

# Planning Proposal to amend the Strathfield Local Environmental Plan 2012

125 PARRAMATTA ROAD AND  
52-54 POWELL STREET  
HOMEBUSH

27 NOVEMBER 2018



## QUALITY ASSURANCE

<b>Project:</b>	Planning Proposal
<b>Address:</b>	125 Parramatta Road & 42-54 Powell Street, Homebush
<b>Council:</b>	Strathfield
<b>Author:</b>	Think Planners Pty Ltd

Date	Purpose of Issue	Rev	Reviewed	Authorised
9 November 2018	Draft Issue for Internal Review	Draft	LK	SF
14 November 2018	Updated Draft Issue for Client	Draft	LK	SF
27 November 2018	Final Issue for Council	Final	SF	AB

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## INTRODUCTION

The purpose of this Planning Proposal is to explain the intended effect and provide a justification for a proposed amendment to the Strathfield Local Environmental Plan 2012 (Strathfield LEP 2012), and to demonstrate the strategic merit of the amendment proceeding.

The Planning Proposal relates to multiple allotments referred to within this document as the 'subject site'. The subject site is situated within the Homebush Precinct of the Parramatta Road Corridor Urban Transformation Strategy.

The Planning Proposal seeks to amend the Strathfield LEP 2012 to allow for the redevelopment of the site for the purposes of high-density housing by:

**This Planning Proposal seeks to amend the Strathfield LEP 2012 to allow for the redevelopment of the site for the purposes of mixed use and high-density development by:**

- **Amending the land zoning from partly R4 High Density Residential to B4 Mixed Use in accordance with the Homebush Recommended Land Use Extract from the Parramatta Road Corridor Urban Transformation Strategy.**
- **Amending the Maximum Height of Building control for Strathfield LEP 2012 to 75m in accordance with the Parramatta Road Corridor Urban Transformation Strategy.**
- **Amending the Floor Space Ratio Map for Strathfield LEP 2012 to 3.6:1 on the site in accordance with the Parramatta Road Corridor Urban Transformation Strategy.**

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) recommends for the site a maximum height of 75m and a maximum FSR of 3.6:1. This Planning Proposal aligns with the PRCUTS with the same recommended FSR for the subject site of 3.6:1 and recommended maximum building height of 75m.

The Planning Proposal demonstrates, through rigorous urban design analysis, that the density controls recommended in the PRCUTS are appropriate for the subject site relative to the immediate context of this precinct along Parramatta Road.

The intended outcome of the LEP amendment is consistent with key directions relating to accelerated housing provision and urban renewal contained within the Plan for

Growing Sydney, A Metropolis of Three Cities – the Greater Sydney Region Plan, the Eastern City District Plan as well as the vision and objectives described within the Parramatta Road Corridor Urban Transformation Strategy.

The proposed amendments are driven by a desire to deliver a superior urban design outcome for the site, consistent with the desired future character of Homebush. The proposal will facilitate the delivery of catalytic development contributing to much needed housing supply within this strategic corridor.

The proposal has been the subject of a design review that analyses broader urban design principles. The proposed amendments are intended to balance the height and density controls equivalent with the adjacent properties within the wider precinct.

The Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Environment document 'A Guide to Preparing Planning Proposals' (August 2016).

The Planning Proposal is supported by:

- An Urban Design Study by PBD Architects
- A Traffic Statement provided by The Transport Planning Partnership.

Support for the Planning Proposal is sought; and the subsequent referral to the Department of Planning and Environment for Gateway determination and public exhibition.

## SITE AND LOCALITY DESCRIPTION

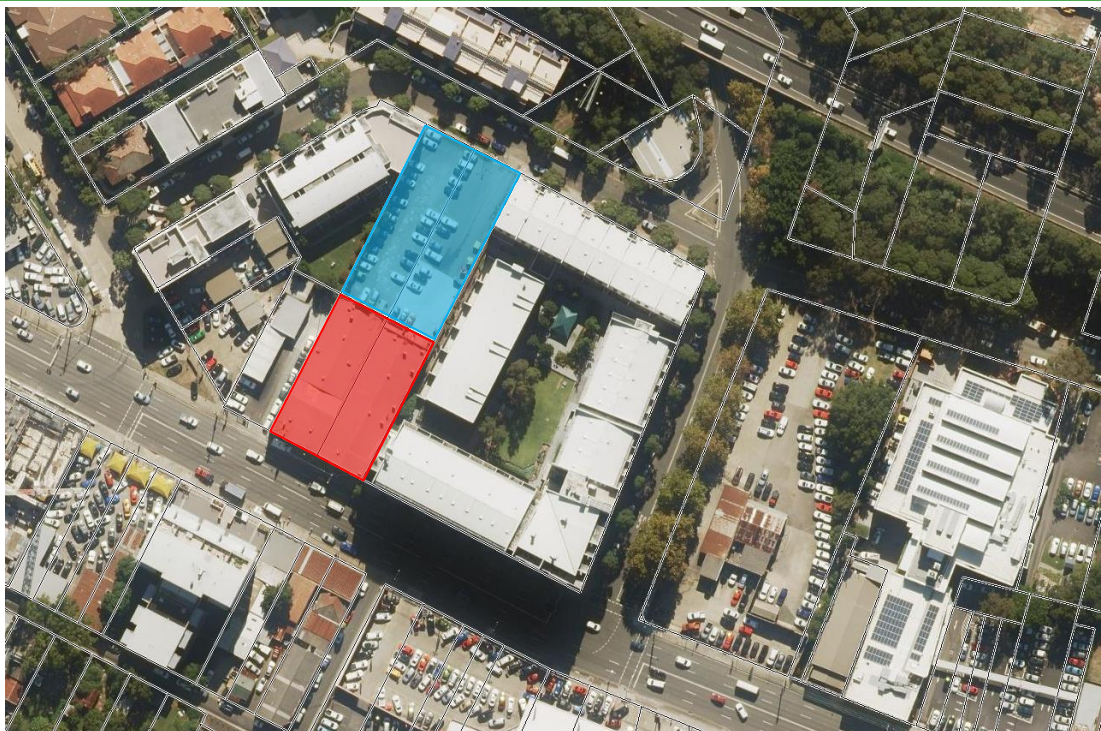
### SUBJECT SITE

The subject site is legally described as the following:

- 125 Parramatta Road, Homebush: Lot 3 DP 130557
- 52 Powell Street, Homebush: Lot 11 Section 23 DP 477
- 54 Powell Street, Homebush: Lot 10 Section 23 DP 477

Figure 1, 2 and 3 are aerial photographs of the site as well as photomontages from the Urban Design Study demonstrating the context of subject site and the overall design of the proposal as provided below and overleaf.

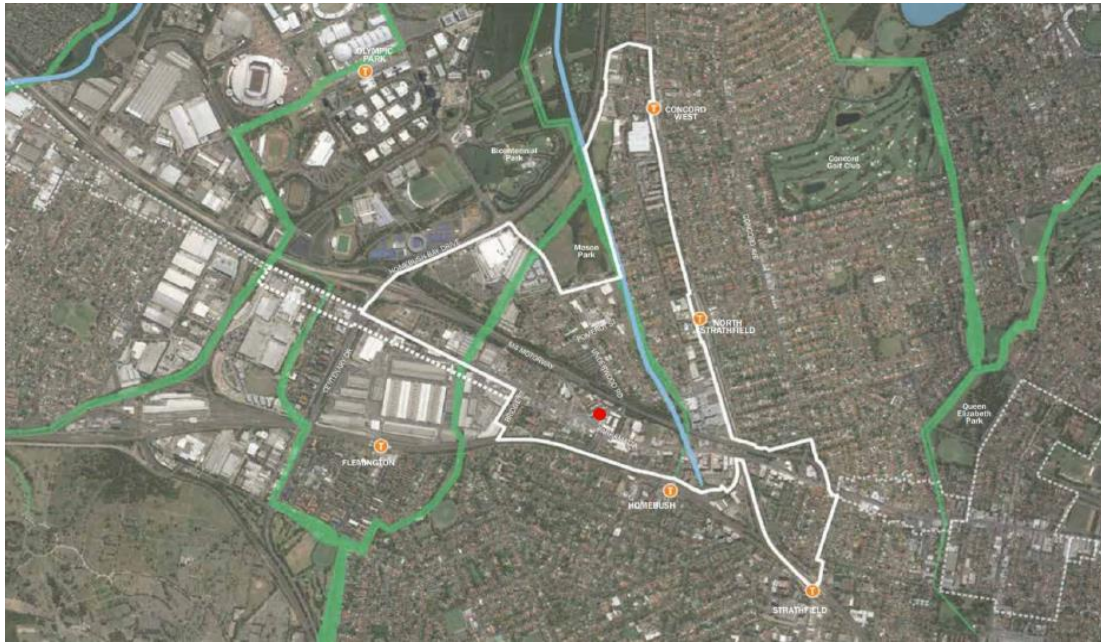
**Figure 1: Aerial photograph of the subject site (Source: Google Maps).**



 52- 54 Powell Street , Homebush

 125 Parramatta Road, Homebush

Figure 2: Extent of Homebush Precinct (Source: UDS- PBD Architects)



● Subject site

Figure 3: Overall Building Form (Source: UDS- PBD Architects)



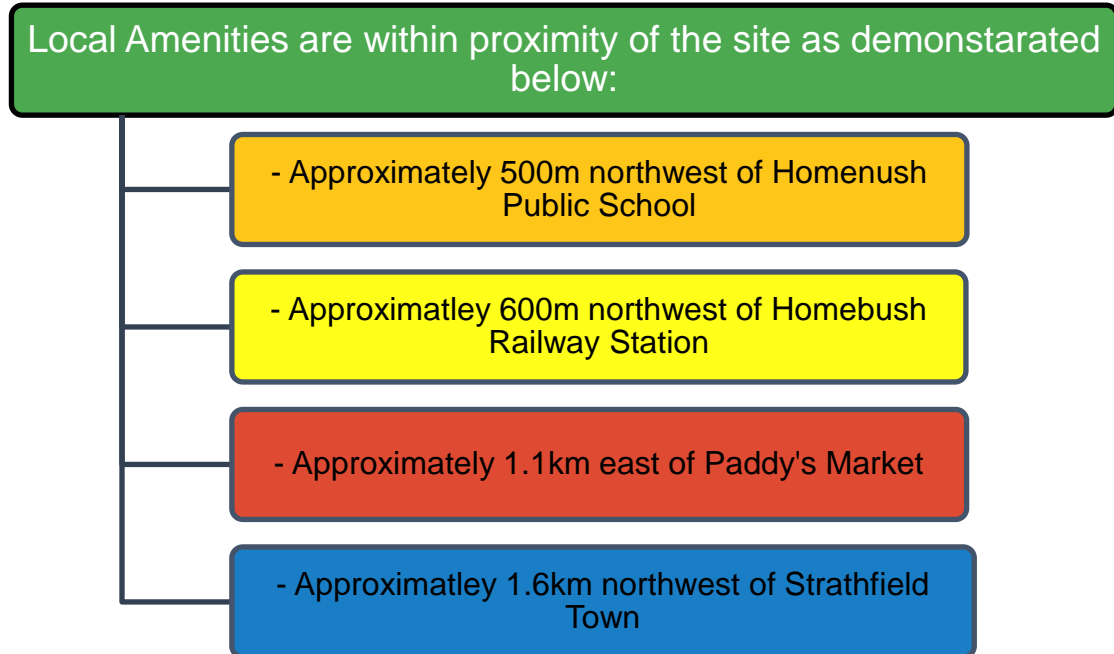
## LOCALITY

The immediate locality is characterised by traditional one and two storey residential dwellings, with commercial buildings located to the north of the site, particularly along Parramatta Road. The subject site is within proximity to the train line to the south where the train travels between Homebush and Flemington stations.

The land uses along Parramatta Road are dominated by car dealerships, smash repairers, light industrial uses and bulky goods retail. The varied nature of land use in the locality has resulted in an urban form that lacks cohesion and sense of place.

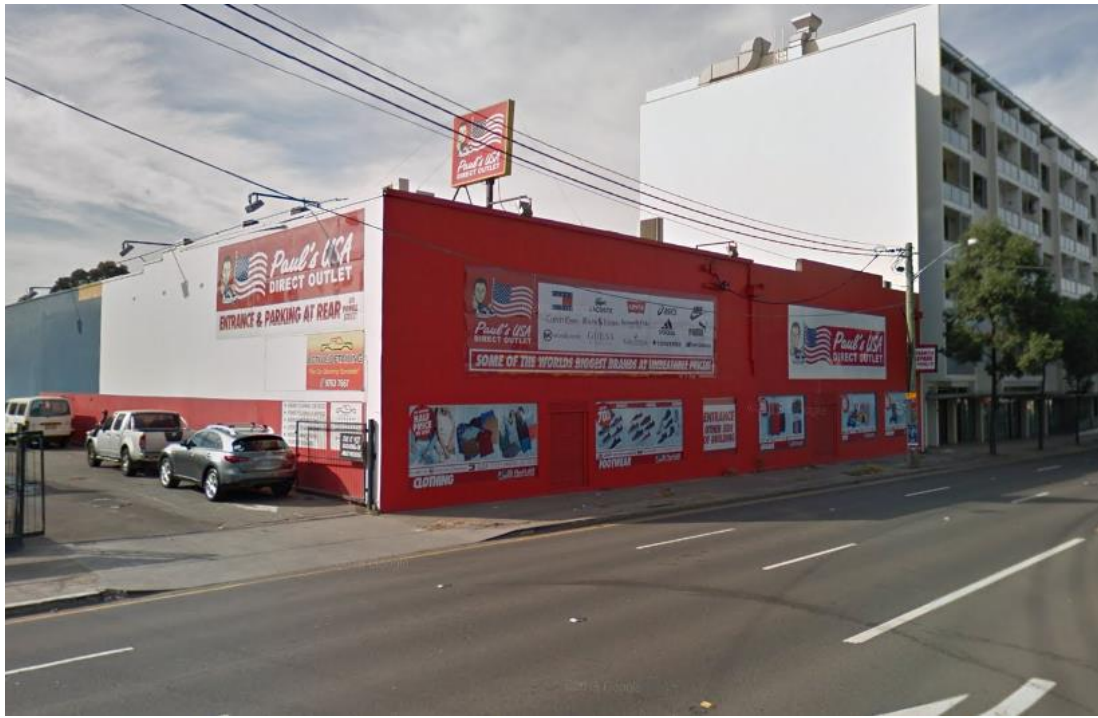
The area is serviced by schools, tertiary institutions, child care centres, community services, recreational and sporting facilities and an established commercial centre which is on the southern side of the train line. Furthermore, the locality has excellent connectivity with access to several key arterial road networks including Parramatta Road, the M4 Motorway as well as regular public transport services.

Moreover, the land parcel is within proximity to local amenities including employment opportunities, educational establishments, recreational activities and public transportation.

