

Strathfield Central Planning Proposal

Urban Design Report
September 2019

The Redevelopment of Strathfield Plaza will transform Central Sydney’s long serving strategic hub.

The NSW Government has identified that 725,000 new homes will be needed to meet demand based on current population projections to 2036.

Job Title: Strathfield Central Redevelopment

Document Title: Urban Design Report

Revision Number	Date	Description	Format	Prepared	Checked	Approved
01 Draft	14/07/19	For planning proposal	A3 document	RS	FD	AC
02 Draft	19/07/19	For planning proposal	A3 document	RS	FD	AC
03 Draft	26/07/19	For planning proposal	A3 document	RS	FD	AC
04 Final	17/09/19	For planning proposal	A3 document	MG	MM	AC

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Preface

Acknowledgment of Country

Grimshaw acknowledges the Wangal people of the Darug Tribe; the traditional custodians of the land and waterways of Strathfield.

We acknowledge and celebrate the continuation of a living culture that has a unique role in this region. We also acknowledge Elders past and present as well as our emerging leaders of tomorrow and thank them for their wisdom and guidance as we walk in their footsteps.

Our Approach to Design and Place Experience

Grimshaw, in collaboration with the broader design team, have been engaged to provide an Urban Design Report for the Strathfield Central Planning Proposal. Planners Urbis are leading the submission of the Planning Proposal with the Urban Design Report forming a key component of the submission. The Urban Design Report provides an overview of the urban design study undertaken to consider the development potential for the site. The site has not undergone significant development feasibility assessment since the existing Strathfield Plaza site was developed in the 1970's.

The site offers great development opportunity and can provide the catalyst for the rejuvenation- not only the shopping centre- but also the re-visioning of the broader Strathfield Town Square and adjacent existing private developments.

The design methodology adopted for the precinct uses an iterative approach which tests and modifies proposed schemes seeking balance between amenity, public benefit, quality, economic viability and development surety.

Providing a significant public benefit, which improves precinct pedestrian connectivity and the creation of a permeable site, is a key driver for the development of our building massing and urban response.

The planning proposal seeks to adapt the existing Strathfield Plaza into an integrated 'mixed-use' Town Centre with retail, residential and commercial components. The site is in a largely residential area with a high level of public transport amenity. Within this context, a mixed-use development is an appropriate use for the site, with retail and commercial environments within the lower podium, and high quality residential towers above.

Key to any future proposal for the site is an enhanced provision for social amenity, for both the local and broader community, and ensuring our prolonged commitment to realising these benefits through design and delivery of this essential project.



A scene from the Yoo-long Erah-ba-diang Ceremony, 1798, James Neagle, National Library of Australia



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Prelude — Executive Summary



Executive Summary

Context

As the population of Sydney continues to grow and demographics change, suburbs such as Strathfield become increasingly important. These suburbs will develop aspirationally, with high quality residential developments, high value public spaces, parks and amenities, all supported by good transportation links and infrastructure.

The delivery of the Sydney Metro City, Southwest and West networks will enable greater connectivity across Sydney, and the western suburbs in particular, creating a series of precinct development opportunities.

Aside for the opportunity afforded by Metro, Strathfield is seen to form the nexus of an established transport network. Indeed the site lies at the heart of the rail system, with Sydney to the east, Parramatta to the west, Rhodes north and Campsie and Belmore to the south.

A Strategic Location

There is a broad consensus across governments that the rail corridor precincts should be developed to support Sydney's need for growth in population and employment, and now is the right time to develop a proposition for this important site.

The Greater Sydney Commission draft Eastern City District Plan reinforces Strathfield's regional significance as an important housing and transport hub.

Strathfield Town Centre sits within the strategic Burwood to Parramatta corridor and is one of the key areas being considered for future development within Sydney's higher-order planning strategies including the Plan for Sydney and the Draft Parramatta Road Corridor strategy. This strategic corridor has been considered for significant renewal due to its excellent rail and public transport connectivity, and its geographic positioning.

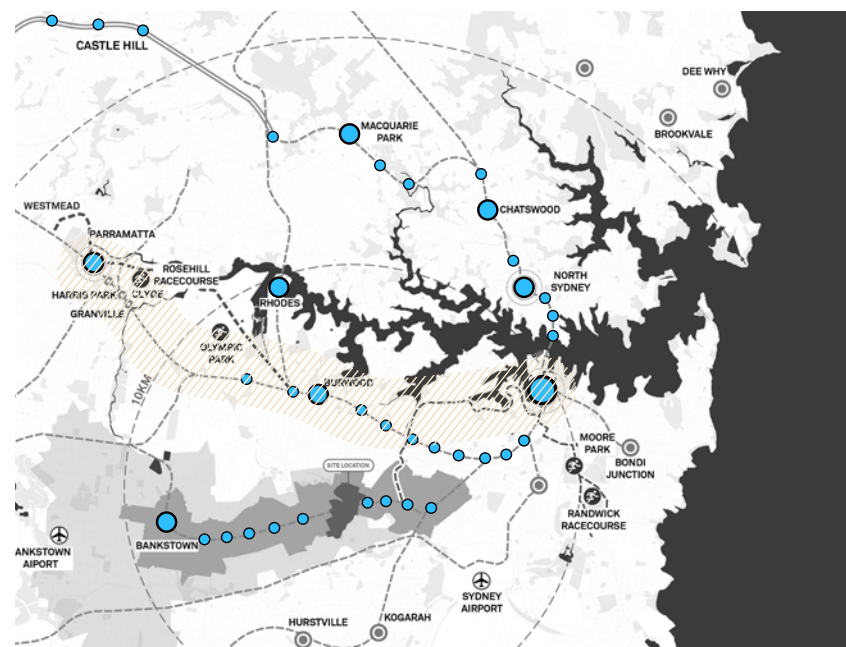
Indeed, this site and the opportunity it presents, should be of keen interest to Strathfield Council; Strathfield Central can provide excellent access to public transport, deliver a high quality of public amenity and catalyse the rejuvenation of an existing Town Centre into the 21st Century.

Transit Oriented Development

Our proposal for Strathfield Central is an exemplar Transit Orientated Development (TOD) in a location that is close to high frequency public transport, including rail and bus networks, as well as having access to essential services, employment and educational opportunities. These services - all within walking distance of the Project - can significantly reduce private car dependency through implementing key transport principles within the development.

The Strathfield Central planning proposal is consistent with the principles of TOD based on the following:

- Mixed use development, inclusive of a potential community facility, located within 100m walking distance of Strathfield Train Station and Bus Interchange
- Built within an established town centre with potential to provide increased activity within the precinct
- Delivery of open space and improved pedestrian amenity through potential improvements to Strathfield Square
- Direct connectivity to pedestrian and cycle network
- Reduced car parking provision with potential to promote overall reduction in car use across the broader precinct.



Sydney's transport links - rail and metro



Sydney Olympic Park Master Plan promotes high buildings and increased density



Parramatta Square

Strathfield Transport

Strathfield is located in the inner west of Sydney, NSW, almost equidistant between Sydney CBD the east and Parramatta CBD to the west, it is close by to Sydney Olympic Park and Homebush, to the immediate north.

Strathfield is well connected by public transport, its train Station is the 10th busiest in NSW, in part due to its function as an interchange between T9 Northbound and T2 and T3 West bound services and the City. Within the station precinct is a significant bus interchange which services multiple local and regional bus routes. In addition, a local taxi rank is located directly outside the station as well as kiss and ride drop off. As a multi-modal interchange, the precinct is considered to be easily accessed and well connected.

Future plans for Sydney Metro West network are expected to extend to Strathfield due to its significant interchange capability, and whilst a new Metro station would be unlikely to be built in the town centre itself or within the immediate precinct, one may be located close by, given the proximity and provision of the aforementioned established transport interchange.

A Town of Twin Characters

Strathfield is often identified by its affluent neighbourhoods; abundant and elegant residential buildings (which richly reflect many architectural styles and materials), tree lined avenues, and high quality heritage churches and schools.

The development of residential apartments throughout the 1960's and 1970's saw an increase in density throughout much of the suburb, which continues today. Strathfield has a strong reputation as a regional centre for education, and boasts a significant number of high quality state and private schools.

Despite this, the town centre and public plazas tell a different story. The town centre is dominated by the transport interchange, the Square, and the shop fronts along Churchill Avenue, including the entries to Strathfield plaza; a retail development which opened in 1981. Little has changed within the shopping mall since its original construction, and whilst it provides much needed amenity for the community, it is outdated and in dire need of revitalisation.

The town centre reflects a point in time when cars and vehicular access drove town planning, and whilst access to and from the transport interchange is effective, pedestrian access and experience is generally poor.

Towards the Future

The Community Plan 2025 and the Strathfield Council vision represents aspirations for a future Strathfield town centre, and it is our project that has the greatest ability to lead the way in revitalising the town centre, provide significant public benefits, and catalyse the broader community to enable population growth and - through our masterplan- pave the way for further local development within the precinct to occur.

Importantly, the revitalisation of Strathfield Town Centre is reliant on the combined aspirations and vision of landowners and council. This project is unique in that Memocorp, as the largest landowner in Strathfield, are the only party that can truly deliver an outcome for Strathfield, and catalyse the further redevelopment of the town centre for the benefit of the community.

Our team relishes the opportunity to work alongside Strathfield Council and the community to help shape the aspirations and principal objectives of Strathfield Central to support an exceptional and appropriate outcome for Strathfield and its residents.



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5



6

1. Strathfield town centre and project site definition - Aerial View
2. 23-31 Morwick Street, Strathfield
3. Keary's Corner Strathfield, the iconic milk bar and lolly shop, known and loved by many, it is synonymous with Strathfield
4. Santa Sabina College
5. Little Korea has established a new cultural identity in Strathfield
6. Existing Strathfield Plaza shopping centre entry

Strathfield Central Project vision

Our vision is to create an exceptional architectural and urban outcome for Strathfield Town Centre that is well connected and builds upon the values of transit oriented development and which provides the immediate and broader community with an energetic, vibrant public realm and retail village.

Our vision supports strategies for a growing city, and provides high quality commercial, employment and residential - true mixed use- outcomes. We are future focused and environmentally minded, and our vision is designed for people and communities, and we are in a unique position to deliver this outcome for Strathfield.

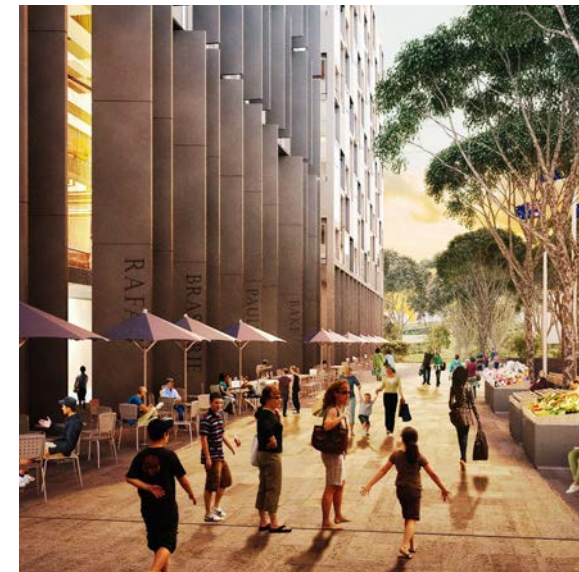
We believe our aspirations for this project align with Council's own strategies as well as the community's needs as outlined in the 2030 Community Strategic Plan.

Our Vision for Strathfield Central is:

1. To unlock Strathfield town centre and create a place of exceptional public value and energy and vitality; a flourishing and revitalised destination.
2. To improve connectivity, reconnect the town centre to an new station plaza / Strathfield Square, and improve safety and access for all.
3. To provide a vibrant retail centre which is active and energetic, and contributes to the joy of a future Strathfield.
4. To promote a truly sustainable and environmental outcome throughout the design of the precinct and buildings.
5. To be diverse; in our design outlook, our consideration of a growing demographic and in our proposal for true mixed urban outcomes.
6. To recognise that places are for people and we will promote a vibrant town centre that focuses on the outcomes of the user experience.



