITY</b>		
<b>DIRECTION: GIVING PEOPLE HOUSING CHOICES</b>		
P.I	Increased housing completions (by type)	Consistent
	Number of councils that implement Affordable Rental Housing Target Schemes	N/A
P.P	Planning Priority E5 Providing housing supply, choice and affordability with access to jobs, services and public transport	Consistent. This proposal supports this Priority. The District plan notes Homebush as a State-led initiative. The proposal also supports Action 16 which is to “create capacity” for housing at the right locations. The proximity to heavy rail transport and the size of this site provides a great opportunity in this regard
<b>A CITY OF GREAT PLACES</b>		
<b>DIRECTION: DESIGNING PLACES FOR PEOPLE</b>		
P.I	Increased access to open space	Consistent. Urban spaces, courtyards and pedestrian links are provided as part of this Proposal.
P.P	Planning Priority E6 Creating and renewing great places and local centres, and respecting the District’s heritage	Consistent in terms of emerging vision and objectives for centres near to transport nodes and within nominated corridors. The heritage report confirms the site is not significant and its development will not detract from the locality
<b>A WELL CONNECTED CITY</b>		
<b>DIRECTION: DEVELOPING A MORE ACCESSIBLE AND WALKABLE CITY</b>		
P.I	Percentage of dwellings located within 30 minutes by public transport of a metropolitan centre/ cluster	Consistent
	Percentage of dwellings located within 30 minutes by public transport of a strategic centre	Consistent
P.P	Planning Priority E10 Delivering integrated land use and transport planning and a 30-minute city	Consistent
<b>JOBS AND SKILLS FOR THE CITY</b>		
<b>DIRECTION: CREATING THE CONDITIONS FOR A STRONGER ECONOMY</b>		
P.I	Increased jobs in metropolitan and strategic centres	Consistent
P.P	Planning Priority E7 Growing a stronger and more competitive Harbour CBD	N/A
	Planning Priority E8 Growing and investing in health and education precincts and the Innovation Corridor	N/A

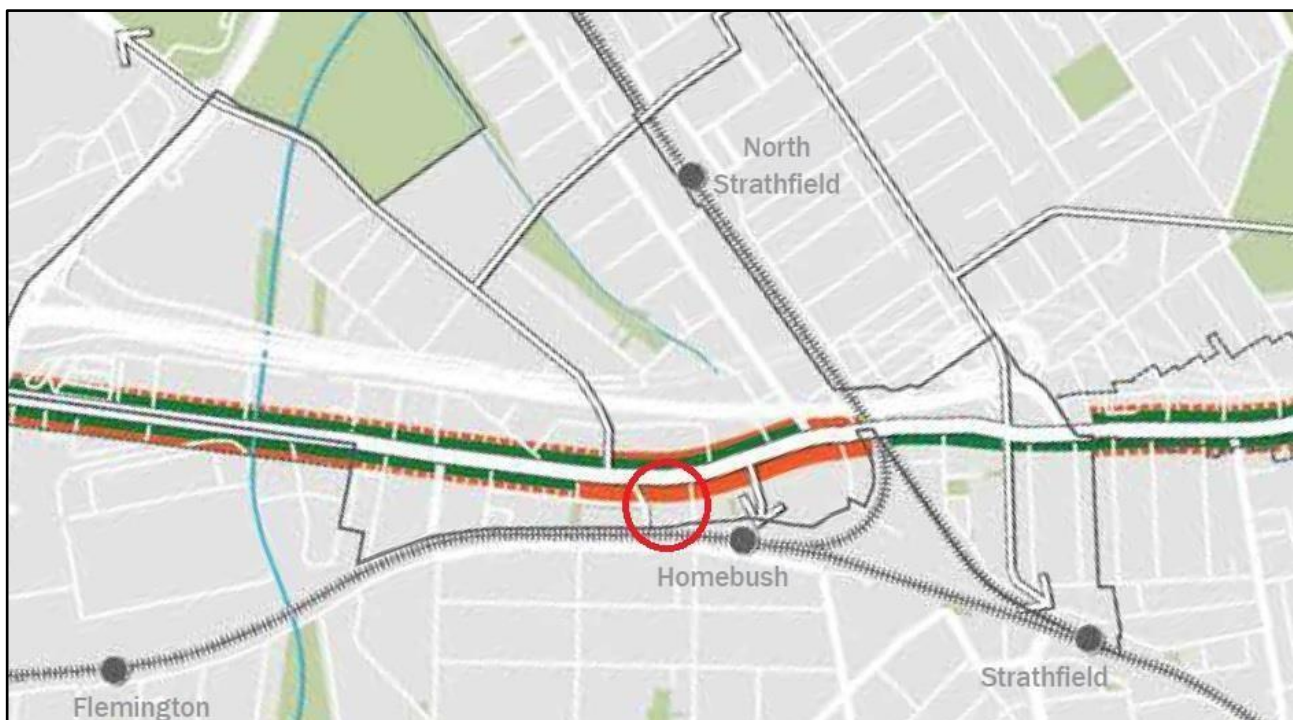
	Planning Priority E9 Growing international trade gateways	N/A
	Planning Priority E11 Growing investment, business opportunities and jobs in strategic centres	N/A. The site is within a nominated corridor.
	Planning Priority E12 Retaining and managing industrial and urban services land	N/A
	Planning Priority E13 Supporting growth of targeted industry sectors	N/A
<b>A CITY IN ITS LANDSCAPE</b>		
<b>DIRECTION: VALUING GREEN SPACES AND LANDSCAPE</b>		
P.I	Increased urban tree canopy	This will be possible as part of the overall development.
	Expanded Greater Sydney Green Grid	N/A
P.P	Planning Priority E14 Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	N/A
	Planning Priority E15 Protecting and enhancing bushland and biodiversity	Consistent
	Planning Priority E16 Protecting and enhancing scenic and cultural landscapes	Consistent
	Planning Priority E17 Increasing urban tree canopy cover and delivering Green Grid connections	This will be possible as part of the overall development.
	Planning Priority E18 Delivering high quality open space	This will be possible as part of the overall development. The provision of internal public open space supports this Priority.
<b>AN EFFICIENT CITY</b>		
<b>DIRECTION: USING RESOURCES WISELY</b>		
P.I	Reduced transport related greenhouse gas emissions	Housing near transport nodes supports this indicator.
	Reduced energy use per capita	Housing near transport nodes supports this indicator.
P.P	Planning Priority E19 Reducing carbon emissions and managing energy, water and waste efficiently	Consistent
<b>A RESILIENT CITY</b>		
<b>DIRECTION: ADAPTING TO A CHANGING WORLD</b>		
P.I	Number of councils with standardised state-wide natural hazard information	N/A
P.P	Planning Priority E20 Adapting to the impacts of urban and natural hazards and climate change	Consistent

### **Parramatta Road Corridor Urban Transformation Strategy**

Homebush is within the Corridor East. Section 3 of the Guidelines note:

*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.*

Below is an excerpt from Figure 3.2 in the Guidelines.