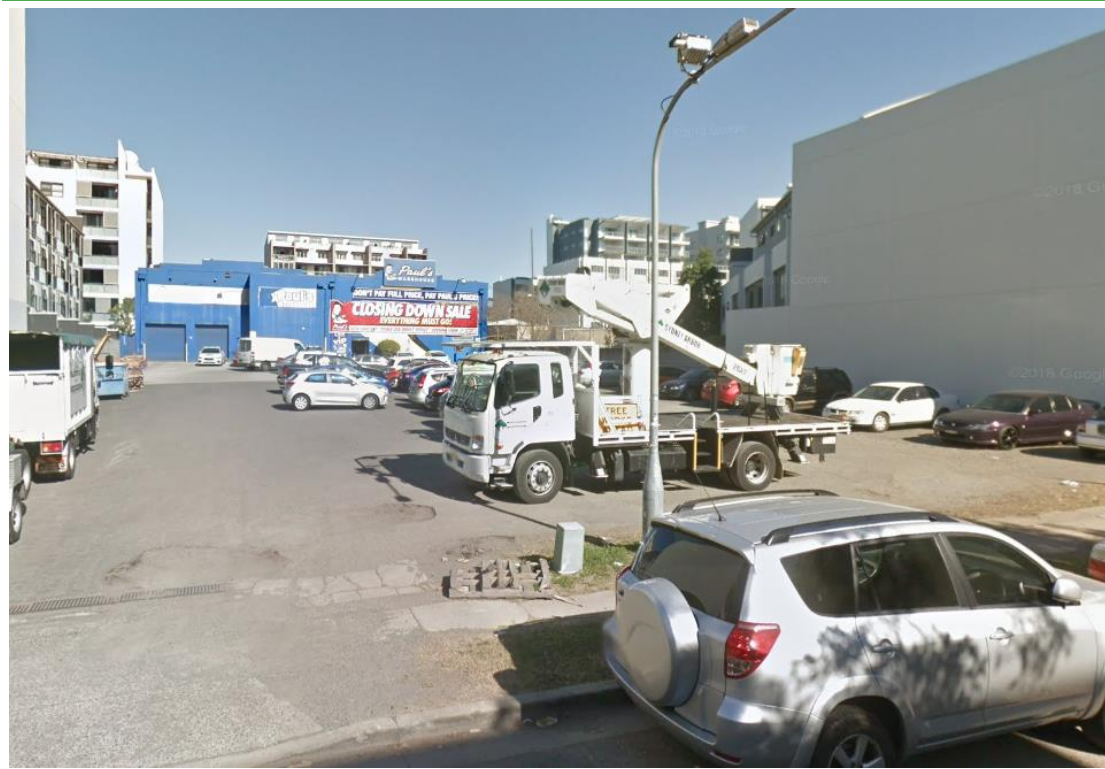


Photographs overleaf and in the following pages are provided to illustrate the context of the locality.

Photograph 1: Shows the site as viewed from Parramatta Road

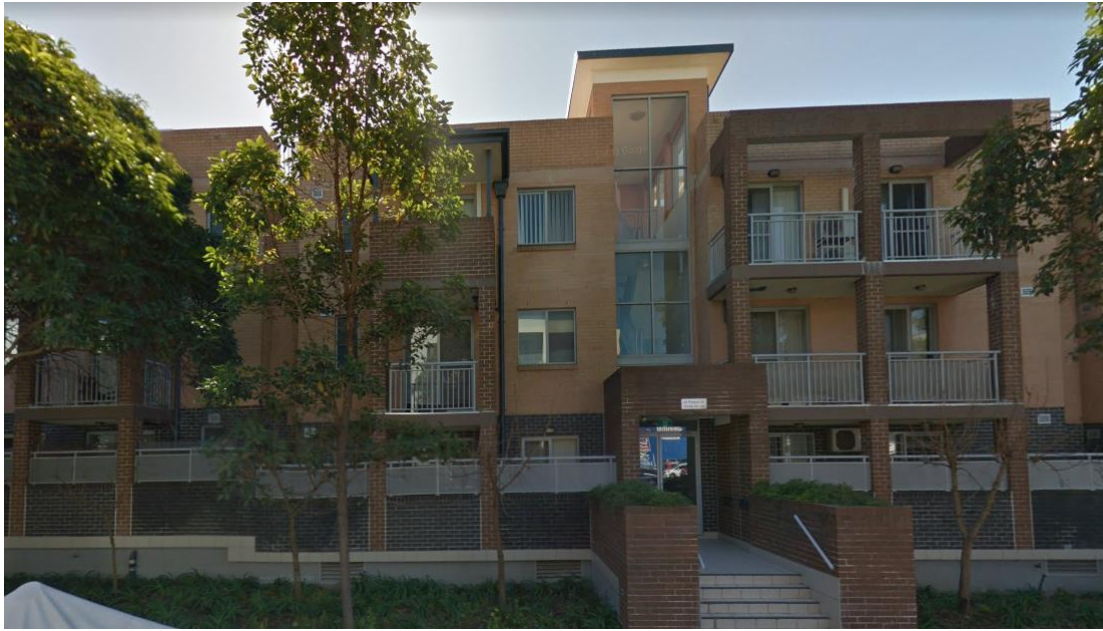


Photograph 2: Shows the subject site as viewed via Powell Street





Photograph 3: Shows No. 45 Powell Street as viewed via streetscape.



Photograph 4: Shows No. 46 Powell Street as viewed via streetscape



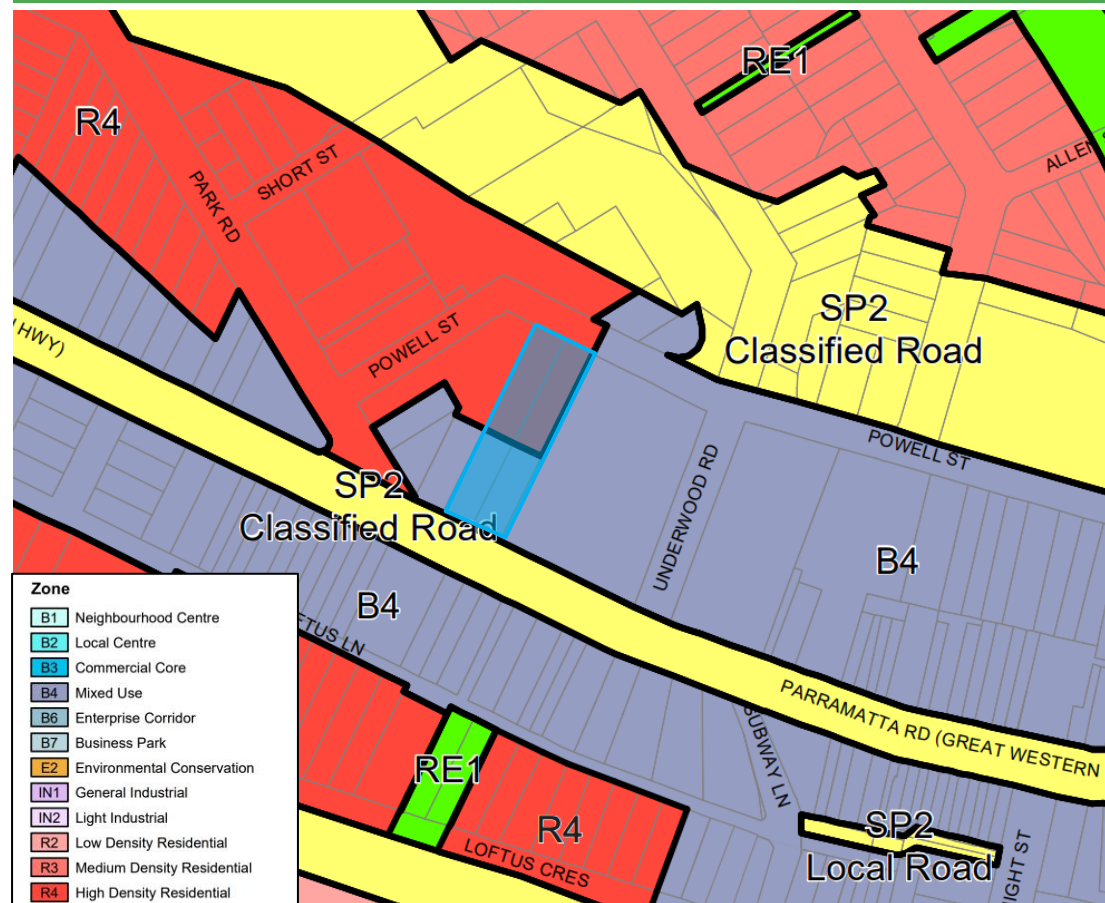


## LOCAL PLANNING FRAMEWORK

### LAND USE ZONE

The site is currently zoned partly B4 Mixed Use and partly R4 High Density Residential under the Strathfield LEP 2012. Figure 4 below is an extract of the current zoning on the land parcels.

Figure 4: Extract from Strathfield LEP 2012 Land Use Zone Map Sheet



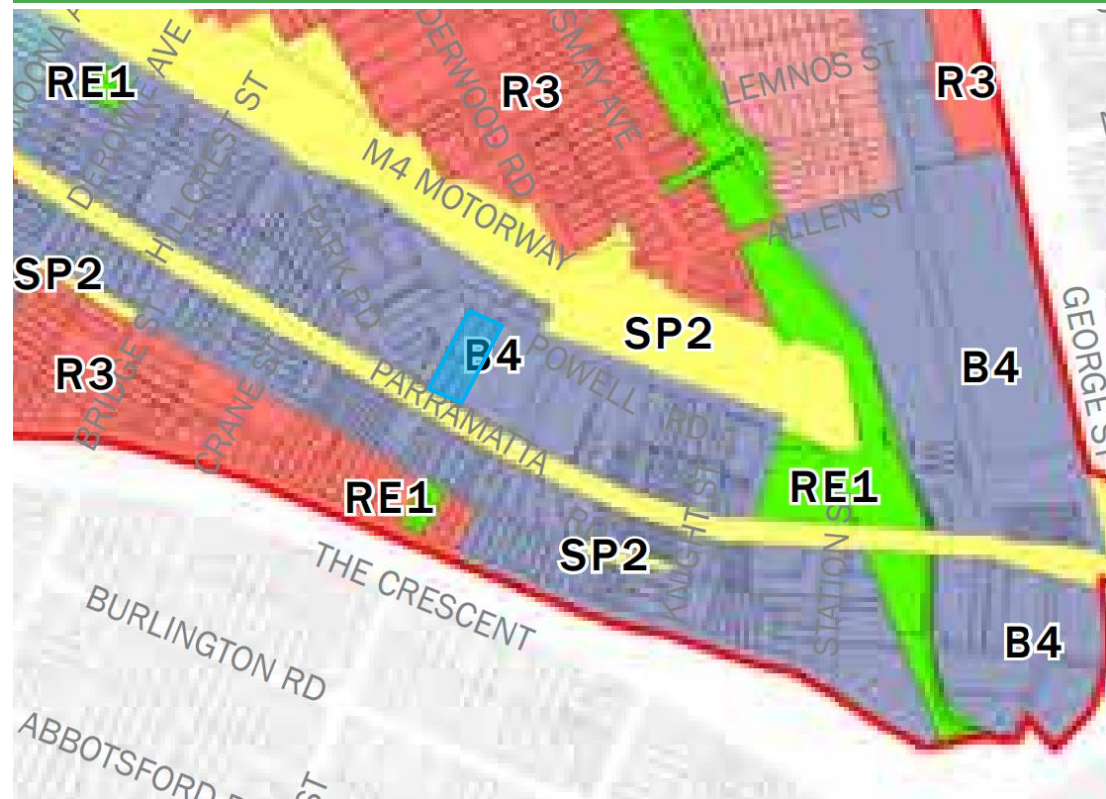
 Subject site

Part



The site has been identified in the Parramatta Road Corridor Urban Transformation Strategy 2016 with a recommended zoning of B4 Mixed Use for the subject land as shown in Figure 5 below.

**Figure 5: Extract from Strathfield LEP 2012 Land Use Zone Map Sheet**



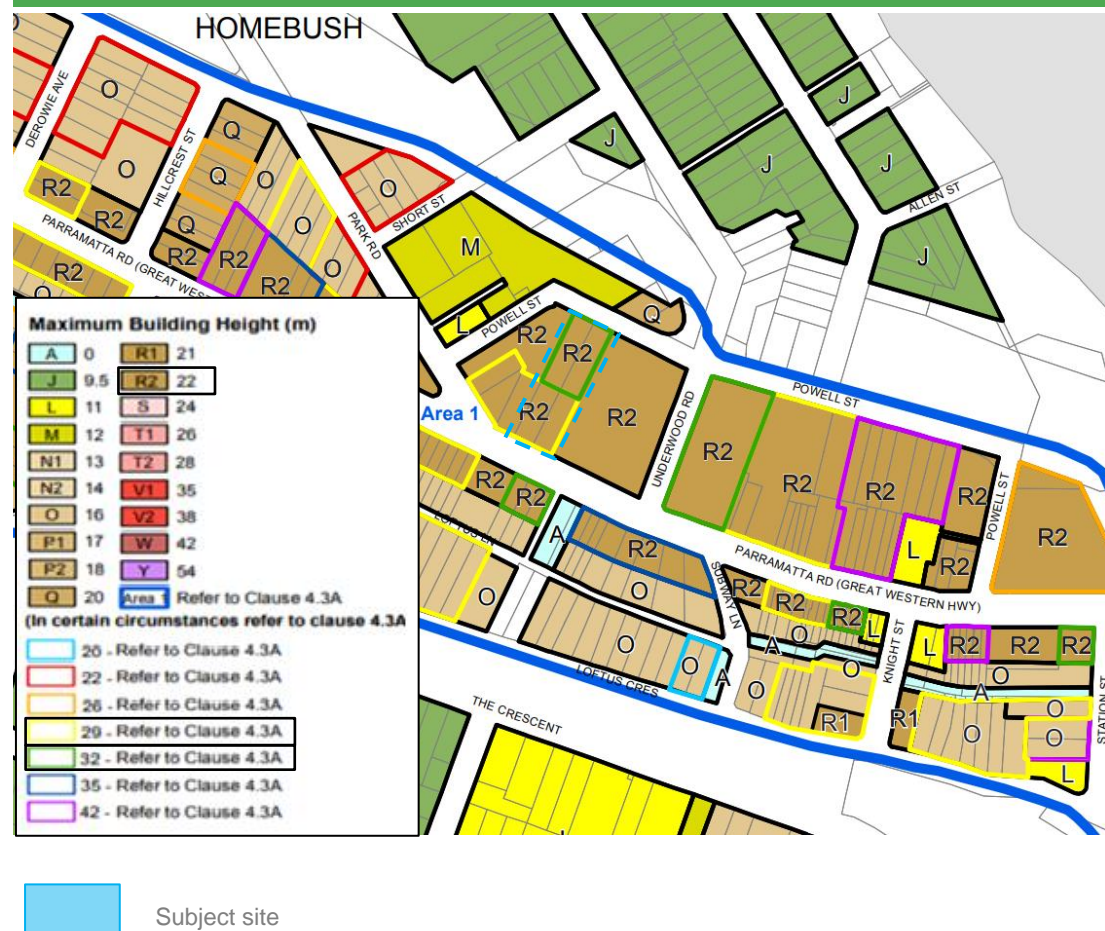
 Subject site

## BUILDING HEIGHT

There are a variety of maximum building height controls that currently apply to this site. The Height of Buildings Map for the Strathfield LEP 2012 indicates that the maximum building height permitted on the subject site 22m.

