

COLUMBIA PRECINCT

2-20 PARRAMATTA ROAD and 11-13 COLUMBIA LANE HOMEBUSH

PART 3A MAJOR PROJECT APPLICATION FOR MIXED USE DEVELOPMENT

PRELIMINARY ENVIRONMENTAL ASSESSMENT

TO THE DIRECTOR-GENERAL OF THE NSW DEPARTMENT OF PLANNING

JULY 2010



Prepared by

COLSTON BUDD HUNT & KAFES PTY LTD

ACN 002 334 296

Level 18 Tower A

Zenith Centre

821 Pacific Highway

Chatswood NSW 2067

Telephone: (02) 9411 2411

Facsimile: (02) 9411 2422

Email: cbhk@cbhk.com.au

with

MAYOH ARCHITECTS

ABN 16788096806

60 Strathallen Avenue

Northbridge NSW 2063

Telephone: (02) 9958 0488

Facsimile: (02) 9958 6424

Email: info@pdmayoh.com.au

for

DAVID LHUEDE PTY LTD

KENNARDS SELF-STORAGE PTY LTD

HAI PHONG PROPERTIES PTY

AUTHOR'S STATEMENT

RE: PRELIMINARY ENVIRONMENTAL ASSESSMENT

	SUBMISSION OF PRELIMINARY ENVIRONMENTAL ASSESSMENT REPORT Prepared under Part 3A of the Environmental Planning and Assessment Act 1979.
Environmental assessment Prepared by: Name Qualifications Address	Lindsay Hunt BTP (NSW) Hons. Cert,T&C.P. MPIA, CPP Colston Budd Hunt & Kafes Pty Ltd Level 18, Tower A, Zenith Centre 821 Pacific Highway Chatswood NSW 2067
In respect of the following:-	
Project to which Part 3A applies Applicant name Applicant address Land to be developed Proposed development	Land known as Nos. 2-20 Parramatta Road Homebush and 11-13 Columbia Lane illustrated at Figure 2 Construction and occupation of mixed-use commercial/retail/residential buildings, and associated subdivision
Environmental assessment	The current document represents the Preliminary Environmental Assessment Report requested by the Department.
Certificate	I certify that I have prepared the contents of this document and to the best of my knowledge: <ul style="list-style-type: none">• It is in accordance with the requirements of Part 3A of the Act and the Department of Planning's letter of preliminary Requirements attached;• It contains all available information that is relevant to the preliminary environmental assessment of the development to which it relates; and• The information contained in the document is neither false nor misleading.
Signature	
Name	Lindsay Hunt
Date	15 July 2010

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EXECUTIVE SUMMARY

A. Background

1. The landowners of the Columbia Precinct lands, comprising of obsolescent industrial/commercial buildings on over 3 hectares of land at 2-20 Parramatta Road and 11-13 Columbia Lane Homebush, propose its redevelopment for mixed-use commercial/residential/retail purposes. That redevelopment will have a Capital Investment Value of well in excess of \$100 million, qualifying the redevelopment project as a 'Major Project' pursuant to Group 5 of Schedule 1 of the State Environmental Planning Policy (Major Development) 2005, accordingly it may be lodged with the Department of Planning under Part 3A of the Environmental Planning and Assessment Act.

B. Purpose of this Report

2. Following a preliminary project meeting with Department planners, the Department wrote to the applicant requesting that a Preliminary Environmental Assessment report be submitted, outlining basic elements of the Proposal and requesting the Department provide its opinion that it constitutes a Major Project for assessment under Part 3A of the Environmental Planning and Assessment Act. This report is prepared and submitted in response to that Departmental letter, a copy of which is appended at Attachment A.

C. The Subject Land

3. The subject land is located at figure 1 and is outlined at Figures 2 and 3, at the end of Chapter 1. Essentially defined as that land bounded by Parramatta Road, SRA railway land and Sydney Water's Powells Creek stormwater canal, it has an area of approximately 3 hectares. With the exception of public roadway and drainage land, the land is owned by three private landowners as listed in Section 2.1. Existing improvements are old and largely run-down, with no evident heritage value.

D. The Proposal in Brief

4. It is proposed to redevelop the whole of the lands in mixed use development consistent with the lands' current zoning under the deemed Strathfield Instrument, the Strathfield PSO.

The proposal involves street-activating commercial, retail and service uses at the ground and first floors with residential buildings above, stepping up away from Parramatta Road, with generous building separation, generous allocation of open and public spaces, a range of commercial facilities and services and strong pedestrian permeability.

5. The proposed open space fronting Parramatta Road will be physically linked with the Powells Creek corridor Open Space on the northern side of Parramatta Road, and with the balance of the Columbia Precinct lands on the eastern side of the stormwater canal. This 3673m² parcel of proposed open space will be dedicated to Council as part of the development proposal after due process, and will enable connection through to Station Street and Homebush station via the existing right-of-footway accessed through the adjoining Lot 2/814227 which is also zoned 6(b) Proposed Open space. A pedestrian/cycle link will also pass through the Columbia Precinct to its south-eastern corner, ultimately leading through the adjoining SRA land and on to the Strathfield Town Centre.
6. The preliminary proposal design yields a Floor Space Ratio of 3:1, 65% in residential and the balance in retail, community and commercial uses including Kennards Self Storage and the probable continued site presence of David Lhuede P/L and Hai Phong Properties P/L. The residential component is expected to yield between 650 and 700 units, though dependant upon final unit size and mix. High standards of contemporary design will be followed, not just SEPP 65 principles and criteria, but energy efficiency and ESD as well.

E. This Preliminary Assessment

7. This Preliminary Environmental Assessment also provides the following responses to the Department:-
 - Chapter 3 providing detail of the project proposal and an analysis of the design rationale adopted in reaching the current design
 - Chapter 4, which details the currently applicable planning controls and discusses the strategic planning context for the land
 - Chapter 5, which identifies and discusses planning issues arising, and potential impacts
 - Chapter 6, providing a brief summary of preliminary findings and conclusions

1. INTRODUCTION

1.1 Overview

The land referred to as Columbia Precinct shown at Figures 1 and 2 contains a range of industrial and warehouse buildings that are essentially obsolescent and in need of redevelopment. The owners have commissioned Mayoh Architects and CBHK Planning to establish the appropriate form of mixed use redevelopment of the lands detailed in this report. The project Capital Investment Value ('CIV') will be well in excess of \$100 million, thereby qualifying the project for consideration by the Department of Planning as a Major Project pursuant to Part 3A of the Environmental Planning & Assessment Act,

An initial meeting with Departmental planners generated the letter at Attachment A, requesting the following:-

- (i) that a formal request be made that the Department form an opinion that the proposed development constitutes a Part 3A Major Project;
- (ii) that the Minister also be requested to authorise a Concept Plan for the proposal (if required) and the issuance of the Director General's Environmental Assessment Requirements;
- (iii) that these requests be supported by a Preliminary Environmental Assessment ('PEA') of the site and the proposal, providing details of the project, its site and CIV (see QS's Certificate of Attachment B), and summarising key issues associated with the proposal;

Those three tasks (i) to (iii) above form the purpose of this document.

1.2 The Proponent

The proponent is referred to as the Columbia Precinct Consortium, a joint venture vehicle set up between the three landowners David Lhuede Pty Ltd ('DLP/L'), Kennards Self-Storage Pty Ltd ('KSSP/L'), and Hai Phong Properties Pty Ltd ('HPPP/L'). Their respective land-holdings are depicted at Figure 3.

1.3 Purpose and Structure of this Report

The purpose of this document is summarised at Section 1.1 above. The report is structured as follows:-

Chapter 2 -	Subject Land and Physical Context
Chapter 3 -	Project Concept and Design Rationale
Chapter 4 -	Planning Context
Chapter 5 -	Issues and Impacts
Chapter 6 -	Findings and Conclusions
Attachments -	Various supporting information

It is to be noted that this assessment is a preliminary one only. Where appropriate, it may address an issue only at the broad level at this stage, and then note the additional work that may be necessary in due course in order to give closer definition to the assessment, if and when the Director General issues his Part 3A Environmental Assessment Requirements for further report.