**Figure 10** - Excerpt from Parramatta Road Corridor Guidelines



The planning proposal supports this desired character and also the desire to create linkages to the railway station.

The proposal supports the vision in Section 3.2 – Heritage and Fine Grain in the following ways:

- Does not impact a heritage item;

- Provides a resolved and integrated design solution for the overall site with clear resolution of pedestrian interface and commercial activation.
- Allows for development that does not impact the heritage character of nearby places.

The proposal supports the vision in Section 3.4 – Open Space and Public Domain in the following ways:

- Creation of a new laneway that improves site access, pedestrian links and the visual quality of the public domain.

The proposal supports the vision in Section 3.5 – Community Facilities in the following ways:

- Provides a series of different spaces within the site that are specialised and diverse.
- The layout and laneway allows for improved social interaction.
- Improves natural surveillance and safety.

The proposal supports the vision in Section 3.6 – Traffic and Transport and 3.9 – Active Transport in the following ways:

- Improved pedestrian connectivity from Parramatta Road to Homebush Station.
- Supports the vision for an improved urban environment and street activity.
- Encourages changes in travel behaviour by locating dwellings near transport.
- Completes missing link by creating the laneway.
- Has no unacceptable impact on intersection performance, which all have capacity (refer to attached Traffic Assessment at Appendix C).

Parking, sustainability, materiality and other general controls are capable of being complied with.

Part 7 of the Guideline provides a structure plan and specific guidelines for Homebush. The proposal supports these principles. Taller buildings within the core of the Centre directly supports the principles outlined in Section 7.4 – Future Character and Identity. This section also notes the activation of Parramatta Road and enhanced north-south linkages.

- Figure 7.12 provides the proposed zoning of B4 for the site.
- Figure 7.13 provides a building height of 80m (“AB”)
- Figure 7.14 provides a floor space ratio of 5:1 (“Z”). The Planning Proposal seeks to add a bonus FSR provision that increases this control to 7:1. This is justified by the significant amalgamation and Massing Study that has been prepared demonstrating site capability.

### **Parramatta Road Corridor Urban Transformation Implementation Plan 2016 - 2023**

The Strategy is a high-level strategic document that establishes the framework for the evolution of the Corridor from its current condition to a vibrant, productive and attractive urban environment.

The planning pathways to implement the recommended land uses and development controls identified within the Strategy include:

- LEP Gateway Process – proponent led planning proposals or
- LEP Gateway Process – amendments to local environment plans led by the relevant local council

- Priority Precinct Process – led by DPE under its established Priority Precinct Program

Final decisions regarding amendments to land uses or development controls in the Corridor will consider the Strategy and Implementation Plan 2016 – 2023.

Proposals that do depart from the staging and sequencing identified by the Implementation Plan 2016 – 2023 will need to be considered against the ‘Out of Sequence Checklist’

The subject site is within the nominated 2016 – 2023 release area. Planning proposals can commence from this date.

#### **4. Is the planning proposal consistent with a council’s local strategy or other local strategic plan?**

The Department of Planning and Environment announced fifteen new priority precincts on 1 June 2017 to “provide more homes and jobs close to public transport, shops and services”. This included a Homebush, Strathfield and Burwood Priority Precinct (the Precinct), in recognition of the strong public transport links through train, buses, future light rail and the opportunities presented by WestConnex.

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

The consistency of this Planning Proposal with applicable State Environmental Planning Policies (SEPPs) is outlined in Table 5 below.

TABLE 5 – ASSESSMENT AGAINST SEPPS	
State Environmental Planning Policy	Comment
SEPP No 1—Development Standards	Consistent
SEPP No 14—Coastal Wetlands	N/A
SEPP No 19—Bushland in Urban Areas	N/A
SEPP No 21—Caravan Parks	N/A
SEPP No 26—Littoral Rainforests	N/A
SEPP No 30—Intensive Agriculture	N/A
SEPP No 33—Hazardous and Offensive Development	N/A
SEPP No 36—Manufactured Home Estates	N/A
SEPP No 44—Koala Habitat Protection	N/A
SEPP No 47—Moore Park Showground	N/A
SEPP No 50—Canal Estate Development	N/A
SEPP No 52—Farm Dams and Other Works in Land and Water Management Plan Areas	N/A

SEPP No 55—Remediation of Land	<p>In accordance with clause 6 of SEPP No. 55, a planning authority is to consider whether the land is contaminated, and if the land is contaminated, the planning authority is satisfied that the land is suitable or will be suitable after remediation for the purposes for which the land is proposed to be used. The potential for contamination across the site is considered low given its historic uses and it has now been demolished. It is unlikely to prevent the planning and development of land for the proposed uses. A phase 2 Contamination Report is attached at Appendix E. It recommends a RAP be prepared given a few noted areas of potential affectation. The report recommends:</p> <p><i>Prepare a Remedial Action Plan (RAP) to address the identified soil contamination within proposed landscaped areas and document protocols for waste classification of soil/fill to be removed offsite. The RAP should be prepared by a suitably competent consultant specialising in contaminated land management.</i></p> <p><i>Underground tanks located in the forecourt parking area of the motor mechanics workshop are to be removed in accordance with Australian Standard methods and the soils validated in accordance with the Protection of the Environment (Underground Petroleum Storage System) Regulations 2014. The tank decommissioning works should be included with the RAP.</i></p> <p><i>Once the slab of the motor mechanics workshop has been demolished, the localised soils around the concrete sump pit should be inspected for signs of contamination, and if so, additional sampling would be warranted to quantify contamination risks particular to this area. These details should be documented in the RAP.</i></p> <p>This matter can be assessed in detail at the DA stage.</p>
SEPP No 62—Sustainable Aquaculture	N/A
SEPP No 64—Advertising and Signage	Consistent