1. Creating a place that will come to life through business, retail, lifestyle and entertainment, and exceptional public spaces



2. Providing an injection of new social and economic energy, supporting vibrant Day and Night time Economies



3. Creating a retail experience that offers all day activation; an inviting destination for all, with something for everyone



4. A Green Lung created in harmony with Strathfield's natural and built environments



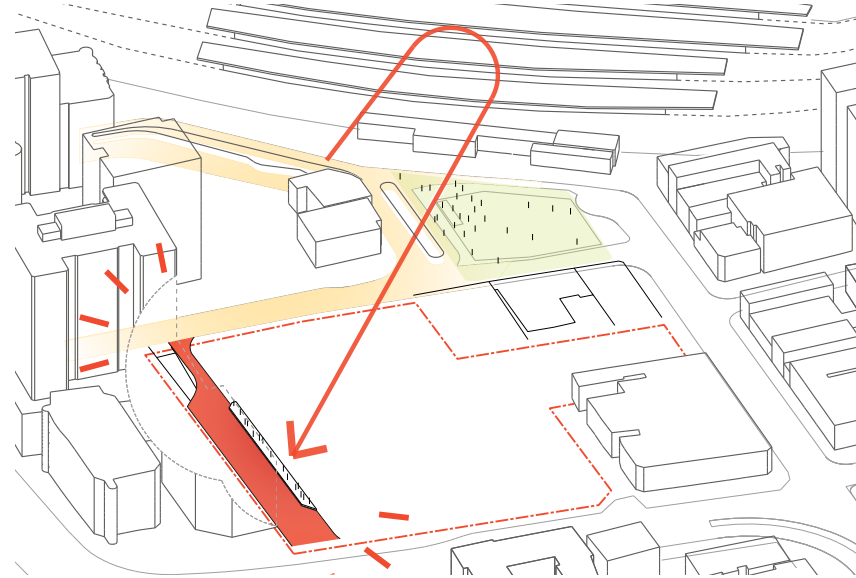
5. Providing a customer focused transport hub to increase capacity for visitors and enhance modal interchange



6. Deliver a new workplace complemented by a gathering place for the whole community

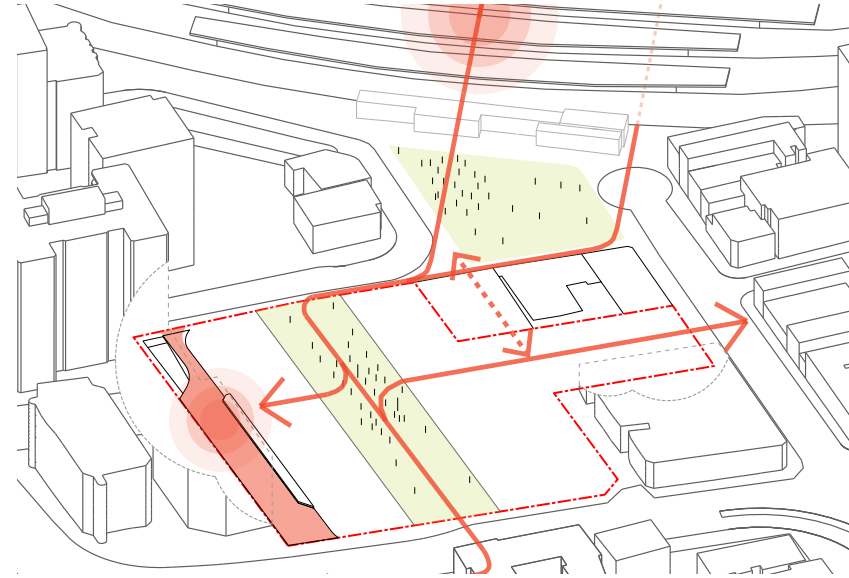
1. Applecross Central WA
2. Epping Town Centre NSW
3. Mega Bangna Thailand
4. Ttorvehallerne Copenhagen
5. Los Angeles International Airport – Airport Metro Connector, USA
6. Applecross Central WA

Key Principles



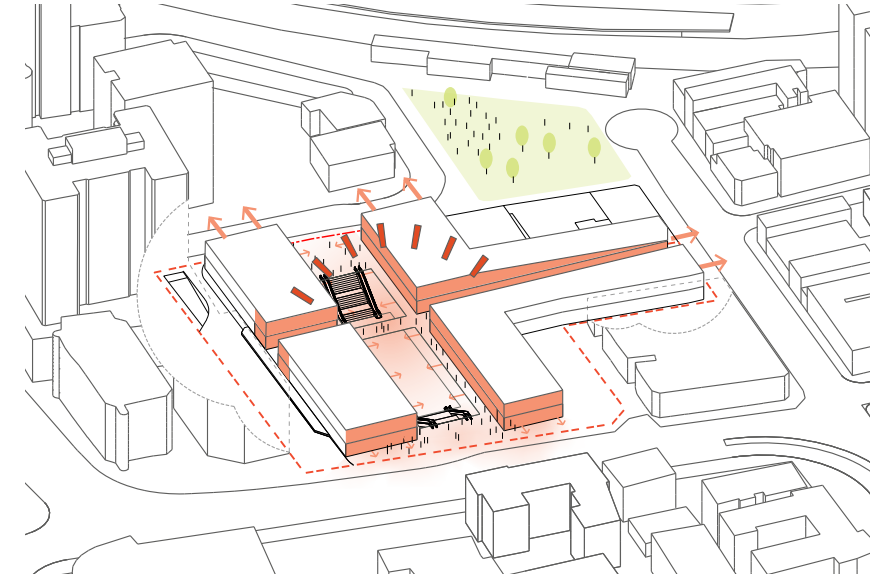
1. Creating a New Public Transport Hub

We will reorganise the transport links to promote pedestrian activation and improve the circulation of bus flows in close collaboration with TfNSW and RMS.



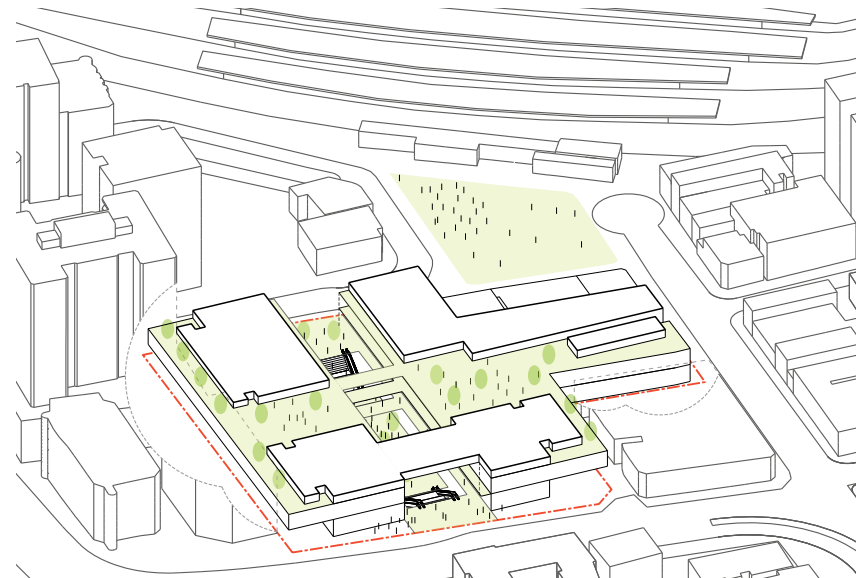
2. Through Site Links

We will provide a vibrant and active through site link that connects the station to the broader neighbourhood. This link will be a safe environment, be active, well lit and benefit from passive surveillance.



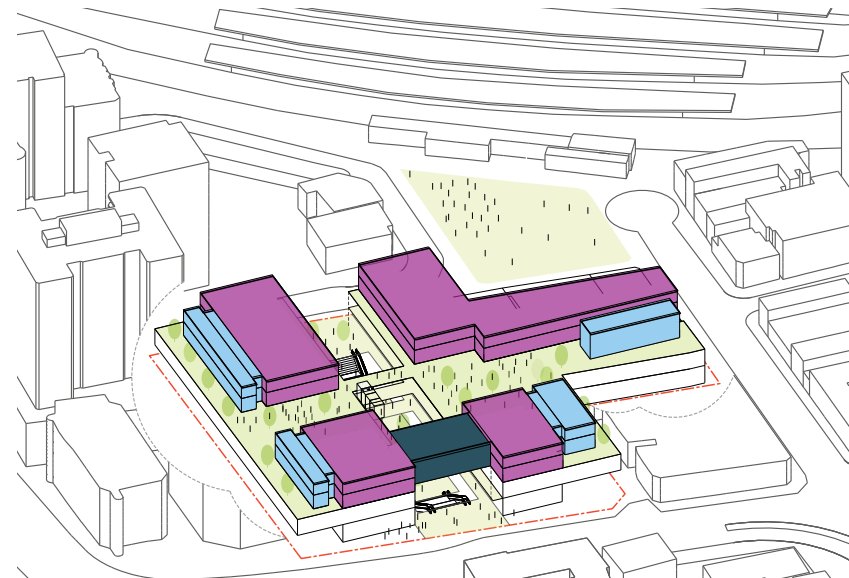
3. Activate Edges

We will create active edges with vibrant retail and food and beverage premises both along the new plaza and within a porous network of activated arcades and streets to support and energise the public realm.



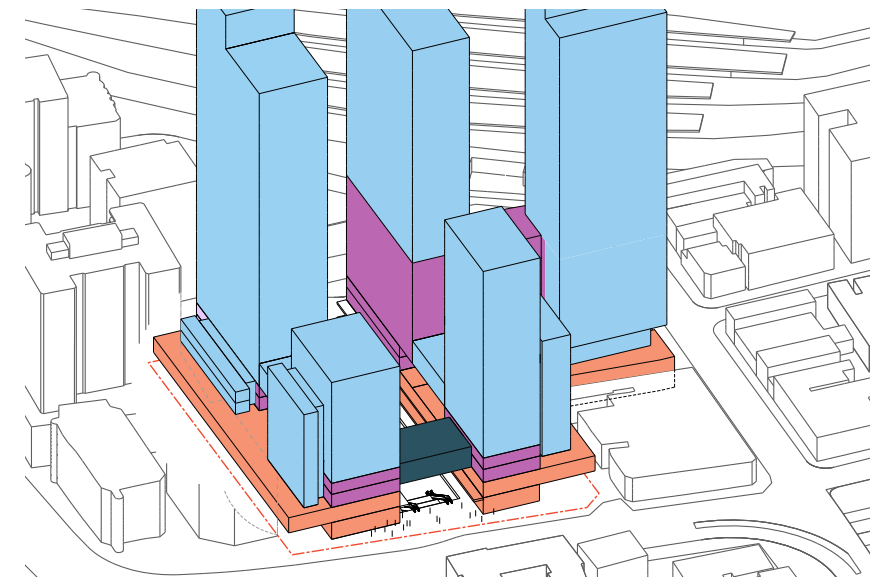
4. A Revitalised Retail Centre

We will revitalise the retail shopping experience to catalyse the rejuvenation of Strathfield Town Centre. The podium is enlivened with landscape and open spaces that are accessible by occupiers and the public alike.



5. A Creative Commercial Campus

We will create a high quality commercial campus that prioritises work place experience and flexible floor plates. External terraces feature high quality landscapes that respond to the exceptional climate whilst providing shelter, shading and protection from the elements.



6. Appropriate Density and Development

We promote true mixed use outcomes for a site located in adjacency to a significant transport hub that responds to the principals of Transit Oriented Development (TOD) and situate appropriate density accordingly.

Planning Summary

Our vision for the project prioritises a vibrant and active retail offering that strengthens and enhances the existing town centre at Strathfield.

We propose significant public benefits and include an enhanced public realm, vibrant retail centre, improving public transport interchange, and a development that will ultimately catalyse the revitalisation of the town centre.

We summarise the following planning conditions as:

1. LEP 2012 With Design Excellence Bonus

The LEP has 3 provisions of particular interest; the described heights controls (HOB), the allowable FSR and the building use. However, these three controls when read in conjunction, are misaligned and unachievable, for example:

- FSR of 7.5:1 is unachievable in the HOB allowance.
- Commercial use as prescribed would result in sub standard building massing /urban outcomes and unworkable floor plates. Market analysis rejects the viability of commercial quantum in this location (Refer to Hill PDA Social and Economic impact Assessment)

2. Amendment to LEP 2012 With Design Excellence Bonus (135-156m HOB)

Our proposal amends the provisions of the LEP in the three areas described above:

- We propose an increased percentage of residential use (70%) appropriate to the location and market. Our intention for the revitalised Strathfield Central is for a highly desirable place of residence, offering a diverse range of apartments mixes, and includes key worker affordable housing. A mixed use podium includes retail, commercial workplace and community amenities.