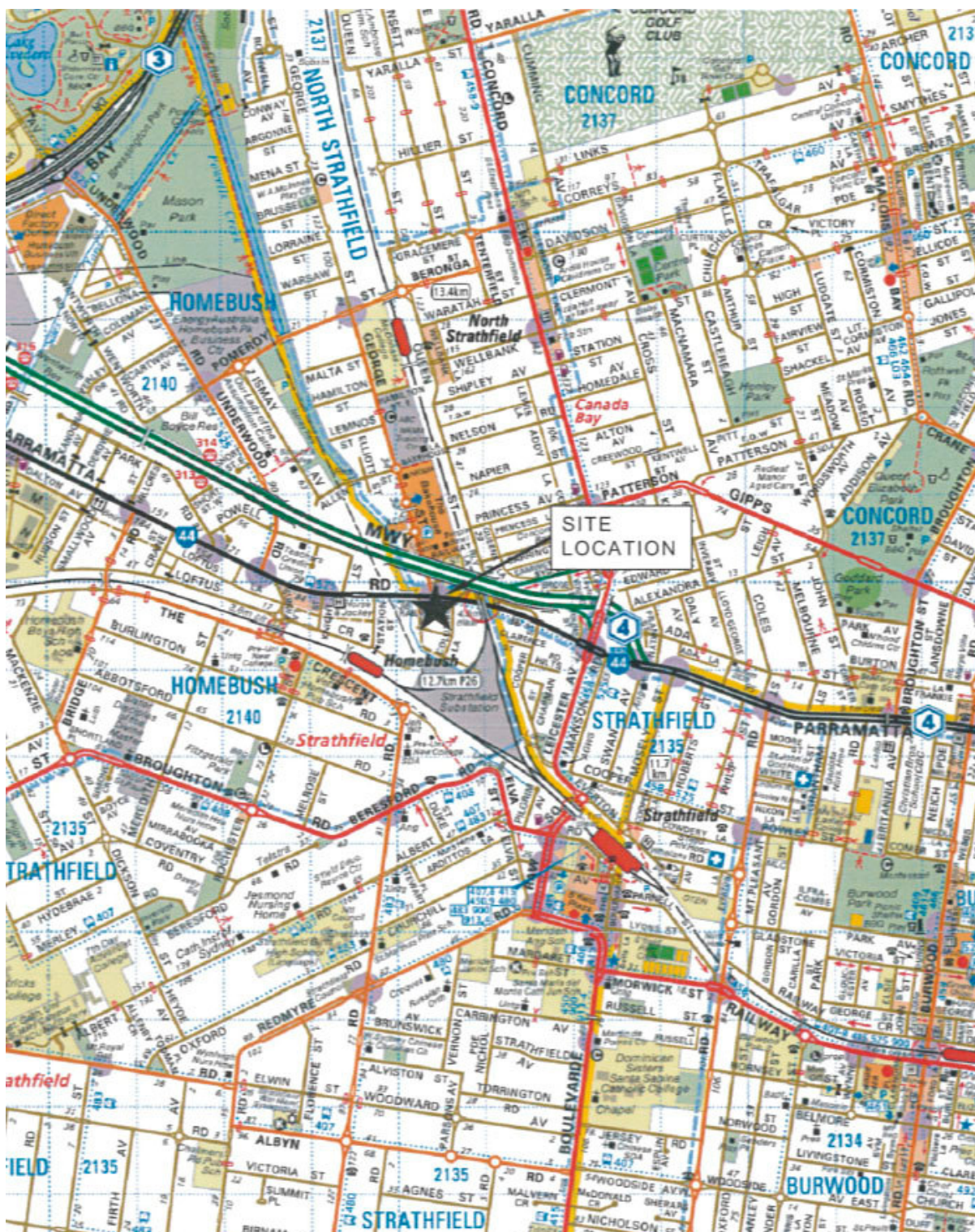


FIGURE 1 – LOCATION PLAN

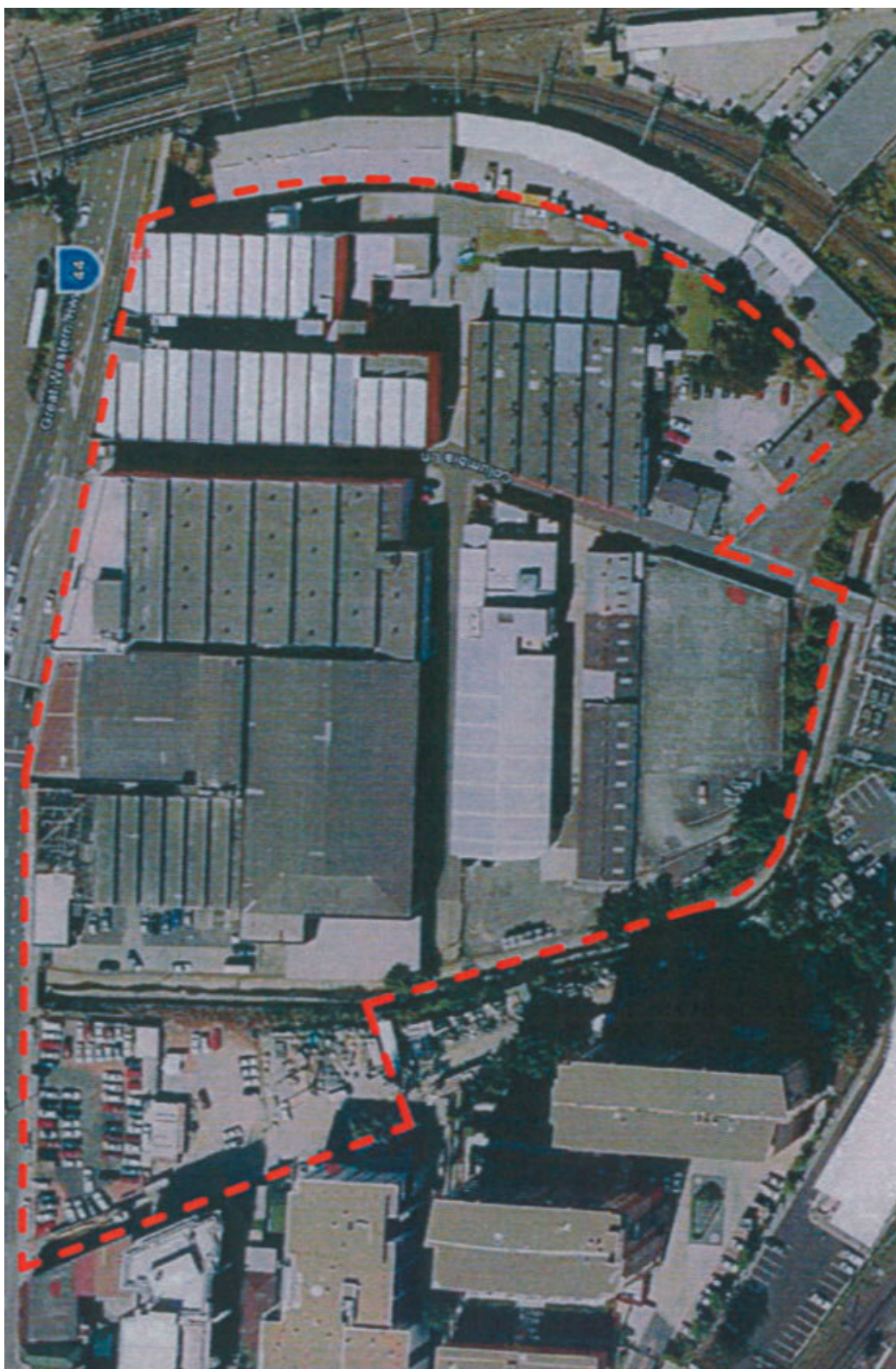


FIGURE 2 – AERIAL VIEW

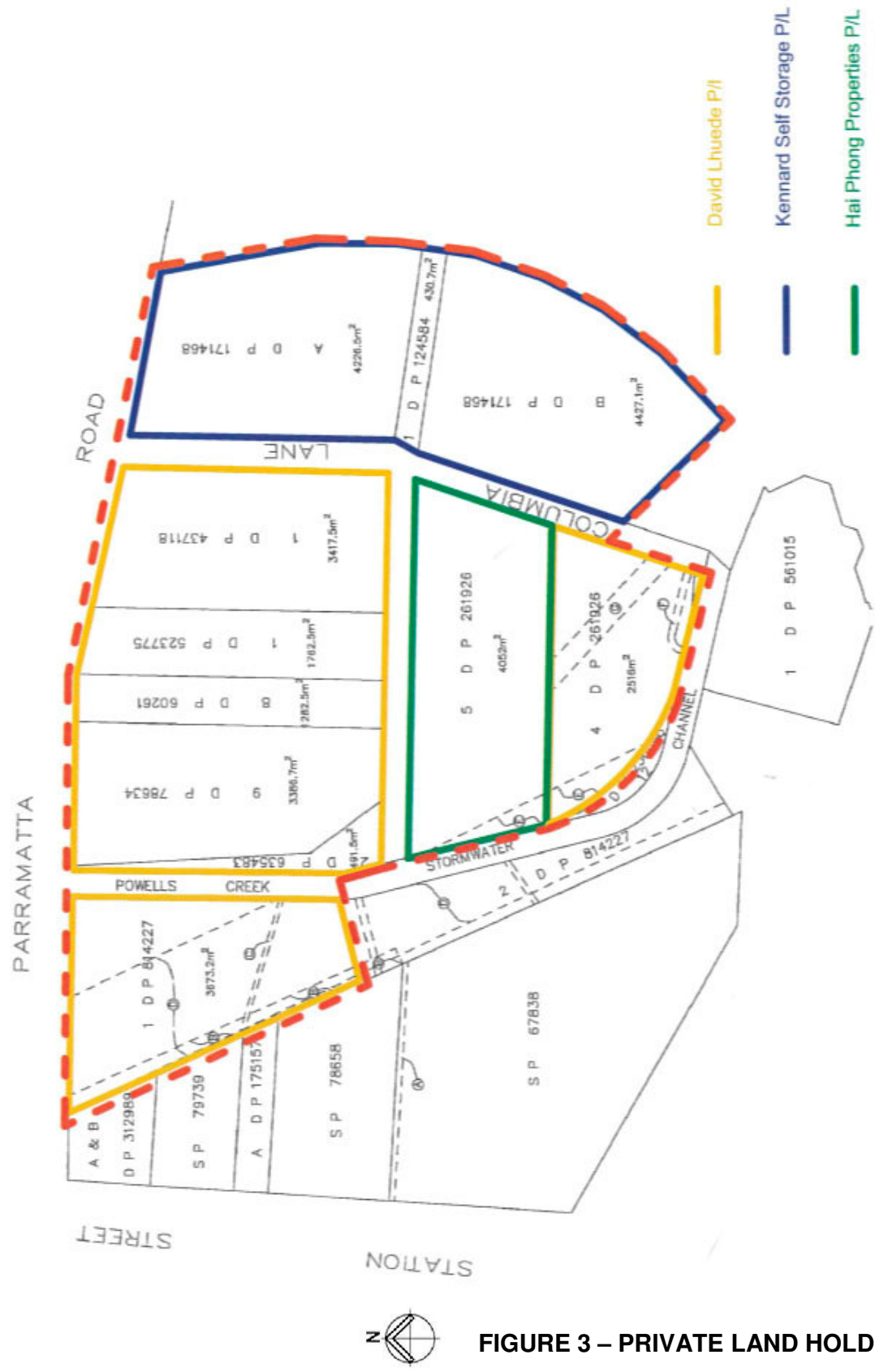


FIGURE 3 – PRIVATE LAND HOLDINGS

2. THE DEVELOPMENT LAND AND ITS CONTEXT

2.1 The Project Site

The subject land referred to as Nos. 2-20 Parramatta Road and 11-13 Columbia Land located as shown at Figures 1 and 2 preceding, has a Real Property Description as follows:-

Lot 9	-	in Deposited Plan 68910	- DLP/L
Lot 8	-	in Deposited Plan 60261	- DLP/L
Lot 1	-	in Deposited Plan 523775	- DLP/L
Lot 1	-	in Deposited Plan 437118	- DLP/L
Lot 2	-	in Deposited Plan 635483	- DLP/L
Lot 1	-	in Deposited Plan 814227	- DLP/L
Lot 5	-	in Deposited Plan 261926	- HPPP/L
Lot 1	-	in Deposited Plan 124584	- KSSP/L
Lots A&B	-	in Deposited Plan 171468	- KSSP/L
Lot 4	-	in Deposited Plan 261926	- DLP/L

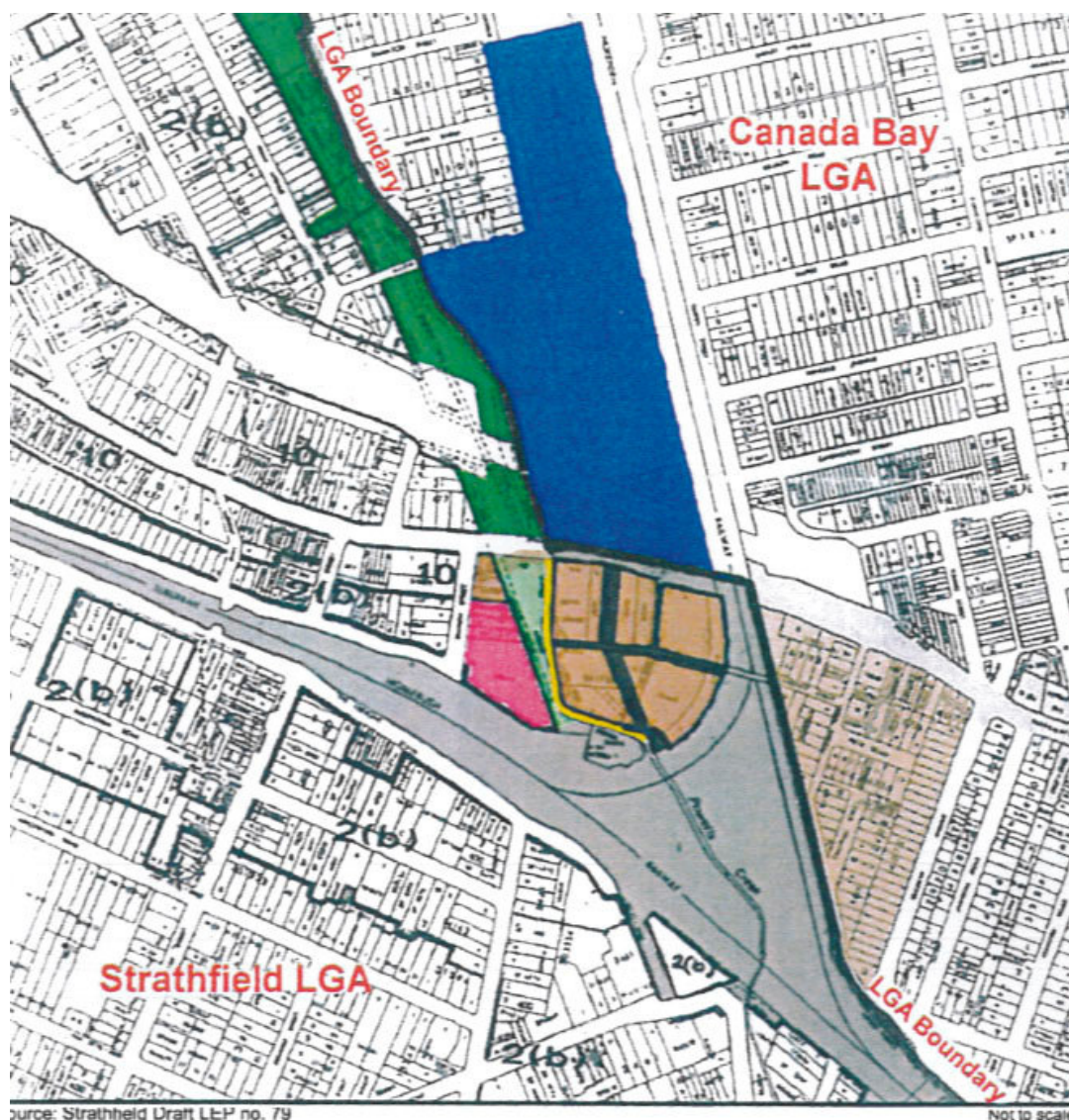
The land is burdened by several encumbrances, including rights-of-carriageway, drainage easements and electricity easements. It also includes certain Council-owned public roadway land which does not have Title (known as Columbia and Railway Lanes). See Zoning Map at Figure 4 overpage.

The Columbia Precinct site has:

- ❑ major frontage to Parramatta Road of some 310 metres on its northern side
- ❑ irregular frontage of some 230 metres to SRA land on its east/south-eastern side
- ❑ irregular frontage of some 350 metres to the electricity substation and stormwater channel to the south and south-western side
- ❑ 115 metre boundary with residential and commercial buildings to the western side, leading back to Parramatta Road.

Total site area (including public roadway) is some 29,666 square metres, in the following ownership or related entity (see Figure 3):-

David Lhuede Pty Ltd	-	16,530m ²
Kennards Self-Storage Pty Ltd	-	9,084m ²
Hai Phong Properties Pty Ltd	-	<u>4,052m²</u>
Total	-	29,666m ²
Strathfield Council (roads)	-	2213m ² (est.)



Zoning of Surrounding Land

FIGURE 4 - ZONING OF SURROUNDING LAND





2.2 The Land and its Improvements

The project land is largely level, falling only some 2 metres from north to south and largely level from east to west. It is wholly developed and sealed (see aerial photography at Figure 2) mostly with buildings and otherwise with pavement. Existing buildings are primarily large floorplate substantial older warehouse-style structures of one to three storeys, dominated by the Kennards Self Storage building in the land's north-eastern corner. The site is used for a variety of purposes in addition to self-storage, including archive storage, automotive mechanical and smash repairs, car storage, warehousing, car sales yard, and vacant floorspace.

Total building area is estimated by the architect at some 30,000 square metres GFA, representing an existing Floor Space Ratio (excluding public-owned land and stormwater channel) of an estimated one to one. No building has any particular redeeming architectural appearance, (see photographs at end of chapter), none is considered to possess any heritage significance, and none is listed as such. All of the buildings are either near or beyond their physical and commercial life, and are therefore for all intents and purposes effectively obsolescent.

2.3 Site Access

All access to the subject lands is obtained either directly off Parramatta Road or from Columbia Lane, a public road, which also provides access through to SRA land to the south-east bounded by railway lines.

2.4 Local Context

The map over page shows the site within its localised context, illustrating:-

- ❑ the dominant east-west elements of the highway and M4 motorway
- ❑ the proximity of Homebush Station to the south-west
- ❑ the Powells Creek and open space corridor heading off to the north-west
- ❑ the east-west and north-south rail lines close by the land
- ❑ the SRA maintenance land to the south-east
- ❑ Bakehouse Quarter north across the highway and M4
- ❑ the strong banding of commercial activities east and west of the subject land along the Parramatta Road corridor
- ❑ the generous separation from any lower-density residential areas.

The further maps following show that information in somewhat greater detail.