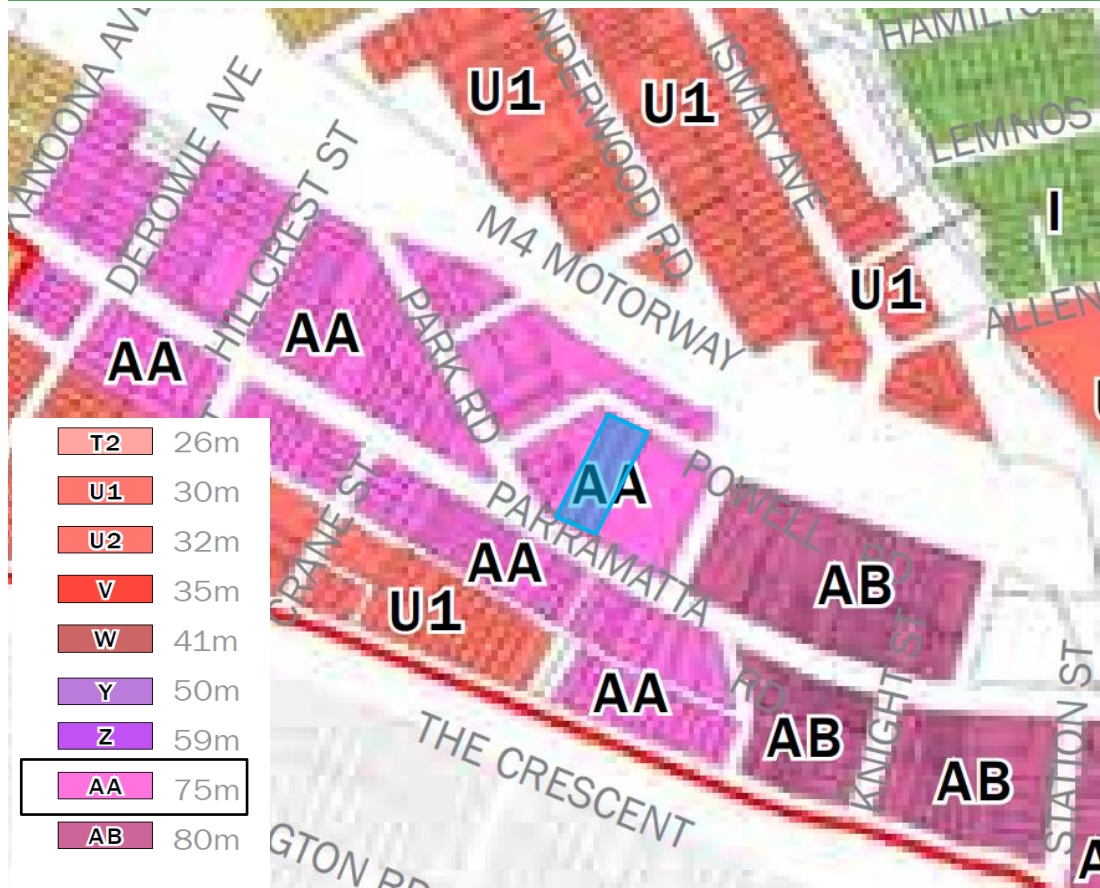
The Maximum Building Heights Map below also reveals that both “Area 1” height controls as per Clause 4.3A of the LEP apply. According to Clause 4.3A the proposed site is partially 29m (125 Parramatta Road), & 32m (52-54 Powell Street). Figure 5 is an extract from the Height of Buildings Map for Strathfield LEP 2012.

Figure 6: Extract from Strathfield LEP 2012 Height of Buildings Map Sheet



The site has been identified in the Parramatta Road Corridor Urban Transformation Strategy 2016 with a recommended height of 75m as shown in Figure 7 below.

**Figure 7: Extract from Parramatta Road Corridor Urban Transformation Strategy Height of Buildings Map Sheet**



 Subject Site

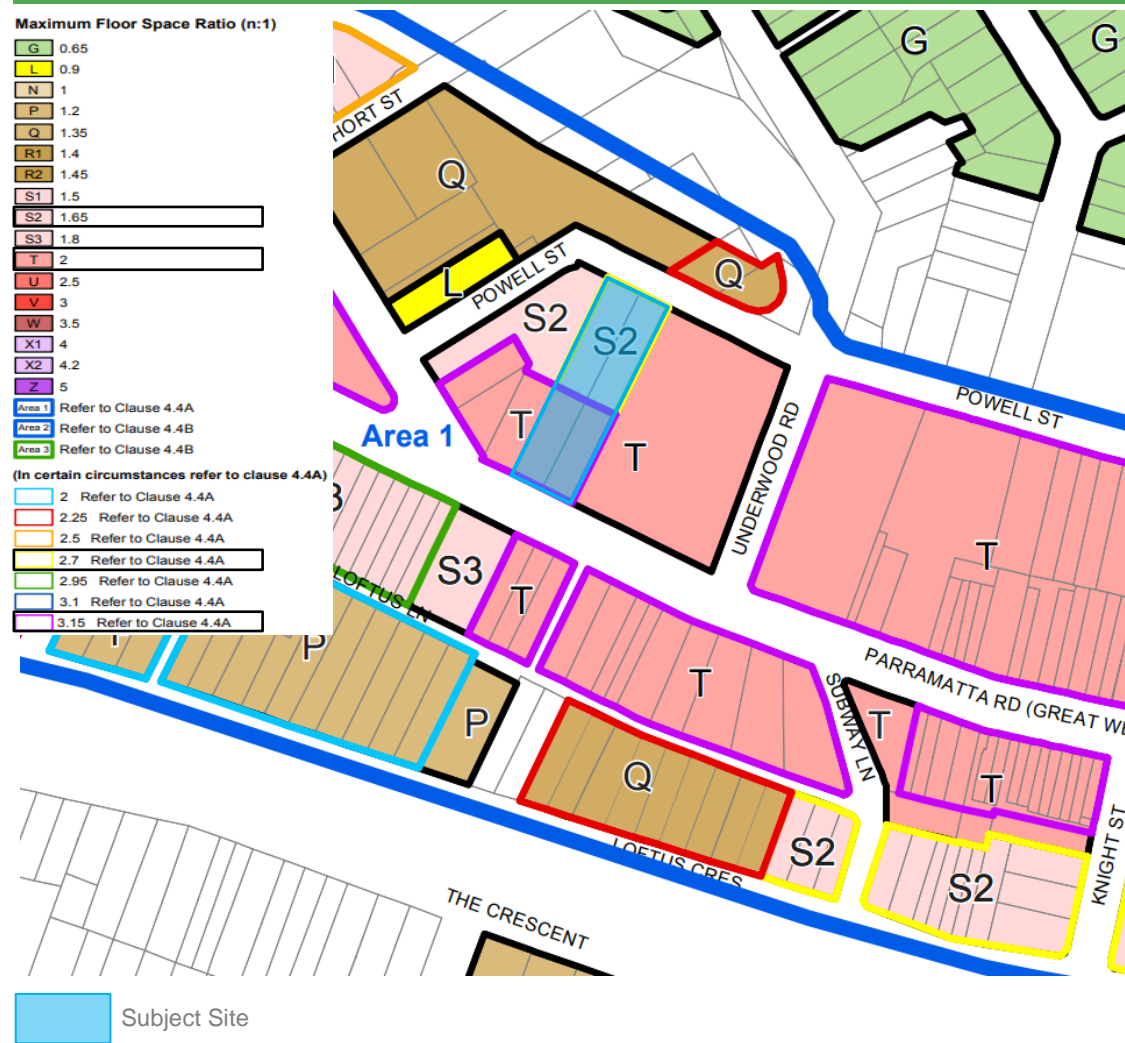
This Planning Proposal seeks to permit development with a maximum building height of up to 75m as detailed and based on the findings of the urban design study. The proposed maximum building height is aligned with the PRCUTS.

## FLOOR SPACE RATIO

There are various maximum floor space ratio controls relating to this land. The Floor Space Ratio Map for the Strathfield LEP 2012 indicates that the maximum floor space ratio for a building on the subject site is 1.65:1 and 2:1.

However, according to Clause 4.4A the proposed site is partially 2:1 (125 Parramatta Road) and partially 1.65:1 (52-54 Powell Street). Figure 8 is an extract from the Floor Space Ratio Map for the Strathfield LEP 2012.

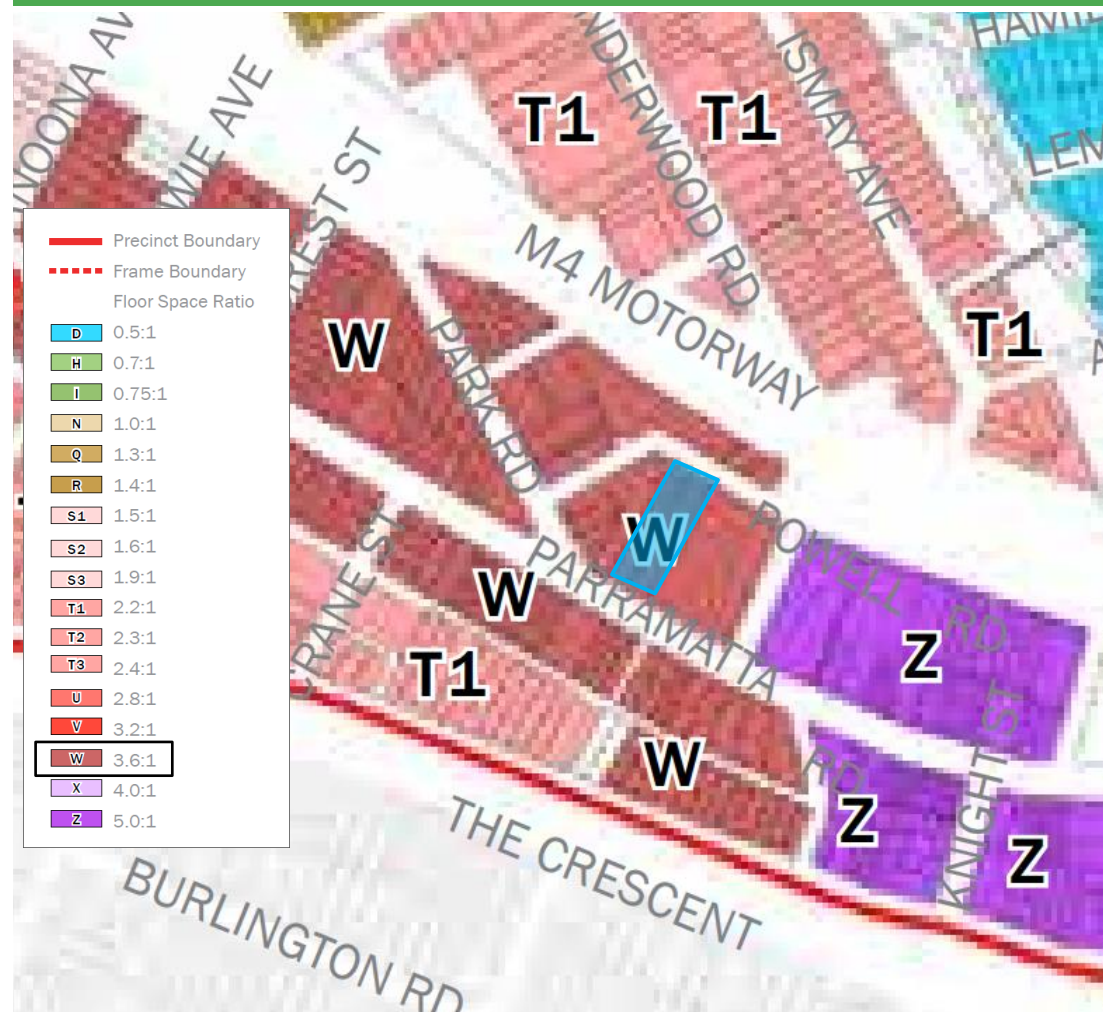
**Figure 8: Extract from Strathfield LEP 2012 Floor Space Ratio Map Sheet**



This Planning Proposal seeks to permit development with a maximum Floor Space Ratio of 3.6:1, to facilitate appropriate development on the site.

The site has been identified in the Parramatta Road Corridor Urban Transformation Strategy 2016 with a recommended FSR of 3.6:1 as shown in Figure 9 overleaf.

**Figure 9: Extract from Parramatta Road Corridor Urban Transformation Strategy Floor Space Ratio Map Sheet**



 Subject Site



## HERITAGE

The site is not identified as a heritage listed item under the Strathfield LEP 2012 Heritage Conservation map, nor is it located within proximity of any heritage listed items, or within a heritage conservation area.

Figure 10: Extract from Strathfield LEP 2012 Heritage Map Sheet



## DRAFT STRATHFIELD DEVELOPMENT CONTROL PLAN

### PARRAMATTA ROAD PRECINCT

#### DRAFT VERSION FOR EXHIBITION

Council, at its meeting on 6 March 2018 resolved to prepare an amendment to Strathfield Development Control Plan No 20 – Parramatta Road Corridor which translates the principles and key design outcomes of the draft Urban Design Study into development control. The draft Urban Design Report and Development Control Plan applies to land known as the Parramatta Road Precinct – Homebush Central. The DCP comprises a total of three (3) character areas as demonstrated below:

- Boulevard Precinct- Future Desired Character
- Theatre Quarter- Future Desired Character
- Powell's Creek Corridor.

It is noted the proposal falls on land to the north of the proposed Boulevard Precinct. The Boulevard Precinct is identified as those properties on Parramatta Road, between Hillcrest Street and Bridge Road to the west and Underwood Road and Subway Lane to the east.

The Boulevard Precinct is characterised by a more generous width in the road corridor with a formal arrangement of street trees. The broader width also enables a dedicated alfresco zone to be established along the southern side of the road as a place with good solar amenity. To protect and enhance the creation of the Boulevard Precinct there are draft setback requirements in the DCP and for Parramatta Road the ground floor can be zero setback – as proposed. The same zero setback applies to levels 2-6 and from level 7 above there is a solar access plan that is established by the angle of the midday sun on the winter solstice (21<sup>st</sup> June). The proposal has been designed to comply with the prescribed solar access plane which results in the taller building orientated towards Powell Street rather than Parramatta Road.

As can be seen in the reference design, the Planning Proposal aims to comply with the solar access plane and the overall protection solar amenity into the new boulevard precinct.

It should be noted. the main objective of the precinct is to have a built-form characterised by 'European' scaled street frontages with generous setbacks to small footprint tower forms above. Moreover, the planning proposal has aimed to predominately fulfil the criteria within the DCP for solar access and has been designed in accordance with the controls as provided below:

- (i) *Create and protect the solar access plane to the northern side of Parramatta Road to minimise overshadowing to southern side of Parramatta Road*
- (ii) *Maintain solar access to existing apartment buildings and public open space*
- (iii) *New buildings and additions shall be sited and designed to maximise direct sunlight to north-facing living areas, communal and private open space areas.*
- (iv) *Living rooms and private open spaces for at least 70% of residential units in a development should receive a minimum of 2 hours direct sunlight between 9am and 3pm in midwinter.*
- (v) *New development is to be designed to ensure direct daylight access to communal open space between March and September and provide appropriate shading in summer.*
- (vi) *New development shall maintain solar access to existing residential flat buildings and public open space.*
- (vii) *Skylights and light wells must not be used as the primary source of daylight in habitable rooms.*

The proposal incorporates appropriate design features including window size and location that will permit adequate solar penetration as well as cross ventilation to future development. It is evident through the reference architectural design drawings provided with this Planning Proposal and the urban design study show that liveability for the future residents is a primary consideration for the future building design in terms of solar access and cross ventilation has been maximised and will not impact on neighbouring dwellings which will not be reduced to less than 2 hours between 9.00am and 3.00pm on 21 June.

As such, the proposal does not result in unacceptable overshadowing of adjoining residential properties. Appropriate setbacks are employed to ensure solar access and privacy to adjoining development and the overall objective the boulevard precinct is achieved.

## BACKGROUND

The preparation of this Planning Proposal has occurred following discussions, reporting, assessments and meetings with relevant planning authorities and urban design experts. The following timeline represents relevant background leading up to the Planning Proposal.

On 3 October 2018 a meeting was held at Strathfield Council with Mr Stephen Clements and the proponent for this Planning Proposal. The Council confirmed the status of the traffic modelling being completed by Council and explained that traffic was a major concern with Planning Proposals within this corridor. It was acknowledged at the meeting that the lodgement of a site-specific Planning Proposal was an option open to proceed with determining planning controls for the site.

A preliminary Planning Proposal meeting was held with Ms Rita Vella on 16 October 2018 regarding the general requirements for this Planning Proposal. The advice provided at this meeting was that any Planning Proposal should be consistent with this Draft DCP for land within the Parramatta Road Corridor as well as the Parramatta Road Corridor Urban Transformation Strategy, hence consideration of the relevant provisions is included in this Planning Proposal.

## DETAILS OF OTHER RELEVANT PLANNING PROPOSALS

### 17-35 Parramatta Road and 5 Powell Street Homebush

The proposal seeks to amend the maximum height of buildings on the site from 26 metres to 80 metres and amend the maximum floor space ratio from 2.7:1 to 4.5:1 (as pictured below). This site is similarly located within the Homebush Precinct of the Parramatta Road Corridor Urban Transformation Strategy and the proposed amendments to the Strathfield Local Environmental Plan 2012 are consistent with this Strategy. Noting that this site is identified within the Homebush Precinct adjacent to the 2016-2023 release area.