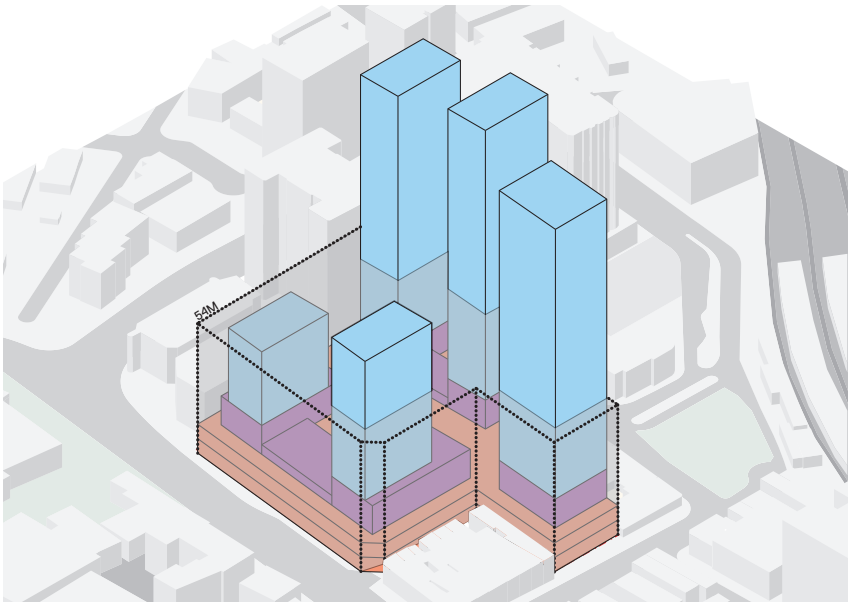
We also propose HOB and FSR consistent with the broader strategic intentions of local and state government.

- Increased Height to 134-156m
- Increased FSR to 9.5:1 (inc. Design Excellence bonus)



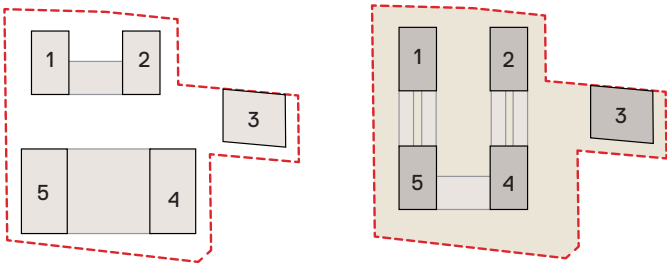
1. LEP 2012 With Design Excellence Bonus

FSR	7.5:1 (3.0:1 + 4.5:1 Design Excellence Bonus)
Height	120-125m (54 m height limit proposed)
Use	Capped 35% Residential



3. Amendment to LEP 2012 With Design Excellence Bonus

FSR	9.5:1 (5.0:1 + 4.5:1 Design Excellence Bonus)
Height	135-156m
Use	30% Commercial : 70% Residential Ratio



Strathfield Central Proposal

Ground Plane

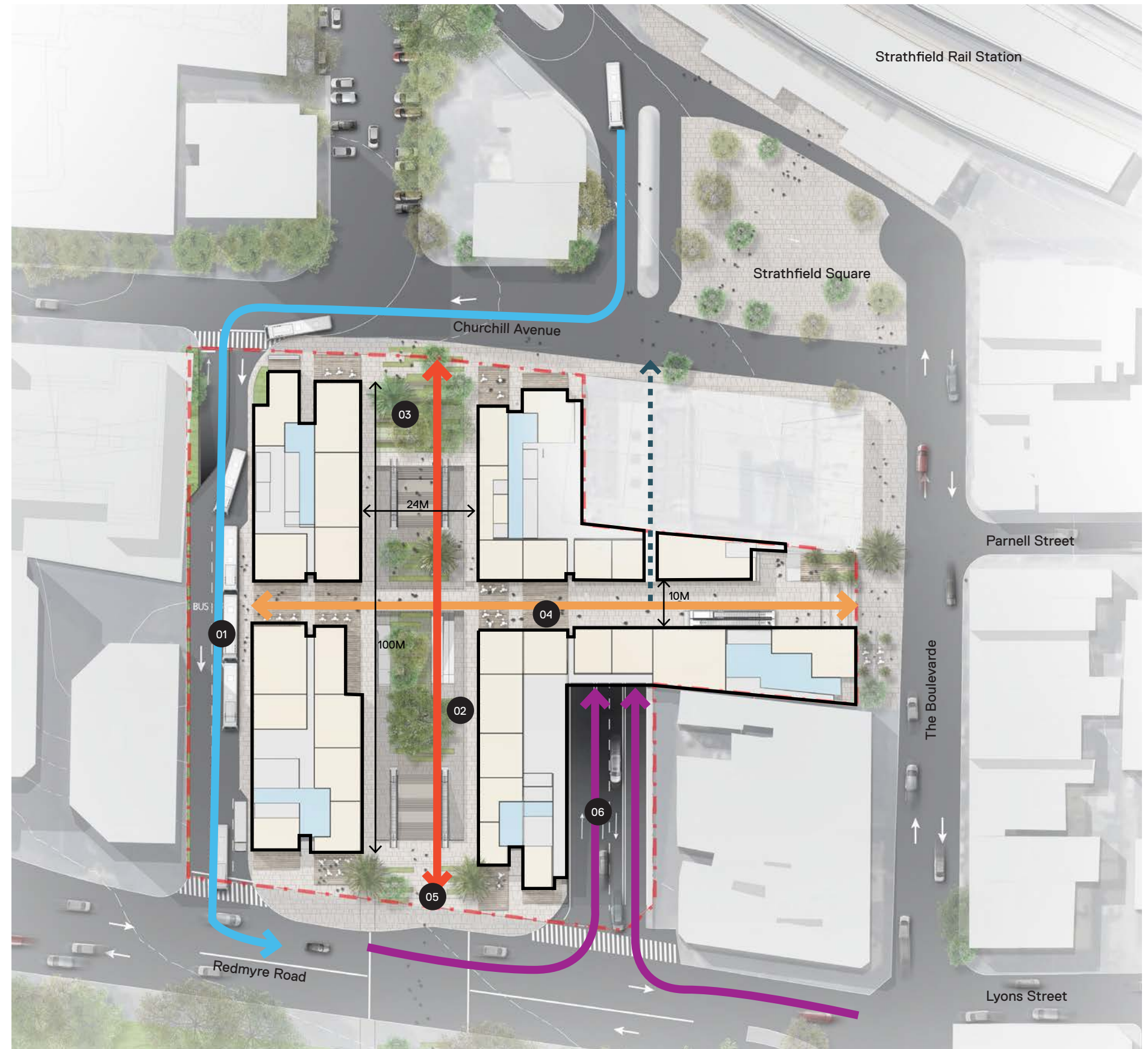
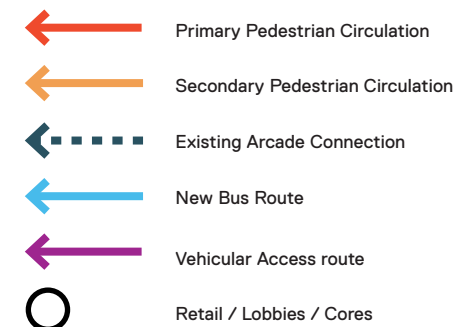
The ground plane offers the Strathfield community a revitalised town centre at the very heart of Strathfield, and enables an experientially driven design outcome, with permeable, safe and accessible through site connections. Connections that are lined with activation, generous and naturally day-lit to allow events, meetings, exchange and socialisation, through both vibrant and safe internal and external environments.

Public and private transport connections have been re-planned to improve and consolidate vehicular movement, giving much needed preference and priority to pedestrian access and circulation.

An exceptional gateway into the precinct fronts Churchill Avenue and forms the entry to the internal public environment- the heart of the proposal- edged with high quality retail and food and beverage offering.

Key attributes of the proposed ground plane:

1. Relocation of the transport hub to reduce vehicular impact on the Town Square and prioritise the pedestrian experience.
2. Activated edges which animate the public realm.
3. A new dynamic space for performances and community events.
4. Covered external spaces which encourage gathering, meeting and, eating.
5. Enhanced connection between the Strathfield Town Centre and existing residential neighbourhoods to the South.
6. Relocation of the existing car park and loading docks below ground to maximise public amenity.



Above, the ground plane for Strathfield Central creates a new heart to a revitalised Town Centre. An exceptional public space is created in the centre of the proposal to stimulate, activate and energise place consistent with the strategic aspirations of Strathfield Council and the local Community

Strathfield Central Proposal

Strathfield Central Master plan

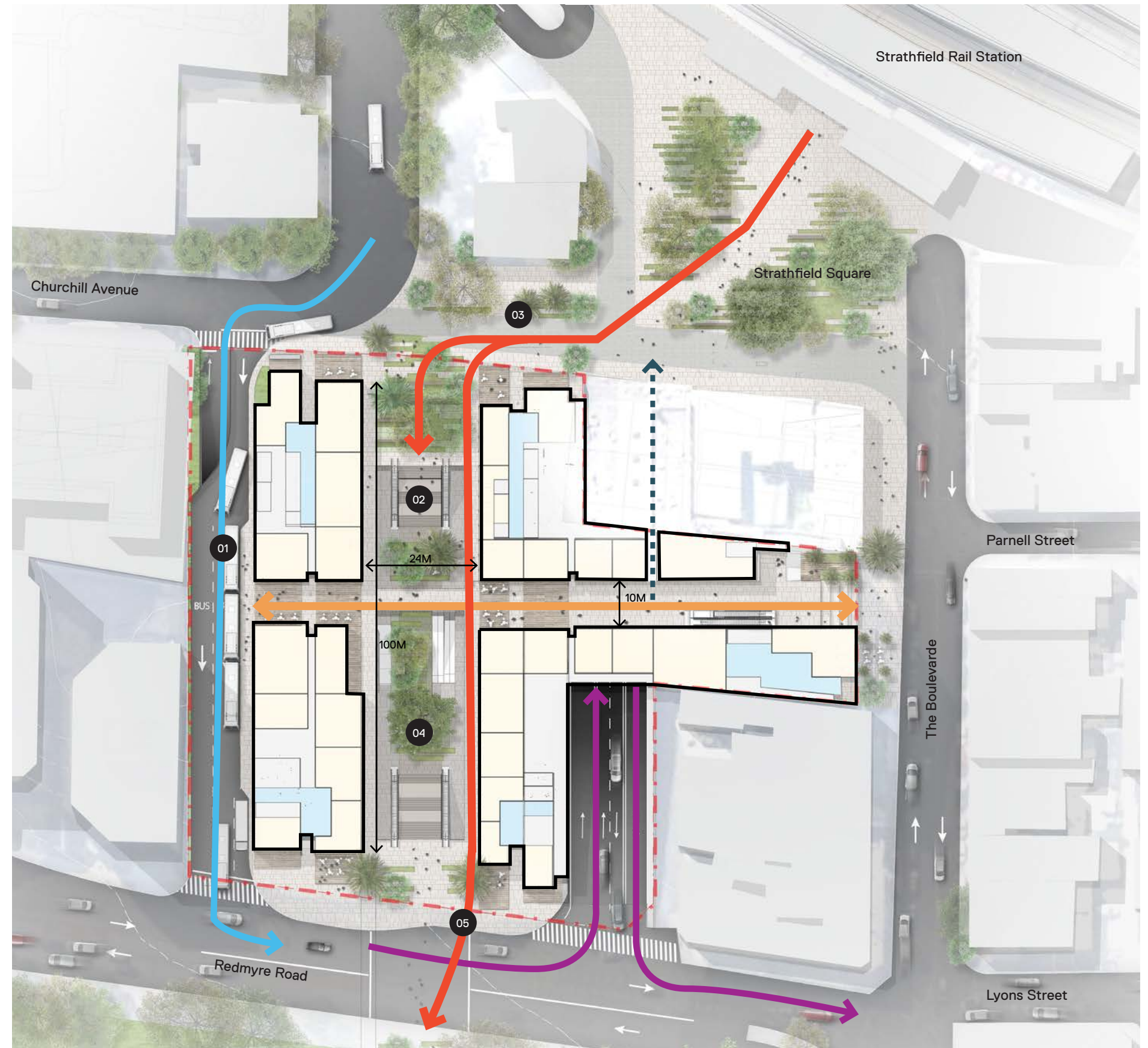
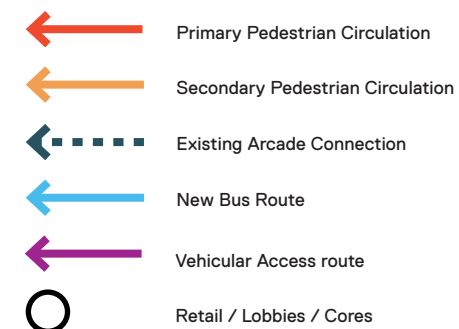
The redevelopment of a new ground plane ultimately provides an exceptional opportunity for the revitalisation of Strathfield town centre and promotes greater connectivity across the wider precinct, linking the Station to the Square and to the new Strathfield Central precinct.