SEPP No 65—Design Quality of Residential Flat Development	This planning proposal envisages three large residential flat buildings on the site. The detailed design of future buildings will be subject to the provisions of the Apartment Design Guide (ADG) at the DA stage, however a thorough analysis has been carried out in the Massing Study to demonstrate site viability and the capability of compliance. The concepts presented in the Study have regard to the provisions of the ADG, particularly in regard to building separations, privacy and solar access.
SEPP No 70—Affordable Housing (Revised Schemes)	N/A.
SEPP No 71—Coastal Protection	N/A
SEPP (Affordable Rental Housing) 2009	Consistent
SEPP (Building Sustainability Index: BASIX) 2004	Consistent
SEPP (Exempt and Complying Development Codes) 2008	Consistent
SEPP (Housing for Seniors or People with a Disability) 2004	Consistent
SEPP (Infrastructure) 2007	See note below.
SEPP (Integration and Repeals) 2011	Consistent
SEPP (Kosciuszko National Park— Alpine Resorts) 2007	N/A
SEPP (Kurnell Peninsula) 1989	N/A
SEPP (Major Development) 2005	N/A
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A
SEPP (Miscellaneous Consent Provisions) 2007	Consistent
SEPP (Penrith Lakes Scheme) 1989	N/A
SEPP (Rural Lands) 2008	N/A
SEPP (State and Regional Development) 2011	N/A
SEPP (State Significant Precincts) 2005	N/A
SEPP (Sydney Drinking Water Catchment) 2011	Consistent
SEPP (Sydney Region Growth Centres) 2006	Consistent
SEPP (Three ports) 2013	N/A
SEPP (Urban Renewal) 2010	Consistent
SEPP (Western Sydney Employment Area) 2009	N/A
SEPP (Western Sydney Parklands) 2009	N/A

**SEPP (Infrastructure) 2007:**

This SEPP will have relevance particularly at the DA stage of any development due to its proximity to Parramatta Road and the rail corridor, south of the site. Clause 86 of the SEPP states:

*(1) This clause applies to development (other than development to which clause 88 applies) that involves the penetration of ground to a depth of at least 2m below ground level (existing) on land:*

- (a) within or above a rail corridor, or*
- (b) within 25m (measured horizontally) of a rail corridor, or*
- (c) within 25m (measured horizontally) of the ground directly above an underground rail corridor.*

The site is within 25m of the rail corridor. With a concurrence role activated under the above conditions, the SEPP provides:

*(4) In deciding whether to provide concurrence, the chief executive officer must take into account:*

- (a) the potential effects of the development (whether alone or cumulatively with other development or proposed development) on:*
  - (i) the safety or structural integrity of existing or proposed rail infrastructure facilities in the rail corridor, and*
  - (ii) the safe and effective operation of existing or proposed rail infrastructure facilities in the rail corridor, and*
- (b) what measures are proposed, or could reasonably be taken, to avoid or minimise those potential effects.*

The SEPP has specific relevance for high-rise housing and also flood mitigation works, parks and public reserves, storm-water management systems and waterway or foreshore management activities.

Clause 87 in the SEPP ensures that noise sensitive development proposed in or adjacent to a rail corridor is not adversely affected by rail noise or vibration. Such development includes residential buildings. Before determining noise sensitive development that is likely to be affected by rail noise or vibration, consent authorities must take into account any relevant guide lines that are issued by the Director-General. Where the development is for residential use and is located in or adjacent to a rail corridor, a consent authority must not grant consent unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded:

- in any bedroom in the building – 35dB(A) at any time between 10.00 p.m. and 7.00 a.m.
- anywhere else in the building (other than a garage, kitchen, bathroom or hallway) – 40dB(A) at any time.

The proposed dwellings will be capable of complying with these measures. Structural engineering and acoustic engineering advice as well as other specialized reports will be required at the DA stage however the requirements of the SEPP can be met at this stage. Details as required can be provided after Gateway determination.


Clause 104 of the Infrastructure SEPP 2007 outlines the planning requirements for traffic generating development listed in Schedule 3 of the SEPP. This development will be captured by this clause and will also require assessment at the DA stage. A traffic impact assessment is included with this Planning Proposal. It concludes that the increase in gross floor area and overall density will not adversely impact the level of service of any intersection surrounding the site.

The traffic volumes in Loftus Crescent near the vicinity of the site are less than 300 vehicles per AM and PM peak hour. Intersections are operating at with plenty of spare capacity

#### **6. Is the planning proposal consistent with applicable Ministerial Directions (i.e. s.9.1 directions)?**

This Planning Proposal has been assessed against each relevant Section 117 Direction. Consistency or otherwise is addressed in Table 6 below.

TABLE 6 – ASSESSMENT AGAINST SECTION 9.1 DIRECTIONS		
No.	Title	Comment
<b>1. Employment and Resources</b>		
1.1	<p>Business and Industrial Zones</p> <p><i>The objectives of this direction are:</i></p> <p><i>(a) encourage employment growth in suitable locations,</i></p> <p><i>(b) protect employment land in business and industrial zones, and</i></p> <p><i>(c) support the viability of identified strategic centres.</i></p> <p><i>This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).</i></p>	<p>This Planning Proposal does not alter the zoning of the site or change the range of permissible uses.</p> <p>This Direction applies when a planning proposal would affect land within an existing or proposed business or industrial zone. This proposal would encourage employment growth at a location where similar types of uses are permissible. The residential component will only serve to support employment uses on the site. This practice is well established in Sydney's revitalising suburbs and this mix of uses is appropriate for Homebush given the proximity of more significant employment zones.</p> <p>Residential Flat Buildings are permissible in the zone as are commercial premises. This proposal supports growth around railway stations on amalgamated sites. The proposal is consistent with this Direction.</p>
1.2	Rural Zones	N/A
1.3	Mining, Petroleum Production and Extractive Industries	N/A
1.4	Oyster Aquaculture	N/A
1.5	Rural Lands	N/A
<b>2. Environment and Heritage</b>		
2.1	Environment Protection Zones	N/A
2.2	Coastal Protection	N/A

2.3	<p>Heritage Conservation</p> <p><i>The objective of this direction is:</i></p> <p>(1) <i>to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</i></p>	<p>Consistent. The Proposal does adjoin heritage item I33 however it is the proposed laneway that adjoins, creating a link behind this item. This item is a two storey building with dwellings above ground level shops. They are not a high quality example of a heritage building, however they are likely to be enhanced by a modern backdrop, as presently the building form lacks strong reference points when viewed from Parramatta Road. This item will certainly benefit from the rear lane access. Additional population will increase commercial viabilities in the precinct and this will support the maintenance of the item, if it is retained.</p> <p>An attractive vista does exist looking north on Knight St where Item I33 works with the Horse and Jockey Hotel (Item I32) to frame a building on the northern side of Parramatta Rd (item I31) as shown below:</p>  <p>The Planning Proposal will have no impact on this vista or the setting of these three items on Knight St.</p> <p>A Heritage Report (Appendix D) goes into great detail about the character of nearby precincts. It confirms that the site will not adversely impact any item and is not significant in its own right.</p>
2.4	Recreation Vehicle Areas	N/A
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	N/A
<b>3. Housing Infrastructure and Urban Development</b>		
3.1	<p>Residential Zones</p> <p><i>The objectives of this direction are:</i></p> <p>(a) <i>to encourage a variety and choice of housing types to provide for existing and future housing needs,</i></p> <p>(b) <i>to make efficient use of existing infrastructure and services and ensure that new housing has</i></p>	<p>The proposal is consistent with this objective. It provides housing choice and meets future housing needs around a local centre in a high growth corridor within Sydney. It represents an efficient and effective use of infrastructure and will attract new infrastructure and services to benefit the broader population and further stimulate this centre.</p>