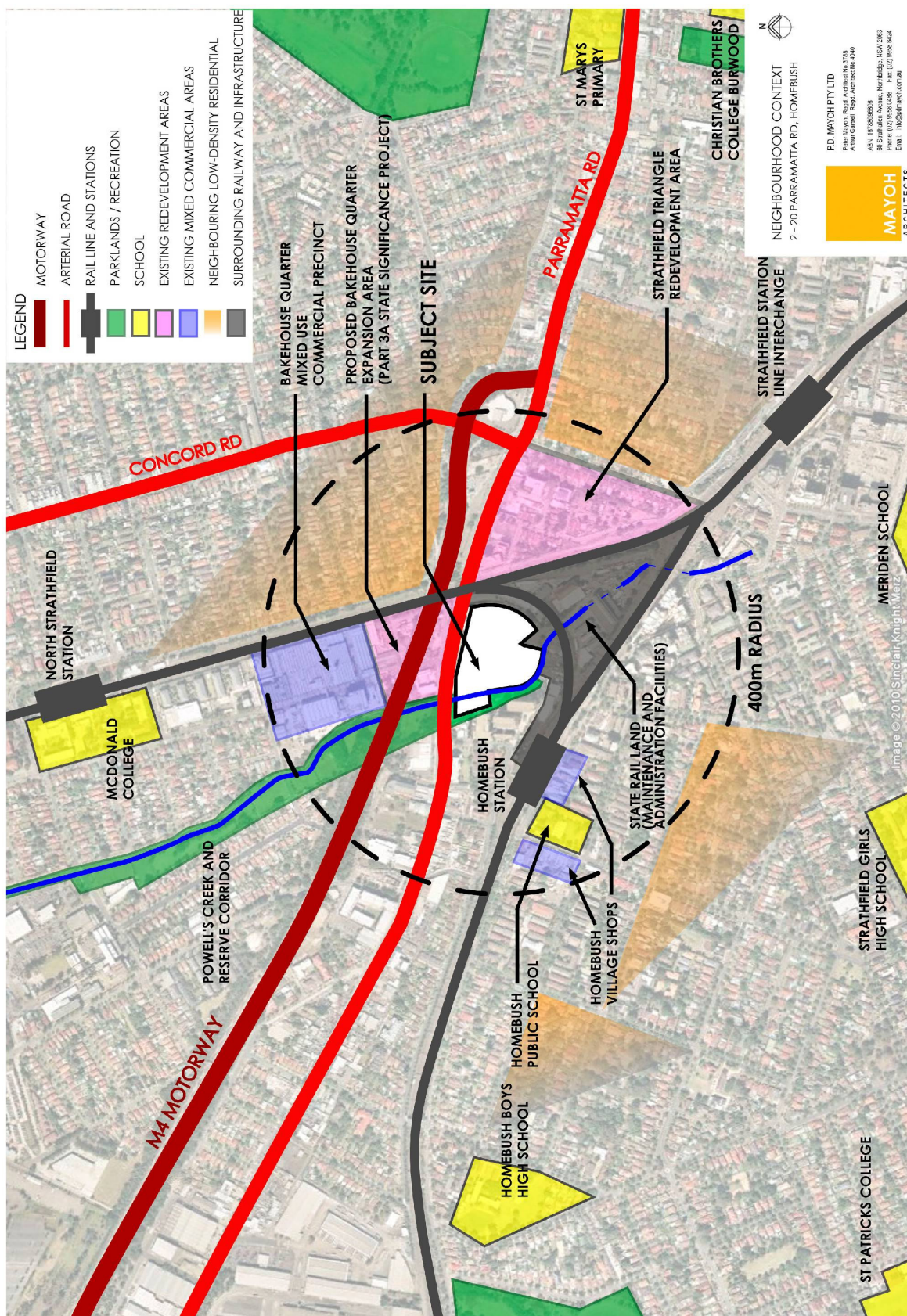


FIGURE 6 – NEIGHBOURHOOD CONTEXT

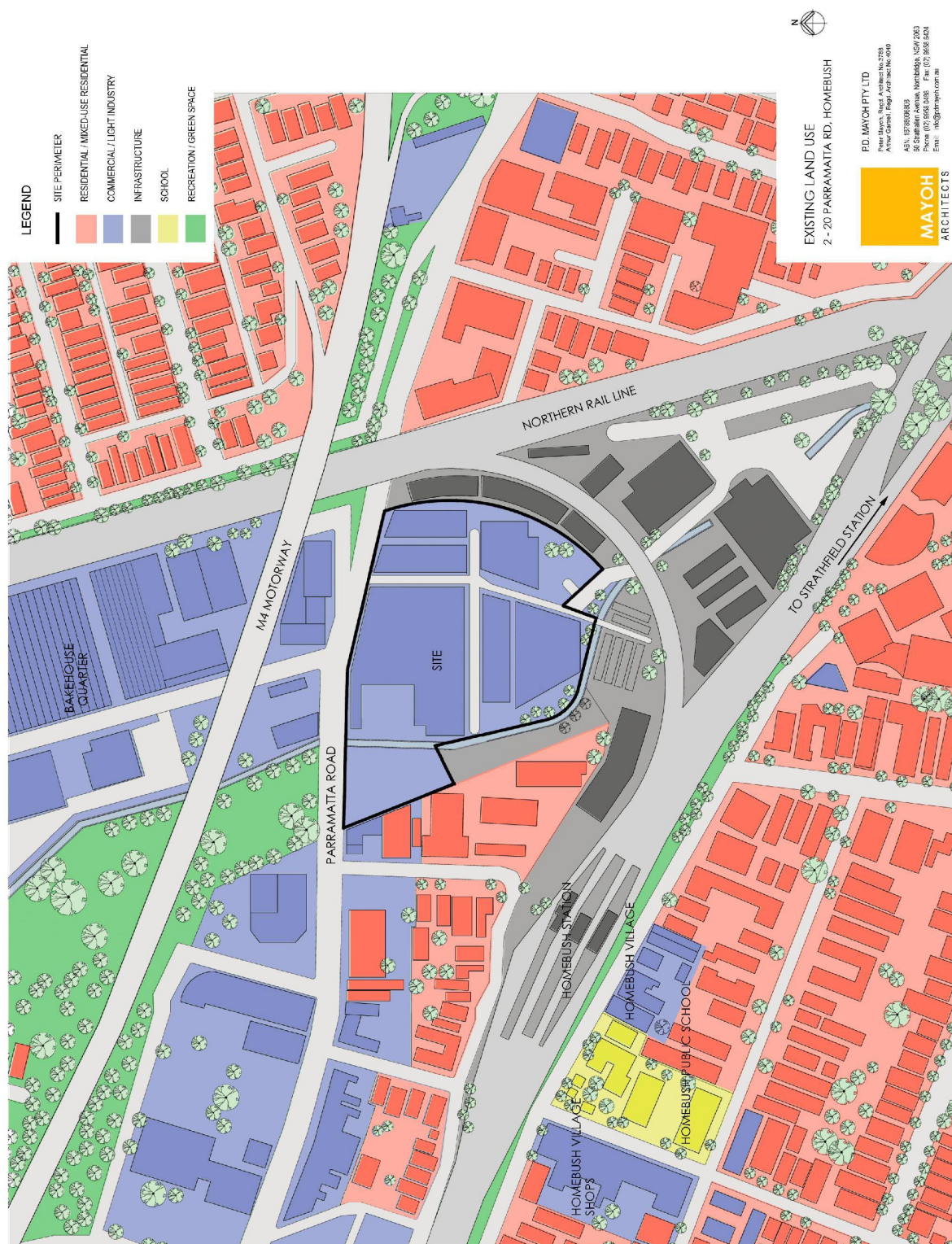


FIGURE 7 – EXISTING LAND USE

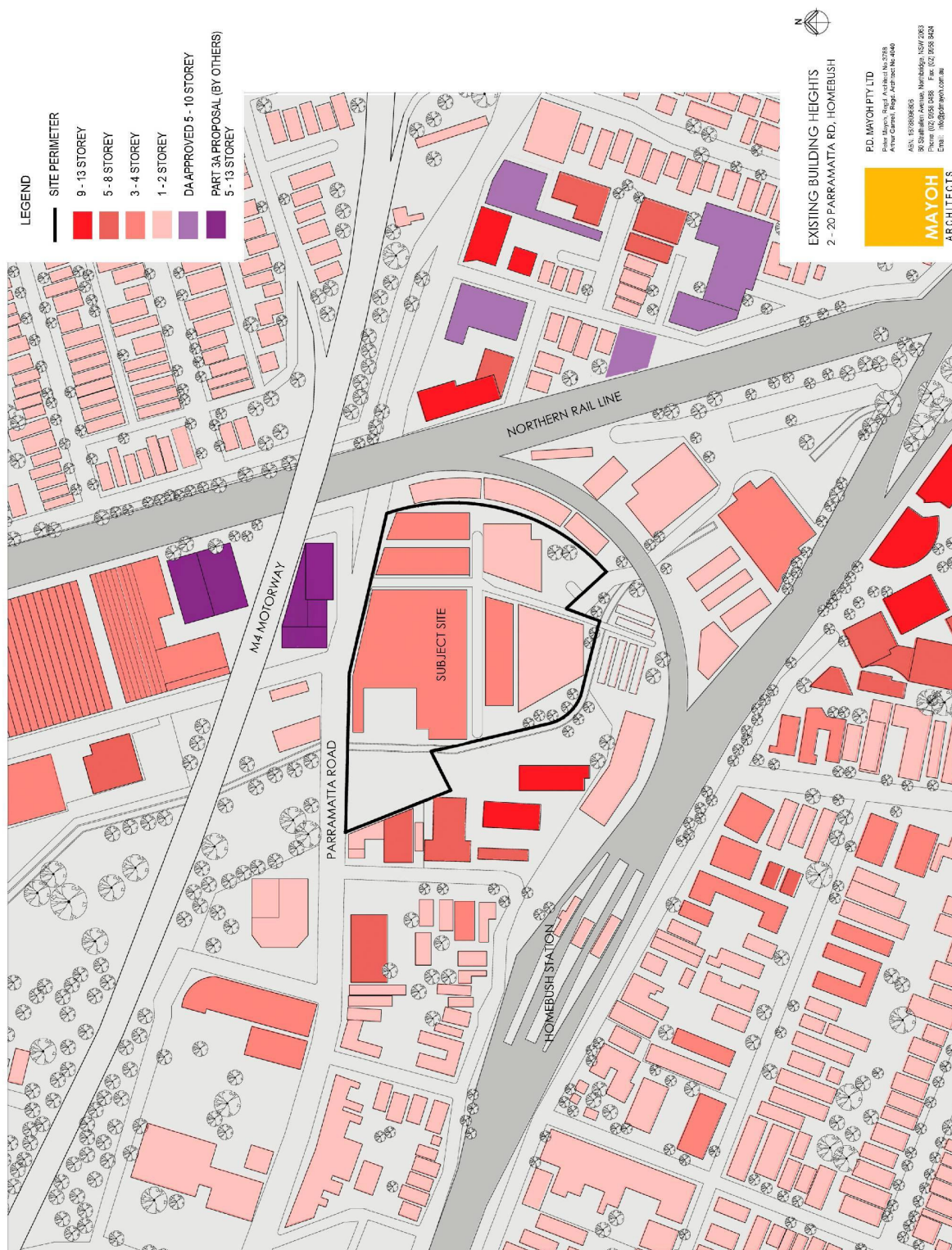


FIGURE 8 – EXISTING BUILDING HEIGHTS



FIGURE 9 – ADJACENT RESIDENTIAL DEVELOPMENTS



1. VIEW OF PARRAMATTA RD. FRONTAGE LOOKING SOUTH - WEST



2. VIEW OF PARRAMATTA RD. FRONTAGE LOOKING SOUTH



3. VIEW LOOKING SOUTH-EAST FROM PARRAMATTA RD



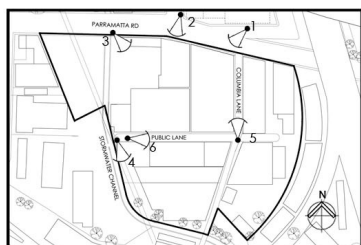
4. VIEW FROM STORMWATER CHANNEL LOOKING SOUTH



5. VIEW FROM COLUMBIA LANE LOOKING NORTH



6. VIEW FROM PUBLIC LANE LOOKING EAST



SITE PHOTOS 2 - 20 PARRAMATTA RD, HOMEBUSH

MAYOH
ARCHITECTS

PD. MAYOH PTY LTD
Peter Mayoh, Regd. Architect No 3786
Arthur Garrell, Regd. Architect No 4549

ABN: 1678806806
60 Strathallen Avenue, Northbridge, NSW 2063
Phone: (02) 9558 0488 Fax: (02) 9558 6424
Email: info@pdmayoh.com.au

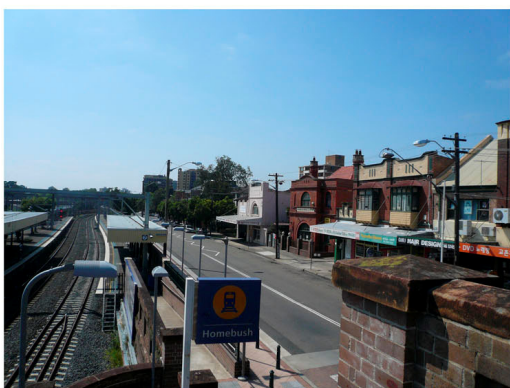
FIGURE 10 – SITE PHOTOS



1. VIEW LOOKING SOUTH FROM SOUTHERN EDGE OF SITE



2. VIEW LOOKING EAST FROM STATION ST.
OF ADJACENT RESIDENTIAL DEVELOPMENT



3. HOMEBUSH VILLAGE AND STATION



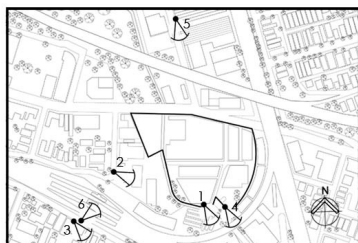
4. VIEW FROM SOUTHERN END OF COLUMBIA LN. INTO RAILWAY LAND



5. VIEW ON GEORGE ST LOOKING SOUTH IN THE "BAKEHOUSE QUARTER"



6. VIEW LOOKING NORTH-EAST FROM HOMEBUSH STATION TO SITE



CONTEXT PHOTOS
2 - 20 PARRAMATTA RD, HOMEBUSH



P.D. MAYOH PTY LTD
Peter Mayoh, Regd. Architect No.3788
Arthur Garrell, Regd. Architect No.4043
ABN: 1678806606
60 Strathallen Avenue, Northbridge, NSW 2063
Phone: (02) 9958 0488 Fax: (02) 9958 6424
Email: info@pdmayoh.com.au

FIGURE 11 – CONTEXT PHOTOS

3. PROJECT CONCEPT AND DESIGN RATIONALE

3.1 This Chapter

The purpose of this chapter is to describe the Concept for the development site arrived at by the project team, and to discuss how the design rationale behind the preferred scheme has evolved. This is done by combination of text discussion and analysis, and illustration by various drawings.

3.2 Built Form Context

Key characteristics of the built environment are illustrated at Figures xx and xx preceding, and briefly described below:-

- ❑ The Bakehouse Quarter heritage precinct along George Street to the north of Parramatta Road, essentially a mixed use adaptive re-use of heritage buildings formerly part of the Arnotts Biscuit factory operation and now an interesting mix of commercial, restaurant and cultural activities within an essentially 'fine grain' built environment.
- ❑ At the southern or Parramatta Road end of the Bakehouse precinct, a Part 3A Major Project Application has been lodged with the Department of Planning for an 13 storey hotel/function centre, 13 storey office building and associated drama theatre, tavern and restaurants. This Project Application is understood to be under assessment at the time of writing.
- ❑ Significant residential flat development (twelve storeys) on Station Street to the west of the Columbia Precinct land, leading down to Homebush railway station 200 metres from the subject land, and including an easement for right-of-footway through to Station Street.
- ❑ The 'Strathfield Triangle' land immediately east of Columbia Precinct and bounded by the Northern Rail Line, Parramatta Road and Leicester Road, a large area within Canada Bay LGA under progressive and intensive RFB redevelopment to heights of 10 storeys and possibly taller in the future.
- ❑ Mixed use residential/commercial/retail development along the Parramatta Road Corridor both east and west of the subject land.
- ❑ Significant redevelopment adjacent Strathfield railway station of fifteen storeys.

- ❑ Beresford Rd/The Crescent area of Strathfield/Homebush has recent RFB's up to 13 storeys.
- ❑ The State Rail maintenance facilities immediately to the south-east of the subject land, bounded by rail lines.

The subject Columbia Precinct land itself, consists of older industrial-style buildings of typically one, two and three storeys, with no redeeming architectural features or heritage significance, and now largely obsolescent both physically and commercially. The site is bounded by the SRA rail line and SRA workshops, Sydney Water and Integral Energy facilities and Parramatta Road. Part of the site is located on the western side of the stormwater channel between the subject redevelopment land and the new Station Street residential buildings, and is reserved for Open Space as a southward extension of the Powells Creek reserve corridor on the northern side of Parramatta Road.

3.3 Development Constraints

As can be seen from the above discussion, such constraints are relatively limited for this site, to the following:-

- ❑ Appropriate relationship to existing and future built form along Parramatta Road and to a lesser extent north along George Street within the Bakehouse Quarter;
- ❑ Privacy and shadow separations to the Station Street residential buildings (any other residential is much further distant);
- ❑ Continued vehicular access through to the SRA and Integral Energy facilities abutting the site.
- ❑ The stormwater channel/future open space linkage, and the need to maintain any future public authority access within/across the land

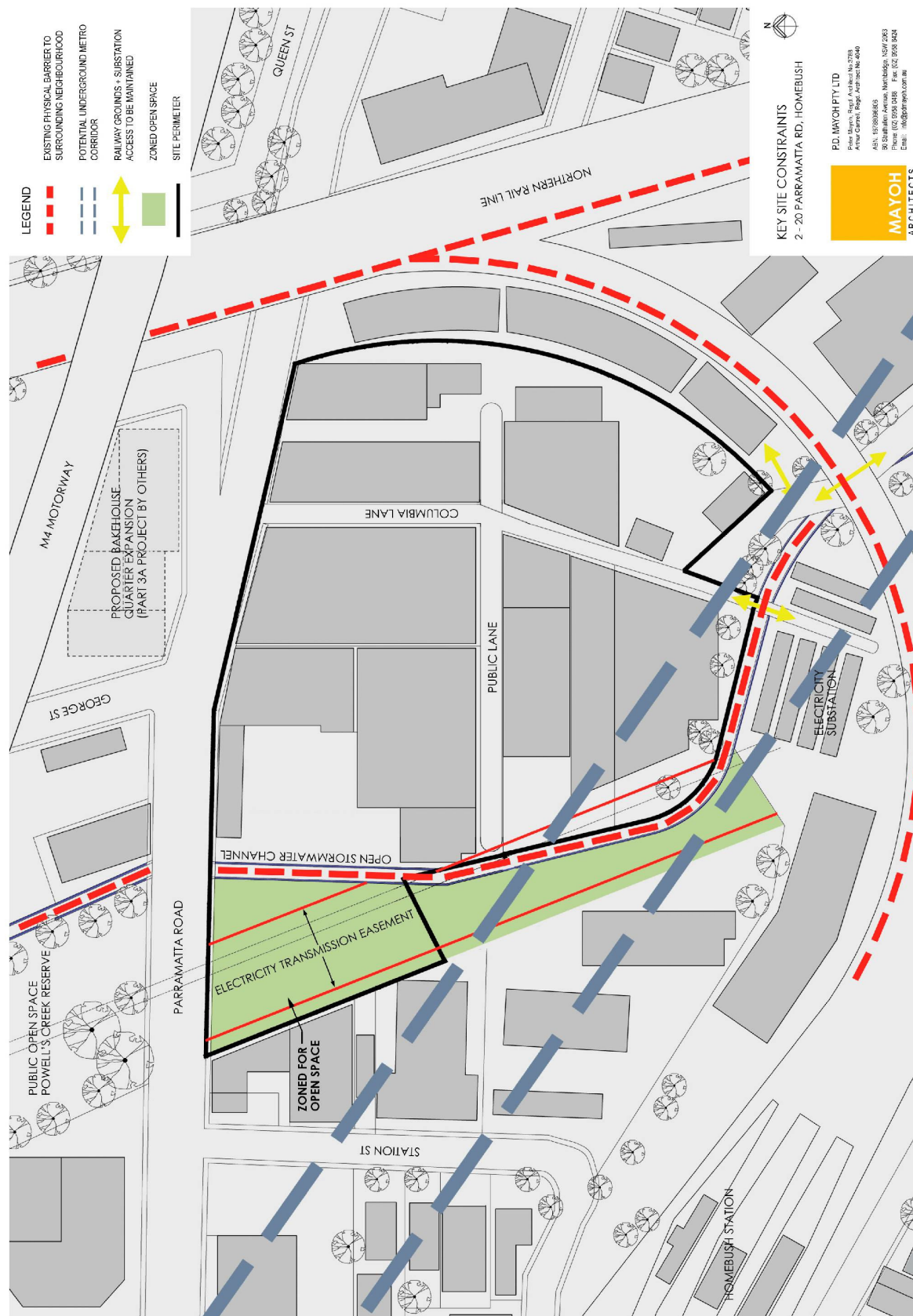


FIGURE 12 – KEY SITE CONSTRAINTS

3.4 Development Directions

The central strategic location of the Columbia Precinct land, its close proximity to the station and to Parramatta Road, and the *'island'* nature of this land itself, combine to create a very strong potential for wholesale redevelopment in a way which maximises the considerable opportunities of the land without impacting unreasonably on nearby land-uses. Such opportunities are strongly underpinned by the owners' intentions to retain a significant commercial presence on-site, which would be accommodated within the lower-rise podium element through to the Parramatta Road frontage, with predominantly residential development in above-podium tower elements crowning the site at this junction of major E-W and N-S development corridors.