The Planning Proposal for 17-35 Parramatta Road and 5 Powell Street Homebush differs from the subject Planning Proposal as it is located within the 2016-2023 release area.



A Rezoning Review request was lodged in February 2017 and this matter reported to the Sydney Central Planning Panel considered this review determining the proposal has strategic and site specific merit recommending the Planning Proposal proceed to the Gateway. The Panel required the Planning Proposal to be updated to:

1. Demonstrate consistency with the Section 9.1 Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy'. The Panel recommended that the Department seek formal clarification from Urban Growth prior to public

exhibition, that the Proposal's inconsistencies with the Strategy are minor and therefore not out of sequence and can be rezoned in accordance with the Vision and Principles of the Strategy and

2. That a site specific DCP be prepared.

The matter was then reported back to the Sydney Eastern City Planning Panel on Thursday 30 August 2018 and the Panel noted that the proposal relates to one building on a site for which an approval exists for three – eight storey buildings, of which two have been completed and are occupied. The Panel deemed that the impact on traffic of the proposal, compared to the approved application can only be minor. Thus, the Panel decided there is no need to delay the progress of the proposal for the completion of any traffic studies.

The Panel accepted that many objectors are opposed to the Planning Proposal but that the height and density requested in the proposal are consistent with that envisaged by the Parramatta Road Corridor Urban Transformation Strategy, with which the Panel's decisions must be consistent. Accordingly, the Panel unanimously recommended the Planning Proposal proceed.

### **11-17 Columbia Lane Homebush**

The proposal seeks an amendment to the Strathfield Local Environmental Plan 2012 to rezone the site from R4 High Density Residential to B4 Mixed Use, increase the maximum height of buildings from 32m to 80m and increase the maximum floor space ratio (FSR) from 2.7:1 to 5:1 at 11-17 Columbia Lane, Homebush (as pictured below)



This site is similarly located within the Homebush Precinct of the Parramatta Road Corridor Urban Transformation Strategy and the proposed amendments to the Strathfield Local Environmental Plan 2012 are consistent with this Strategy.

A rezoning review was lodged for this Planning Proposal which was reported to the Sydney Eastern City Planning Panel in February 2018. At this meeting the Panel deferred the matter recommending that:

1. The Planning Proposal be deferred until the outcome of the precinct wide traffic study is known in mid-2018.
2. That subject to the outcome of the traffic study, suitable amendments are made to the Planning Proposal.
3. That a minimum of 5% affordable housing be provided.
4. That clarification of the 'satisfactory arrangement' indicated by the Department's report be clarified.
5. Clarification of the solar access and solar impact having regard to all current and likely future development in the precinct.

The matter was then reported back to the Sydney Eastern City Planning Panel on Thursday 30 August 2018 and at that meeting the Department of Planning as well as Urban Growth confirmed that the Planning Proposal does not need to be deferred nor should it be deferred to await the precinct wide traffic study being done by Bitzios.

The Panel was ultimately satisfied that the demands of the Planning Proposal in relation to infrastructure will be met. Accordingly, the Panel unanimously recommended the Planning Proposal proceed to finalisation.

These two closely related Planning Proposals have been supported by the Sydney Eastern City Planning Panel in very similar circumstances. These are relevant to understanding the context of the current Planning Proposal. It is again highlighted that this Planning Proposal aligns with the recommended planning controls of the Parramatta Road Corridor Urban Transformation Strategy and a traffic statement is provided demonstrating the traffic impacts are negligible. Therefore, Council support for the Planning Proposal is requested.

There are also 3 other Planning Proposal within the Homebush precinct and the Parramatta Road Corridor. With details provided in the following page.

### **55-67 Parramatta Road and 12-14 Powell Street Homebush**

Significant variation from the height and floor space ratio published in the Parramatta Road Corridor Urban Transformation Strategy. Requesting an increase in height from 42m to 145m as well as an increase in floor space ratio from 2:1 to 7.3:1. The proposal is shown in the photomontage below.

At the State Planning Panel meeting on 1 November 2018, the Panel did not endorse this Planning Proposal to move forward to the Gateway. Noting the proposal seeks building height and floor space that is well-over planning controls published in the Parramatta Road Corridor Urban Transformation Strategy.



### **11-13 Albert Road and 2-6 Pilgrim Avenue Strathfield**

This Planning Proposal seeks to increase the height from 35m to 54m and an increase in floor space ratio from 3.5:1 to 5:1. The proposal aligns with the controls published in the Parramatta Road Corridor Urban Transformation Strategy, received Gateway on 11 September 2017 and has since been through the exhibition process.

### **42-50 Parramatta Road Homebush**

This Planning Proposal seeks to increase the height from 32m to 80m and an increase in floor space ratio from 2.95:1 to 5:1. The proposal aligns with the controls published in the Parramatta Road Corridor Urban Transformation Strategy. This proposal is the subject of a current rezoning review, lodgement date 14.11.2018.

## THE PLANNING PROPOSAL

### PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of the Planning Proposal is:

To provide suitable building height and floor space ratio controls which facilitate urban renewal of the subject site along with the provision of high-density housing commensurate with State Government planning strategies and Strathfield Council's aspirations for Homebush.

### PART 2 – EXPLANATION OF PROVISIONS

The stated objective will be achieved by:

- Amending the land zoning from partly R4 High Density Residential to B4 Mixed Use in accordance with the Parramatta Road Corridor Urban Transformation Strategy.
- Amending the Height of Building Map for the Strathfield LEP 2012 to permit a maximum permissible building height of 75m in accordance with the Parramatta Road Corridor Urban Transformation Strategy.
- Amending the Floor Space Ratio Map for the Strathfield LEP 2012 to permit a maximum permissible floor space ratio of 3.6:1 on the site in accordance with the Parramatta Road Corridor Urban Transformation Strategy.

### PART 3 – JUSTIFICATION

#### Section A – Need for the planning proposal

*Q1. Is the planning proposal the result of any strategic study or report?*

The Planning Proposal has been initiated following the key directions and strategies described in the Plan for Growing Sydney, A Metropolis of Three Cities – the Greater Sydney Region Plan, the Eastern City District Plan and the Parramatta Road Corridor Urban Transformation Strategy.

The Planning Proposal is seeking to implement the maximum building height and floor space ratio as proposed under the PRCUTS for this site. Discussion on the consistency of the Planning Proposal with these strategies is contained in the response to *Question 3*.

The proposed amendments to building height limitation and floor space ratio is informed by a detailed urban design study submitted with this Planning Proposal. The study is included as an attachment to this Planning Proposal. The study presents an

urban design analysis of the site and its context as well as potential design options for future redevelopment.

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

*Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

The stated objective of the Planning Proposal closely aligns with several State Government strategies, specifically the Plan for Growing Sydney, A Metropolis of Three Cities - the Greater Sydney Region Plan, the Eastern City District Plan and the Parramatta Road Corridor Urban Transformation Strategy. The proposed maximum building height control of 75m is directly taken from the recommendations of the PRCUTS and the floor space ratio of 3.6:1.

### **The Plan for Growing Sydney (Department of Planning and Environment, December 2014)**

A Plan for Growing Sydney outlines the State Government's plan to deliver homes, jobs and infrastructure to support a growing population. Key directions described in the Plan relate to accelerating housing supply and urban renewal across Sydney, with a focus on providing homes in areas well serviced by existing or planned infrastructure.

The Plan identifies that there is a significant gap between current housing production and future housing needs and that it is critical to remove the barriers to increased housing production to facilitate accelerated housing supply. The Plan explains that the Government intends to work with councils and the development sector to put in place flexible planning controls which enable housing development in feasible locations.

The Plan states that the Government intends to focus on the urban renewal of the Parramatta Road corridor, within which the subject site is situated. As noted in the Plan, the Parramatta Road corridor has good access to employment, a rail network and a range of social infrastructure. Furthermore, the construction of WestConnex will improve local amenity by reducing through-traffic on surface roads and allowing for enhanced north-south local connectivity.

The Planning Proposal seeks a maximum building height and floor space ratio controls to allow the delivery of high-density housing in an area that can accommodate increased population. Homebush is serviced by public transport services that are frequent. The subject site is also located close to the Parramatta and Sydney CBD which are 2 of the largest economies within not only New South Wales but also Australia.

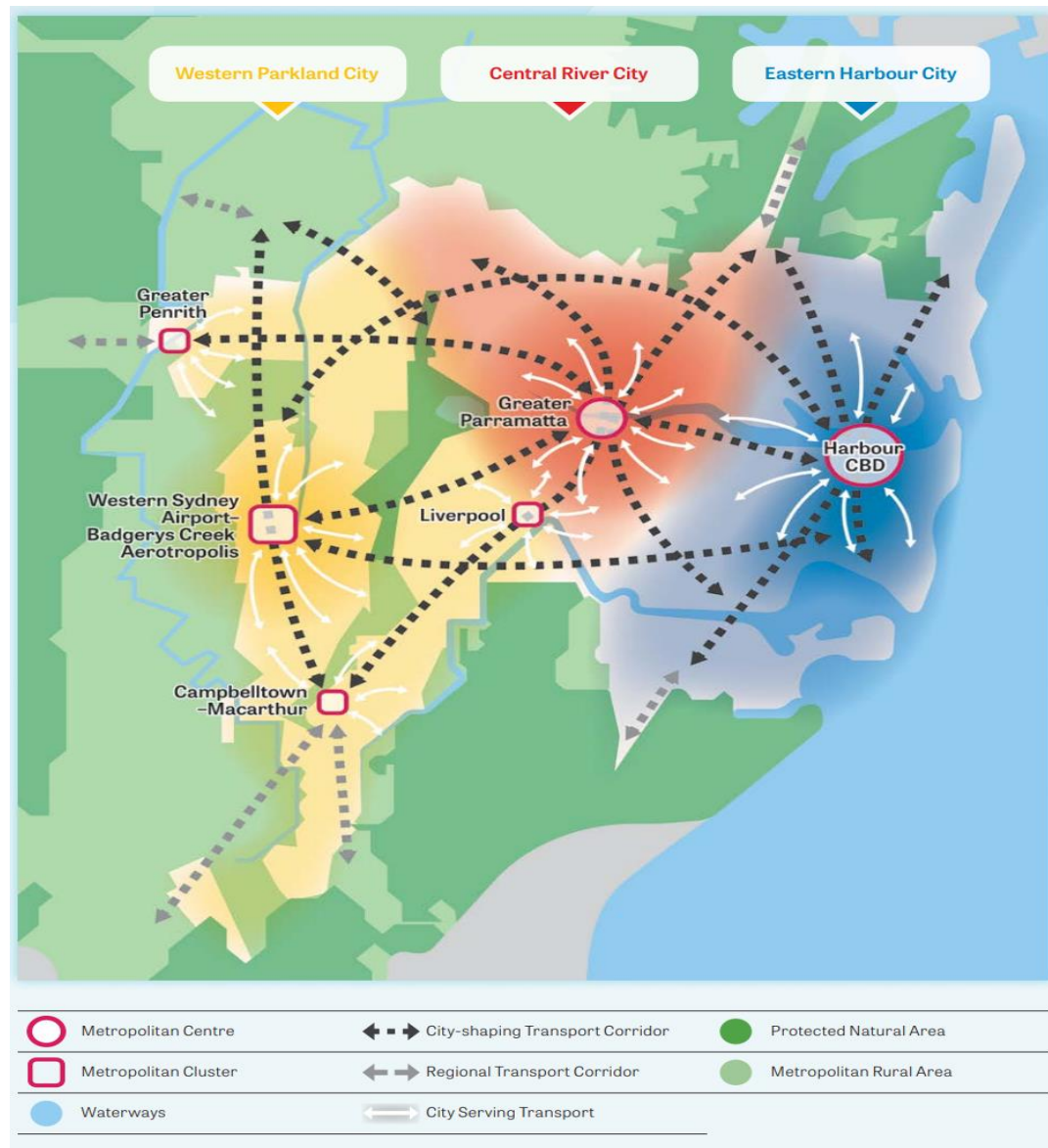
By allowing additional density in this location there are significant public benefits including the ground level street activation with a highly integrated public domain. The

Planning Proposal is consistent with the objectives and actions of the Plan for Growing Sydney.

### A Metropolis of Three Cities – the Greater Sydney Region Plan

The Greater Sydney Region Plan provides a framework for the predicted growth in Greater Sydney. Key themes within this plan based on delivering a metropolis of three 30-minute cities which are a follow on from the ten directions envisioned by the Greater Sydney Commission. This vision is set out in the draft structure plan shown in Figure 11 below.

**Figure 11: Extract from A Metropolis of Three Cities – the Great Sydney Region Plan March 2018**



The four key themes are focused on infrastructure and collaboration, liveability, productivity and sustainability. The Planning Proposal is aligned with these key themes, directions, metrics and objectives by:

1. Infrastructure and collaboration. The subject land is located within 600m of the Homebush train station and the existing local centre which is on the southern side of the train line. The site is located within easy access of existing health services infrastructure as well as existing schools including Homebush and Strathfield North Public Schools. The site is located just 12.9km to the west of the Sydney CBD and an easy train ride that is less than 30 minutes to Central Station which is well within the 30-minute city scenario.
2. Liveability. The reference architectural design drawings provided with this Planning Proposal and the urban design study show that liveability for the future residents is a primary consideration for the future building design. Solar access and cross ventilation has been maximised along with general compliance with the requirements of the Apartment Design Guide. The pedestrian environment will be activated and improved because of this Planning Proposal connecting the residents through from Homebush to the train station.
3. Productivity. The proposal capitalises on the existing Homebush town/local centre and will ensure there with sustainable future growth within this existing centre. The proposal creates a more accessible and walkable city with enhanced activation to pedestrian links and opportunity for bicycle riding as well as promoting additional local jobs through the placement of additional residents within Homebush.
4. Sustainability. The Planning Proposal facilitates building capacity based on existing and committed infrastructure. This seeks to shape strong, connected community making the revitalised precinct at Homebush more resilient.

The Greater Sydney Region Plan presents polycentric approach to Sydney which re-enforces the significant role of Sydney as the Eastern City as well as Parramatta as being at the heart of the Central City within Greater Sydney. Greater Sydney experiences a step change in population growth, with population growth levels being revised even further upwards since the release of the Plan for Growing Sydney. To accommodate this population growth and respond to issues of housing affordability housing supply in key locations such as Homebush need to be accelerated.

Urban renewal is a key priority particularly with the focus of new housing in existing centres with frequent public transport that can carry large number of passengers and in locations that have already the community infrastructure in place such as medical services, social services, educational facilities, recreational opportunities and employment.

This clearly places emphasis on the proposed revitalisation of Homebush as an ideal location to deliver this accelerated housing, more affordable housing typologies and a greater variety of housing choice. This housing can be brought forward only if the planning controls are made contemporary as represented in this Planning Proposal.

### **Eastern City District Plan (Greater Sydney Commission March 2018)**

The Eastern City District Plan sets out the priorities and actions for this District and these are structured around the same key themes as presented in the Greater Sydney Region Plan. As relevant to the subject site the importance of the Eastern City, which incorporates Sydney CBD, North Sydney CBD, Barangaroo, Darling Harbour, Pyrmont, and more. Growing this CBD in terms of both jobs and housing are continually emphasised in the District Plan. The Planning Proposal seeks to deliver both additional housing but also jobs within a 30-minute city scenario.

Expediting the delivery of housing brings more dwellings to the market which in turn drives prices down. Delivering more dwellings and within shorter timeframes aims to respond to the current housing crisis in Sydney where scarcity has resulted in an affordable priced housing shortage. The Planning Proposal seeks to deliver housing to the market quickly and in a highly liveable location which is within the 30-minute city scenario.