This master plan regards the eventual realisation of an holistic precinct that enables a fully accessible, vibrant and safe town centre for Strathfield.

Significantly, this master plan allows for a vastly improved transport outcome, where vehicular movement is consolidated to prioritise pedestrian movement and safety.

Key attributes of the master plan proposal being:

1. Completed relocation of the transport hub to reduce vehicular impact on the Town Square and prioritise the pedestrian experience.
2. Established legible connection from Strathfield Station to the broader community via a high quality shopping precinct.
3. An extension of the public realm between Strathfield Square and Strathfield Central.
4. A new dynamic space for performances and community events.
5. Enhanced connection between the Strathfield Town Centre and existing residential neighbourhoods to the South.



Above, the Precinct Plan for Strathfield Central establishes a vibrant and active ground plane that stitches together the public realm; connecting the station, Strathfield Square with the broader community



Above, the view from Strathfield Square captures the revitalised public realm which repositions vehicular traffic in favour of a pedestrian focused experience. Through site links are achieved connecting the station to the broader community providing safe, equitable and vibrant onwards journey

Strathfield Central Proposal

Strathfield Central Commercial Campus

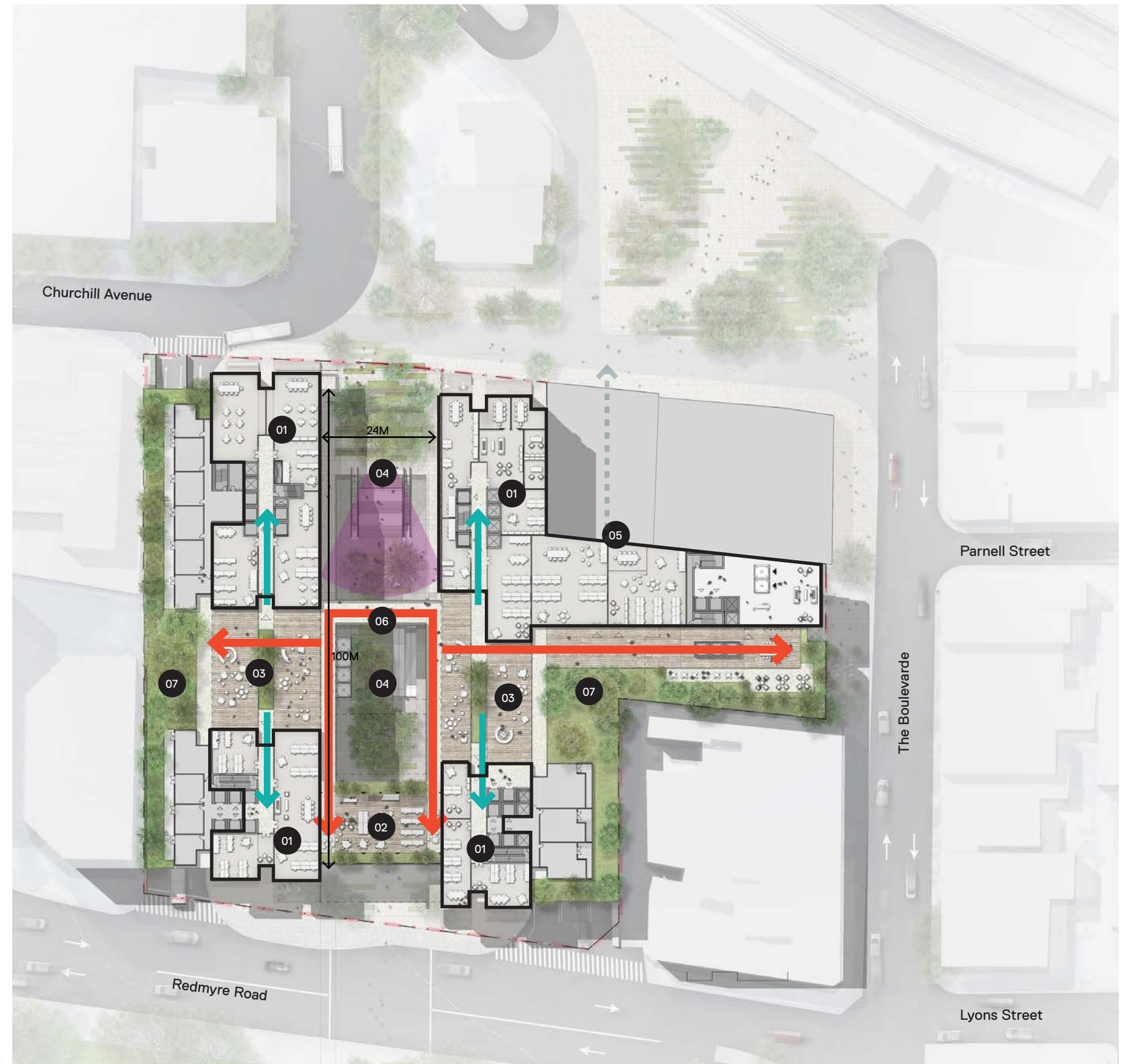
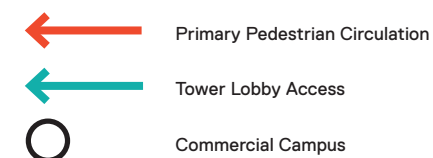
The commercial campus on Levels 2 and 3 provides an animated and diverse podium floor as part of the composition of a mixed use precinct.

In addition, the floor also accommodates a community hub, a fully accessible multi use facility, located in a prominent location in the central atrium, which enjoys the benefits of the landscaped terraces and amenity.

This level presents a high quality future focused workplace outcome where shared terraces support collaborative working practice, and flexible floor plates afford diverse tenancy options.

Key attributes of the commercial campus are:

1. Diverse floor plates provided in the base of the towers to support a broad range of market requirements, from large scale centre core to the north west and smaller scale, boutique floor plates to the south east.
2. A centrally located, 2 storey Community Hub with easy access that benefits from views into the central atrium, and connection to the landscaped terraces.
3. Interstitial passive spaces providing high quality gathering and social areas for collaboration, meetings and events.
4. A generous atria that allows for visual engagement between the workplace and the public realm. The workplace additionally benefits from indirect daylight access into the interior environment.
5. A commercial podium which is edged appropriately to allow for a future development of the plots to the north east of the site.
6. Bridged circulation between towers that provide an engaging platform for access and connectivity, where visual connection across the campus and into the public realm is achieved.
7. High quality landscape both cools and shelters from the climate; water and air is filtered and native species are used restoratively.



Above, the Commercial Campus encourages moments of engagement and interaction between the working and living communities. An amenity driven outcome includes landscaped terraces and restorative vegetation supporting sustainability and environmental well being. Workplaces are connected by open walkways which permit visual connectivity and animation, whilst the interiors benefit natural daylight and visual interaction with the public realm below.



Above, the view from Strathfield Square captures the revitalised public realm which repositions vehicular traffic in favour of a pedestrian focused experience. Through site links are achieved connecting the station to the broader community providing safe, equitable and vibrant onwards journey

Public Benefit

Direct Public Benefits:

Our proposition for Strathfield Central includes significant direct public benefits. These include improved public environments, enhanced access to public transport and high quality community amenities.

1. A Vibrant Public Realm

Our vibrant public realm supports cross site connection to the broader neighbourhood. This public space - a landscaped heart of Strathfield - is washed with daylight and supported by natural ventilation. A space lined with active edges; high quality retail, 'eat street' and boutique food and beverages creating an exceptional retail experience.



1

2. An Intuitive Public Transport Hub

Our proposal includes an upgraded bus circulation strategy to improve the local movement of buses. Our scheme provides a new transport hub to the west of the project site, with direct undercover access to the site at ground level.



2

3. A Valued Community Hub

Our proposition for the Strathfield Centre includes the provision of a multi-purpose community hub. This is a shared facility that can be used for the local and broader community and is versatile and flexible. Located on the upper floor L3 & L4, it holds a unique position within the development and visibly engages with the public realm.



3

4. Diverse Residencies and Affordable Housing for Key Workers

We believe diverse housing enables a truly socially conscious outcome, and we provide affordable housing that supports demand from local key workers. Our proposal includes 10% of the GFA uplift dedicated to key worker subsidised rental housing for 10 years.



4

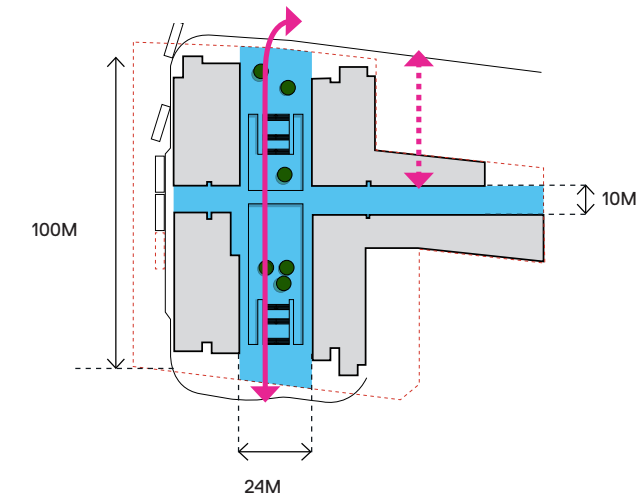


Fig. 1

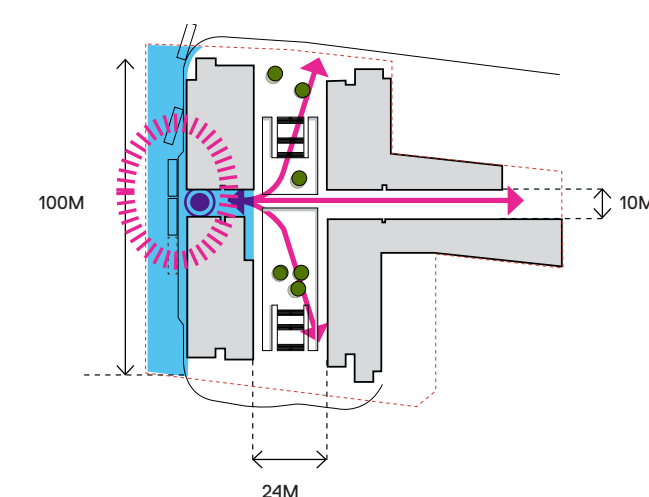


Fig. 2

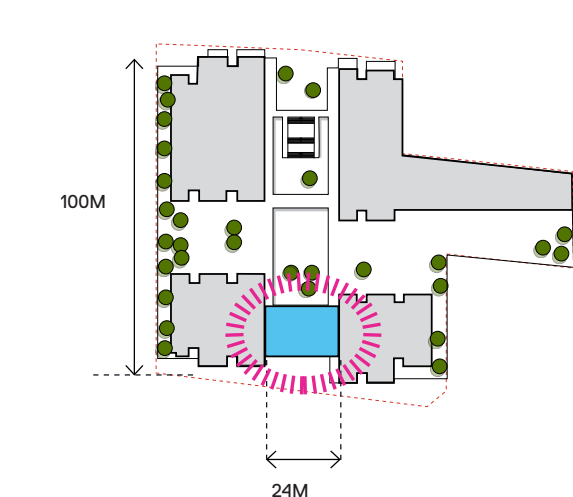


Fig. 3

1. The proposed internal public realm is a place of activity and community event; a new heart for Strathfield Town Centre
2. Proposed Strathfield Central transport hub.
3. The community hub is flexible for multi-use and is owned and curated by the community- for the community.
4. Affordable, high quality residencies.

Indirect Public Benefits:

In addition to the direct public benefits afforded by our proposal, we welcome an open dialogue with Council to discuss indirect public benefits which could be considered.

1. Generous Public Spaces

Full integration of the public realm can be understood in the master-plan presented in this document. However, further dialogue is required to understand how Strathfield Square can best be connected to Strathfield Central. Our design intention is that pedestrians become the priority, and as such we promote the diversion of buses and traffic away from Strathfield Square to allow Churchill Ave to be in part pedestrianised. The enhanced Strathfield Square is accessed across a new share-way along Churchill Ave linking to The Boulevard.