	<i>appropriate access to infrastructure and services, (c) to minimise the impact of residential development on the environment and resource lands.</i>	The impacts are minimal and overshadowing is primarily over the railway corridor. Larger building forms are starting to emerge in the area and this proposal is consistent with the future vision for town centres within an international city. Homebush is well placed to be a unique domicile centre which is connected to several significant employment areas nearby. This means it is well placed to meet future housing needs and provide housing choice to the region.
3.2	Caravan Parks and Manufactured Home Estates	N/A
3.3	Home Occupations	Consistent
3.4	Integrating Land Use and Transport <i>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight.</i>	<p>The proposal achieves these objectives by virtue of its access to existing transport infrastructure and nearby employment lands. This will reduce transport times and locate higher density housing near to jobs. Homebush's access to heavy rail, M4 Motorway, Parramatta Road buses, Westconnex and nearby employment centres makes this proposal quite unique in its suitability having regard to this Direction.</p> <p>This Planning Proposal also facilitates the dedication of a laneway and open space through-site link for public use. Without significant cost to Council, such a dedication is made possible via this amalgamation and site feasibility.</p> <p>An expanded Traffic and Parking report will be appropriate after Gateway Determination and this will include details specific to the road dedication.</p>
3.5	Development Near Licensed Aerodromes	N/A
3.6	Shooting Ranges	N/A
<b>4. Hazard and Risk</b>		
4.1	Acid Sulfate Soils	Not affected
4.2	Mine Subsidence and Unstable Land	N/A
4.3	Flood Prone Land <i>The objectives of this direction are: (a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the</i>	Not affected



	<i>Floodplain Development Manual 2005, and (b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.</i>	
4.4	Planning for Bushfire Protection	N/A
<b>5. Regional Planning</b>		
5.1	Implementation of Regional Strategies	Consistent
5.2	Sydney Drinking Water Catchments	Consistent
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	N/A
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	N/A
5.8	Second Sydney Airport: Badgerys Creek	N/A
5.9	North West Rail Link Corridor Strategy	N/A
5.10	Implementation of Regional Plans	N/A
<b>6. Local Plan Making</b>		
6.1	Approval and Referral Requirements	
6.2	Reserving Land for Public Purposes  <i>The objectives of this direction are: (a) to facilitate the provision of public services and facilities by reserving land for public purposes, and (b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</i>	<i>A planning proposal must not create, alter or reduce existing zonings or reservations of land for public purposes without the approval of the relevant public authority and the Director-General of the Department of Planning</i>  This Planning Proposal seeks to make minor boundary changes (subject to final design detail and engineering specifications) to an infrastructure zone to facilitate the actual creation of the public laneway, which was always Council's intention. Any change would be extremely minor and the infrastructure zone is already established. It would not alter the extent of the zoning, however minor alignment changes may be required for logical implementation. The proposal is consistent with the intent of this Direction, however it may be that formal approval is required as part of this process.  It also inserts a bonus provision as part of the key site amalgamation that allows for additional floor space with the dedication of the laneway and public open

		space creating a through site link. This is a key site initiative and does not reserve the land, as such.
6.3	Site Specific Provisions	None provided.
<b>7. Metropolitan Planning</b>		
7.1	Implementation of A Plan for Growing Sydney	This assessment has now been made against the current plan for Sydney which is “A Metropolis of Three Cities”.
7.2	Implementation of Greater Macarthur Land Release Investigation	N/A
7.3	<p>Parramatta Road Corridor Urban Transformation Strategy</p> <p><i>The objectives of this Direction are to:</i></p> <p><i>(a) facilitate development within the Parramatta Road Corridor that is <u>consistent</u> with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit,</i></p> <p><i>(b) provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community, and</i></p> <p><i>(c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure</i></p> <p><i>(4) A planning proposal that applies to land within the Parramatta Road Corridor must:</i></p> <p><i>(a) give effect to the objectives of this Direction,</i></p> <p><i>(b) be consistent with the Strategic Actions within the Parramatta Road Corridor Urban Transformation Strategy (November, 2016),</i></p> <p><i>(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</i></p>	<p>This Direction activates this site as set out in the PRCUTS and Guidelines. In line with these objectives it will allow for the site to be developed in a way that provides for additional jobs and housing at a key site near to transport.</p> <p>The subject site is within the area identified for 2016-2023 Precinct release under the Homebush Action Plan. The planning proposal is therefore within the sequencing for the release of the Homebush Precinct. The Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 does not apply.</p> <p>The Strategy Guidelines are discussed under Question 3 in this part of the Planning Proposal.</p> <p>Because of the bonus FSR being proposed via the Key Site Provision, this Proposal is inconsistent with the Strategy, and therefore Objective (a). This inconsistency is justified by the better planning outcome and public benefit that results from the dedication of public open space and through site linkages. This justification is comprehensively outlined in the “Statement of Better Planning Outcome” attached at Appendix B.</p> <p>The Strategy Guidelines are discussed under Question 3 in this part of the Planning Proposal.</p> <p>In accordance with subclause 4, the following points are made:</p> <p>(a) This proposal gives effects to the objectives of this Direction, as justified by the noted public benefit and better planning outcome. It enacts the new building heights and density, provides job generating uses and housing. It allows for the transformation of Parramatta Road.</p>