In summary, this Planning Proposal seeks to deliver on the vision set forward in the Eastern City District Plan by:

1. Increasing diversity of housing choice.
2. Delivering housing to meet both the 5 and 20-year strategic housing supply targets. Strathfield is scheduled to deliver more than 3,650 new homes over the coming 5 years which is ambitious target that can only be met with significant increases to permitted building heights and floor space ratios.
3. Expediting the delivery of new housing stock to ease the pressure of demand resulting in a generally more affordable priced housing product.
4. Contribution to energy efficiency through aims to deliver a development that meets environmental performance criteria.
5. Reduced emissions through both building environmental performance but also through reduction in reliance on private vehicle travel. Focusing increased housing on the subject site which is highly accessible to local bus and train services means that future residents are more likely to walk, cycle and use integrated public transport systems.
6. Enhancing the role of Homebush/Strathfield as the economic anchor with the vision to deliver both jobs and housing.

The objectives of the Planning Proposal are considered to align closely with the documented priorities for the Eastern City District.

## **Parramatta Road Corridor Urban Transformation Strategy (Urban Growth NSW, November 2016)**

The Parramatta Road Corridor Urban Transformation Strategy also published in November 2016 identified areas that will be the focus of growth and change along the Parramatta Road corridor. The Strategy indicated that the numbers of people living in these areas is expected to rise with 27,000 new homes over the next 30 years. The population increase in these areas is 3.2 percent of Sydney's overall expected population growth of 1.6 million.

The Strategy identifies Homebush as 1 of 8 urban renewal precincts that have been identified for future growth given its very good access to transport and employment opportunities currently in the Harbour CBD & Parramatta CBD and expected rapid growth in this locality. The Strategy identified 7 strategies for transformation of the Corridor and after reviewing these principles the Planning Proposal is aligned with all relevant principles namely:

### **Housing choice and affordability**

- The Planning Proposal seeks to expedite delivery of new housing to the market bringing forward supply to meet the growing demand therefore relieving pressure on housing prices thus, providing lower cost market housing.
- The typical floor plans provided with this Planning Proposal demonstrate skilful consideration of a range of compact and efficient housing designs that are seeking to provide flexible apartment designs to meet the needs of a range of future residents.

### **Diverse and resilient economy**

- The proposal seeks to deliver increased density in a location that is already well-serviced by public transport, local bus services and the arterial road network.
- The mixed-use zone encourages ground floor commercial uses which have been incorporated into this proposal. Co-location of multiple uses and offering flexibility means Homebush can grow as needed to suit the needs of the future residents making this a diverse and resilient community and economy.
- Commercial spaces at the ground floor are purposely designed to allow flexibility for future uses. These spaces may in future be occupied as larger premises or further broken down into smaller commercial suites.
- The ground floor also delivers development which is fully integrated with the public domain including activation of the building edges, a publicly accessible ground floor activation which will assist with the creation of a vibrant and thriving village atmosphere. The pedestrian links that are enhanced will also assist with increasing the walkability of Homebush, encouraging public transport patronage and the sense of community safety.

- The typical floor plans provided for the residential component of the development also show skilful layout designs to cater for the evolution of housing by providing the future residents with flexible spaces. The internal layouts are designed to cater for the changing demands of the community.

#### Accessible and connected

- Promotion of sustainable transport choices is one of key drivers to delivery of increased building height and density on this site.
- The site is closely connected to the revitalised North Strathfield Bakehouse precinct (being just 800m walking distance away from the site) which delivers a highly activated and vibrant village centre for future residents. These alternative travel choices will result in increased trips on foot or by bicycle and reduce dependency on motor vehicles.

#### Vibrant communities and places

- The Planning Proposal seeks to deliver a 15-minute neighbourhood through delivering housing with improved walkability, cycling and safety that will support healthier communities.
- The proposed increased density and building height on this site is very much aligned with the Strategy to improve walkability, housing choice, provision of useable/safe open spaces, commercial space for local services and infrastructure all within an exceedingly accessible location.

#### Green spaces and links

- The proposed options for redevelopment show the site can deliver valuable contribution to the pedestrian network through high quality public domain embellishment and activation of this site being so closely connected to the train station.
- 100% of proposed dwellings within the development site will be conveniently located within safe walking distance of high quality open space and public domain areas, within Powell Street and noting that the site is within 3km of Sydney Olympic Park which clearly is one of most valuable recreation spaces in Western Sydney.
- Building setbacks as prescribed by the Strategy that aim to achieve new green setbacks are accommodated.

## Sustainability and resilience

- At the detailed design stage, further details relating to meeting water and energy reduction targets will be explored including car share take-up rate with the aim of reducing car use.
- A green travel plan is recommended to be implemented as part of the proposed development to facilitate a modal shift towards public transport usage as opposed to car usage.

The Strategy anticipates that by 2050 the populations within Homebush will increase by 19,570 and Homebush is projected to provide an additional 9,450 homes. The Planning Proposal presents a development scheme that will deliver a significant contribution to new housing supply for Homebush.

The proposed amendment to the zoning combined with the maximum building height controls and floor space ratio is consistent with the vision set forward in the Parramatta Road Corridor Urban Transformation Strategy.

This Planning Proposal seeks to deliver a development which is aligned with the vision and objectives set forward in the Parramatta Road Corridor Urban Transformation Strategy. This Planning Proposal recognises the potential of Homebush to evolve to support the Harbour CBD and Parramatta CBD and accommodate anticipated increases in Sydney's population.

The document of most relevance to the Planning Proposal is the Urban Design Guidelines. Detailed commentary regarding all the design related controls is presented in Appendix A. The table below specifically addresses the Parramatta Road Corridor Urban Design Guidelines and the chapter on Homebush. Relevant extracts from the Homebush Guidelines, along with commentary relevant to this Planning Proposal is provided in the table overleaf.

Parramatta Road Corridor Planning and Design Guidelines	Comment
7 Homebush	
7.4 Future Character & Identity	<p>The proposal is within the Homebush precinct and the Planning Proposal addresses context, access to transport and the suitability of the site, consistent with the intentions of the Homebush precinct. The proposal contributes towards the new identity and character of the Parramatta Road.</p> <p>The proposed density and maximum building height controls have been designed to match the proposed higher densities within this redevelopment precinct towards Homebush train station. This reinforces the urban structure of this precinct creating an urban corridor environment which echoes the role of Parramatta Road as being one of Greater Sydney's main arteries.</p> <p>The proposed density and maximum building height controls have been envisioned to create a high density mixed use precinct.</p>
<p>7.5 Open Space, Linkages &amp; Connections &amp; Public Domain</p> <p>A. Open Space Requirements</p> <ul style="list-style-type: none"> <li>a. Upgrade Powell's Creek Reserve with new fitness equipment, improved cycling and pedestrian links, new street furniture and improved lighting from Parramatta Road to Mason Park.</li> <li>b. Provide a new 4,500m<sup>2</sup> urban plaza adjacent to the Concord West rail station.</li> <li>c. Provide new public open space areas on larger sites to increase the overall quantum of local open space in the Precinct. The indicative location and configuration of these open space areas is shown in Figure 7.5 and to be determined as part of a future planning proposal(s).</li> <li>d. Improve and expand existing local parks or provide new local parks as the area develops.</li> </ul> <p>B. Linkage and Connection Requirements</p> <ul style="list-style-type: none"> <li>a. Break up long blocks with new lanes and high quality pedestrian prioritised links, where possible.</li> </ul>	<p>The proposal will make a linking connection for the new residents through to critical open space infrastructure. It is also anticipated that a future local infrastructure contribution would be negotiated with Council to ensure the precinct is provided with open space requirements outlined in PRCUTS.</p> <p>The building options shown in the urban design study show that future development will be in the form of towers. Appropriate side setbacks and street wall heights allow the future</p>

- b. Provide new pedestrian and cycling bridge crossings over Powells Creek at Hamilton Street and Lorraine Street.
- c. Provide new cycling links, such as:
- On Station Street between Parramatta Road and Homebush rail station
  - through Mason Park, connecting Underwood Road and Australia Avenue through to Sydney Olympic Park
  - along the western side of Powells Creek, connecting through to George Street and Railway Lane
  - across the railway corridor and along Queen Street
  - adjacent to the railway corridor and Cooper Street between Strathfield Station and Parramatta Road
  - Sydney Street connecting to the eastbound cycleway on the M4 Motorway and Concord Road, providing connectivity with the Queen Street / Gipps Street Regional cycle link.
- d. Provide new and upgraded walking routes, such as:
- prioritising George Street between Parramatta Road and Concord West Station for pedestrians
  - prioritising the existing link on Station Street to better connect Parramatta Road and Homebush Station
  - provision of a new link to connect Concord Rail Station and George Street to improve connectivity with the Station
  - provision of a new east-west link north of Homebush Station to improve permeability and connectivity
  - construction of new pedestrian and cyclist bridge links across Powells Creek at Lorraine Street and Hamilton Street to improve access between North Strathfield Station and Mason Park
  - provide a new shared path link along Parramatta Road, connecting George Street and the cycleway on the M4 Motorway via new westbound
- development to provide a design relationship to the existing and surrounding land. There are also high quality pedestrian connections provided within the site to enable residents to access both street frontages.
- There are no identified strategic cycle links or existing links located within this site's boundary.

motorway on-ramp at Powell's Creek.

#### C. Public Domain Requirements

- a. Provide the recommended building setbacks along Parramatta Road to facilitate tree planting, landscaping and public domain improvements.
- b. Public domain improvements, including paving, planting, installation of street furniture and shade/weather canopy and new lighting to the entrance of Homebush Station.
- c. Public domain improvements, including new paving, tree and verge planting, and undergrounding of power lines along Station Street.
- d. Public domain improvements, including new paving, pedestrian/cycle crossings and ramps, tree and verge planting, and wayfinding signage along Bridge Road.
- e. Refer to additional Corridor-wide Guidelines at Section 3.

Building setbacks requirements can clearly be accommodated on this site as depicted in the urban design study. This will permit new tree planting and high-quality landscape embellishment works.

#### 7.7 Fine Grain

##### Fine Grain Requirements

- a. Retain and preserve the character of the established low scale residential area and its subsequent heritage items including street trees and individual houses.
- b. Preserve the significant character established by the existing heritage items – both individual houses and the streetscape trees, which establish a distinct street character of street trees, wide verges and generous setbacks.
- c. Setback residential development from the street front in alignment with neighbouring dwellings to provide the opportunity for a front garden and landscaping to address the street.
- d. Enhance Mosely Street as a pedestrian connector from Parramatta Road to Strathfield rail station through increased tree

This mainly relates to detailed design matters that will be resolved through the development application stage. However, the urban design study has identified that tower forms will appear visually separate using different architectural features to create a human scale relationship between the buildings and the public domain. An active street frontage will be developed on this site to present a varied and fine grain rhythm of retail and business tenancies with separate addresses and entry doors/foyers. This will assist in giving the feel of a traditional shopping street and will result in a livelier pedestrian experience. Above the ground level the street environment is to be well articulated with overarching harmony and order with highlight elements to create visual interest.

The urban design study presents a tower form of residential development that is anchored by a dominant street wall height that mimics the adjoining development. This aims to achieve the setback pattern envisioned in the Strategy.

The street wall design details are to be resolved at the development application stage. The building forms presented in the urban design study show the planning proposal presents the

planting, footpath widening and traffic speed reduction.

opportunity for future development to deliver a well-modulated pedestrian experience at the ground level.

Detailed design information is not available as part of the planning proposal. However, the opportunity to incorporate these design features will be pursued through the proposed design process.

The planning proposal facilitates the ability for retail active frontages and ground floor facades that will be rich in variation. The preliminary details provided in the urban design study show that building articulation and vertical relief can be incorporated within the facades to create a pleasant pedestrian experience.

## 7.8 Green Edge Setbacks, Transitions & Activity & Commercial Zones

### A. Setback and Transition Requirements

- a. Green Edge setbacks are to be provided in the locations illustrated in Figure 7.7.
- b. Provide a minimum 6 metre green edge setback to Parramatta Road to provide wider footpaths and facilitate street tree planting.
- c. Demonstrate consistency with the typical section for Parramatta Road as illustrated in Figure 7.11.
- d. Through the Bakehouse Quarter, George Street should be provided as continuous built form where a zero building setback is required.
- e. Provide the minimum required setbacks along all other streets in the Precinct and Frame Area as identified in Section 4.
- f. Provide a built form transition consistent with Figure 7.8 to new open space to ensure that at least 50% of the open space will receive a minimum of 3 hour direct solar access between 11am and 3pm on 21 June.
- g. Provide a built form transition consistent with Figure 7.9 to existing heritage items.

The site is identified as requiring active commercial frontages. The proposal seeks to deliver a mixed-use development with ground level activation. This is shown in the urban design study and ground floor typical floor plan enclosed which is consistent with the aims of the Strategy.

The site is required to provide an active frontage, as identified in figure 7.7. The development proposes active frontages that are consistent with those existing on the street providing suitable paving, signage, lighting, furniture and landscaping.

### B. Activity and Commercial Zone Requirements

- a. Active and Commercial Frontages are to be provided in the locations illustrated in Figure 7.7.
- b. The ground floor level of Active and Commercial Frontages is to match the street level.
- c. Consistent paving, street furniture, signage, planting and lighting should be provided along Active and Commercial Frontages.

**7.9 Recommended Planning Controls**

- A. Land use zone
- B. Building heights
- C. Densities

The recommended planning controls are addressed in this report under section 3.

Q4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

**Strathfield 2025 – Community Strategic Plan (June 2012)**

Strathfield 2025 is the Community Strategic Plan for the Strathfield local government area. Strathfield 2025 is described as a long-term vision for the Strathfield Local Government Area and links to the long-term future of Sydney. The Plan describes Homebush as a village that needs revitalisation and future design excellence to facilitate delivery of improved quality transport links and attractive public spaces and identifies Homebush as a suburb that will undergo urban renewal.

Strathfield 2025 identifies a community strategic plan, resourcing plan and delivery plan highlighting the vision for future growth within Strathfield and Homebush. Specifically, the redevelopment of the subject site will contribute to the economic growth of Homebush and revitalisation of this land which is just 400m from Homebush train station. The Planning Proposal will encourage diversity and liveability of places and will enhance the status of Homebush as a village in which people want to reside, work and visit.

*Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?*

The following table provides a brief assessment of consistency against each State Environmental Planning Policy (SEPP) relevant to the Planning Proposal.

**Table 2: Consideration of SEPPs**

Consideration of SEPPs	Relevance	Comment
SEPP No. 1 - Development Standards	-	This SEPP does not apply to land subject to Strathfield Local Environmental Plan 2012.
SEPP 14 – Coast Wetlands	-	This SEPP does not apply to land subject to Strathfield Local Environmental Plan 2012.
SEPP 19 – Bushland in Urban Areas	-	The site does not contain any significant vegetation.
SEPP 21 – Caravan Parks	-	Not relevant to the proposal.
SEPP 26 – Littoral Rainforests	-	Not relevant to the proposal.
SEPP 30 – Intensive Agriculture	-	Not relevant to the proposal.
SEPP 33 – Hazardous or Offensive Development	-	Not relevant to the proposal.
SEPP 36 – Manufactured Home Estates	-	Not relevant to the proposal.
SEPP 44 – Koala Habitat Protection	-	The site does not contain koala habitat.
SEPP 47 – Moore Park Showground	-	This SEPP does not apply to land subject to Strathfield Local Environmental Plan 2012.
SEPP 50 – Canal Estate Development	-	Not relevant to the proposal.
SEPP 52 – Farm Dams	-	Not relevant to the proposal.
SEPP No. 55 - Remediation of Land	✓	<p>The planning proposal is consistent with the aims and provisions of this SEPP.</p> <p>In any case, future redevelopment of the site will need to address the requirements of the SEPP. The proposal is consistent with the provision of this SEPP.</p>
SEPP 62 – Sustainable Aquaculture	-	Not relevant to the proposal.
SEPP No. 64 - Advertising and Signage	-	The planning proposal is consistent with the aims or provisions of this SEPP. Where future development incorporates signage, the provisions of this SEPP will need to be considered.
SEPP No. 65 - Design Quality of Residential Apartment Development	✓	The planning proposal seeks to facilitate high-density residential development. An urban design study submitted with this planning proposal considers potential design options which address the provisions of SEPP 65.