1

2. Enhanced Connectivity

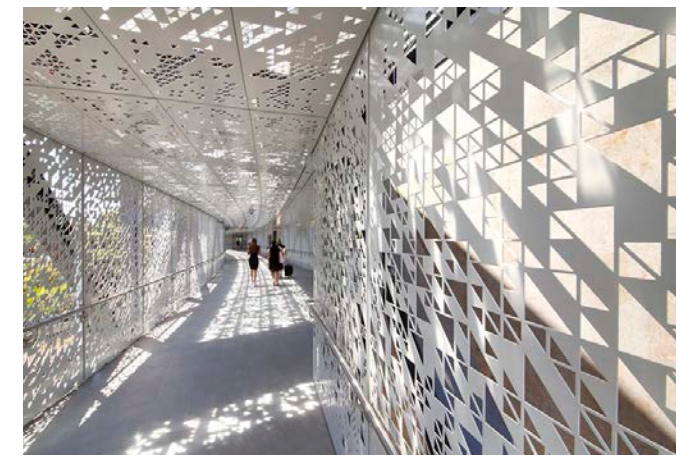
To further enhance connectivity and improved modal interchange to Strathfield Station, we have considered a subterranean connection beneath Churchill Ave and Strathfield Square directly into the station. This enables not only a direct interchange, but a safe, secure and active means of access.



2

3. Greater and safer public transport access

In our long term master plan for the precinct, we have considered and allowed for a future footbridge between our site and the southern neighbourhood, with a crossing over Redmyre Road. This crossing would enable greater and safer access into the new Town Centre and would facilitate greater public transport access.



3

1. High quality, generous public spaces create moments of engagement through the use of landscape and furniture - Plaza de la Republique, Paris
2. Pedestrian subway, Kings Cross, London
3. Footbridge at Oakley Station (TZG 2017)

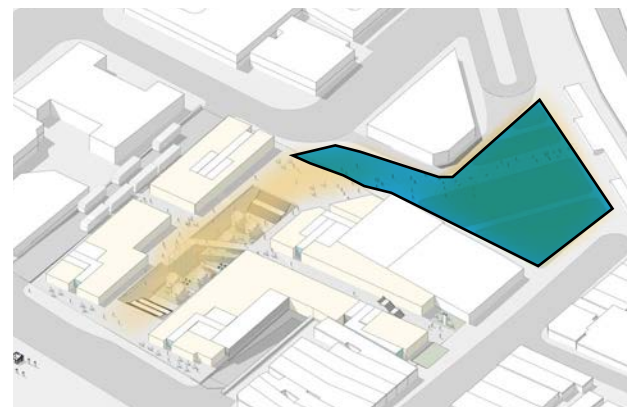


Fig. 1

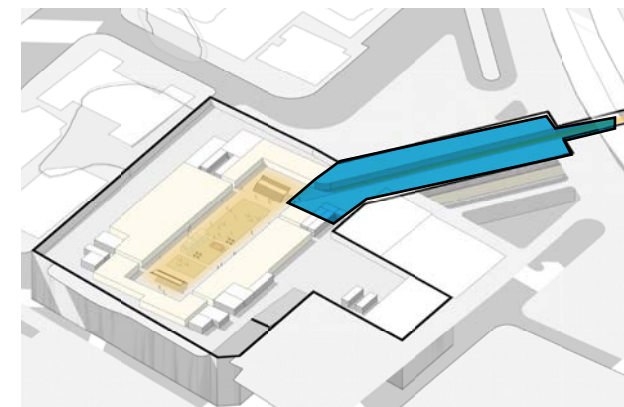


Fig. 2

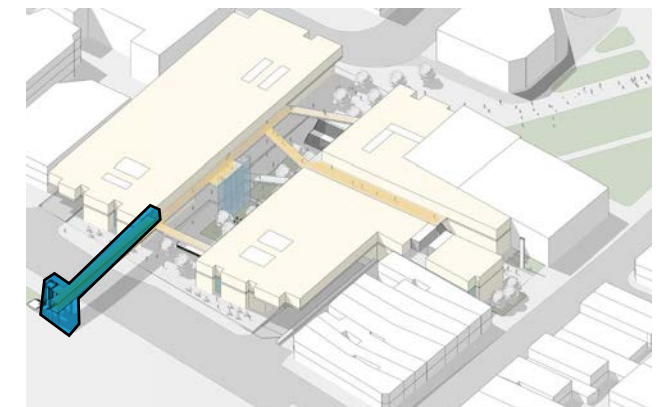


Fig. 3

Part 1 — Introduction

Strathfield at a Glance

Existing Conditions and Connectivity

Open Space and Future Development

Sense of Place and Heritage

Project Team

Strathfield at a Glance

“Strathfield is a culturally diverse and socially cohesive community with respect for its heritage and environment and proud of its well-connected transport, business and educational institutions”.

Strathfield 2030 Community Strategic Plan 2019

Community

The Strathfield Plaza Shopping Centre is located in the heart of Strathfield Town Centre adjacent the Strathfield Railway Station. The station is a major interchange on the primary rail corridor between the Sydney CBD and Parramatta, located around 11.5km from the city to the east. Strathfield Town Centre sits to the east of the Strathfield Local Government Area (LGA) at the junction of Burwood and Canada Bay LGA's.

The major western arterial Parramatta Road and the start of the M4 Motorway are located 500-600 metres north of the Strathfield Town Centre.

The Strathfield LGA is primarily residential with a population of over 93,000 residents with a broad range of cultures represented. Around 65% of the population was born outside of Australia with India, South Korea and China being the key additional cultures represented in a broad and diverse local community.





Existing Conditions and Connectivity

Strathfield Town Centre

Strathfield Town Centre is dominated by Strathfield Station and Bus interchange, Strathfield Square and the Strathfield Plaza shopping mall which is anchored within the prominent precinct directly opposite from the Station and Square, and whilst this isn't the geographic centre of Strathfield LGA, it is arguably the gateway to the town and the heart of the community.

The Station and Square are depleted environments, dominated by both multi-modal transport interchange and vehicle circulation, the streetscape are unappealing and to a large degree unsafe; with multiple crossings and poor wayfinding.

Upon arrival to strathfield, visitors are immediately greeted by taxi ranks and a array of bus shelters that congest the streetscape and and confuse the experience of place. There is little to attract a visitor to stay or engage further with the town centre.

The immediate opportunity here is clear; recalibrate the arrival experience to be pedestrian focused, reconsider the traffic movement and transport interchange locations, and let a refocused public realm become the address that will herald a new era of Strathfield as a place of exception and high quality amenity

Strathfield Plaza

Strathfield Plaza is a large single-storey retail shopping centre offering just over 6,900 sqm of retail space, enclosing the entire 11,253 sqm site. The primary structure on the site is a nine-story 6,850 sqm commercial tower to the east of the site adjacent The Boulevarde.

First opened 1981 with around 55 stores contains three major tenants, the largest tenant being a Woolworth supermarket. The centre currently caters to a strong Korean community with many specialty food services providing a unique Korean experience.

The Plaza provides two levels of above ground car parking on the roof of the shopping centre with no basement facilities.

The shopping centre provides three street frontages with entry points from street level. The primary entry is north to Churchill Avenue adjacent the Town Square. A secondary entry is located off The Boulevarde with no access being currently offered to the south of the Plaza of Redmyre Road, whilst a third entry occurs via Symond Arcade (14 Strathfield Square) . This limited access and permeability of the Plaza site compounds the reduced pedestrian connectivity of the precinct.

Active and Public Transport

Transport interchange has historically played a large part in the development of Strathfield Town Centre. Strathfield's importance as a transport hub is due to having both the Western and Northern rail lines passing through its heritage listed station. To complement this, Strathfield has a well established bus interchange, serving many local bus routes across the central western suburbs of Sydney.

Being the final station before the Northern line heads north to Hornsby and the Central Coast, Strathfield has long been a strategic hub on the boundary of inner and outer western Sydney. With the emergence of Parramatta CBD, Strathfield occupies a central and strategic location being placed equidistant from Sydney's two most established employment hubs.

Transport interchange, whilst vital, dominates the arrival experience at strathfield and suffocates the public realm. Whilst bus interchange is important, the plethora of shelters, roads and crossing has dominated the public realm experience. These structures, and the movement of buses, restricts any visual connection beyond Strathfield Square creating further disengagement.

This project affords the unique opportunity for a considered and comprehensive master-plan led outcome that will not only rejuvenate Strathfield Town Centre, but repair it.



Open Space and Future Developments

Existing Open Space Amenity

The Strathfield Town Centre is one of the few public open spaces within close proximity to the town centre.

The amenity of the square is poor, with little to active the space; there is poor quality landscaping / soft-scape and limited street furniture- this environment is not conducive to promoting a place to occupy or spend any time in.

There are no family friendly amenities, spaces or areas for any non programmed activities or passive enjoyment. The existing Town Square simply serves as a transitory space servicing the surrounding transport hub.

There is limited open space amenity within a 500m radius from Strathfield Station.

The significant open green spaces that exist in the area tend to belong to private schools or are used for programmed commercial activities. North of the railway corridor and Town Square the urban streets provide predominantly residential low scale properties with no significant open community spaces.

The Built Environment

The Strathfield Plaza site is immediately surrounded by a range of property densities, heights and use typologies. The open Town Square sits between the Plaza and the rail corridor to the north. The greatest height within the precinct is created by the medium rise residential apartment buildings to the west bordered by Raw Square and Redmyre Road.

To the east, low-rise retail / commercial properties form the eastern edge of the high street on The Boulevarde. These properties are within the Burwood LGA and currently do not maximise their height and density potential. To the south and west of the Plaza site beyond Raw Square and Redmyre Road, significant school precincts exist within a predominantly low to medium scale residential neighbourhoods.

Adjacent Developments

Most of the new development in the immediate context of the site are mid-rise residential buildings.

Adjacent to our site on the eastern edge is '1-9 The Boulevarde'. This site is currently proposed with an 11 storey mixed-use building. This development currently complies with the applicable 42m LEP height plane.

The largest nearby proposal is on Pilgrim Avenue/Albert Road; a complex of residential buildings reaching up to 16 stories, whilst across the train tracks to the north on Everton Road are two 9 storey residential developments, one of which is partially completed.



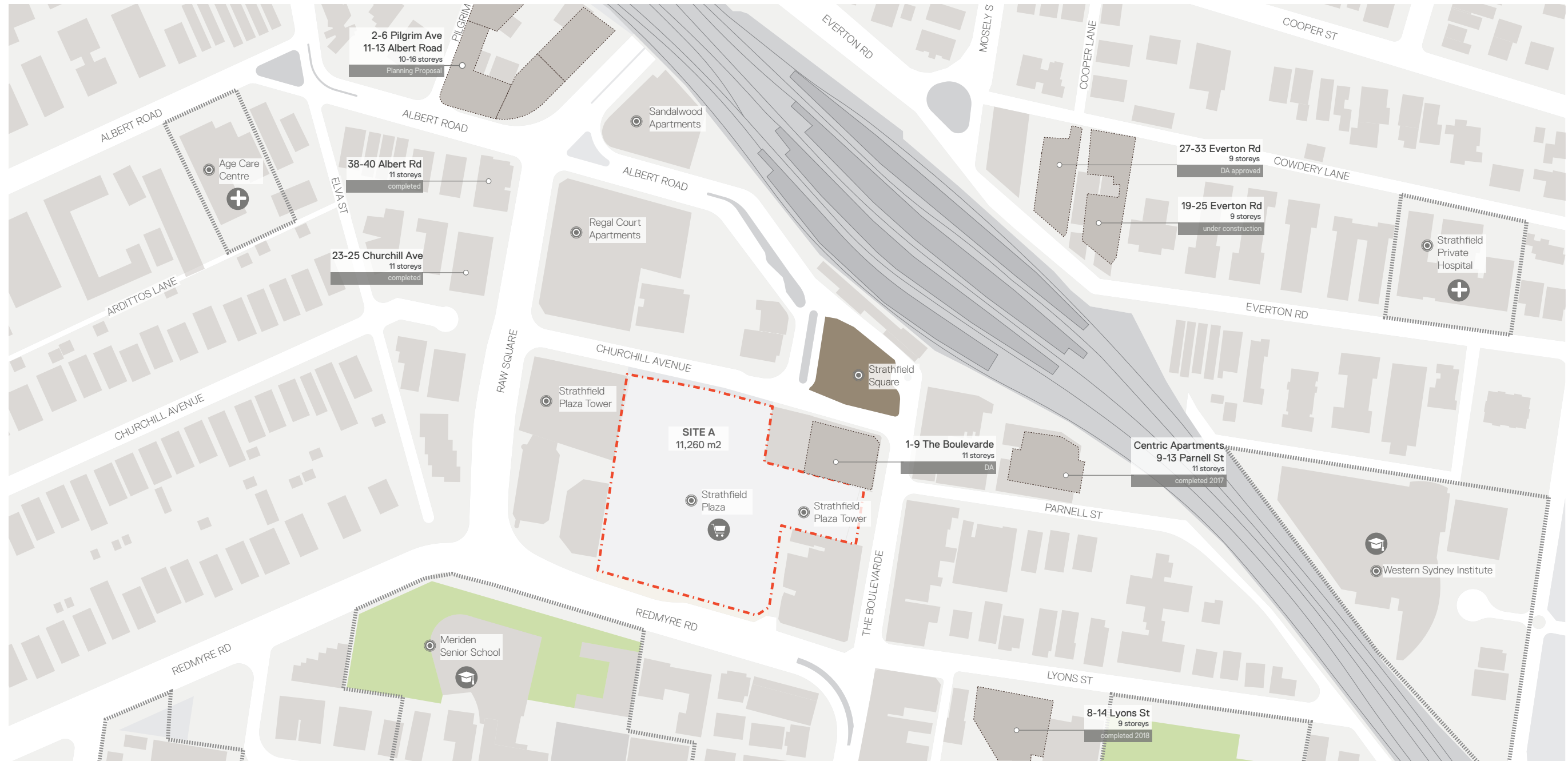
Strathfield Park artificial turf playing field