	<p><i>Guidelines and the relevant Precinct Guidelines,</i></p> <p><i>(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),</i></p> <p><i>(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),</i></p> <p><i>(f) be consistent with the relevant District Plan</i></p>	<p>(b) It is consistent with the Strategic Actions within the Strategy. It provides the density required as well as the new laneway and north-south pedestrian linkages. Additional FSR is proposed as part of a bonus key site provision related to the provision of the laneway and public open space. This is permissible pursuant to Clause 5(b) of this Direction in that the Massing Study and “Statement of Better Planning Outcome” justifies the FSR figure that results from a complying development in terms of height and ADG requirements. This is in line with the vision for the area.</p> <p>(c) It is generally consistent with the requirements set out in Section 3 of the Guidelines and general controls are capable of being met at the DA stage.</p> <p>(d) Is consistent with the staging thresholds noted in the Implementation Plan. It is noted that a broader Traffic Study for the Corridor is underway and it will be completed prior to the finalisation of this planning proposal.</p> <p>(e) All essential services are available to the site and can be augmented as required.</p> <p>The proposal is consistent with the District Plan as noted in this report.</p>
7.4	Implementation of North West Priority Growth Area Interim Land Use and Infrastructure Plan	N/A
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	<p>Assessment against the Greater Parramatta and Olympic Peninsula (GPOP) Vision was considered under Section Part 3 Section B of this Planning Proposal.</p> <p>The Greater Parramatta Interim Land Use and Infrastructure Implementation Plan was release in July 2017. The interim Plan identifies how more jobs, homes and essential services will be accommodated in the priority growth area over the next 20 years. It includes a land use framework to guide future redevelopment of the priority growth area, identifies key actions for the short term and allows the Greater Sydney Commission and other government agencies to identify and plan for the infrastructure required to unlock its potential. Under the GPOP vision the site is included within Quarter 3: Essential Urban Services, Advanced Technology and Knowledge Sectors in Camellia, Rydalmere, Silverwater and Auburn. This area forms</p>

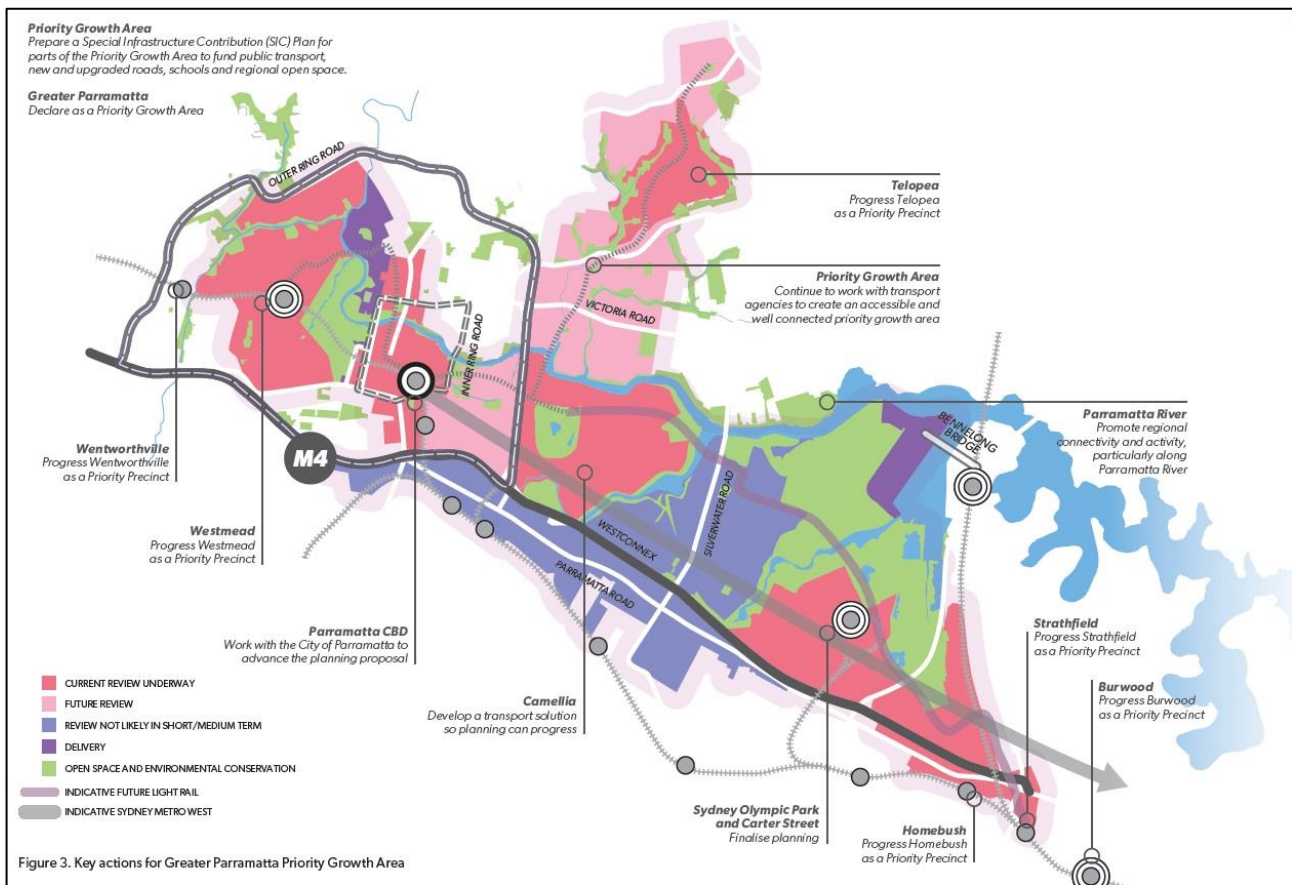
		<p>part of a major hub of urban services spanning across Rydalmere, Camellia, Silverwater and Auburn. This areas unique centrality in Greater Sydney offers its businesses great access to markets and customers.</p> <p>As can be seen from the Key Actions for Greater Parramatta Priority Growth Area diagram below, the Silverwater area is not identified for review in the medium to short term. What is clear however, that this area is an important economic hub for jobs in growth in the future, no matter what form it takes. The need for a neighbourhood centre and homes close to jobs will therefore remain and the Planning Proposal supports this objective and is therefore consistent with the 9.1 Direction. The economic report at Appendix G summarises the economic benefit of this proposal.</p> <p>The planning proposal is consistent with this Direction and the GOPP as shown in Table 7 below.</p>
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	N/A
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	N/A

**TABLE 7 – ASSESSMENT AGAINST GOPP VISION**

1	Sustain strong investment momentum in the principal economic anchors of Parramatta CBD Westmead and Olympic Park	Consistent
2	Advance Westmead as a world-class health and education precinct, with a vibrant street along Hawkesbury Road and a walkable connection through to Parramatta CBD, to become a true 'health city'	N/A
3	Cultivate a world-class education, research and enterprise eco-system across Parramatta CBD, Westmead, Rydalmere and Olympic Park	N/A
4	Activate world-class sports, entertainment, cultural and arts destinations across Parramatta CBD, Rosehill and Olympic Park	N/A