The project concept is driven by the development of residential accommodation as the primary land use of the site due to the characteristics of the site above a base-line support of commercial use largely in podium, as detailed throughout this report. Importantly for residential uses the site offers excellent access to existing multi-modal transport options and is in walking and cycling distance to existing and expanding neighbourhood amenities, schools, and employment areas.

The development concept has taken the approach that height and building mass should be determined through an analysis of environmental performance and impacts, desired streetscapes and open spaces, and residential amenity, with a particular regard to solar access, shadow, privacy and outlook. This approach has resulted in a proposal of mixed height ranging from 2 to 21 storeys which utilises the lowest floors for commercial uses and accommodates residential units in smaller footprint buildings above the commercial premises. Specific issues impacting height and building mass are detailed below in Section 3.5.

The proposed development is of a high-density nature for several reasons including its excellent pedestrian access to transport, local shops and entertainment, schools, hospitals and recreation areas.

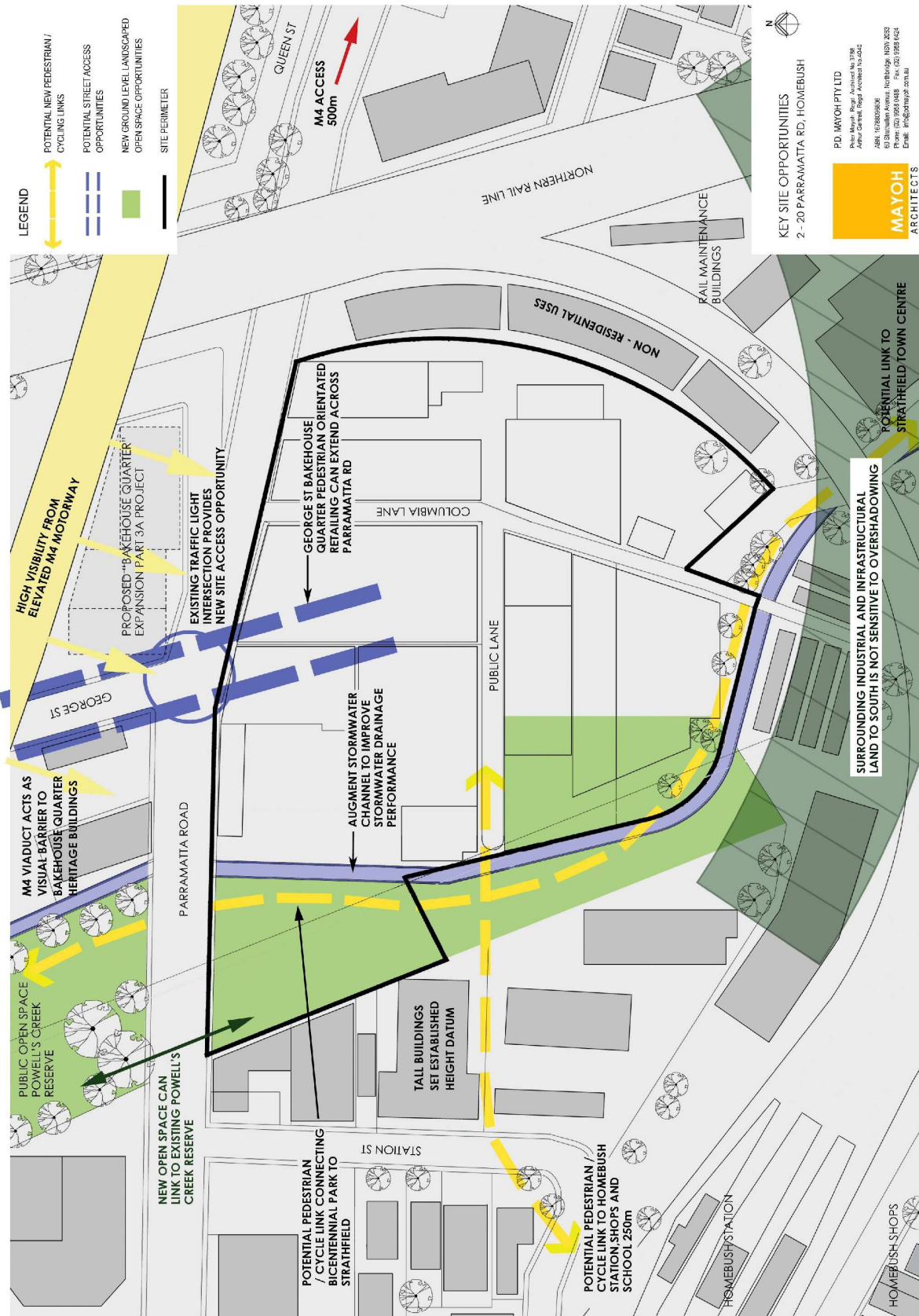


FIGURE 13 – KEY SITE OPPORTUNITIES

The site also offers mixed-use commercial opportunities as a complement to the residential usage. Mixed commercial uses are an appropriate complement to the site for several reasons including: a) the expanding population of the area including from within this site and surrounding developments, b) potential to be commercially complementary with the Bakehouse Quarter and Parramatta Rd commercial premises, c) the high visibility and profile offered by the Parramatta Road frontage, d) the existing commercial usage of the site including the existing Kennards Self Storage Centre and Administration Headquarters which is proposed to be redeveloped as part of the overall development.

The concept design has explored a wide variety of building heights, massing and site configurations as a way of combining mixed uses and significant residential density with new public spaces and facilities. The current typical residential development in the general locality has significant density (refer to Station St developments and Cooper St developments), yet provides little benefit in terms of common areas and public space and facilities. The proposed masterplan incorporates several new public spaces and other public benefits as a framework on which the design is structured.

3.5 Development Principles and Design Philosophy

The adopted design principles against each design criterion are as follows:

Specific Issue	Design Principle
Parramatta Rd Frontage	<p>Integrate the site's Parramatta Rd frontage with the evolving Parramatta Rd building heights to the east and west of the site.</p> <p>Avoid overbearing building presence on Parramatta Rd frontage, and provide high quality commercial/showroom space to Parramatta Road.</p>
Western Frontage	<p>Create public park on the western portion of the site zoned as Open Space.</p> <p>Step building heights up from a low point at the north-west of the site to taller buildings at the east and south allowing visual transition from open space to tall buildings and to minimise overshadowing on open space.</p> <p>Preserve existing solar access of neighbouring residential units, particularly those to the west of the site.</p>
Eastern Frontage	<p>Step building heights up along the eastern frontage from north to south in order to accommodate appropriately lower height and</p>

	<p>mass at Parramatta Rd and to take advantage of the widening railway buffer in the south-easterly direction to nearest residential development.</p> <p>Orientate buildings to capture northern sun and north-easterly outlooks</p>
Southern Frontage	Utilise the attributes of the site and the surrounding land to achieve tall building heights without overshadowing, overlooking and overbearing other surrounding residential properties.
Overshadowing	Minimise overshadowing from proposal to adjacent and nearby residential buildings
Solar Access	Maximise solar access to residential and open spaces within the site
Skyline and Visual Impact	Provide an aesthetic skyline form when viewed from both a distance and up-close.
Residential/Commercial Mix	Provide for a predominantly residential development which also provides for mixed neighbourhood business and community facilities at lower levels
Retain existing 'Kennards Self Storage' use	Accommodate a re-development of the existing Kennards Self Storage facility within new mixed-use environment, as well as components for the other two landowners
Homebush Village and Station	Promote pedestrian connections between the site and Homebush Station, Village and Public School via Station Street
Bakehouse Quarter and Nth Strathfield Station	Link the site to the Bakehouse Quarter mixed-use commercial precinct and North Strathfield station across Parramatta Rd
Powells Creek Reserve and Homebush Bay Precinct	Allow for linkage and incorporation of proposed park into Powells Creek reserve corridor stretching from Strathfield Town Ctr. to Bicentennial Park, Sydney Olympic Park and Rhodes Peninsula
Strathfield Town Ctr. and Station	Provide pedestrian network around the western section of the subject land and allow for potential future pedestrian links to Strathfield Town Centre via railway lands
New 'main' street – George St extension	Pedestrian-oriented retail street frontage extension of George Street as a retailing and entertainment-based pedestrian 'main street'
Neighbourhood Square	Create an outdoor community-oriented plaza space combining hard and soft landscape and surrounded by active building frontages

Public park	Create a predominantly soft landscape park with pedestrian and bicycle links available to become part of the overall Powells Creek Reserve corridor.
Integration of community uses	Provide flexible accommodation opportunities for significant community facilities such as gym, pool, library, senior centre, youth centre, day care / pre-school and neighbourhood health care facilities amongst other possibilities.

3.6 The Development Concept Sought for Approval

Reflecting these guiding design principles, the following Design Response has evolved.

Design Response

The proposed building height and mass is stepped up from north to south to minimise overshadowing within the site and allow maximum solar access to the residential areas, podium level communal residential open spaces and ground level public open spaces. Stepped built form ranging from 2-21 storeys set amongst an existing/approved context of primarily 6-12 storey buildings provides variety within a coherent shaping of the skyline upward from Parramatta Rd and the proposed new park toward the centre of this developing tall building district. The tallest buildings are significantly set back from all existing streets and public space, minimising any overbearing presence. The 3-D images of the preferred development concept are provided overpage.

The Concept Masterplan (shown overpage) utilises buildings fronting Parramatta Rd stepping from 6 storeys on the western side to 9 storeys on the eastern side to link the heights of recent and existing developments along the southern edge of Parramatta Rd to both the east (up to 10 storeys) and west (up to 6 storeys) of the site.

The proposed building height and mass is positioned so that no significant shadow is cast on surrounding residential property throughout the whole year. The two 21 storey slender towers at the southern end of the site cast shadow only over railway land and public streets.

The buildings have been positioned and designed to that height based on their environmental performance for both proposed units accommodated within the buildings as well as their environmental impact on the surrounding land, in particular surrounding residential development. By accommodating tall buildings on the site, significant public space and neighbourhood facilities are available as part of the overall proposal.

The two towers together do not overshadow either proposed or existing residential buildings and are oriented such that the primary outlook from these buildings would be from north-east to north-west, minimising overlooking of surrounding existing residential properties. Their position creates a large setback from any public road not already within the general site boundary, minimising views of the towers as 'stand alone' tall buildings. Views of these towers from public space 'off site' would be as the tallest buildings within an existing surrounding context of 10-12 storey residential buildings.