SEPP 70 – Affordable Housing Schemes	-	This SEPP does not apply to this land.
SEPP 71 – Coastal Protection	-	This SEPP does not apply to this land.
SEPP (Affordable Rental Housing) 2009	-	The planning proposal is consistent with the aims or provisions of this SEPP. Future development may incorporate housing delivered under this SEPP and relevant provisions will be given detailed consideration during the assessment of a development application.
SEPP (Building Sustainability Index: BASIX) 2004	✓	The planning proposal is consistent with the aims or provisions of this SEPP. Future development incorporating a BASIX affected buildings will be subject to the provisions of this SEPP.
State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017	-	The planning proposal is consistent with the aims or provisions of this SEPP. Future development incorporating a child care centre or the like will be subject to the provisions of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	-	The planning proposal is consistent with the aims or provisions of this SEPP. This SEPP is not relevant in the context of the planning proposal.
SEPP (Infrastructure) 2007	✓	Future development may constitute traffic generating development and trigger an assessment under this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	-	It is not proposed to carry out development under the provisions of this instrument.
SEPP (Integration and Repeals) 2016	-	Not relevant to this planning proposal.
SEPP (Kosciusko National Park) 2007	-	This SEPP does not apply to this land.
SEPP (Kurnell Peninsular) 1989	-	This SEPP does not apply to this land.
SEPP (Mining and Extractive Industries) 2007	-	Not relevant to this planning proposal.
SEPP (Miscellaneous Consent Provisions) 2007	-	Not relevant to this planning proposal.
SEPP (Penrith Lakes Scheme) 1989	-	Not relevant to this planning proposal.
SEPP (Rural Lands) 2008	-	Not relevant to this planning proposal.
SEPP (State and Regional Development) 2011	✓	Should the planning proposal proceed, it is likely that future development of the site will constitute

		Regional Development and be determined by the Sydney Planning Panel.
SEPP (State Significant Precincts) 2005	-	This SEPP does not apply to this land.
SEPP (Sydney Drinking Water Catchment) 2011	-	This SEPP does not apply to this land.
SEPP (Sydney Region Growth Centres) 2006	-	This SEPP does not apply to this land.
SEPP (Three Ports) 2013	-	This SEPP does not apply to this land.
SEPP (Urban Renewal) 2010	-	This SEPP does not apply to this land.
SEPP (Western Sydney Employment Area) 2009	-	This SEPP does not apply to this land.
SEPP (Western Sydney Parklands) 2009	-	This SEPP does not apply to this land.
SEPP (Vegetation in Non-Rural Areas) 2017	-	The subject site is within a well-established residential area, having historically been used for residential and storage purposes. There is no significant vegetation is to be impacted as part of the planning proposal.

The following table provides a brief assessment of consistency against each Deemed SEPP relevant to the planning proposal.

Table 3: Consideration of Deemed SEPPs		
Consideration of Deemed SEPPs	Relevance	Comment
REP (Sydney Harbour Catchment) 2005	✓	The planning proposal is not inconsistent with the aims or provisions of this deemed SEPP. Future development will be subject to the provisions of this deemed SEPP.

*Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?*

The table overleaf provides a brief assessment of consistency against each s.9.1 direction relevant to the Planning Proposal.

**Table 4: Consideration of Section 9.1 Directions**

Consideration of s. 9.1 Directions	Relevance	Comment
<b>1. Employment and Resources</b>		
1.1 Business and Industrial Zones	-	The planning proposal does not seek to amend the existing zoning of this land.
1.2 Rural Zones	-	The planning proposal does not relate to rural zoned land.
1.3 Mining, Petroleum Production and Extractive Industries	-	The planning proposal does not relate to land that is likely to be useful for extractive industries.
1.4 Oyster Aquaculture	-	The proposal will not impact on any priority oyster aquaculture areas.
1.5 Rural Lands	-	The planning proposal does not relate to rural land.
<b>2. Environment and Heritage</b>		
2.1 Environment Protection Zones	-	The site is not currently zoned for environmental protection purposes.
2.2 Coastal Protection	-	The land is not within a coastal zone.
2.3 Heritage Conservation	-	The proposal does not seek any changes to the existing heritage conservation provisions of the LEP and DCP. The site does not comprise any features of environmental heritage.
2.4 Recreation Vehicle Areas	-	The planning proposal does not relate to recreation vehicles or land with a high conservation value.
<b>3. Housing, Infrastructure and Urban Development</b>		
3.1 Residential Zones	✓	The planning proposal is consistent with the direction. The planning proposal seeks to facilitate the development of high-density housing through the application of appropriate floor space ratio and building height controls. The planning proposal represents a more efficient use of existing infrastructure and services and reduces the consumption of land for housing through urban renewal.
3.2 Caravan Parks and Manufactured Home Estates	-	The planning proposal does not seek amend the current prohibition of caravan parks on this site.
3.3 Home Occupations	✓	No changes to the existing provisions.
3.4 Integrating Land Use and Transport	✓	The planning proposal is consistent with the direction. The subject site is within 200m of Homebush train station and town centre which results in the land being well serviced by transport infrastructure. The site is also 10km from the Parramatta CBD and 14km from Sydney BD

		resulting is optimal access to employment opportunities within the core of the Parramatta and Sydney.
3.5 Development Near Licensed Aerodromes	-	The land is not within the vicinity of an aerodrome.
3.6 Shooting Ranges	-	There are no shooting ranges near the subject site.
<b>4. Hazard and Risk</b>		
4.1 Acid Sulfate Soils	✓	The Acid Sulfate Soils Map for Strathfield LEP 2012 indicates that there is a probability that the subject site contains acid sulfate soils. An acid sulfate soils study is not necessary at planning proposal stage. Future development of the site will require detailed consideration of this issue as per clause 6.1 of the LEP 2012.
4.2 Mine Subsidence and Unstable Land	-	The site is not within a mine subsidence district.
4.3 Flood Prone Land	-	The proposal is consistent with the Direction as it has thoroughly investigated flood potential and proposes measures to improve the control of water for the site and surrounding lands.
4.3 Planning for Bushfire Protection	-	The site is not affected by bushfire planning provisions.
<b>5. Regional Planning</b>		
5.1 Implementation of Regional Strategies	-	The site is not located within an area affected by a regional strategy.
5.2 Sydney Drinking Water Catchments	-	This direction does not apply to land within Strathfield local government area.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	-	This direction does not apply to land within Strathfield local government area.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	-	This direction does not apply to land within Strathfield local government area.
5.8 Second Sydney Airport: Badgerys Creek	-	The site is not near the Second Sydney Airport: Badgerys Creek.
5.9 North West Rail Link Corridor Strategy	-	This direction only applies to land within Hornsby, the Hills and Blacktown.
<b>6. Local Plan Making</b>		
6.1 Approval and Referral Requirements	✓	The Planning Proposal is consistent with the direction. The planning proposal does not trigger the need for any additional concurrence, consultation or referral to a Minister or Public Authority.

6.2 Reserving Land for Public Purposes	-	The Planning Proposal does not seek to change the current zoning provisions and therefore does not impact on land reserved for public purposes.
6.3 Site Specific Provisions	-	The Planning Proposal does not seek to amend the existing land use zone provisions contained in the LEP to permit site specific development. The proposal seeks to utilise the existing B4 Mixed Use zone and amend the height and FSR controls accordingly. Therefore, the proposal is consistent with this direction.
<b>7. Metropolitan Planning</b>		
7.1 Implementation of A Plan for Growing Sydney	✓	The planning proposal is consistent with the direction. The planning proposal is consistent with the principles, directions and priorities prescribed in the Plan for Growing Sydney and this has been discussed in detail in the response to Q3.
7.2 Implementation of Greater Macarthur Land Release Investigation	-	This direction does not apply to land within the Strathfield Council.
7.3 Parramatta Road Corridor Urban Transformation Strategy	✓	See discussion below.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	-	The site is not located within the North West Priority Growth Area.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	-	The subject land is not located within the Greater Parramatta Priority Growth Area.
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	-	The subject land is not located within the Wilton Priority Growth Area.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	-	The subject land is not located within the Glenfield to Macarthur Urban Renewal Corridor.

## **SECTION 9.1 DIRECTION 7.3 PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY CONSISTENCY**

A Planning Proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning &

Environment (or an officer of the Department nominated by the Secretary) that the Planning Proposal is:

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

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

#### **Out of sequence checklist**

The site is located within the land identified under the Parramatta Road Corridor Implementation Plan and subsequent action plan for 2016-2023 as within the initial stage of land release. The Planning Proposal is fully aligned with the recommended planning controls published in the Strategy and therefore the Planning Proposal does not need to address the out-of-sequence toolkit.

#### **Justified by a study (prepared in support of the planning proposal)**

The urban design study provides detailed analysis of the urban design scenario that complies with the proposed controls within the Parramatta Road Corridor Urban Transformation Strategy. As the proposed controls comply with the PRCUTS there is no additional need for further studies to support the Planning Proposal.

#### **Section C – Environmental, social and economic impact**

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The subject site does not contain habitat of any description. There is no likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the Planning Proposal. No further assessment is considered necessary.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The Planning Proposal seeks increases to the maximum permitted building height and floor space ratio controls contained within Strathfield LEP 2012 to facilitate the redevelopment of the subject site for high-density mixed-use development. The

anticipated environmental effects associated with the higher-density development that will be permitted by the amendment are discussed below.

One of the most significant benefits of delivering high density development in a location that is adjacent to a major transport corridor, besides the obvious reduced car parking reliance, is that this less land take is needed to deliver additional housing. This Planning Proposal itself seeks to contain urban sprawl by placement of new dwellings within high density mixed use development which relieves pressure on greenfield land. The Planning Proposal is, itself, mitigating the potential environmental impacts that result from construction of additional housing on greenfield land.

There is a current scarcity of land and large parcels of land within Sydney which results in taller buildings being able to be developed rather than larger floor plate buildings or other more traditional residential flat development.

Placing density within taller buildings means that urban sprawl is contained but also means that density can be constructed in a location such as Homebush where infrastructure already exists including public transport with Homebush train station.

The Planning Proposal achieves several 'green' benefits including reduced land take, more green spaces at the ground floor, more activation at the ground floor, reduced usage of private vehicles, better patronage of public transport.

### **Built character**

The proposed amendments to building height and floor space ratio controls are informed by a detailed urban design study. The study is included as an attachment to this planning proposal and presents an urban design analysis of the site and its context as well as potential design options for future redevelopment.

The urban fabric of Homebush is experiencing a period of transition and the potential design options for the future redevelopment of the subject site as illustrated in the urban design study reflects this change. Several projects are taking place which are shaping the scale and context of development in areas around the subject site.

The urban design study tests various height and density scenarios. The preferred outcome for this site is a floor space ratio of 3.6:1 with a building height of 75m. The reasons for this option being preferred are:

- Having a strong built form character along Parramatta Road and Powell Street will result in a better urban design outcome.
- The height and density sit within a hierarchy of centres, relative to Parramatta CBD and Sydney CBD.

- The proposed 75m height limit is consistent with the Parramatta Road Corridor Urban Transformation Strategy recommended controls for adjacent development.
- The site location within 200m of Homebush train station presents an ideal opportunity for high density transport orientated development.

The Planning Proposal demonstrates that potential development of the subject site is consistent with the scale of urban renewal envisioned by the Eastern City District Plan, the Plan for Growing Sydney and the Parramatta Road Corridor Urban Transformation Strategy. A floor space ratio and building height control that is consistent with other adjoining site will lead to development that is aligned with the changing context of Homebush without any unreasonable impact on the amenity of surrounding land. This Planning Proposal seeks to rectify an anomaly presented in the Parramatta Road Corridor Urban Transformation Strategy. Moreover, future development will be complemented by a substantial public open space and preservation of heritage in the heart of Homebush.

The urban design study demonstrates the benefits of relieving pressure on the ground floor and placing the density on upper levels of the building. This allows more space to contribute to the enhancement of the pedestrian and access movements patterns.

### **Overshadow study**

An overshadow impact assessment has been undertaken and is submitted for consideration with this Planning Proposal, this is included in the urban design study. The proposed concept plan has been analysed with the proposed maximum building height limit to 75m.

In summary and conclusion, the shadow analysis of the proposed concept plans reveals the potential to cause significant or unacceptable further shadow is limited.

### **Traffic and parking**

A traffic and parking statement were commissioned to evaluate a Planning Proposal for a conceptual development at 125 Parramatta Road and 52-54 Powell Street, Homebush.

The Planning Proposal includes the following indicative development yields for traffic analytical purposes:

- 141 residential apartments comprising:
  - 30 x 1-bedroom units
  - 103 x 2-bedroom units

- 8 x 3-bedroom units
- 250m<sup>2</sup> gross floor area (GFA) retail (on the ground floor).

The proposed development would be served by a combined entry and exit driveway access off Powell Street to facilitate access into the basement car parking.

The above development yields are indicative only; however, it is not expected that it would vary to the point that it would affect the findings of this assessment.

The traffic statement concludes that the proposed development is not expected to generate any noticeable adverse traffic and parking impacts.

The car park requirements are proposed to be provided in accordance with requirements stipulated in the Parramatta Road Corridor Urban Transformation Strategy. Overall, from a traffic and parking perspective the proposed development is considered satisfactory and consistent with the Parramatta Road Corridor Urban Transformation Strategy.

It is expected that future development will have minimal impact on the operation of the surrounding network near the site, as such no external improvements are considered to be required to support the development at this Planning Proposal stage.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The social and economic effects of the Planning Proposal are most appropriately described in the context of the challenges associated with a growing population as described in the State Government document *A Plan for Growing Sydney*. Among other things, the Plan explains that to meet the needs of a larger population and to maintain economic growth, urban renewal in combination with infrastructure delivery must occur in strategic urban centres.

As previously described, the objective of the Planning Proposal aligns closely with the strategic direction identified in *A Plan for Growing Sydney*. The delivery of high-density housing in a suburb that is well serviced by infrastructure and where there are minimal existing environmental site constraints is considered to represent a positive social outcome. The Planning Proposal will facilitate future development that will result in higher population densities in a suburb that is proximate to the Sydney CBD and Parramatta CBD.

In a local context, the Planning Proposal will facilitate the urban renewal of a key site in central Homebush, providing a much-needed injection of new dwellings to catalyse and accommodate anticipated population growth. Additional housing stock will also improve the affordability of housing in the locality. A key component of the preferred future development option for the subject site incorporates an area of publicly

accessible green space. This space will have excellent connectivity to public transport and will serve to promote healthy lifestyles and social interaction.

#### Section D – State and Commonwealth interests

Q10. Is there adequate public infrastructure for the planning proposal?

The Parramatta Road Corridor Urban Transformation Strategy identifies Homebush as 1 of 8 urban renewal precincts due to its superior access to transport and employment opportunities in the Sydney CBD and Parramatta CBD.

Given the proximity of the subject site to Homebush Railway Station and bus services it is anticipated that a significant proportion of new residents would opt to use public transport rather than private vehicle.

It should also be noted that delivery of the WestConnex project is anticipated to reduce traffic in and around the Parramatta Road Corridor which will allow the existing road network to absorb the additional local traffic associated with urban renewal.

The subject site is close to the Sydney CBD and Parramatta CBD which contain a variety of health, education and emergency services. In a broader context, the subject site is proximate to the Western Sydney University which is regional institution. The site is also within close proximity to Sydney Olympic Park.

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

The Planning Proposal has not yet received Gateway determination and consultation with the public authorities has not yet commenced.

#### Part 4 – Mapping

It is understood that mapping will be prepared by the Strathfield Council to accord with the standard instrument mapping layouts prior to the Planning Proposal being reported to the Council for consideration. The Planning Proposal seeks amendments to the Height of Buildings Map, Floor Space Ratio Map and Key Sites/Special Provisions Map.