5	Transform Camellia, Rydalmere, Silverwater and Auburn into 21st Century essential urban service, advanced technology and knowledge assets	N/A
6	Continue to evolve Olympic Park and surrounds into an inclusive place for active and green living, health and wellness	Consistent. Housing near these lands will promote the achievement of this objective.
7	Design Parramatta as our central '30minute city', with good connectivity	Consistent. Access to transport corridors and nodes allows for new residents to achieve this.
	within GPOP and beyond to the north, south, east and west	
8	Deliver a rich mix of housing to create inclusive and diverse 'inner-city' liveability across GPOP, to attract and retain talent	Consistent. The planning proposal facilitates an additional housing yield, commercial uses at ground level and new urban linkages. The proposal facilitates a mixed-use development providing a apartments contributing to a strong mix and diversity of housing
9	Adopt a 5-10 percent (subject to viability) affordable rental housing target for nominated urban renewal areas for very low to low income households	N/A as the GSC and state is yet to develop a legal framework around the delivery of affordable housing to meet the vision target.
10	Stimulate engagement with Parramatta's rich history and development of cultural assets, and celebrate the extraordinary diversity of people in our city's central heart	N/A
11	Make Parramatta River a great living waterway and connector where people enjoy walking, cycling and safe swimming	N/A
12	Shape attractive and effective built environments and public spaces that reflect a focus on great urban design and environmental excellence	Consistent. New laneways and open space connections will enhance the quality of the area and create a vibrant environment around the railway station and Parramatta Road uses. The urban design concepts for the site promote strong and attractive building forms which will assist in defining the centre.





**Figure 11 – Greater Parramatta Priority Growth Area.**

## Section C – Environmental, social and economic impact

### **7. *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?***

The site has been demolished and is fully vacant and does not likely to contain critical habitat, threatened species, populations or ecological communities or their habitats.

### **8. *Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?***

#### 8.1 Land use compatibility:

No change is suggested to the overall zone and the land-use is compatible with adjoining lands. The Planning Proposal supports zone objectives and is compatible with the emerging identified local context. The inclusion of a higher density residential component will not result in the loss of employment related land uses.

The Massing Study outlines clearly the likely building forms for the land and includes the through-site road connections, open space, building heights and building separations. The building forms are sustainable and manageable and align with State Government strategic initiatives.

The proposal maintains the mixed-use zone for the site and seeks simply to add residential density above ground level commercial spaces. The density does not alter the achievement of zone compatibility.

#### 8.2 Local road capacity and traffic impact

A formal traffic impact assessment has been prepared for this Planning Proposal and is attached (Appendix C). It should also be noted that a broader corridor strategy is also being prepared and this will be finalised before this Planning Proposal is made.

A more comprehensive study will be provided post Gateway determination. The assessment concludes that many opportunities exist to manage parking within the site and the increase in trips to and from the site will not adversely impact the level of service of any intersection surrounding the site.

Having assessed the locality and streets in light of the proposal, the report concludes:

- *The car parking requirement for this site has been calculated to be 497 spaces for the residential use in accordance with the RMS Guide To Traffic Generating Developments and 23 spaces for commercial use in accordance with Strathfield Consolidated DCP.*
- *Transport infrastructure benefits have been identified and shown in Figure 9 of this report and include separated on road local cycle paths in Loftus Crescent and Subway Lane, a new bus shelter in Parramatta Road, wide pedestrian pathways along Loftus Crescent, a pedestrian pathway through the site to link Parramatta Road to Loftus Crescent and a new pedestrian pathway in the new Loftus Lane. New indented parking for 6 spaces in Loftus Crescent to increase the short-term parking supply around the site for the active street frontages in Loftus Crescent.*
- *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.*

- *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*

The bend in the laneway is noted in the current proposal which is not a major issue, albeit not totally optimal. This follows the current zoning boundary in any case however can be refined as part of the ongoing Master Plan process. Any minor variation to the zoning boundary can be addressed via Clause 5.3 of the LEP – Development near zone boundaries. The amalgamated site can attend to this favourably.

### 9.3 Overshadowing impact

The Massing Study examines the overshadowing resulting from the site. The main area of affectation is over the railway line and care has been taken to ensure that no unacceptable impact occurs to any property to the south of the railway line during mid-winter.

Particular attention has been given to any overshadowing impact to the Homebush Public School to the southeast. Shadow plans are included in the Massing Study.

The Massing Study has carefully examined the solar access compliance of the buildings within the site to ascertain that the proposed forms are capable of complying at the DA stage.

## **9. *Has the planning proposal adequately addressed any social and economic effects?***

The social and economic issues relating to this Planning Proposal relate to the overall concept design for the site. These issues are not hidden in the redevelopment of a town centre. Increased population equals economic stimulus. This is a centre that is being revitalised and this will transform the economics of Homebush.

The following principles have guided the development concept:

### *Building envelopes:*

The proposed building heights and envelope options for the site were rigorously examined. The modelled forms are at 80m which are of a density compatible with those emerging in the area. They have been reviewed for ADG compliance and appropriateness in the emerging mixed use context.

### *Laneway and through-site links:*

The open space through-site link is a significant public benefit and one that results from the amalgamation and proposed density. It provides an internal open space area while also providing a north-south connection from the railway station to Parramatta Road.

### *Commercial floor plates:*

Commercial retail space is to be contained at ground level although flexibility does exist within the Mixed Use zone to change this. This site will be a primarily residential site with an active street commercial frontage. The presence of this possibility remains appropriate given its location within the Parramatta Road Corridor.

It is envisaged that active frontages will be proposed along all street edges.

An Economic Assessment of the proposal is attached at Appendix G and it concludes:

*Total land and building dedication is estimated to be \$21.9 million. When the \$15.5million of economic value (net of ongoing costs) of the park are included, this is estimated to come to a little*

*under \$37.5 million. This compares with the \$6.6 million estimated with s94 contributions alone at an FSR of 5:1*

*The benefits at 7:1 have been estimated to exceed the benefits at 5:1 by nearly \$31 million.*

*At an FSR of 7:1, the value of the land dedications and buildings are estimated to be 3.3 times that for a development at 5:1 where only the statutory levies are contributed. When the economic benefits of the park are included, this rises to 5.7 times.*

*As can be seen, the public benefit items as part of a better planning outcome are estimated to be significant.*

## Section D – State and Commonwealth interests

### **10. Is there adequate public infrastructure for the proposal?**

Existing utilities service the site. Upgrading of some services will likely be required to support the scale of development presented in the Massing Study submitted with this Planning Proposal. Consultation with the relevant service providers will be undertaken during the exhibition of the Planning Proposal to determine the level of amplification, if any, of utilities and services.

Generally speaking the transport systems and social and community services in the District are adequate, particularly as the site is so close to heavy rail transport. The expansion of road transport systems is integral to the overall development of the Precinct and one that is planned in conjunction with the corridor and Westconnex project.