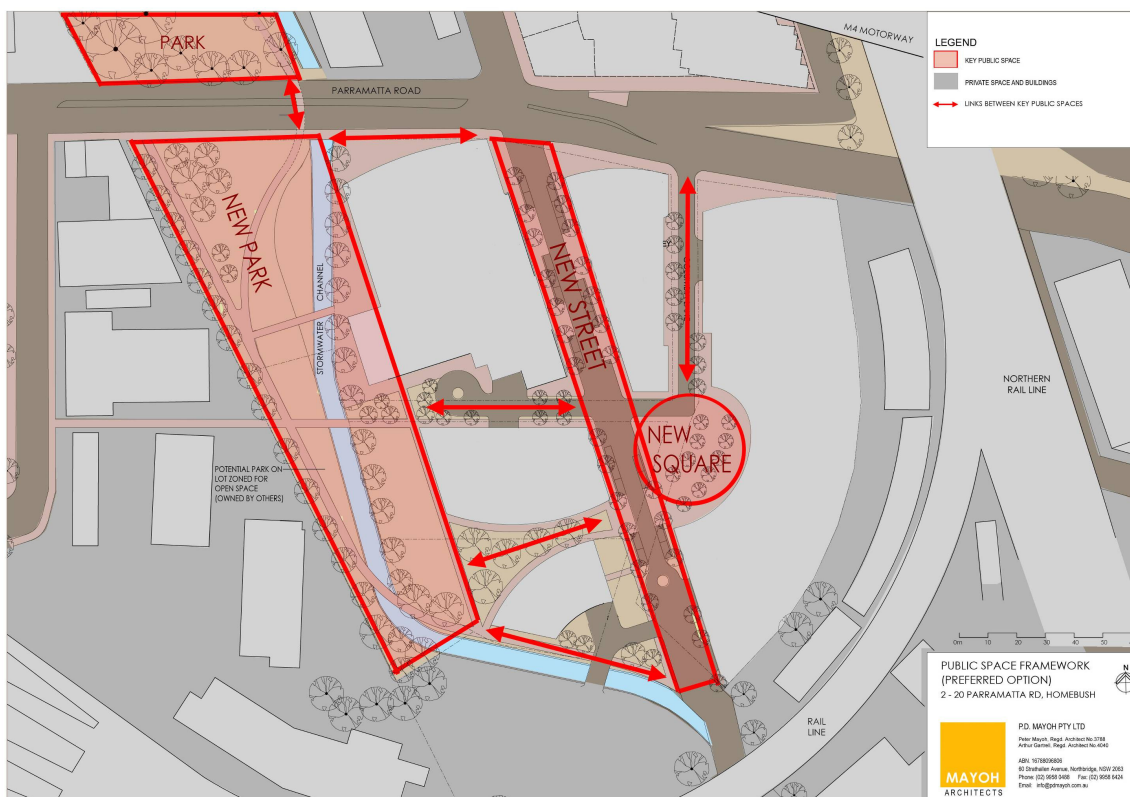


FIGURE 14 – DESIGN PRINCIPLES - PUBLIC SPACE FRAMEWORK

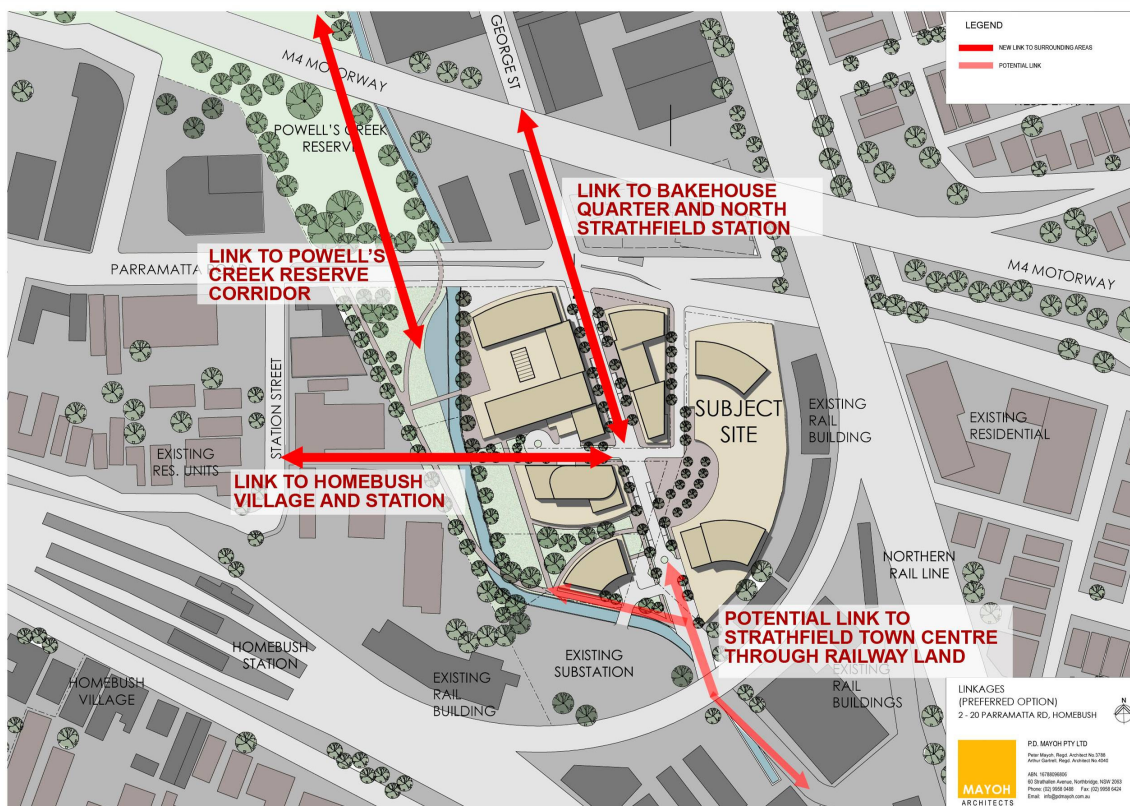


FIGURE 15 – DESIGN PRINCIPLES - LINKAGES

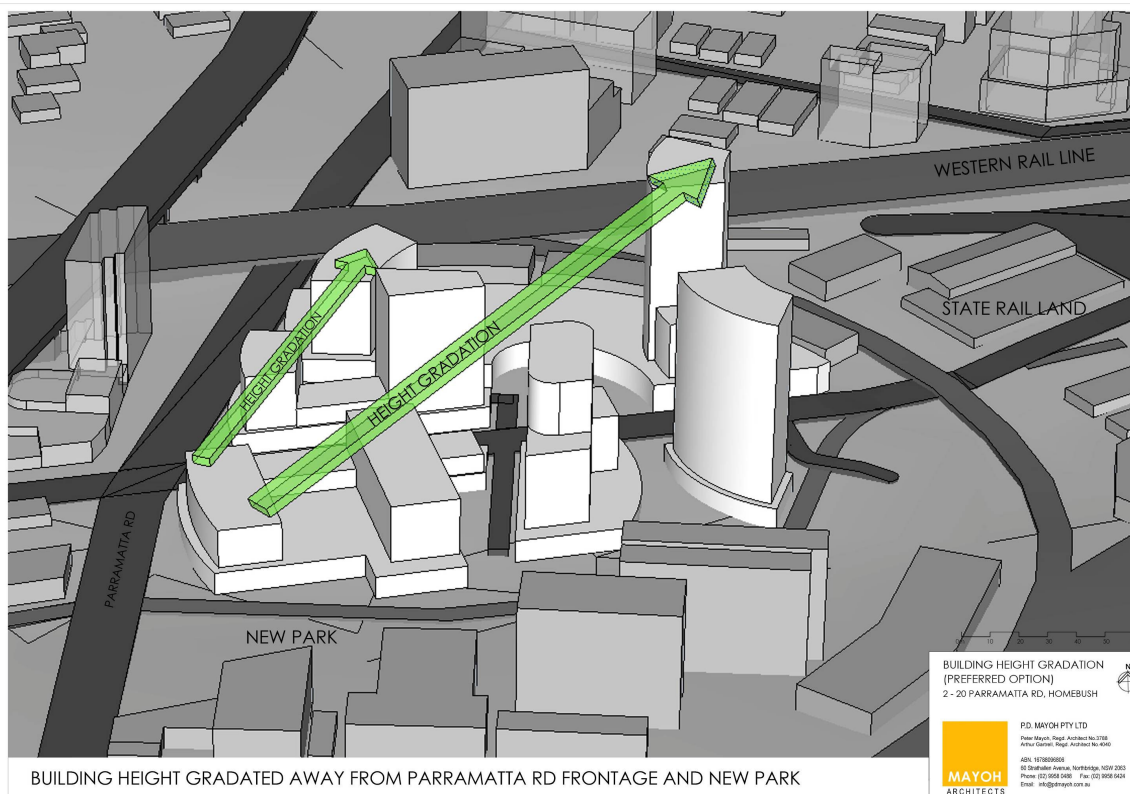


FIGURE 16 – DESIGN PRINCIPLES - BUILDING HEIGHT GRADATION

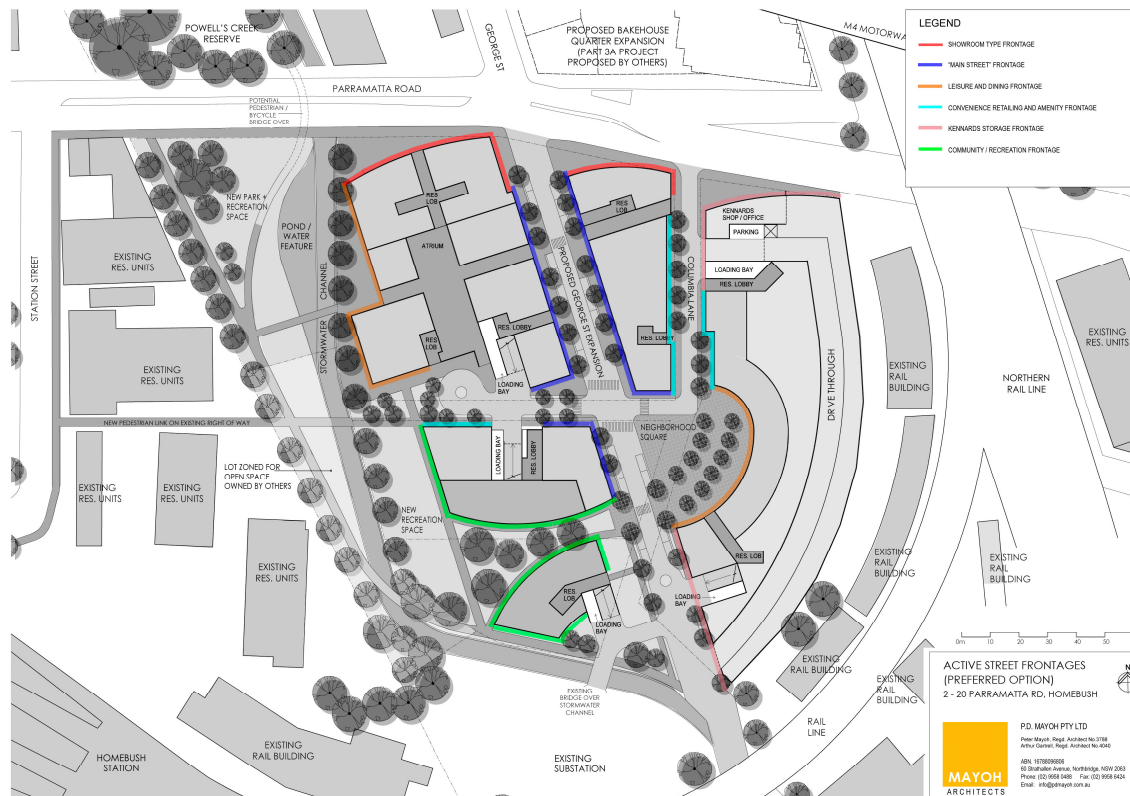


FIGURE 17 – DESIGN PRINCIPLES - ACTIVE STREET FRONTAGES

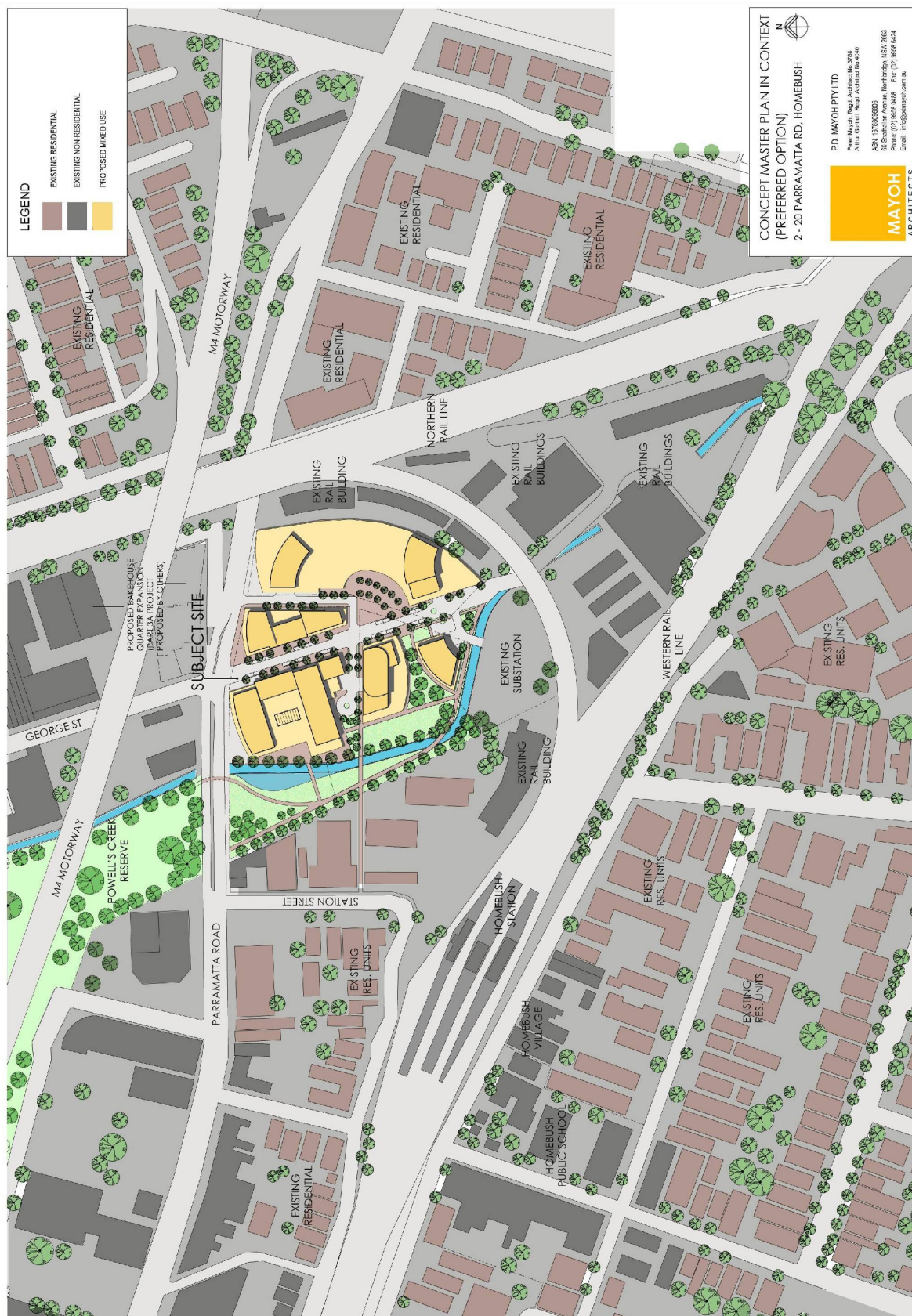
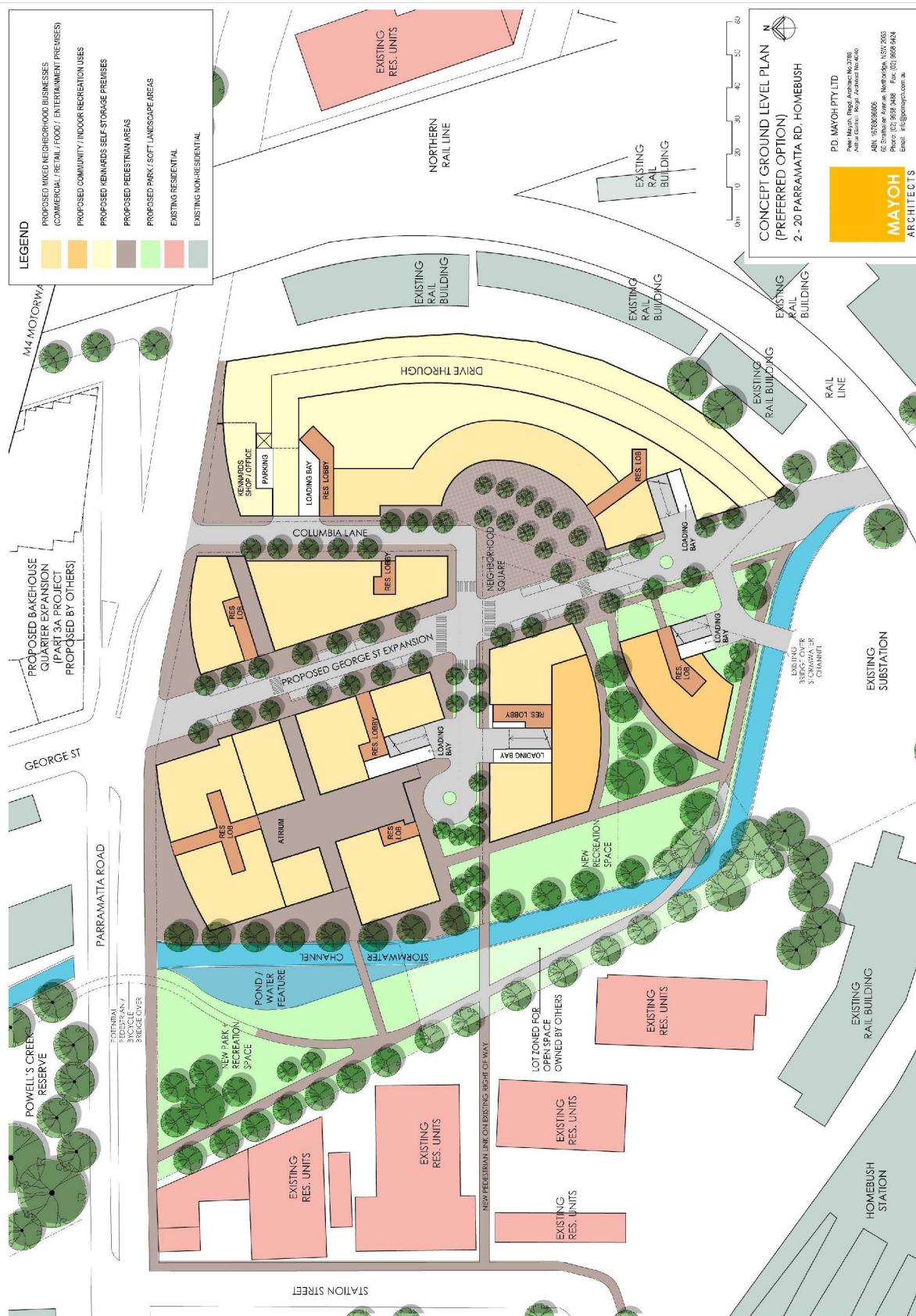