#### Part 5 – Community consultation

Community consultation will be undertaken in accordance with the requirements prescribed by the Gateway determination.

#### Part 6 – Project timeline

A project timeline is yet to be determined however will be formulated following discussions with Parramatta City Council and confirmation of any additional information required to allow consideration of the Planning Proposal.

An indicative timeline for the Planning Proposal includes:

Milestone	Timeframe
Council report to endorse the PP for Gateway Determination (including report to IHAP)	February 2019
PP submitted to the Department of Planning and Environment seeking Gateway	March 2019
Gateway issued	April 2019
Public exhibition and agency consultation	May 2019
Consideration of submissions and report back to Council	June 2019
Submission back to Department of Planning and Environment to finalise LEP amendments	July 2019
Amendments to be published	August 2019

## CONCLUSION

This Planning Proposal explains the intended effect of and provides a justification for a proposed amendment to the Strathfield Local Environmental Plan 2012. The Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Environment document 'A guide to preparing planning proposals' (August 2016).

The Planning Proposal describes how the intended outcome of the proposed LEP amendments align closely with the strategic directions established in State Government documents including the Plan for Growing Sydney, the Parramatta Road Corridor Urban Transformation Strategy and the Eastern City District Plan.

This site represents a noteworthy opportunity to deliver a superior urban design outcome for Homebush by capitalising on the unique characteristics of future development, including:

- Transport orientated development and maximising the opportunity to provide high density mixed use development which is 400m from heavy rail, proximate to cycleways and pedestrian paths as well as local bus services.
- Creating a superior built form transition from Parramatta Road through to Homebush station. Higher building heights and density encouraged moving from north to south towards the train station.
- Buffering the more sensitive residential uses south of Parramatta Road from the negative effects of the railway by creating a stronger built form along the railway.

The amendment is suitable for the subject site, particularly when considering transport orientated development, ability to deliver a better design outcome for the site's interfaces, development that is aligned with the emerging urban character, development that is aligned with the future tower typology for this precinct.

## APPENDIX A – PARRAMATTA ROAD URBAN DESIGN GUIDELINES

Parramatta Road Corridor Planning and Design Guidelines	Is the proposal consistent	Comment
3 Corridor Guidelines		
3.2 Heritage and Fine Grain	-	The site contains no heritage restrictions.
<ul style="list-style-type: none"> <li>a. Ensure development in the vicinity of heritage items is designed and sited to protect the heritage significance of an item.</li> <li>b. New development in heritage conservation areas must be designed to respect neighbouring buildings and the character of the area.</li> <li>c. Maintain architectural, streetscape and interpretive building elements that contribute to heritage conservation areas.</li> <li>d. In appropriate locations, enable the consolidation of small individual lots into larger lots, but ensure the original subdivision pattern is represented or interpreted, where it is assessed as being significant.</li> <li>e. Encourage fine grain subdivisions for large undergoing renewal.</li> <li>f. Maintain the prominence and legibility of heritage items, contributory buildings and streetscapes while appropriately siting and designing new development.</li> <li>g. Ensure that new developments are of a compatible scale with the surrounding heritage items, contributory buildings or for the heritage conservation area.</li> <li>h. Retain the prominence of heritage landmark buildings in the immediate streetscape, in the surrounding area, and from key vantage points.</li> <li>i. Ensure that new developments are of an appropriate form and mass adjacent to or in the vicinity of heritage items, contributory buildings or heritage conservation areas.</li> <li>j. Ensure new development does not physically overwhelm or dominate heritage items and heritage conservation areas by providing appropriate transitions from new development sites to existing buildings, structures and streetscapes of heritage value.</li> <li>k. Use sympathetic materials, colours and finishes that reflect and harmonise</li> </ul>		

<p>with original materials to maintain the character of heritage items and contributory buildings.</p> <ul style="list-style-type: none"> <li>l. Ensure design resolution is considered in totality, and in particular at the pedestrian scale.</li> <li>m. Reinforce and enhance the distinctive character of the historic retail strips along Parramatta Road.</li> <li>n. Retain, conserve and interpret significant historic signs.</li> <li>o. Protect the significant characteristics of buildings, streetscapes, vistas and the city skyline, while encouraging well-designed and well positioned signs which contribute to the vitality of the roadway and locale.</li> <li>p. Signage design and location must conserve the heritage significance of an item or heritage conservation area.</li> <li>q. Retain, conserve and/or reuse historic fabric in historic areas, where appropriate.</li> <li>r. Promote characteristic and desirable landscape treatments in different character areas.</li> </ul>	
<p><b>3.3 Creek and Watercourses</b></p> <ul style="list-style-type: none"> <li>a. Integrate green and blue infrastructure early in the planning process to maximise environmental and social outcomes at the lowest cost.</li> <li>b. Improve the environment performance and amenity of existing drainage corridors and watercourses by integrating water management initiatives that address quality and quantity management.</li> <li>c. Protect and enhance the local waterway and receiving waters.</li> <li>d. Vegetate creeks and watercourses.</li> <li>e. Provide opportunities for additional accessible pedestrian and bicycle links to creeks and watercourses.</li> <li>f. Enable views from the wider public domain to creeks and watercourses.</li> <li>g. Promote green infrastructure along creeks and watercourses such as vegetated open spaces and street trees to assist in mitigating urban heat, encourage healthy lifestyles and enhance biodiversity.</li> <li>h. Implement lot and street-scale stormwater run-off initiatives to manage water quantity and quality before it enters the local waterway.</li> </ul>	<p>-</p> <p>The Planning Proposal does not seek to change the existing Council controls relating to flooding.</p> <p>The site is not identified as flood prone.</p>
<p><b>3.4 Open Space &amp; Public Domain</b></p> <p><b>A. Open Space Requirements</b></p>	<p>✓</p> <p>The proposal contributes to a network of pedestrian through site links and public open spaces.</p>

- a. Protect and improve the quality, access and safety of existing open space.
- b. Provide new public open space that is:
  - i. part of a legible Green Grid network within and beyond the Corridor.
  - ii. landscaped and includes substantial areas for high quality and sustainable landscaping
  - iii. an appropriate size to accommodate a variety of uses
  - iv. suitably dimensioned and designed for the intended use in terms of quality and orientation
  - v. flexible and easily adapted to different uses in response to changing community activity and passive recreational preferences and are useable in a range of weather conditions
  - vi. vibrant, inclusive, accessible and safe
  - vii. linked to pedestrian and cycle paths to encourage reduced car dependency
  - viii. integrated with the public domain, creeks, watercourses, or other encumbered land, if appropriate
  - ix. designed to achieve sharing of space between sports
  - x. located with access to, or makes provision for, recycled or other sustainable water supply
  - xi. capable of being well maintained.

The development contributes an accessible public domain with pedestrian pathways connecting a highly integrated public domain and a new publicly accessible open space. The contribution made regarding open space and public domain promote the creation of a sense of place and vibrant community within Homebush.

#### B. Public Domain Principles

- a. Increase canopy cover and provide for greenery within the public domain.
- b. Build local character and identity through existing site qualities and natural landscape features.
- c. Ensure public domain and common or shared spaces are functional and attractive for their intended users and accessible to all.
- d. Create public domain that promotes recreation and public engagement.
- e. Increase the quality and usability of the public domain through innovative built form, wider footpaths and new connections.
- f. All new streets should implement water sensitive urban design treatments at the point source across all catchment areas.
- g. Provide permeable ground surfaces, where appropriate, to allow rainwater to penetrate the soil.

Full details of the future public domain treatments are not provided at the planning proposal stage. However, the proposed development scheme demonstrates that setbacks to the street permit generous future landscape plantings to occur.

#### 3.5 Community Facilities



The Planning Proposal provides ground level space for future

<ul style="list-style-type: none"> <li>a. Consider providing high quality specialised spaces that are shared by developments rather than treating each development as a stand-alone proposal.</li> <li>b. Provide opportunities for a variety of experiences and social interaction.</li> <li>c. Provide opportunities for structured and unstructured activities and cater to a diverse range of users.</li> <li>d. Create diverse 24-hour activity by providing facilities and spaces for public activity outside regular business hours.</li> <li>e. Provide varied spaces for social interaction.</li> </ul>	<p>commercial/retail land uses which will allow land use activities that service the likely future needs of the local community. These future uses may include cafes and small-scale convenience stores to provide residents daily coffee and daily shopping needs such as milk and bread. The ground floor and highly integrated public domain spaces will bring diversity to Homebush. At present this location particularly along Powell Street becomes deserted after normal business hours, however, by bringing a residential community to the area there will be more night time activity on this site and in the surrounding locality.</p>
<p><b>3.6 Traffic and Transport</b></p> <ul style="list-style-type: none"> <li>a. Improve north-south connectivity across Parramatta Road for all users.</li> <li>b. Improve street network permeability across Precincts and Frame Areas, particularly for pedestrians and cyclists.</li> <li>c. Improve public and active transport quality, access and connectivity to and within Precincts and Frame Areas.</li> <li>d. Support an improved urban environment with areas designated for greater levels of street activity.</li> <li>e. Facilitate local access needs for new development to support the needs of residents and businesses.</li> <li>f. Encourage travel behaviour change to discourage car use and support more sustainable travel choices such as public and active transport.</li> <li>g. Within the Rapid Transit Indicative Zone, work with Transport for NSW to integrate bus stops and rapid transit stops into the streetscape, including: <ul style="list-style-type: none"> <li>i. ensuring the safety and amenity of transport users and pedestrian passers-by</li> <li>ii. ensuring safe, efficient and reliable public transport operations</li> <li>iii. providing convenient street crossings, canopy /awning structures, seating, public lighting, real-time</li> </ul> </li> </ul>	<p>✓</p> <p>The proposal assists in the requirement to facilitate safe pedestrian and cycle access to public transport nodes.</p> <p>Public transport patronage is promoted through this planning proposal and the delivery of additional housing which optimises the use of land close to Homebush train station.</p> <p>Car share arrangements will also be considered at the detailed design stage as per current guidelines. This will also assist in encouraging a change in travel behaviour and promotion of sustainable travel choices such as public and active transport.</p>

<p>travel information, bins and other required facilities.</p> <p><b>h.</b> Provide an unobstructed and safe pedestrian and cycling network that links residential, employment and retail uses to community facilities, transport nodes and open space within Precincts and Frame Areas.</p>		
3.7 Street Function	✓	The proposal does not interrupt the existing street network and contributes to pedestrian movement via the ground floor activation.
<p><b>a.</b> Progressively implement the Movement and Place Street Function network in accordance with the Precinct Plans and the features identified for each street function type in the Precinct Transport Report, September 2016.</p> <p><b>b.</b> Encourage local traffic calming in residential streets.</p>		
3.8 Car Parking and Bicycle Parking	✓	Off-street parking spaces proposed which is consistent with the car parking requirements of the Parramatta Road Strategy as outlined in table 3.2.
<p><b>A. Car Parking Requirements</b></p> <p><b>a.</b> Off street parking is to be provided in accordance with the maximum rates identified in Table 3.2 and as below.</p> <ul style="list-style-type: none"> <li>• Studio – 0.3</li> <li>• 1 bed – 0.5</li> <li>• 2 bed – 0.9</li> <li>• 3 bed – 1.2</li> <li>• Visitor – 0.1</li> <li>• Commercial – 100/m<sup>2</sup></li> <li>• Retail - 70/m<sup>2</sup>.</li> <li>• Parking is provided within the basement.</li> <li>• Electronic change points can be provided within the proposed basement.</li> </ul> <p><b>b.</b> On-street parking to be integrated to the streetscape and parallel to the kerb.</p> <p><b>c.</b> Where possible, parking rates should be allocated to buildings (rather than</p>		
<p>The proposal consolidates 4 lots of land which results in the reduction of currently approximately 4 vehicle crossovers down to 1 key consolidated vehicle crossover.</p> <p>The location of the parking entry point maximises street activation on the primary streets.</p> <p>Parking is not visible from public spaces and is to be located within the future basement.</p> <p>High quality architectural design ensures the proposed car parking does not dominate the streetscape with careful placement of ventilation grills and exhausts.</p> <p>Car share parking spaces can be incorporated into the future development on this site. Details of the design and location of car share spaces will be considered at the development application stage.</p>		

dwelling) to enable the most efficient use of parking within a building.

- d. Parking that is unbundled or separated from dwelling and building ownership should be encouraged in all developments. A parking rate reduction of 20% should be considered for buildings with unbundled parking.
- e. To plan for the emergence of electric vehicles, 1 electric vehicle charge point should be provided in each new off-street parking facility in the Precinct.

Detailed design considerations including the floor to ceiling height proposed for parking areas as well as provision for bicycle parking will be provided at the development application stage.

#### B. Shared Parking Requirements

- a. Shared parking rates should be provided in accordance with the occupancy rates provided in Table 3.3.
- b. Shared parking is parking shared by more than one user, which allows parking facilities to be used more efficiently.
- c. Parking requirements for non-residential uses may be shared and potentially reduced where it can be determined that the peak parking requirements occur at different times (either daily or seasonally). Parking rates for shared parking shall be calculated by applying the following occupancy.

#### C. Car Share and Ride Share Requirements

- a. On-site parking can be reduced at a rate of 5 parking spaces per 1 car share space where an active car-sharing program is made available to residents and/or employees and where ride share or other organised carpooling initiatives are available on site.
- b. Additional car share should be provided at a rate of 1 space per 20 dwellings without parking and 1 space per 100 dwellings with parking.
- c. Car share will be located in publicly accessible sites, either on-street, in public parking stations or, if provided within a building it should be accessible to all car share members. The following car share targets have been established for the Precinct:
  - i. 10% - 15% of residents by 2031
  - ii. 15% of residents by 2050.

#### D. Decoupled Parking Requirements

- a. Where appropriate, sites should be identified for spatially decoupled parking to reduce on-site parking and provide parking that can be transitioned to another use.
- b. As an alternative to providing on-site parking, where a decoupled parking scheme provided by Council or a private operator is available and the parking spaces will be available to the development when required, developments may pay the decoupled parking operator a one-off set fee per parking space to finance the decoupled parking facility that can be used by both residents, visitors and employees of that development.
- c. Decoupled parking should be unbundled or separated from dwellings and building ownership, where possible. For buildings with decoupled, unbundled parking, a parking rate reduction of 40% on maximum parking rates can be applied.
- d. Decoupled parking should be located within walking distance of the following maximum distances with no requirement to cross a Movement Corridor as defined on the Street Function Plan.
- e. Decoupled parking will be transitioned to other uses when the following is met:
  - i. major new public transport infrastructure is delivered to the community (eg: bus rapid transit, light rail or a major rail upgrade)
  - ii. parking rates for the Precinct are reduced to a more accessible parking classification
  - iii. it is deemed by Council that the parking demand is no longer required.
- f. Where appropriate, decoupled parking should be recommissioned to community facilities, including library, child care and public open space ahead of private residential or commercial uses.