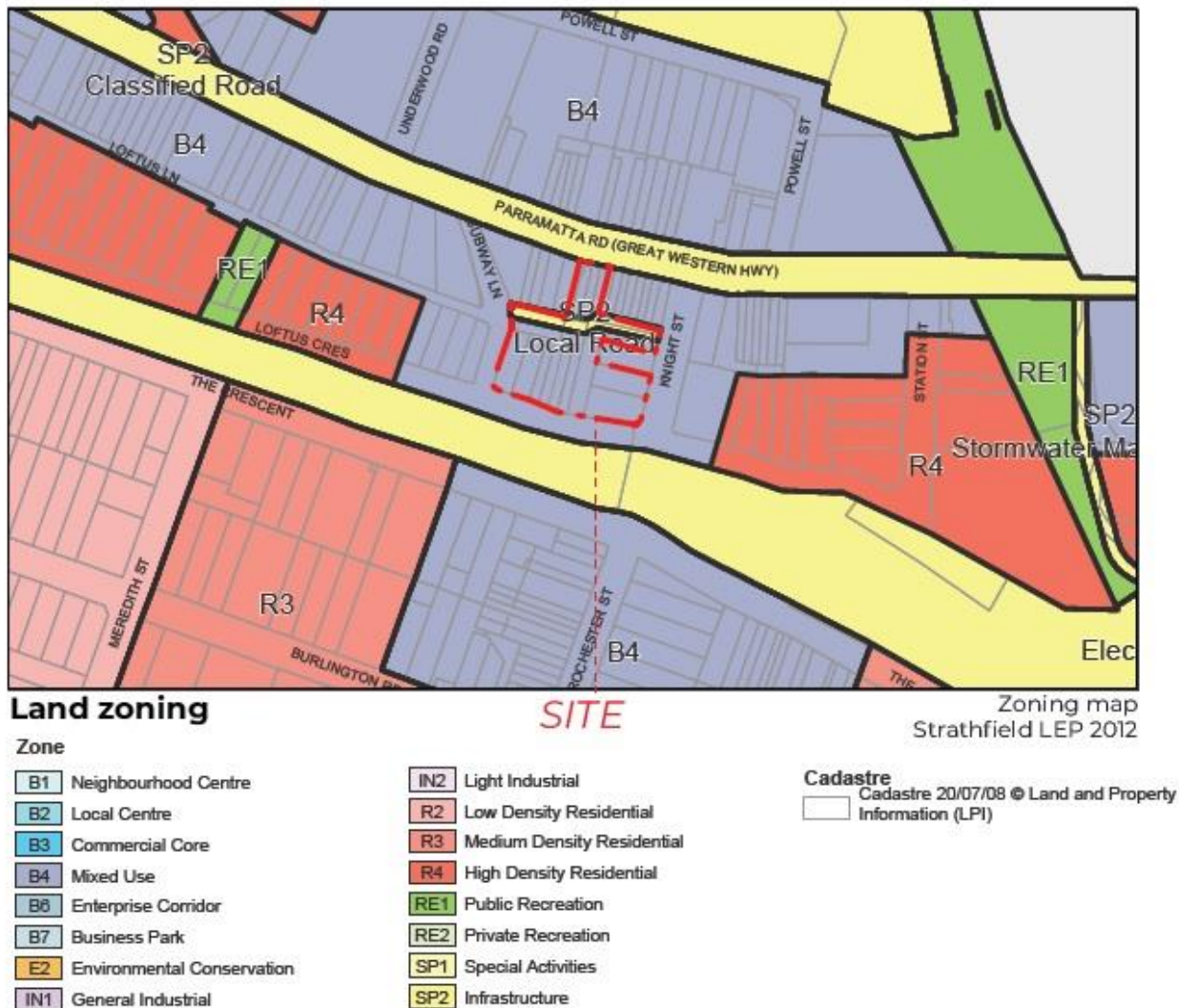
### **11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?**

This will be completed following Gateway determination.

## Part 4 – Mapping

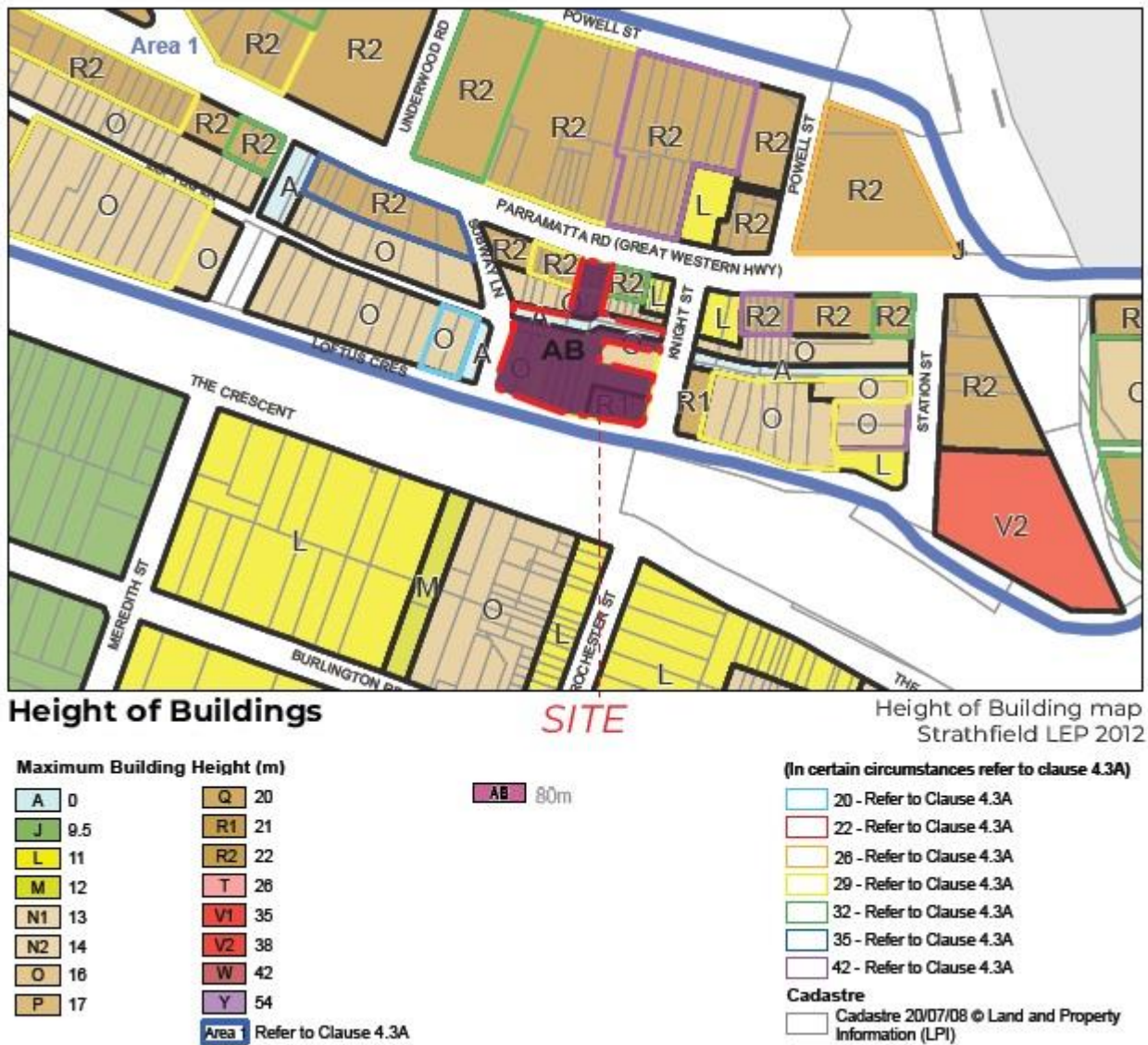
Maps illustrating the current Strathfield LEP 2012 land zoning, maximum height of buildings and floor space ratio controls for the Planning Proposal are located within the Introduction.