Strathfield Park children's playground



The Boulevarde, Strathfield



1-9 The Boulevard DA Proposal

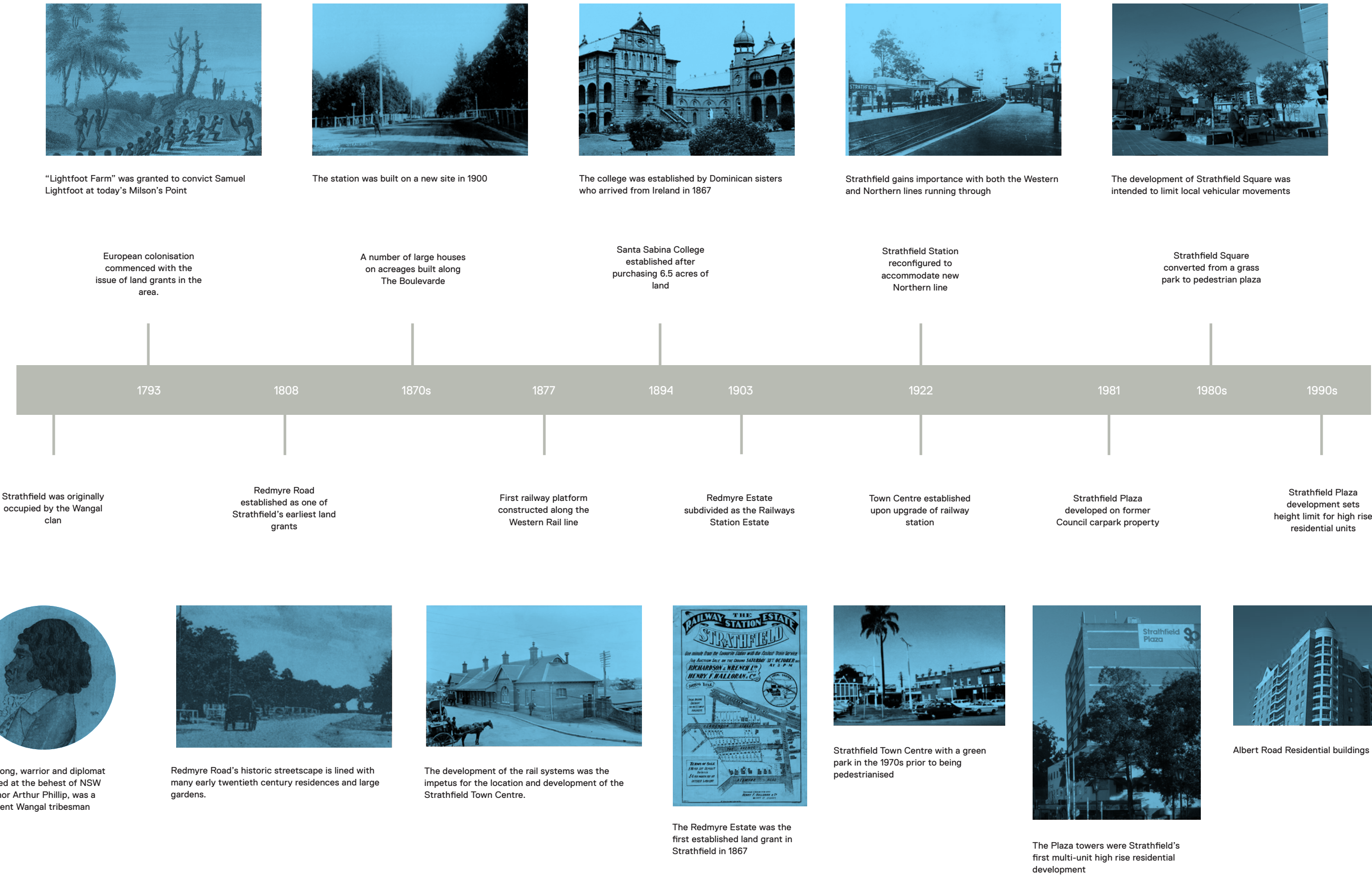


Centric Apartments



23-25 Churchill Avenue

Sense of Place and Heritage



Project Team

A Comprehensive and Collaborative Team Approach

A team of leading consultants has been assembled to develop the design of Strathfield Central. This team commit to working collaboratively to achieve the highest value outcomes for the city and council

Memocorp

Memocorp is one of the largest private property groups in Australia and owner of the Strathfield Plaza Shipping Centre. Memocorp are dedicated to delivering an exceptional project that seeks to revitalise Strathfield for the future

Grimshaw

Grimshaw is a multi award winning architectural studio that was awarded the 2016 and 2018 AJ100 International Practice of the Year Award for the firm's breadth of work around the globe. Grimshaw will lead the design intent for the Strathfield Precinct to ensure a world class outcome for this unique and significant project.

Urbis

Planning consultant providing Statutory planning services and heritage assessment report

HillPDA

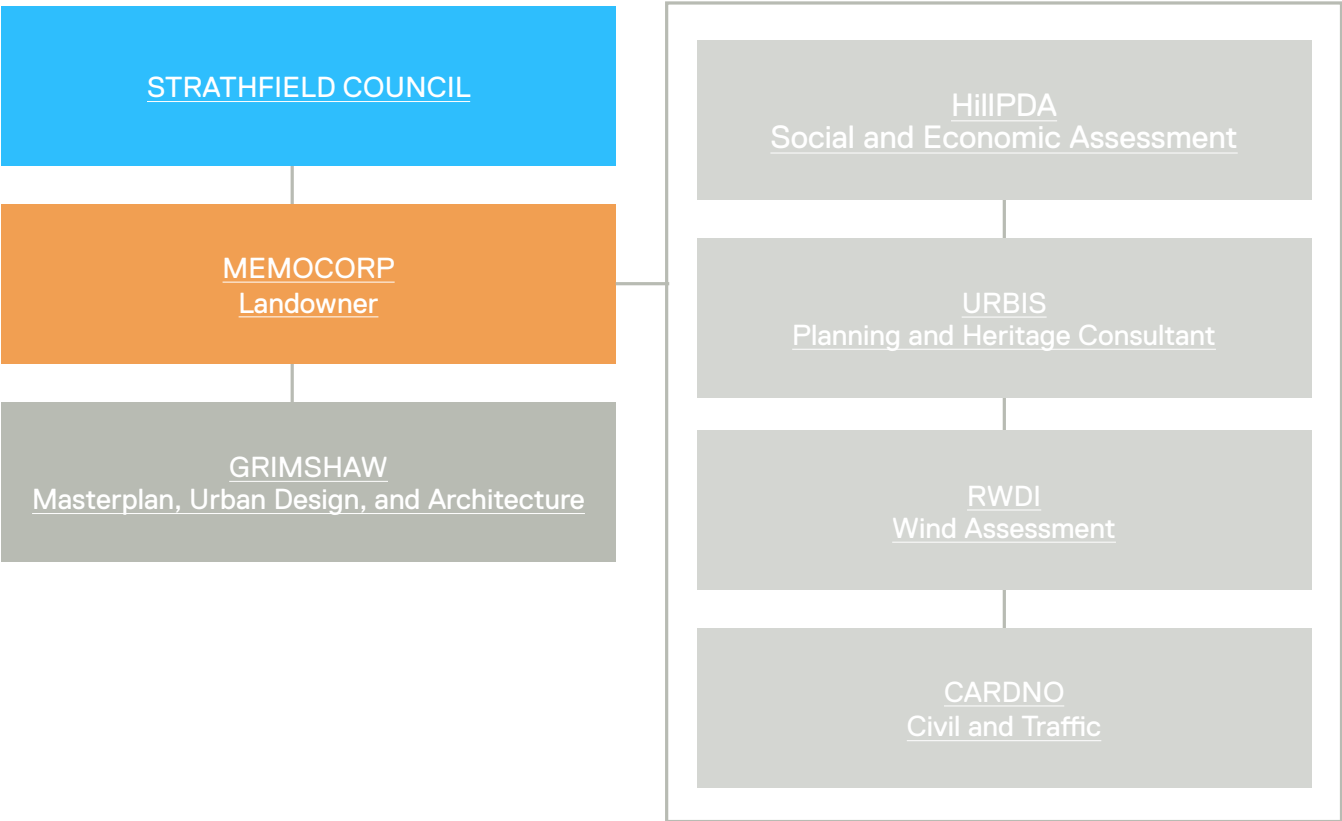
Specialist property consultants providing the Social and Economic Assessment Report

Cardno

Engineering consultants responsible for the Civil and Traffic assessment and reporting

RWDI

RWDI engineering will provide the Wind Assessment analysis and report



Part 2 — Strategic Policy and Planning

Strategic Overview

Policy Overview

Regional Overview

Planning Alignment

Strategic Overview

Context

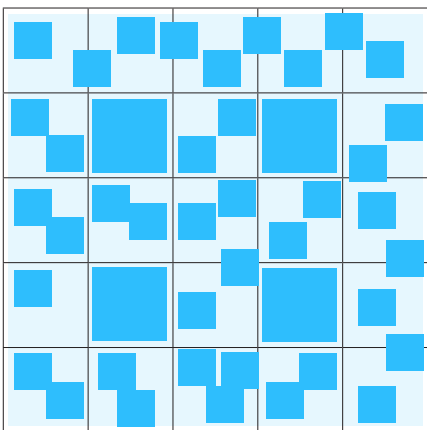
As the population of Sydney continues to grow and demographics change, suburbs such as Strathfield become increasingly important. These suburbs will develop aspirationally, with high quality residential developments, high value public spaces, parks and amenities all supported by good transportation links and infrastructure.

Strathfield is uniquely situated to take advantage of some of the largest transport infrastructure projects in Australia. Metro West, due to begin construction in 2020, will connect Westmead and Parramatta, through Strathfield and the Inner West to Sydney CBD. Local public transport and cycleway improvements which will be delivered as part of the Parramatta Road Urban Renewal project will work in symbiosis with the larger scale Metro West network, as well as the existing rail network, to crystallise Strathfield's role as a transport hub.

The delivery of the Sydney Metro City, Southwest and West network will enable greater connectivity across Sydney, and the western suburbs in particular, creating a series of precinct development opportunities.

Aside for the opportunity afforded by Metro, Strathfield is regarded as the nexus of an established transport network. Indeed, the site- with its adjacency to the Station- lies at the heart of the rail system, with Sydney to the east, Parramatta to the west, Rhodes north and Campsie and Belmore to the south.

Motorway access between Strathfield, Parramatta and other key employment zones across Sydney will also be greatly enhanced through the WestConnex project. The final stage of WestConnex – the new M5 motorway – is due to open in 2020. Strathfield stands to reap significant economic advantage from this increased connectivity, not only due to improved regional access from Strathfield, but also as a destination from other local areas.



Low to Medium Density and Development
Medium - High Density and Development

Density done well, the Urban Composition - Typical Density and Development low - medium - high vs. Strathfield, where existing low density is balance by low and high outcomes

A Strategic Location

The Greater Sydney Commission draft Eastern City district plan reinforces Strathfield's regional significance as an important housing and transport hub.