#### E. Parking and Access Design Requirements

- a. Driveway access from Parramatta Road is to be restricted. Site access should be planned from adjoining roads or laneways behind sites.
- b. Where possible, driveway design should emphasise the pedestrian experience.
- c. Where possible, parking should be delivered as an asset that can be transitioned to another asset class in

<p>the future as car parking requirements are reduced.</p> <ul style="list-style-type: none"> <li>d. Where possible, basement parking must not protrude above the level of the adjacent street or public domain.</li> <li>e. For above ground parking, floor to ceiling heights should be a minimum of 3.1 metres to be able to be converted to residential or retail uses, or a minimum 4 metres for commercial uses.</li> <li>f. Above grade parking should be screened from street frontages by active uses.</li> <li>g. Basement car parking along Parramatta Road must not encroach into the Green Edge setback to ensure deep soil zones can be provided.</li> </ul>	
<p><b>F. Bicycle Parking Requirements</b></p>	
<ul style="list-style-type: none"> <li>a. Bicycle parking is to be provided in accordance with the Table 3.4.</li> <li>b. Bicycle parking should be located in secure but publicly accessible locations with provision made for public bike spaces in addition to those for building occupants.</li> <li>c. End-of-trip facilities for non-residential developments should be provided in accordance with Table 3.5.</li> <li>d. Where more than one shower/change cubicle is required, separate male and female facilities should be provided with sufficient flexibility incorporated into the design to modify the mix depending on the predominant users.</li> </ul>	
<p><b>3.9 Active Transport</b></p> <ul style="list-style-type: none"> <li>a. Improve street network permeability across the Corridor, particularly for pedestrians and cyclists, by providing active transport routes where indicated on the Precinct Plans.</li> <li>b. Prioritise safe and direct links to rail stations, open spaces and community facilities.</li> <li>c. Connect missing links, particularly in the regional network (existing or planned).</li> <li>d. Separate bikes from cars, where possible.</li> <li>e. Provide bike parking and innovative, high quality and well-designed end of trip facilities that promote multi-modal trips and the efficient use of existing public and private parking facilities.</li> </ul>	<p>✓</p> <p>Direct pedestrian links are provided from this site to Homebush train station. The Planning Proposal promotes active transport options being close to public transport and both pedestrian and cycleway links. Additional density of this site makes better use of these existing facilities and infrastructure in line with the aspirations of the Strategy.</p>
<p><b>3.10 Sustainability &amp; Resilience</b></p>	<p>✓</p> <p>At this stage with the Planning Proposal the details relating to future uses on site are unknown. The vision</p>

- a. Future development should seek to satisfy the requirements set out in Table 3.6.
- b. Future development should demonstrate consistency with the smart parking strategies and design principles outlined in Section 3.8 – Car Parking and Bicycle Parking.
- c. Public domain and buildings shall be designed to reduce localised heat created by the urban heat island affect by:
  - i. maximising canopy cover on all streets that are designated as being Local, Places for People, or Vibrant on the Street Function Plans
  - ii. targeting canopy cover of at least 60% over all pedestrian spaces (footpaths, trafficable pedestrian areas).
  - iii. maximising the use of vegetation on buildings, including above ground parking facilities. Vegetation, green roofs, green walls and materials with a high solar reflectance index are encouraged on at least 50% of the surfaces of all buildings. Western and northern building facades should be particular areas of focus.
- d. Flow rates from the site should not be more than pre-development site discharge.
- e. Stormwater run-off quality should seek to reduce annual loads of:
  - i. total Nitrogen by 45%
  - ii. total Phosphorus by 65%
  - iii. total suspended solids by 85%.
- f. Develop design strategies and management measures to mitigate the impacts of climate change on key infrastructure and assets.

for the site is to provide flexible work spaces with a contemporary format which will be flexible in their future use. It is envisaged that in future floor space will be allocated within a future scheme to provide for start-up companies and digital enterprises.

Details in relation to water use, solar efficiency etc are to be considered at the development application stage.

#### 4 Built Form Guidelines

##### 4.1 Block Configuration and Site Planning

✓

- a. Respond to the scale of surrounding buildings and definition of the street networks and public spaces.
- b. Protect and enhance the rich, distinctive and valued character of the Corridor, particularly those elements that contribute to a sense of place and identity.
- c. Arrange building forms (including heights and massing) to reinforce the future desired structure and character

The Planning Proposal will affect a complete transformation of the subject site to create a mixed-use site comprising housing, employment and public spaces.

The proposal will contribute to a revitalised town centre by the activities and uses proposed.

As this is a Planning Proposal so the final location of the tower will be subject to a future development application. However, it is clear from

<p>of the area as set out in the relevant Precinct and Frame Area Guidelines.</p> <ul style="list-style-type: none"> <li>d. Ensure that buildings address the street, laneway, new through-site link or open space.</li> <li>e. Define street edges with low rise buildings or appropriately scaled podiums to create a pedestrian scale at street level. Sleeve larger buildings with finer grain active frontages to the street and public domain.</li> <li>f. Provide appropriate building separation to protect privacy and solar access to private and public property.</li> <li>g. Emphasise building corners on key streets to signify key intersections and enhance public domain legibility.</li> <li>h. Consider possible future development on adjoining sites.</li> </ul>	<p>the attached urban design study and drawings that the elements of recessed tower, as sought in the built form and building setbacks are incorporated into the drawings.</p> <p>The Planning Proposal is consistent with the site planning guidelines as demonstrated in the urban design study submitted with this report.</p>
<p>4.2 Building Massing, Scale and Building Articulation</p> <p>A. Building Massing and Scale Requirements</p> <ul style="list-style-type: none"> <li>a. Relate building height to street width and intended character.</li> <li>b. Buildings, or their individual elements, should be appropriately scaled to address and define the surrounding character.</li> <li>c. Reduce heights, increase setbacks or provide appropriate transitions to heritage buildings and places or sensitive uses.</li> <li>d. Changes in scale should be explored to create interest and enhance the relationship with the public domain.</li> <li>e. The GFA is to be no more than 75% of the building envelope.</li> <li>f. Floor plates above 8 storeys should be limited to 750m<sup>2</sup> GFA to create slender tower forms.</li> <li>g. The maximum building length should not exceed 60m.</li> <li>h. The maximum tower length should not exceed 45 metres and is to be considered in conjunction with tower floor plate controls.</li> <li>i. Identify and express street frontage heights with an upper level tower to create an appropriate streetscale, sky views, and minimise wind down draft.</li> </ul>	<p>✓</p> <p>The urban design study submitted addresses the general building massing and scale requirements. Further detailed design features of a future development scheme will be determined through the development application stage.</p>

## B. Building Articulation Principles

- a. Apply the relevant building articulation principles illustrated in Figures 4.2 - 4.7, based on location.
- b. The maximum wall length without articulation is 45m.
- c. Articulate building facades in plan and elevation to reduce the appearance of building bulk and to express the elements of the building's architecture.
- d. Interpret and respond to the positive attributes of a Precinct or Frame Area by incorporating dominant patterns, textures and compositions into the built form.
- e. Provide a sense of address and visual interest from the street through the use of insets and projections that create interest and, where relevant, the appearance of finer grain buildings, however avoid recesses that undermine the safety of the public domain.
- f. Integrate ventilation louvres and car park entry doors into facade designs where located on street frontages.
- g. Buildings on corners should address both streets.

### 4.3 Setbacks and Street Frontage Heights

✓

The urban design study presents building envelopes that embody the setback and street frontage heights as per the Strategy.

- a. Provide building setbacks and street frontage heights in accordance with Table 4.1.
- b. Reinforce street edges that contribute to the character of a historic or heritage conservation area.
- c. Design setbacks that will contribute positively to the pedestrian environment at street level.
- d. Retail shop fronts should reinforce the streetscape edge and integrate with footpath activity through transparent store front activity, where possible.

### 4.4 Transition Zones and Sensitive Interfaces

✓

Detailed considerations regarding transition zones will be considered at the development application stage.

- a. Implement the transitions and sensitive interfaces in accordance with the Guidelines for individual Precincts and Frame Areas illustrated in Figures 4.8 - 4.13.

<ul style="list-style-type: none"> <li>b. Encourage the gradual stepping up of the built form at the interface of existing low rise development and proposed higher rise development.</li> <li>c. Encourage new development that is sensitive and complementary in scale and site location to surrounding properties of identified heritage and/or streetscape value, and which contributes positively to the desired character of the street or area concerned.</li> </ul>	<p>The Planning Proposal seeks to permit higher density development, providing much needed residential accommodation for the area.</p> <p>This entire precinct within Homebush is undergoing a significant amount of redevelopment and existing low-rise developments surrounding this site will be the subject of Planning Proposals and development applications of a similar scale to that proposed.</p>
<p>4.6 Building Typologies</p> <p>A. Residential Building Requirements</p> <ul style="list-style-type: none"> <li>a. Locate residential uses in accordance with the Precinct Plans.</li> <li>b. Provide a minimum floor to floor height of 3.1 metres.</li> <li>c. Ensure ground floor dwellings have a primary street address or are oriented to the public domain and have clear legible entries.</li> <li>d. Comply with the Apartment Design Guide (if relevant).</li> </ul> <p>B. Commercial Building Requirements</p> <ul style="list-style-type: none"> <li>a. Locate commercial uses in accordance with the Precinct Plans.</li> <li>b. Provide a minimum floor to floor height of 4.0 metres.</li> <li>c. Provide legible entry/ lobby areas accessed from a public street and address streets to provide surveillance to increase safety and activation of streets.</li> <li>d. Ground floor tenancies and building entry lobbies are to have entries and ground floor levels at the same level as the adjacent footpath or public domain.</li> </ul> <p>C. Mixed Use Building Requirements</p> <ul style="list-style-type: none"> <li>a. Provide a range of appropriately sized and configured tenancies that meet commercial or market needs.</li> <li>b. Incorporate non-retail uses such as supermarkets, gymnasiums, child care centres, community facilities and</li> </ul>	<p>✓</p> <p>The proposal will result in improved activation of the ground floor, particularly the public realm.</p> <p>A range of tenancy spaces are created in the proposal.</p> <p>The future development application will incorporate active edges, legible entry points for each use and include awnings to the active edges.</p> <p>The proposal will result in new spaces that would be capable for use by a range of industries and purposes, inclusive of creative industries.</p> <p>For commercial uses the floor to floor height is to be 4m which can easily be accommodated within the future development scheme. This will permit flexible spaces that can be adapted over time and as the community grows within this precinct.</p> <p>Clear and legible entries for the proposed building will be incorporated at the detailed design stage for this development.</p>

<p>medical suites that service the local residential and worker population.</p> <ul style="list-style-type: none"> <li>c. Ensure the location of ground floor uses either activates or provides surveillance to the public domain.</li> <li>d. Create clear legible entries for each use.</li> </ul>	
<p><b>D. Industrial and Employment Building Requirements</b></p> <ul style="list-style-type: none"> <li>a. Locate office components on main road frontages.</li> <li>b. Use high quality materials and an appropriate colour palette where buildings are visible from the public domain and to add visual interest.</li> <li>c. Locate service entries and loading on secondary streets.</li> <li>d. Provide landscape setbacks on primary streets.</li> </ul>	
<p><b>4.6 Active and Commercial Frontages</b></p> <ul style="list-style-type: none"> <li>a. Locate Active Frontages and Commercial Frontage on streets and fronting open space, urban plaza and public domain generally in accordance with the Guidelines for the relevant Precinct and Frame Area.</li> <li>b. Create a fine grain of Active and Commercial Frontages to ensure an integrated street edge and reduce building massing.</li> <li>c. Encourage ground floor activities to spill out into the public domain to create a vibrant streetscape and promote a sense of community.</li> <li>d. Screen large retail tenancies by smaller tenancies for greater street activation and retail variety where appropriate.</li> <li>e. Provide clearly defined and visible building entries which directly address the street.</li> <li>f. Provide awnings or colonnades for weather protection and shade along active frontages.</li> </ul>	<p>✓</p> <p>The development will provide a highly activated commercial/retail frontage to the street frontages.</p> <p>Detailed design features are not included in the planning proposals however the photomontages show how the new building can integrate with the street edge to reduce building massing while at the same time bringing ground floor activities that create a vibrant streetscape.</p>
<p><b>4.7 Building Entries and Fencing</b></p> <ul style="list-style-type: none"> <li>a. Accentuate building entries through signage, street numbers and landscaping.</li> </ul>	<p>✓</p> <p>Building entries and fencing details will be considered at the detailed design phase. The site will be capable to accommodate well-designed building entries to reinforce activation and movement in and out of the building.</p>

- b. Achieve a fine grain of entries along streets to reinforce activation, movement in and out of buildings, and for multiple 'eyes on the street'.
- c. Ground floor dwellings should be accessed from the street, where possible.
- d. Avoid car parking entries and loading docks on main streets. The location and widths of any services, infrastructure and car park entries on Active Frontages must be minimised.
- e. Where possible, use low level, transparent or partially open fencing is proposed.
- f. Front fencing should respect existing character or contribute to the future desired character.

#### 4.8 Amenity

✓

There are no known significant views near the site.

##### A. View Requirements

- a. Protect significant views to and from public places.
- b. Configure built form to enhance or frame views to significant places or elements, or support legibility of the area.
- c. Buildings should not to impede key views from the public domain to important public places, parks, heritage buildings and monuments.

The Planning Proposal will not impact upon the nearby heritage items and any future development proposal will be considered against the relevant heritage provisions of the LEP and DCP.

The tallest elements of the proposed buildings can be oriented to minimise overshadowing. An initial overshadow study is included in the urban design study enclosed with this planning proposal. This study shows that solar access is maintained for adjoining land.

##### B. Shadowing and Solar Access Requirements

- a. Orientate taller elements north-south to minimise overshadowing.
- b. Manage height of east-west buildings to allow solar access to courtyard spaces and adjoining open space and roads.
- c. Maximise direct solar access to adjoining properties.
- d. Minimise shadowing of public and private open space.

Early analysis of the building forms indicates that Apartment Design Guide compliance re solar, ventilation, visual and acoustic privacy is able to be achieved in the future design development of the development application.

##### C. Visual and Acoustic Amenity Requirements

- a. Orient and design development to optimise visual and acoustic privacy between buildings.
- b. Configure and landscape internal courtyards to optimise visual privacy

The proposal will dedicate the lower element to commercial/retail purposes. Further consideration in the future design development of the scheme at development application stage.

- whilst also allowing passive surveillance opportunities.
- c. Attenuate noise impacts between residential and non-residential components of mixed use development.
- d. Employ design measures to minimize loss of privacy.

#### D. Air and Noise Quality Requirements

- a. Development on busy roads (an annual average daily traffic volume of more than 40,000 vehicles) is to consider the provisions of the State Environmental Planning Policy (Infrastructure) 2007 and Development Near Rail Corridors and Busy Roads Interim Guidelines.
- b. Internal habitable rooms of dwellings are to be designed to achieve internal noise levels of no greater than 50dBA.
- c. Adopt the planning and design approaches and architectural treatments outlined in Figure 4.14 - 4.21 to minimise noise and air quality impacts from abutting busy roads, rail corridors and other noise-generating land uses.
- d. Consider the Indicative Floor Plans at Appendix A when designing development on busy roads.

#### 4.9 Accessibility, Safety and Security

✓

As this submission is for a Planning Proposal the detail in relation to accessibility and CPTED are yet to be finalised.

##### A. Accessibility Requirements

- a. Ensure that public buildings and spaces are designed to be universally accessible.
- b. Incorporate accessibility into the design of new buildings, public spaces and the public domain.
- c. Incorporate solutions which lead to an improvement in accessibility and freedom of choice offered to the user.
- d. Accommodate a wide range of ancillary aids and support interactive usage through open space and public domain.
- e. Consider changing lifestyles and changing use of space.
- f. Incorporate adaptable dwelling opportunities to cater for occupants with a disability.

However, it is clear from the design details incorporated into this submission that the site will permit accessibility at grade, CPTED compliance achievement and incorporation of accessibility into apartment, retail and commercial design.

#### **B. Safety and Security Requirements**

- a. Ensure the design for new public spaces, streets and new development minimises crime and supports community safety by applying Crime Prevention Through Environmental Design.
- b. (CPTED)'s Safer by Design Guidelines.
- c. Encourage passive surveillance of streets and other public places.
- d. Ensure ground floor uses to buildings edging public space are predominantly active.
- e. Minimise opportunities for concealment or entrapment by removing or illuminating alcoves, or designing alcoves with splayed edges.
- f. Maintain unobstructed sightlines between and around buildings wherever possible.
- g. Remove or redesign any physical features that are known to compromise safety and security.
- h. Improve the quality of lighting in streets, parks and other public spaces.
- i. Create landscapes and physical locations that channel and group pedestrians into target areas.

4.10 Signage and Advertising

Not relevant for a Planning Proposal.