The maps for the proposed amendments to the Strathfield LEP 2012 maximum height of buildings map and maximum floor space ratio map are included below.



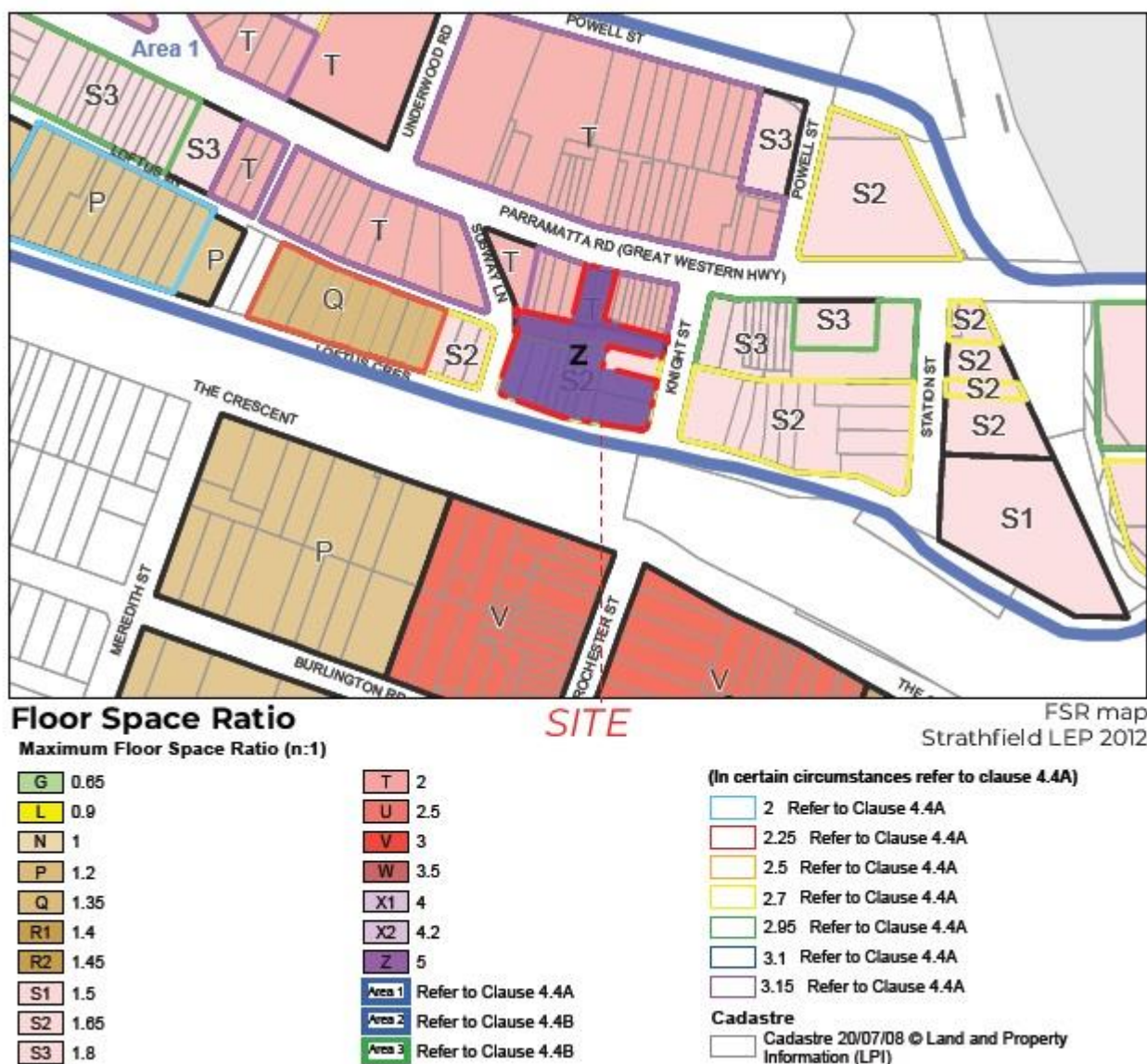
**Figure 12: Proposed Zoning Map**





**Figure 13:** Proposed Maximum Height of Buildings Map





**Figure 14:** Proposed Maximum Floor Space Ratio Map

Notes for consideration:

Council may wish to consider amending the Key Sites Map given the Planning Proposal involves the amalgamation of four (4) key sites. This may affect the exact wording provided in the amendment to the table in Clause 4.4A of Strathfield Local Environmental Plan 2012.

A final decision on consolidation of key sites can be considered by Council or Gateway and this can take place following Gateway determination if necessary.

No change is necessary for the Zoning Map even though a minor boundary adjustment to the proposed laneway may be required. This can be managed through the future Master plan and the use of Clause 5.3 of Strathfield Local Environmental Plan 2012 - "Development near zone boundaries".

If Council or the Department of Planning and Environment have a different view, this can be amended at the appropriate time.

## Part 5 Community Consultation

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination.

It is proposed that, at a minimum, this will involve the notification of the public exhibition of the Planning Proposal:

- On the Council website;
- At the information desk of the Council offices;
- In the relevant local newspaper(s); and
- In writing to the owners and occupiers of adjoining and nearby properties and relevant community groups.

It is anticipated that the Planning Proposal will be publicly exhibited for a period of not less than 28 days in accordance with the requirements of Section 5.5.2 of the Department of Planning and Environment's publication *A Guide to Preparing Local Environmental Plans*.

## Part 6 – Project timeline

The project timeline will be established as per the requirements of the Gateway determination.