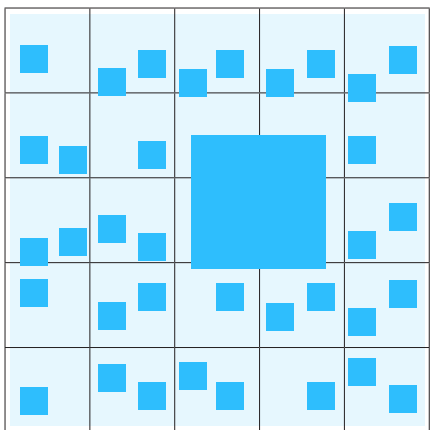
Strathfield Town Centre sits within the strategic Burwood to Parramatta corridor and is one of the key areas being considered for future development within Sydney's higher-order planning strategies including the Plan for Sydney and the Draft Parramatta Road Corridor strategy.

This strategic corridor has been considered for significant renewal due to its excellent rail and public transport connectivity, location near the centre of Sydney in terms of both population and jobs and significant redevelopment opportunity through the prevalence of industrial and business sites which are transferring to other locations allowing regeneration.

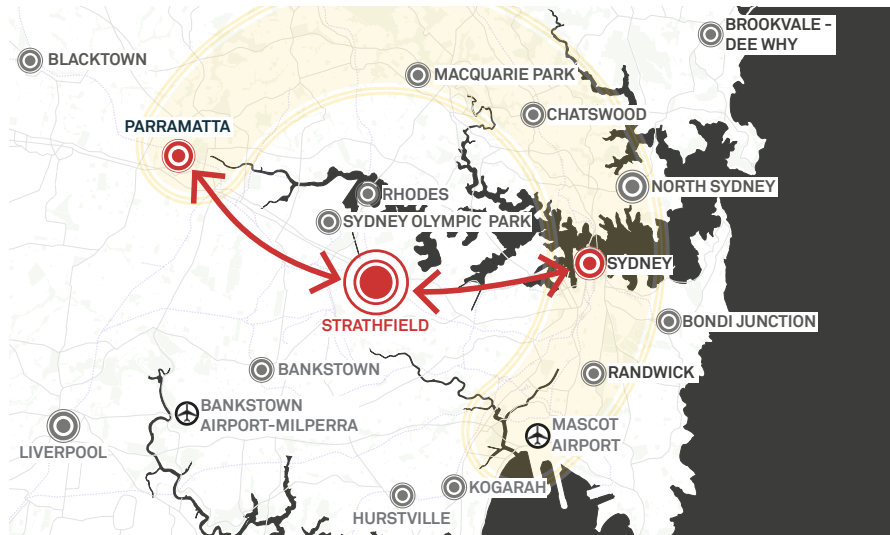
A range of precincts have been identified through state planning strategies for increased renewal potential.

Many individual projects sites within the corridor are seeking consideration of increased heights and densities over that permitted by the current controls. Some of these are progressing through the Planning Proposal system presently or under consideration of the Department of Planning. Many of these are proposed at 30 stories and above developments.

The Strathfield Plaza site can provide excellent access to public transport, deliver a high quality of public amenity and provides the key enabler for the rejuvenation of an existing Town Centre currently requiring urban reactivation. The sites potential for increased heights and densities should be considered within this context.



Low Density and Development
High Density and Development



Sydney and the site context



Vision for Strathfield Town Centre, NSW. Precinct and Town Centre Redevelopment including substantial retail and public realm contribution with residential housing

Strategic Overview

Transit Oriented Development

Strathfield Central has the potential to achieve a Transit Orientated Development (TOD) in a location that is close to high frequency public transport, including rail and bus networks, as well as having access to essential services (both within the Plaza itself and outside) and employment and educational opportunities. The combination of high frequency sustainable transport modes, essential services, employment and education all within walking distance can significantly reduce private car dependency through implementing key transport principles within the development.

There is no established planning framework for TOD's which outlines the requirements or characteristics of developments, and definitions and visions may vary. However, the Guideline for State Environment Planning Policy (Urban Renewal) 2010 states the following:

“Key principles of the State Environmental Planning Policy (Urban Renewal 2010) are to integrate land use planning with existing or planned infrastructure to create revitalised local communities, greater access to public transport and a broader range of housing and employment options.

The Strathfield Central planning proposal is consistent with the principles of TOD based on the following:

- Mixed use development, inclusive of a potential community facility, located within 100m walking distance of Strathfield Train Station and Bus Interchange
- Built within an established town centre with potential to provide increased activity within the precinct
- Delivery of open space and improved pedestrian amenity through potential improvements to Strathfield Square
- Direct connectivity to pedestrian and cycle network
- Reduced car parking provision with potential to promote the introduction of car sharing schemes to Strathfield town centre.



Town Centre viewed from eastern edge of Strathfield Square



Chatswood represents a response to density attributable in part to its relationship with the Transport infrastructure



Cherrybrook Central is a significant residential and mixed use development opposite the new Cherrybrook Metro Station, the justification for increased density at this site is driven by a recognition of TOD principals and exceptional place creation, which heavily focuses on public benefit and liveability and lifestyle

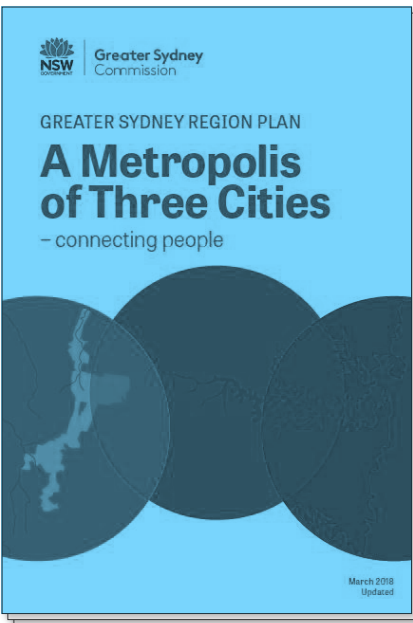
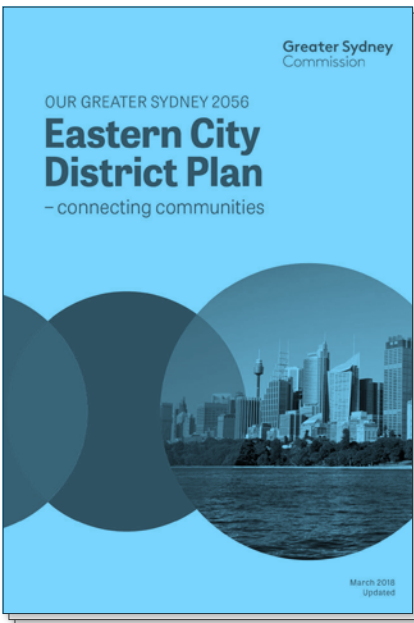
Policy Overview

Eastern City District Plan 2018

In 2018, the Greater Sydney Commission (GSC) released its updated District Plans for Greater Sydney. The updated Plans aim to facilitate well-coordinated, integrated and effective planning for land use, transport and infrastructure across the Greater Sydney Region over the next 20 years. Strathfield Council is located within the Eastern City, which also comprises Sydney City and surrounding inner suburban areas.

The Eastern City District Plan provides a housing supply target of 3,650 (2016 – 2021) for the Strathfield Council LGA. This equates to approximately 730 dwellings per year. The draft Eastern City District Plan identifies a series of actions to meet the outcomes of providing housing supply.

By unlocking the development potential of the Strathfield Plaza site our proposal looks to address Strathfield LGA's capacity to meet housing supply targets set by the Greater Sydney Commission.

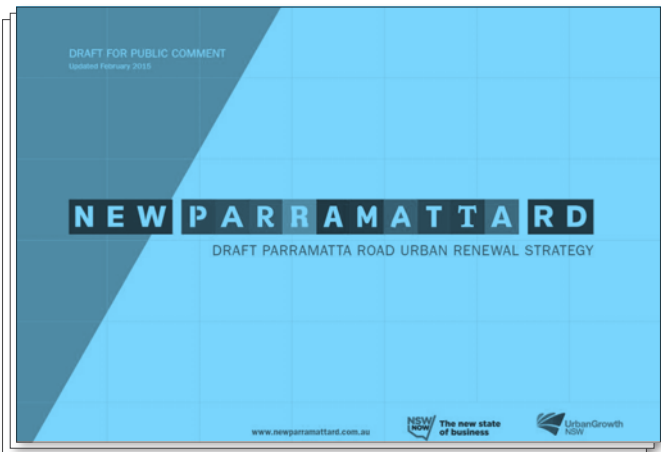


New Parramatta Road: Draft Parramatta Road Urban Renewal Strategy 2015

The Parramatta Road Urban Renewal Strategy is intended to generate discussion and planning guidance relative to the development of the WestConnex Motorway. The project itself intends to provide the catalyst to restore the Parramatta Road corridor.

Parramatta Road Upgrades plan to change traffic volumes on the road, which in turn will enable the improvement of public transport and urban amenity to support growth. Street beautification, green corridors, active and public transport, and private investment in quality housing are also key actions and opportunities for urban renewal.

The close proximity of future development along Parramatta Road will reinvigorate Strathfield Town Centre's strategic role as a transport hub, combined with a new mix of housing, destination retail and entertainment



Metro West — 2020

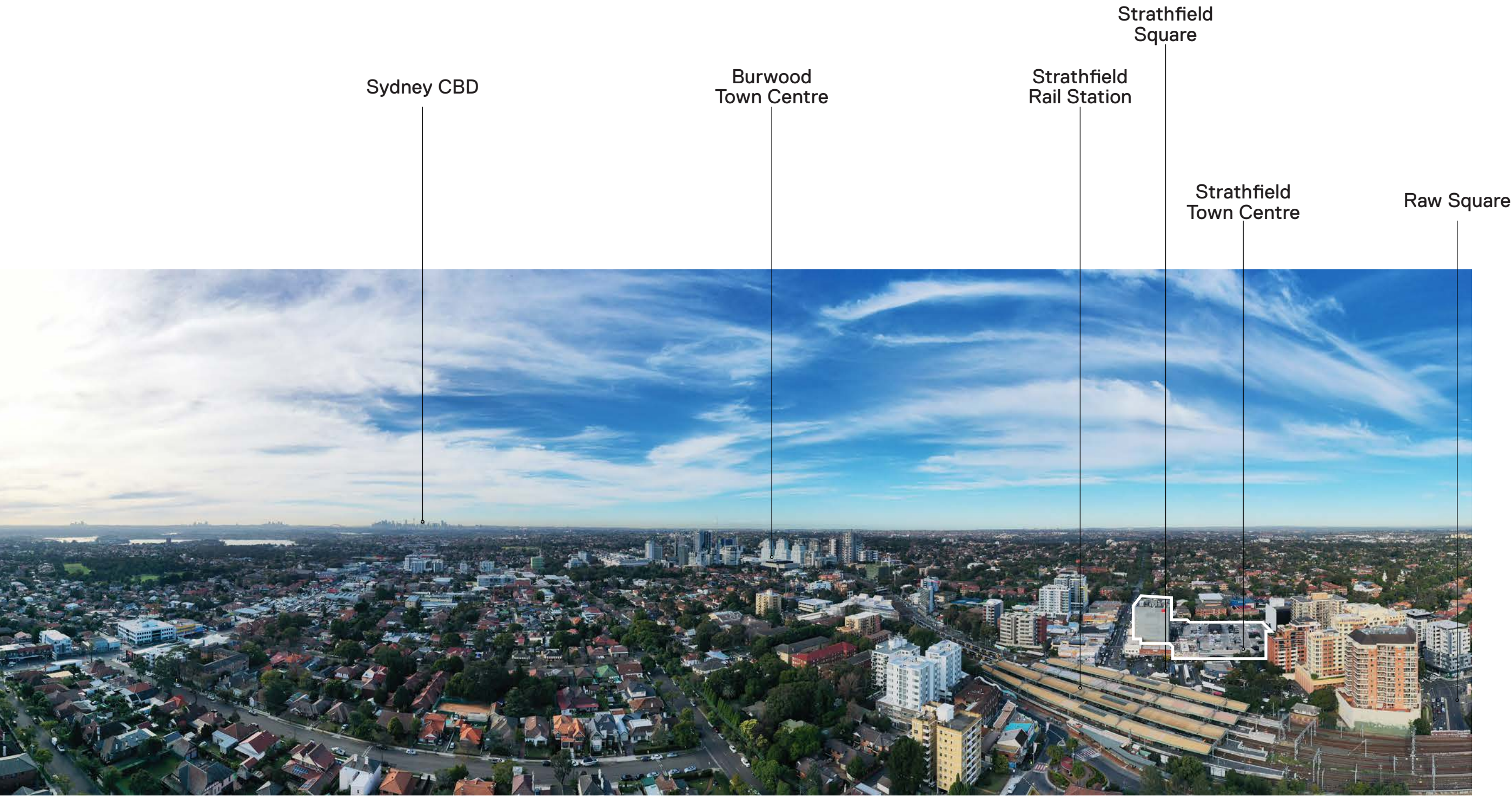
The preferred route for Metro West was announced by the NSW Government prior to the recent state election. It is intended to provide much needed relief to the over-congested Western Rail line between the city and Parramatta. Early design has already commenced, with construction promised to start in 2020.