FIGURE 18 – CONCEPT MASTERPLAN IN CONTEXT





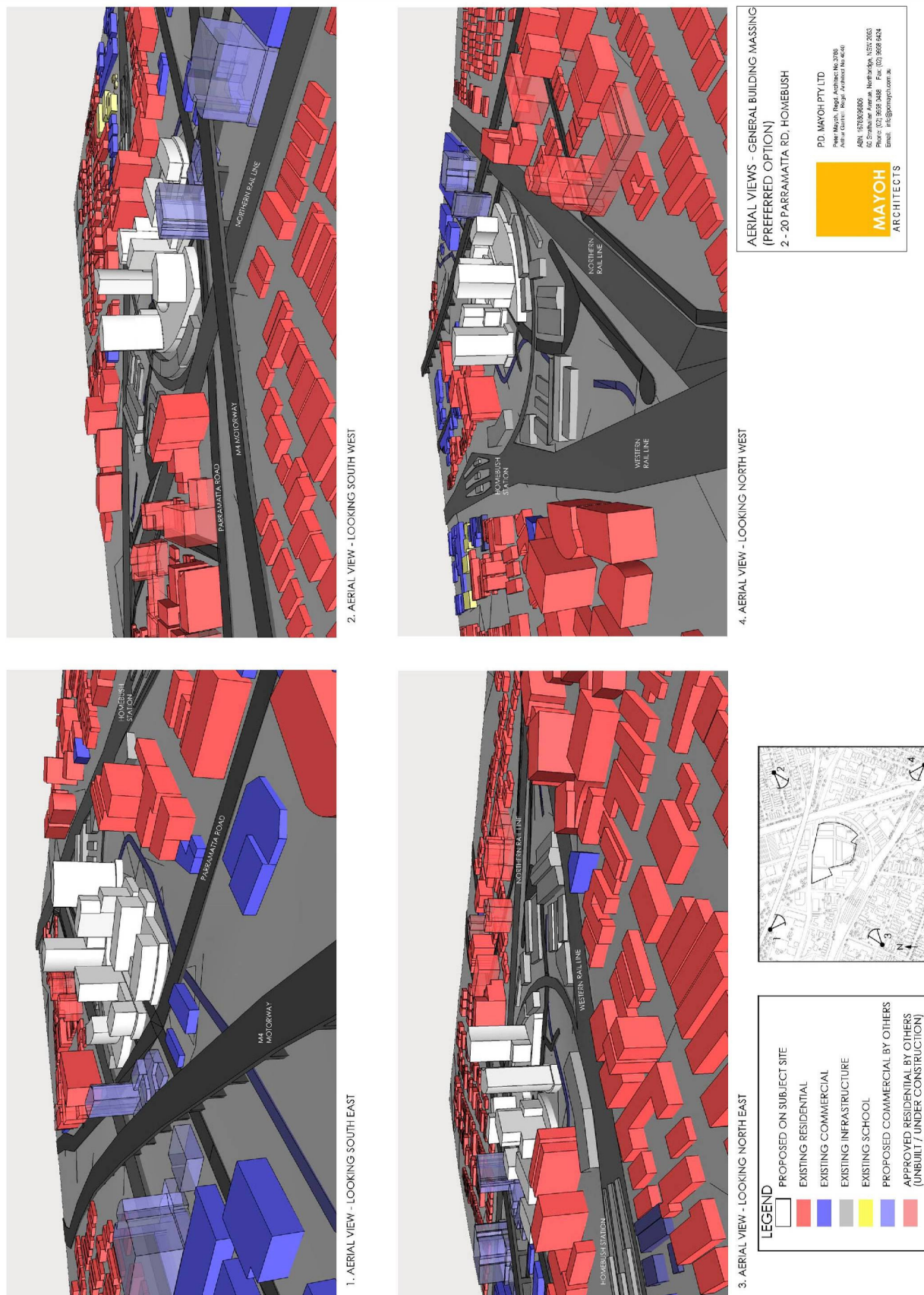


FIGURE 21 – AERIAL VIEWS – GENERAL BUILDING MASSING



FIGURE 22 – PERSPECTIVE VIEW A

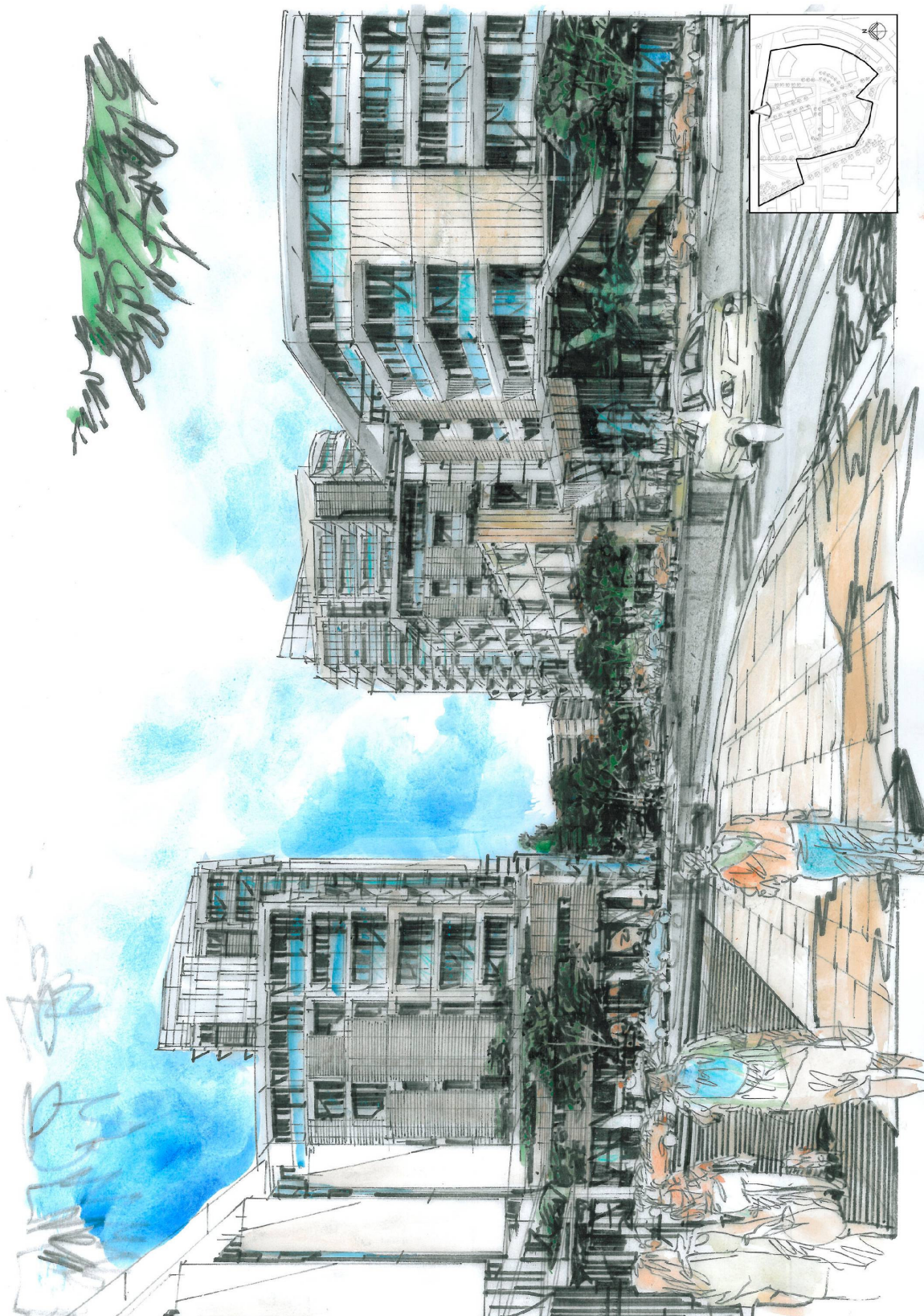


FIGURE 23 – PERSPECTIVE VIEW B

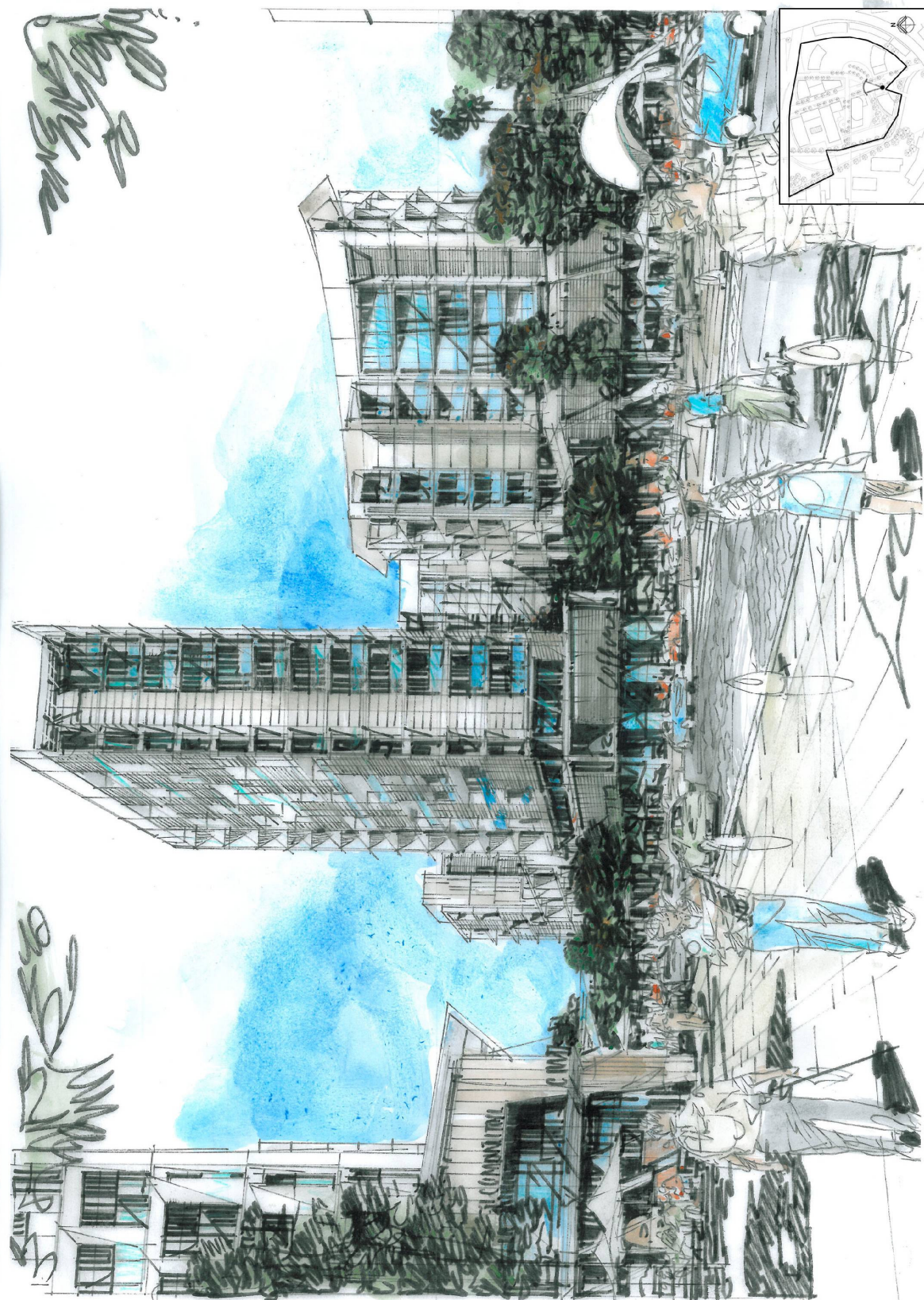


FIGURE 24 – PERSPECTIVE VIEW C

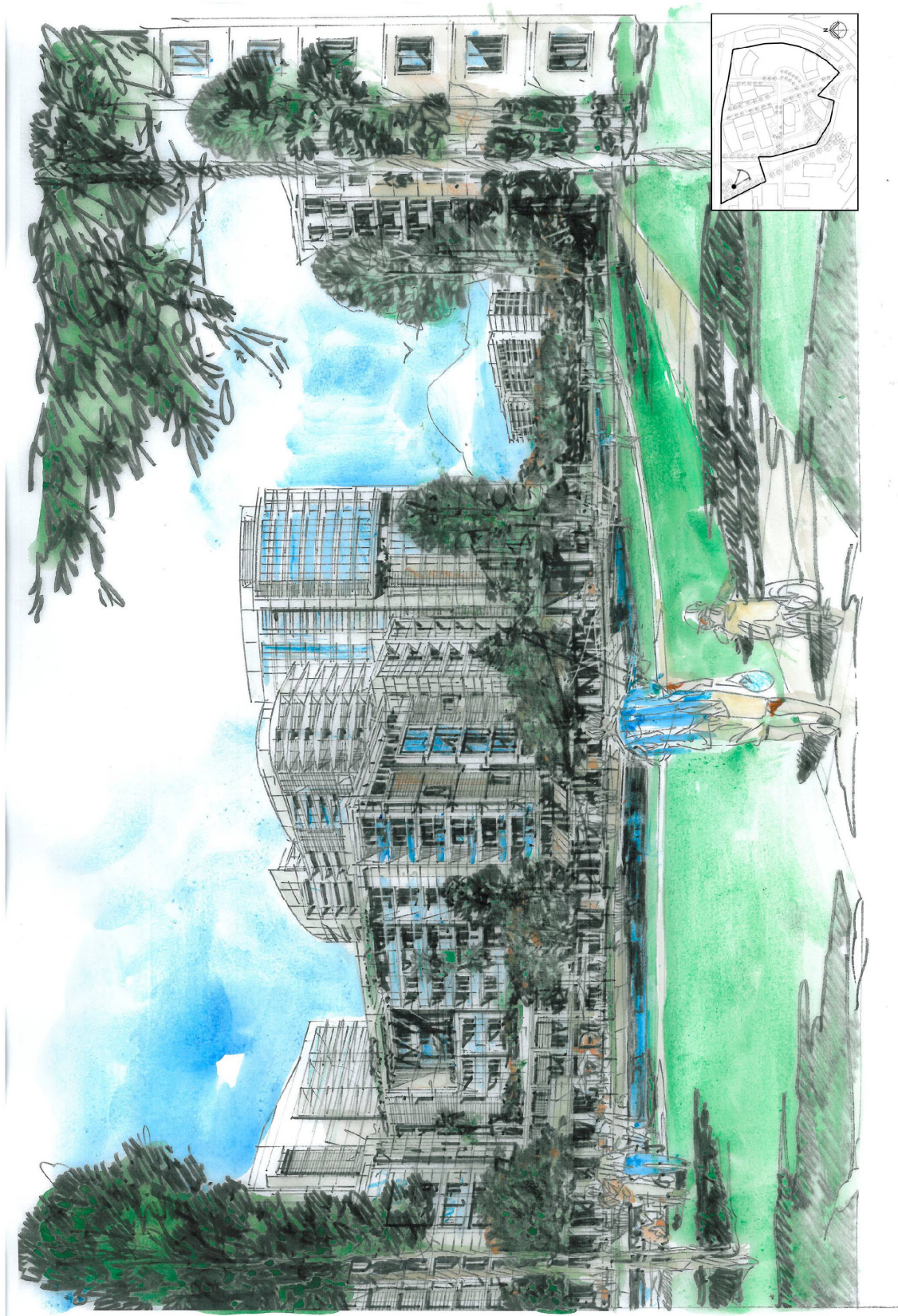


FIGURE 25 – PERSPECTIVE VIEW D

Arrangement of Uses - The proposal is approximately 65% residential (c.600-700 units) and 35% mixed commercial and community facilities, at a total FSR of the order of 3 to one. The mixed neighbourhood businesses utilise the ground level and first floor and would include convenience retailing, commercial offices, entertainment, leisure, health, and food industry premises. The business and community facilities are located to activate and interact with the proposed new public spaces including the southward extension of George Street, the new neighbourhood square and the new park areas. These facilities would service the new population brought in by this development along with other new residential developments in the surrounding areas to the east, west and south in particular. The non-residential portion of the project is expected to complement the mixed commercial premises of the Bakehouse Quarter on the opposite side of Parramatta Rd.

Residential spaces are located above commercial premises, maximising solar access, natural ventilation, privacy, outlook and passive surveillance over the new public spaces. Additionally, the residential areas can utilise the rooftops of the commercial spaces as landscaped common residential open space.

The development concept accommodates a new Kennards Self Storage facility across two levels – Ground and Level 1. The ground level of the storage facility is fronted by small scale convenience retail and restaurant/café uses opening up to Columbia Lane and the proposed new neighbourhood square. The Kennards Self Storage shopfront has frontage to Parramatta Rd and Columbia Lane. The storage areas and administration areas are to be contained behind this ground level retailing and on the first floor. The proposed new Kennards facility accounts for approximately ½ of the total commercial space proposed across the whole site providing an ‘in-place’ tenant ready to occupy the site as soon as construction is complete.

Linkages - The development concept is designed with the opportunity to optimise the use of pedestrian connections to Homebush Station and Homebush Village via Station Street and the pedestrian overpass at the Station platform. Existing pedestrian access along Parramatta Road to Station Street would remain and be enhanced with the development of the proposed new park fronting Parramatta Rd. Additionally the design is intended to take advantage of the existing right-of-footway over the land at 14-16 Station Street (SP 67838). This footway, combined with the eventual development of Lot 2 DP 814227 as public open space can together provide a shorter means of accessing the station and village. New pedestrian bridges over the Powells Creek stormwater channel will link this passage to the centre of the proposed development.

The concept proposes to extend George Street across Parramatta Rd and into the development site along the same alignment by which George St is laid out on the north

side of Parramatta Rd. This will allow for the greatest visual connection between the opposite sides of Parramatta Rd and will coincide with the location of pedestrian crossing of Parramatta Rd at the existing signalised intersection. The new main street is designed to be an extension of George Street from within the Bakehouse Quarter. It will adopt the same alignment of the existing George Street to promote the visual connectivity between the two areas. It is designed to have large footpath and outdoor seating areas and a high level of streetscape design, detailing and furnishing. Mixed-use commercial ground floor spaces will open directly to the footpath helping to activate this space by generating regular pedestrian traffic. Vehicle traffic will also complement the activity of the street, however the streetscape design will reinforce the street as being a low speed zone for vehicle traffic giving pedestrian priority.

The proposed new park on the south side of Parramatta Rd also has the opportunity to provide the location for a pedestrian/cycle bridge across Parramatta Rd linking the new park to the Powells Creek reserve corridor to the north of Parramatta Rd, the Bakehouse Quarter and North Strathfield Station.

The existing footpath network along Parramatta Rd and Cooper Street Strathfield provides pedestrian access to Strathfield Station within 1km. The proposed development allows for the potential future pedestrian/cyclist access through the new proposed park and linking into potential future pedestrian access using the railway viaduct and through the railway land to the south-east of the site and on to Strathfield Town Centre. This type of route would reduce the distance to Strathfield station by at least 100-200m and provide a primarily off-road cycle pedestrian route as a continuation of the Powells Creek Reserve Corridor.

The proposed new park on the south side of Parramatta Rd also has the opportunity to provide the location for a pedestrian/cycle bridge over Parramatta Rd linking the new park to the Powells Creek reserve corridor to the north of Parramatta Rd. This link would allow for pedestrian/cyclist access to the full extent of the Powells Creek reserve corridor, providing access to Bicentennial Park, Sydney Olympic Park, and Rhodes Peninsula within a range of 2-4 kms of the development site.

Open Spaces - The neighbourhood square is located at the convergence of the 'new' George St. extension, Columbia Lane and the existing east-west public lane. Its central location provides maximum opportunity for passing pedestrian traffic. The square allows for outdoor dining and commercial activities as well as a community social space accommodating alternative functions to the public park space.

The proposed park provides the opportunity for passive and some active recreation uses. As part of the Powells Creek Reserve corridor, it forms the southern half of the open space link across Parramatta Rd. The open space provides a significant spatial

buffer between the proposed buildings and the existing residential units along Station Street. The park also provides opportunities for enhancing the appearance and environmental performance of the Powells Creek stormwater channel.

The design dedicates the first two floors to mixed neighbourhood business and community facilities. The community facilities can be accommodated anywhere on these two lowest levels, with their ideal locations depending on the specific use. For example a youth centre could be positioned to have frontage to the active open space allowing for an integration of indoor and outdoor recreation activities. Similarly a library, pool or sports court could take advantage of a two storey high space to allow for double height space within their eventual design resolution.

Community facilities - The subject site is sufficiently large and diverse in use that it will be capable of accommodating a range of community facilities and services such as those listed in section 3.5, depending upon community needs and community support. The whole site will be designed with close attention to energy efficiency and ESD principles.

PLANNING CONTEXT

4.1 This Chapter

The purpose of this chapter is to provide the Department with detail of relevant planning controls and related strategic documents of varying relevance to the proposed concept plan. It does so through the following structure:-

- Current Strathfield controls;
- Other relevant plans;
- Strategic planning context.

4.2 Current Strathfield Controls

Principal amongst these is the Strathfield Planning Scheme Ordinance, which remains to this day the relevant deemed statutory Environmental Planning Instrument applying to the land.

The subject land is zoned partly Mixed Use 10, partly Proposed Open Space 6(d) and partly Proposed Local Road 9(a) under the provisions of the Strathfield Planning Scheme Ordinance (SPSO) (see Figure 4 in Chapter 2). There are no applicable ‘*development standards*’ (as defined).

The Mixed Use 10 zone and Proposed Local Road 9(a) zone apply to that part of the land on the eastern side of Powells Creek while the land on the western side of the Creek is zoned Proposed Open Space 6(d). Powells Creek itself is zoned Special Uses 5(a) “*Drainage*”.

(a) Mixed Use Zone

The development control table to Clause 22 of the SPSO provides that the following development is prohibited in the Mixed Use zone;

Boarding houses; brothels; bulk stores; bus depots; caravan parks; extractive industries; gas holders; generating works; industries (other than light industries); junk yards; liquid fuel depots; mines; offensive or hazardous industries; roadside stalls; sawmills; stock and sale yards; transport terminals.

All other development is therefore permissible with the consent of Council.

Clause 41D of the SPSO relates to development in the Mixed Use (10) zone and provides as follows:-

- "(1) *The Council shall not grant consent to development on land within Zone No. 10 for the purpose of shops unless it is satisfied that:-*
- (a) suitable land for the development is not available in any nearby business centre; and*
 - (b) the proposed development will not detrimentally affect the viability of any business centre within the locality and the development is unlikely to encourage illegal parking or dangerous traffic movements on Parramatta Road.*
- "(2) *Subject to subclause (3), the Council shall not grant consent to development on land within Zone No. 10 for the purpose of a supermarket, department store, discount department store, clothing or footwear shop or small electrical appliances shop or for any other purpose which the Council considers would be more appropriately located in a business centre.*
- "(3) *This clause does not apply to:-*
- (a) the retailing on land of goods produced or stored on the same land where such retailing is secondary and ancillary to a manufacturing or storage use: or*
 - (b) a small supermarket which, in the opinion of the Council, is primarily intended to serve local residents and has a floor area consistent with that function. "*

Clause 41E of the SPSO relates to traffic and parking in the Mixed Use zone and provides:-

- "(1) *Subject to subclause (2), the Council shall not grant consent to any development within Zone No. 10 unless it is satisfied that:-*
- (a) the proposed development will be capable of accommodating its parking and servicing needs and associated vehicle movements on the land on which the development is to be carried out; and*
 - (b) the proposed development will not adversely affect any planned improvements to Parramatta Road or any associated local area traffic management schemes; and*
 - (c) the proposed development is unlikely to generate increased traffic movements, particularly by heavy vehicles, in any residential street in the vicinity; and*
 - (d) the particular traffic generating characteristics of the proposed development will be unlikely to cause any significant or cumulative*

- change to the level of performance and safety of Parramatta Road;
and*
- (e) *the proposed development will not involve the creation of additional vehicle access points to Parramatta Road.*
- "(2) *The Council may grant consent to development on land within Zone No. 10 which does not satisfy any one or more of the criteria set out in subclause (1) where it is satisfied that the traffic, servicing, access and parking measures proposed in, or in association with, the development are likely to create a net improvement over existing actual or potential conditions.*
- "(3) *As a condition of a consent referred to in this clause, the Council may require the consolidation of allotments of land within Zone No. 10 prior to any increased intensity of development taking place, so as to enable improvements to access, servicing and parking arrangements. "*

Clause 41F of the SPSO relates to urban design considerations in the Mixed Use zone and provides:-

"The Council shall not grant consent to development on land within Zone No. 10 until the Council is satisfied that an assessment has been made of the extent to which the development will:

- (a) complement significant elements of the built environment in the vicinity of the land; and*
- (b) improve the appearance of the built environment in the vicinity of the land, particularly in the relationship of buildings to each other and from the perspective of motorists, pedestrians and employees; and*
- (c) complement established landscaping themes or landscaping themes that the Council considers to be desirable; and*
- (d) enable the removal of unsightly or visually intrusive structures."*

(b) Proposed Open Space 6(d) Zone

The development control table to Clause 22 of the SPSO provides that the following development may be undertaken, subject to the imposition of conditions, in the 6(d) zone:

Children's playgrounds; gardens; parks; sportsgrounds.

The development control table to Clause 22 provides that the following development is permissible only with the consent of Council in the 6(d) zone:

Drainage; roads; utility installations other than generating works or gas holders.

All other development is prohibited in the zone.

Clause 18A of the SPSO relates to acquisition of land within Zones Nos. 6(d) and 9(a). It provides as follows:

- (1) *The owner of any land within Zone No. 6 (d) or 9(a) may, by notice in writing, request the Council to acquire the land.*
- (2) *Subject to subclause (3), on receipt of such a notice, the Council must acquire the land;*
- (3) *Until;*
 - (a) *land the subject of the notice referred to in subclause (1) is acquired by the Council, or*
 - (b) *land that has been acquired under this clause is developed for the purpose for which it has been acquired, development may, with development consent, be carried out on the land for any purpose, if the Council is satisfied that the development will not adversely affect the usefulness of the land for the purpose for which it has been reserved.*
- (4) *In determining whether to grant consent to development under subclause (3), the Council must take into consideration:*
 - (a) *the effect of the proposed development on the costs of the acquisition, and*
 - (b) *the imminence of acquisition, and*
 - (c) *the cost of re-instatement of the land for the purposes of public open space, local roads and road widening.*

(c) Proposed Local Road 9(a)Zone

The development control table to Clause 22 of the SPSO provides that the following development is permissible with the consent of Council in the 9(a) zone;

Drainage roads; utility installations other than generating works or gas holders.

All other development is prohibited in the zone.

Clause 18A of the SPSO set out above in relation to the 6(d) zone also applies to the 9(a) zone, giving Council discretion on non-complying DA's.

From the above, it is considered that the proposed redevelopment of the Columbia Precinct Lands is permissible with Consent under the statutory SPSO provisions (although is not in accordance with the area-specific DCP 20 provisions discussed below). It is therefore arguably the case that the proposal can proceed directly to Part 3A Application without a prior Concept Plan approval stage, however that will be a decision for the Major Projects Branch of the Department.

4.2.1 Strathfield DCP No. 20

Behind that SPSO document is the Strathfield Development Control Plan No.20 – Parramatta Road Corridor Area, which is now five years old and is now to some degree superceded by subsequent strategic planning principles for the area.

The purpose of DCP 20 is to control and guide the nature, form and scale of multiple-unit housing and mixed use developments within the Parramatta Road Corridor Area. Its provisions are based on the Parramatta Road Corridor Master Plan. An extract from the Master Plan showing the subject and surrounding land is contained in Attachment C.

The aims and objectives of the DCP are as follows:

“The aim of this Development Control Plan (DCP) is to achieve development within the Parramatta Road Corridor Area which is sympathetic and appropriate for the natural and built environment, optimises opportunities for utilising public transport, and is acceptable to its community and economically feasible...”

The specific objectives of this DCP are:

Location

- 1. To recognise the strategic importance of Parramatta Road as a major regional connection; and*
- 2. To build on the opportunities provided by the proximity of the Corridor Area to the Olympic Park.*

Accessibility

- 1. To provide better links, both in terms of accessibility and urban form, between residential development and other services in the Corridor Area;*
- 2. Provide a safe and accessible system of pedestrian and cycle links throughout the area, and to desirable destinations outside the Corridor Area;*
- 3. Reinforce the public transport role in the Corridor Area; and*
- 4. Improve traffic and parking management in the Corridor Area;*

Public Domain

1. *To improve pedestrian amenity throughout the Corridor Area;*
2. *To reduce vehicular/pedestrian conflicts;*
3. *To provide a stronger public domain focus to the Corridor area and more open space;*
4. *To encourage provision of community services and facilities as part of site redevelopments;*
5. *Create an accessible and safe public domain;*
6. *Enhance the existing streets and lanes with tree planting to improve pedestrian amenity; and*
7. *Ensure private open space areas are designed with security in mind.*

Streetscape

1. *To provide direction and certainty of outcome in relation to built form to ensure:*
 - a. *A coherent street scale;*
 - b. *Compatibility with the existing urban fabric.*
2. *To enhance the character of individual streets in the Corridor Area by appropriate landscape design and coordinated built form; and*
3. *To re-establish the market place function near Homebush Station and along parts of Parramatta Road.*

Landscaped Open Space

1. *to provide for an increased demand for open space caused by the anticipated increased residential population in the Corridor Area;*
2. *To maintain a viable amount of landscaped space on private land to preserve and enhance the existing character of the Corridor Area;*
3. *To encourage the planting of native vegetation;*
4. *To ensure landscaped spaces are provided in appropriate locations and designed to standards consistent with Ecologically Sustainable Development principles;*
5. *Upgrade existing infrastructure easements to incorporate links and recreation facilities; and*
6. *Provide a range of recreation opportunities, in lines with the objectives of the Strathfield Council Parks and Recreation Plan.*

Building Form

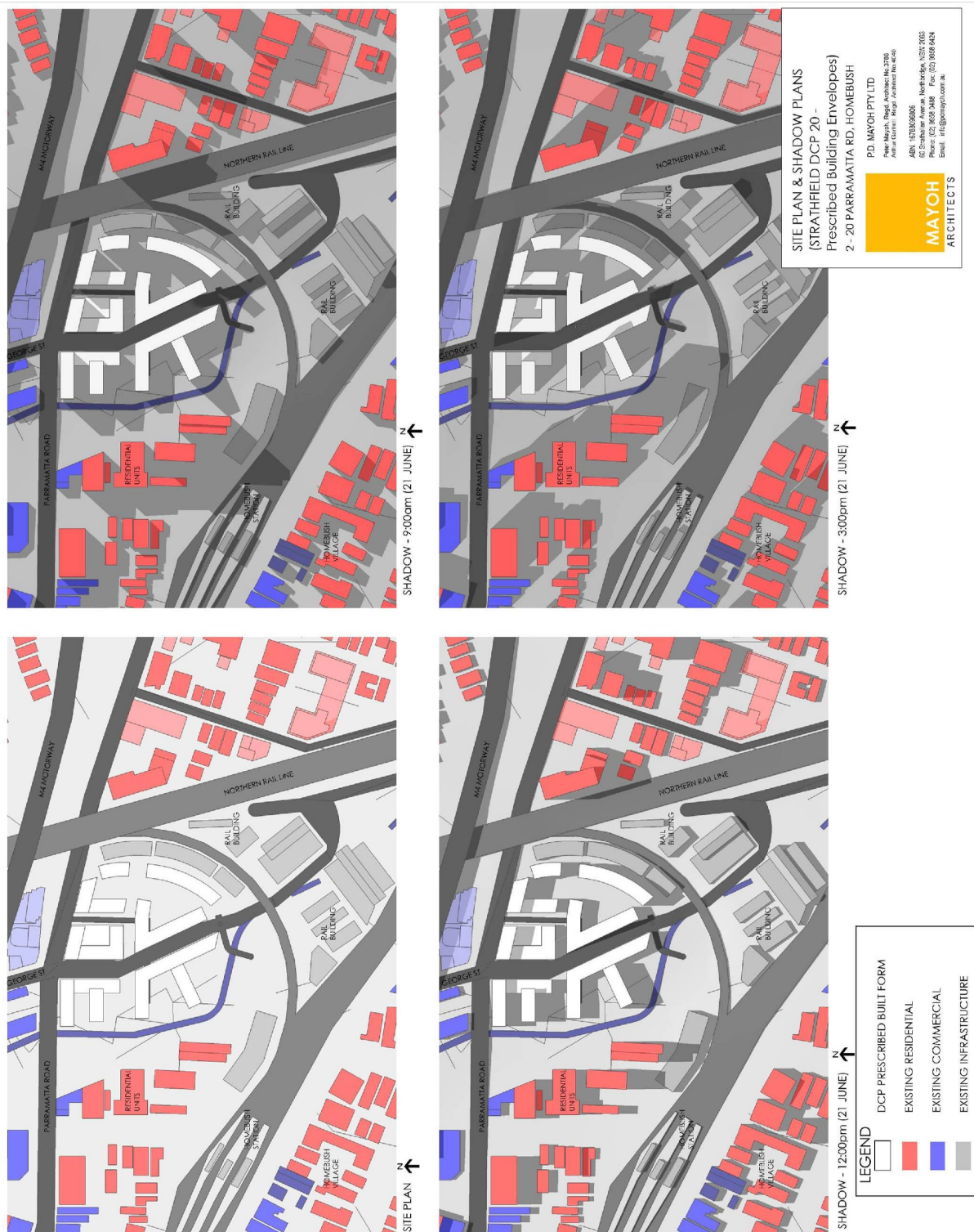
1. *Promote a more vibrant urban form and character within the Corridor Area;*
2. *Promote high quality design of building form that is essential for areas of increased density;*
3. *Provide for a variety of building types;*

4. *Encourage the construction of flexible accommodation and a diverse mix of uses;*
5. *Encourage the provision of economically and environmentally sustainable development which is energy efficient and provides good solar access;*
6. *Provide an acceptable acoustic environment for residents through appropriate design, layout and construction measures, which mitigate noise and vibration impacts from nearby road and rail transport activities;*
7. *Preserve items of cultural or heritage significance;*
8. *Promote a mix of housing types to increase housing within the Corridor Area and within the Strathfield Municipality generally;*
9. *Ensure that the buildings are designed incorporating Ecologically Sustainable Development principles by requiring the construction of energy smart buildings; and*
10. *To improve residential amenity in the Corridor Area, and integrate built form with public and provide landscaped open space."*

DCP 20 contains a range of controls to guide development in the Corridor including:

- site analysis;
- building footprint;
- building height;
- built form;
- roof form;
- façade composition;
- heritage and conservation;
- visual and acoustic privacy;
- private open space;
- energy efficiency and water conservation;
- stormwater, sewerage and drainage;
- access for people with mobility disabilities;
- vehicular access and car parking ;
- site facilities and services;
- Section 94 contributions; and
- Excavation of sites.

The controls contained in the Built Form Masterplan (Attachment C) provide for development on the subject land of between 4 and 6 storeys in height with associated building footprint and built form guidelines. The PD Mayoh 3-D illustration at Figures 26 & 27 shows the built form effect of those DCP height controls in their context. The DCP also provides a consolidation Masterplan.



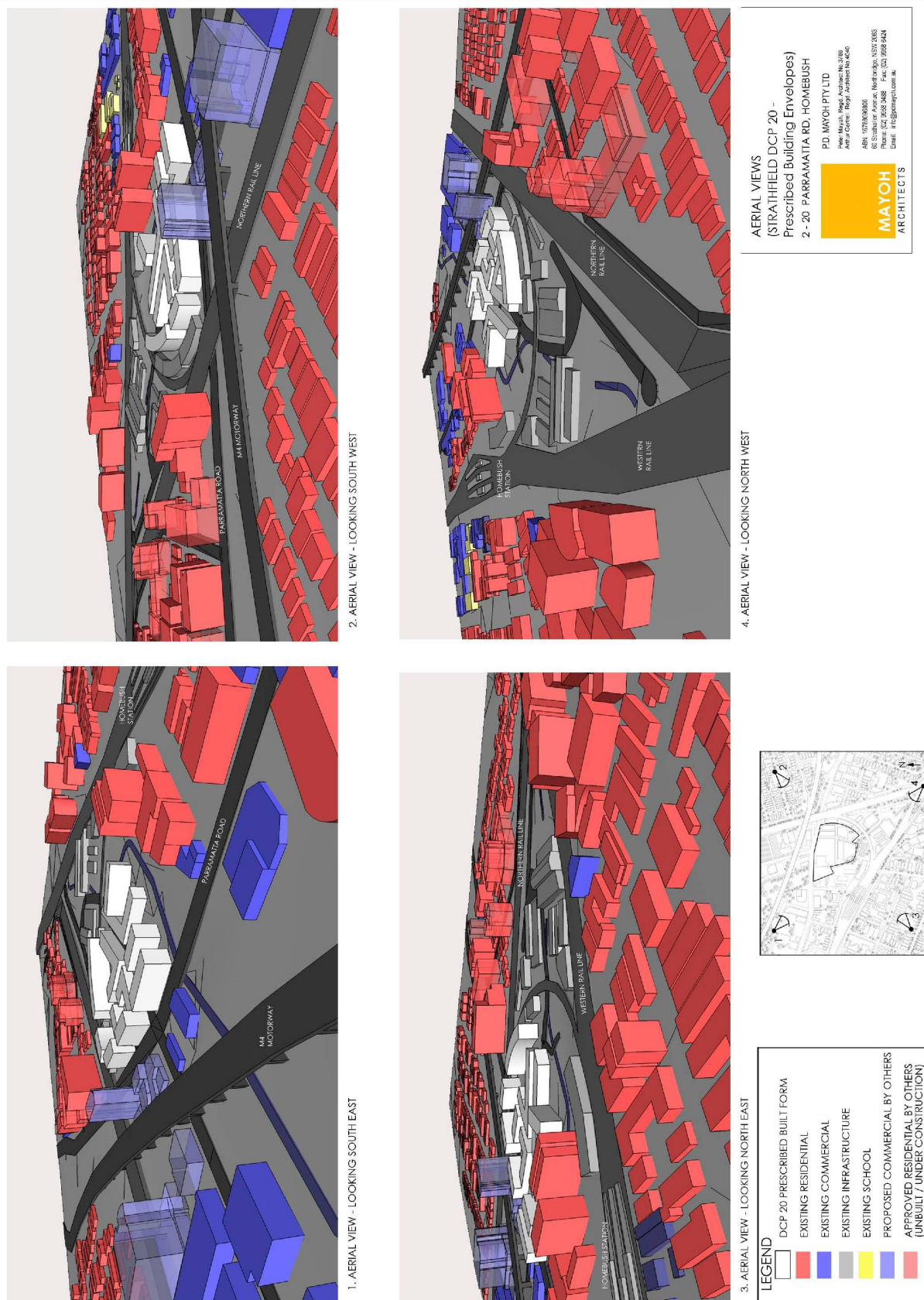


FIGURE 27 – STRATHFIELD DCP 20 PRESCRIBED BUILDING ENVELOPES

4.3 Other Relevant Plans and Controls

Relevant provisions are found in other Plans as follows:-

- **State Environmental Planning Policy (Major Development) 2005**, whereby the proposed redevelopment is considered to be a purpose listed in Group 5 of Schedule 1 of that Instrument (hence this Preliminary Environmental Assessment Report seeking the Director-Generals Environmental Assessment Requirements as a Major Project under Part 3A of the Act and the Major Projects SEPP). See CIV in Attachment B to this Report, confirming construction value well in excess of \$100 million;
- **State Environmental Planning Policy (Infrastructure) 2007** requiring consultation with the RTA through the SRDAC, and RTA approval to the works and signals within Parramatta Road;
- **State Environmental Planning Policy No.65 (Residential Flat Buildings)** requires design certification of the residential buildings and close consideration of the SEPP65 Design Code (which has been a central component of the design development process to date);
- **State Environmental Planning Policy No.55 (Remediation of Land)** requires the Consent authority to be satisfied that any site contamination can be appropriately remediated for intended purpose.
- **State Environmental Planning Policy No.64 (Advertising and Signage)**, which would ordinarily be addressed later when the nature of proposed signage (whether advertising or ID) is better known;
- **Section 91** of the State Environmental Planning and Assessment Act makes the development '*Integrated*' as it involves works near a '*watercourse*' (assuming that the concrete stormwater canal constitutes a watercourse), and therefore requires an Activity Approval from the Office of Water. It is thought however that the Part 3A provisions may obviate the need for such an approval here.

4.4 Draft Strathfield LEP 2003 (2003)

Originally prepared and exhibited some years ago and more recently renamed to '2008', this draft LEP is still considered to have statutory effect as an exhibited Plan pursuant to S.79C(1)(a)(ii) of the Environmental Planning and Assessment Act. The land continues to be shown as Mixed Use (10) zone under that draft Instrument, still without any development standards, and would not preclude the proposed development.

4.5 Strategic Metropolitan Planning Considerations

The two relevant documents here are the Metropolitan Strategy (2005) and the Inner-West Sub-Regional Strategy (2008). These provide a range of relevant policies and directions, as discussed below:-

- The primary direction of both those State Government documents is that Parramatta Road is to be actively promoted as an Enterprise Corridor, with component elements of Renewal Corridors which are run down and/or have significant underutilised infrastructure, and Economic Corridors, clearly recognising the significant opportunities presented by such corridors.
- Specifically, Parramatta Road is to be revitalised *"...as an Enterprise Corridor which can support a diverse range of economic activities from boutique shops, local industrial services, commercial premises, transport and manufacturing facilities, as well as some residential in appropriately situated locations."* (B6.1).
- Related planning objectives include:-
 - to increase densities *"in centres"* whilst improving liveability;
 - to concentrate activities near public transport;
 - to focus redevelopment in renewal corridors to maximise infrastructure utilisation;
 - to establish stronger corridors planning and development initiatives;
 - to investigate/implement new public transport initiatives (notably the Parramatta-Burwood Strategic Bus Corridor) and private travel demand management;
 - to provide an integrated network of open space, cycleways and pedestrian routes;
 - to maintain corridors as employment locations at the same time utilising their potential for additional housing;
 - to promote businesses along main roads and to encourage a mix of compatible uses;

- to enable a mix of employment (including business, offices, retail and light industrial uses); and
 - to maintain the economic strength of centres by limiting retailing of food and clothing outside centres.
- It is also relevant to note that the Metro Strategy references the Metropolitan Development Program (MDP) favouring new housing development under the RDS either within 800 metres of a rail station or 400 metres of high frequency bus services, both criteria satisfied by the subject land.

4.6 Summary of Planning Controls and Strategies

The subject land is seen to fall within a mixed use zone environment, which encourages the sort of mixed use development proposed. Depending upon the legal interpretation of Clause 41E of the statutory Instrument (i.e. in terms of whether it would enable the proposed re-alignment of internal laneway, a public road, without statutory amendment), it is possible that the proposed development is permissible under that Instrument.

That would however, require the relaxation of the building height controls found in the Strathfield DCP No. 20, which is based on the earlier Parramatta Road Corridor Study 1997 and the subsequent Masterplan 1999, well prior to the 2005 Metro Strategy and the 2008 Sub-Regional Strategy discussed above. Those two latter documents make it clear that the subject area and the Parramatta Road Corridor generally, are to be closely evaluated for their redevelopment potential, having regard for public transport accessibility, and the suitability of particular lands for the type and form of development proposed. The proposed development is considered to be closely concordant with those policies and directions.

5. ISSUES AND IMPACTS

5.1 Strategic Considerations

At the broad metropolitan planning level it is very clear the location of Columbia Precinct lends itself to significant development. It is very centrally located within the metropolitan region and very well served by road, bus and rail, giving it a very high level of accessibility. It is located on the Parramatta to Sydney Renewal Corridor, and is within a potential Enterprise Corridor. It is close to major centres and to Homebush Bay and Rhodes employment centres, and will provide much-needed support for commercial enterprises within the heritage Bakehouse Quarter to the north.

At the more localised level the Columbia Precinct land is within close walking distance of Homebush Station. It is an 'island' site which is capable of accommodating significant built form, which in turn has been arranged on the site to create good built form relationship as well as minimal impacts on neighbouring land-uses. Furthermore, its development as proposed will provide significant additional housing stock well-located to public transport which will reduce private travel demands and reduce the need for residential densification in more sensitive parts of Strathfield LGA, at the same time providing additional land identified in the SPSO as reserved for open space, without the cost otherwise for Council acquisition, as well as much-needed new affordable and adaptable housing.

5.2 Other Planning Issues

5.2.1 Social and Economic Impacts

There are considered to be no negative social or economic impacts created by the proposed development. Positive impacts will be as follows:-

- ❑ Increased on-site employment;
- ❑ Additional affordable and ESD-friendly housing for around 650 new households, taking pressure off low-density areas;
- ❑ New investment of some \$300 million in construction, and construction employment of some 1500-2000 man-years;
- ❑ Additional public open space as a southward prolongation of the Powells Creek corridor, and pedestrian linkage across Parramatta Road;
- ❑ Greater usage (and viability) of public transport.

5.2.2 Environmental Impacts

- (a) **Bulk and Scale** – Being an island site well separated from other residential in the vicinity, it has been designed to provide buildings of lesser height in the Parramatta Road environment, starting with a 2-3 storey element to the road alignment, stepping up behind, with the tallest buildings at the rear, well removed from major or sensitive public vantage points. The proposed arrangement of building mass on-site is respectful of its context, and will create a pleasing built form outcome both on the land and in its relationship to its neighbours. SEPP65 building separations will be well exceeded.
- (b) **Privacy and Overshadowing** - Again, SEPP 65 provisions have been central elements to the design development phase, and privacy and overshadowing criteria will be comfortably satisfied. Those aspects will be addressed in detail in the Part 3A Environmental Assessment document in due course.
- (c) **Public Domain** - The existing public domain will be protected, and substantial additional public domain will be created, with generous quality of environmental design. Pedestrian and cyclist connectivity will be important inputs in that regard, and will be greatly improved over existing conditions.
- (d) **Traffic and Transport** - The site's close proximity to rail and bus will ensure good opportunity for high public transport mode split and enable lower car ownership. The proposed realignment of the new George Street southern extension into the site will allow much better visual connection across to the Bakehouse Quarter. Parking provision, traffic generation and network impacts will all be addressed in detail by CBHK Traffic in the subsequent Environmental Assessment Report.
- (e) **Acoustics and Vibration** – Renzo Tonin & Associates have been employed on previous projects to undertake a noise and vibration impact study, and are likely to be employed on this project as well, having regard to the proximity of major road and rail infrastructure in the vicinity, to identify and examine potential impacts, and to recommend possible ameliorative measures as appropriate to achieve conformity with applicable standards. Potential construction impacts will also be addressed.

- (f) **ESD** – Close attention will be given from early design to the principles embodied in energy efficient buildings and spaces, environmentally friendly solutions, and ESD in its broadest sense. This design process will adopt the relevant guidelines provided by Section J of the BCA, BASIX, and NABHERS and Greenhouse Star rating methodology, as appropriate. Means of generating power on-site will be closely explored, and reduced car usage will be actively encouraged.
- (g) **Heritage** – There are no identified heritage issues on the subject land, nor proximate to the site. The relationship of the proposed Columbia Precinct development to the Bakehouse Quarter on George Street north of the M4, will be assessed and reported upon by Robert Staas of Noel Bell Ridley Smith & Partners if required by the Director General's specifications for the Environmental Assessment Report under Part 3A of the Act.
- (h) **Services, Infrastructure** – The location and capacity of existing services available to meet site demands will also be addressed as part of the Part 3A Environmental Assessment work, and any necessary relocation or amplification identified. Stormwater requirements (including OSD) will also be studied and appropriate solutions identified (the land is understood not to be flood-prone).
- (i) **Flora and Fauna** – Neither of these is likely to be an issue for this development, given the 100% built-up condition of the site. Similarly, no riparian planting is necessary along the Sydney Water concrete stormwater canal abutting the land, given its dominant hydraulic function.
- (j) **Consultation** - These requirements are anticipated to be set down by the Department in response to this Preliminary Environmental Assessment Report, possibly in association with a Planning Focus Meeting. Attendees at such a meeting might be expected to cover, but not necessarily be limited to, Sydney Water, Integral Energy/Transgrid, State Rail, Roads and Traffic Authority, and Strathfield Council.

5.3 Summary of Impacts

The project-related impacts, both positive and negative, will be better known once the full Part 3A Environmental Assessment study has been completed. This Preliminary Assessment however, and the design development and analysis undertaken to date, indicate that any negative impacts are manageable and acceptable, while the potential beneficial impacts are significant, weighing in favour of the proposal.

6. FINDINGS AND CONCLUSIONS

6.1 This Preliminary Environmental Assessment has been undertaken by CBHK Planning and 'Mayoh Architects' on behalf of the three owners of the subject Columbia Precinct lands David Lhuede, Kennards Self Storage and Hai Phong Properties, in response to the letter of request from the Department of Planning at Attachment A. This preliminary work demonstrates that:

- the proposed development is consistent with the statutory provisions of the deemed Instrument the Strathfield Planning Scheme;
- it is consistent with the planning objectives and directions of the Metropolitan Strategy (2005) and the Inner West Sub-Regional Strategy (2008), and with the Objects of the Act;
- it will have negligible adverse impacts and strong environmental performance;
- it will have substantial planning benefits;
- it will involve development works of a value of some \$300 million (see Attachment B), well in excess of the \$100 million to qualify as a Major Project under the SEPP;

6.2 Accordingly, the Minister is invited to accept the proposed project as being of a kind described in Group 5 of Schedule 1 (Classes of Development) of State Environmental Planning Policy (Major Development) 2005 for which a Project Application may be made under Part 3A of the Act, and that the Director-General issue his formal Environmental Assessment Requirements.

ATTACHMENT A

Letter from Department of Planning Major Projects Branch

Following preliminary meeting

ATTACHMENT B

Certificate of Capital Investment Value

Prepared by

Altus Page Kirkland Quantity Surveyors

ATTACHMENT C

Strathfield DCP 20 Parramatta Road Corridor Master Plan

Based on

Planning Studies in the 1990s