The announced stations at North Strathfield and North Burwood should provide a catalyst for increasing density within the Strathfield Town Centre, following reduced congestion at Strathfield train station.

On completion of Metro West, Strathfield Town Centre's role as a vital transport interchange will continue, offering a convenient rail connection between the City and Parramatta - Sydney's two largest employment centres.



Regional Overview



Regional Centre Precedents

The table below and following maps overleaf describe the hierarchy of centres within the surrounding area of Sydney. It describes that the newer emerging and planned centres of Olympic Park, Rhodes and Wentworth Point are eclipsing the established centres of Burwood, Strathfield, Auburn, Lidcombe and Homebush in the hierarchy of centres. Wentworth Point and Carter Street include significant heights and densities even through they are further from train stations. Olympic Park also does not enjoy the same rail access as many of the established centres due to its location on a branch line. However, the planned arrival of Parramatta Light Rail and Metro West will in time provide the transport connectivity required to support these emerging centres.

Strathfield has historically been a transport hub due to its interchange of both western and northern rail lines, and the local bus network. For this reason the Strathfield Plaza site is a superior location for transit oriented development than other centres which currently permit greater heights and density. It is therefore a location where increased heights and densities should be considered where impacts on the local area (including existing residents and heritage items) can be minimised.

Location	Council	Rail Access		Maximum Height		Maximum FSR
		Western	Northern	Metres	Storeys	
Sydney Olympic Park	SOPA	Branch only		150	45	12.0:1
Carter Street	Parramatta			116	36	3.5:1
Parramatta CBD	Parramatta	0		120	38	12.0:1
Lidcombe	Parramatta	0		60	18	5.0:1
Wentworth Point	Parramatta			88	25	6.0:1*
Rhodes	Canada Bay		0	127	40	9.3:1
Burwood	Burwood	0	0	80	23	6.0:1
Columbia Lane	Strathfield		0	80	26	5.0:1
Strathfield Town Centre	Strathfield	0	0	54	17	7.5:1
Homebush	Strathfield	0	0		14	3.0:1
Strathfield	Strathfield	0	0	18	18	7.5:1*



1



3



2

- 1. Lighthouse Apartments, Burwood — 18 storeys / 65m
- 2. Pavilions, Sydney Olympic Park — 36 storeys / 120m
- 3. Rhodes Central — 39 storeys / 127m

Regional Overview

In our deliberation of the existing design strategies, visions and planning controls, we look to contemporary and comparable local and regional developments for precedent.

Consistently, these precedent projects respond to the following circumstances:

- Future forecasts of population and employment growth and demand
- Precinct renewal that prioritises public realm and mid-high density
- Proximity to transport infrastructure and interchange
- Demand for true mixed use outcomes
- General consistency with local and state planning strategies

The following local renewal precincts are described below, whilst broader examples are included adjacent:

1. Parramatta City

Parramatta is undertaking significant growth and development and is supported by a range of strategic planning documents and instruments including; Parramatta Square, Auto Alley Precinct, Parramatta North and Westmead and the Parramatta River Masterplan.

2. Camellia Town Centre Master Plan

The vision for Camellia is to create a new town centre to cater for a future population of approximately 21,000 people, with up to 200,000 sqm of commercial and retail employment floor space, building heights of up to 36 storeys, with two 40 storey towers, with retail, commercial or community uses on the ground level, adjacent to the proposed light rail stop.

3. Sydney Olympic Park Master Plan 2030

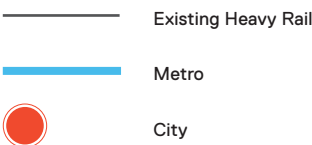
The Sydney Olympic Park Master Plan 2030 identifies opportunities to transform the precinct into a thriving urban centre and proposes an additional 2,500 jobs in Sydney Olympic Park for a total of 34,000.

4. Rhodes Precinct Plan

The Rhodes draft precinct plan expands the precinct boundary to enable comprehensive planning to occur to the key piece of public transport infrastructure for the area, Rhodes Station.

5. Burwood Town Centre

Following an extensive community engagement program with community and stakeholders, we developed our 20 year Community Strategic Plan, which is set to become the blueprint for any Council activity in the future.





1. Parramatta City



2. Camellia Precinct



3. Sydney Olympic Park



4. Rhodes



5. Burwood Town Centre



6. Rouse Hill



7. Castle Hill



8. Epping Town Centre



9. Chatswood



10. St Leonards Crows Nest



11. Hurstville

Regional Overview

Inner Western Sydney Major Renewal Precincts

Strathfield precinct sits within a major renewal corridor between Sydney and Parramatta. Geographically, Strathfield is located between the Sydney Olympic Park and Burwood Strategic Centres. Within the Plan For Greater Sydney, Strathfield is near the junction of the Global Economic Corridor which runs north to Sydney Olympic Park, Rhodes and Macquarie Park; and the east-west connection of WestConnex and associated the associated Urban Renewal Corridors.

The neighbouring suburb of Burwood has received significant development as a Strategic Centre with substantial retail, commercial and residential development. The continued investment in development has delivered a modernised centre with high level community amenity.

Renewal Precinct Development Density

The regional FSR and density map below supports the densification of key Town Centres and the opportunity to increase density appropriately due to its proximity to and associated with public transport. The site accommodating Strathfield Plaza has current planning controls which offer substantial FSR uplift through Design Excellence process, recognising the key opportunity and significance of the precinct.

Renewal Precinct Development Heights

The major renewal corridor between Sydney and Parramatta is underpinned by the strategy of supporting additional development height and density along the key rail transport corridor. Strathfield, as a major inner west transport interchange located between Homebush and Burwood precincts, has an opportunity to contribute to the Plan for Sydney growth strategy.



- Train Line
- Train Station
- Site Boundary
- Draft Parramatta Road Corridor Study Precincts
- Major precincts (Plan for Sydney)
- Precinct under review for increased height and density
- Known projects within the Planning Proposal process



- Train Line
- Train Station
- Site Boundary
- Maximum FSRs within local area
- Planned - 2.1:1 - 3:1 FSR
- Planned - 3.1:1 - 4:1 FSR
- Planned - 4.1:1 - 6:1 FSR
- Planned > 6:1 FSR



- Train Line
- Train Station
- Site Boundary
- Maximum FSRs within local area
- Planned - 10-20 Storeys (30-60m)
- Planned - 20-30 Storeys (60-90m)
- Planned - Greater than 30 storeys (90+m)



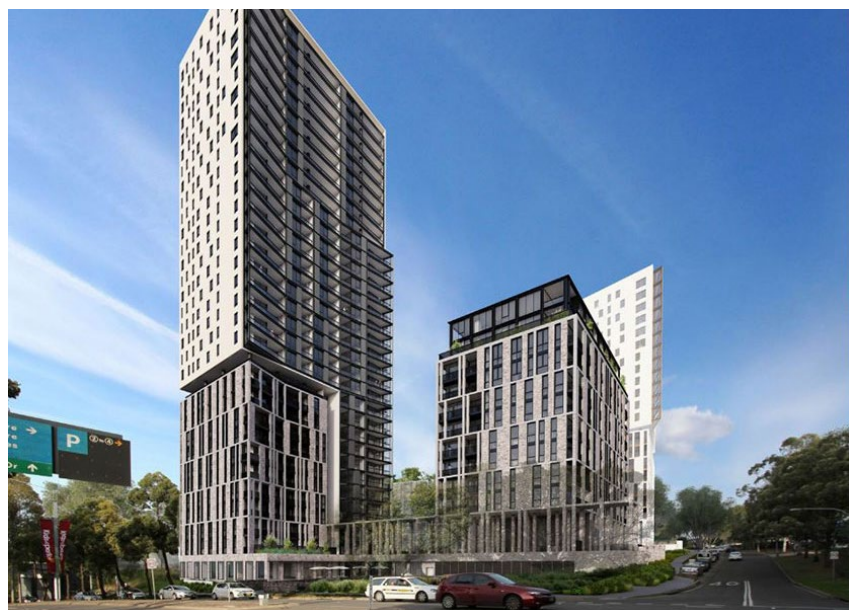
Future Master plan for Sydney Olympic Park Mixed Use precinct



Long term Masterplan for Burwood Town Centre



Proposed Residential Development at Sydney Olympic Park (Mirvac)



Future Master plan for Sydney Olympic Park Mixed Use precinct



Proposed Burwood Town Centre residential development



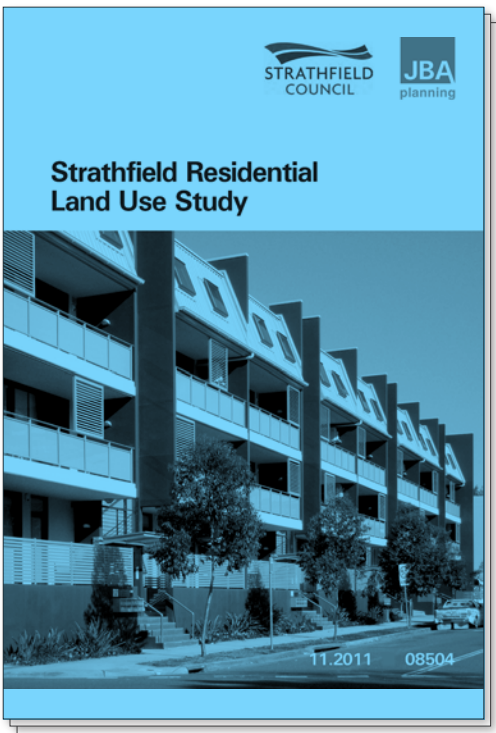
1 Railway Parade, Burwood

Planning Alignment

Strathfield Residential Land Use Study 2011

The Strathfield Residential Land Use Study was prepared to assist Strathfield Council accommodate 8,300 new dwellings over the next 25 years. The study identifies areas within the LGA where residential growth can occur, and where the character of existing neighbourhoods should be maintained.

The study describes the LGA's changing demographics and lack of available brownfield sites suitable for meeting its projected housing supply target. The study acknowledged demand for housing supply in the medium to long term would therefore need to be met from existing suburban areas undergoing renewal.



Strathfield 2030 Community Strategic Plan 2019

Strathfield 2030 is a long-term Community Strategic Plan for Strathfield Council and it links to the long-term future of Sydney. It is an evolution of the previous Residential Land Use Study– that has been reviewed and updated. It formalises a series of community focused goals and strategies for the local area.

The design thinking behind our proposal for the Strathfield Plaza recognises the critical importance of these 'place making' themes in delivering a long-term sustainable future for Strathfield Town Centre.



Existing LEP 2012 Controls

The local context, and the current planning controls under the Strathfield LEP 2012, do not yet reflect opportunities created by the Council's need to rejuvenate the Strathfield Town Centre and delivery on its housing supply targets set by the Greater Sydney Commission.

Existing Land Use

The existing context is currently characterised by 12-18 storey residential flat buildings, which congregate around Raw Square. Strathfield Square is situated immediately north of the site, which is bounded on two sides with 2 storey commercial/retail development. To the south along Redmyre Road, lies a collection of 3-4 residential flat buildings and the grounds of Meriden School.

Existing Planning Context

The site is characterised in the Strathfield Local Environment Plan 2012 as being within zone B3 'Commercial Core'. The objectives of this zone as stated in the Plan are:

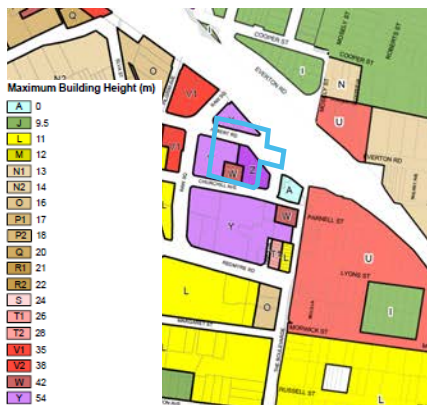
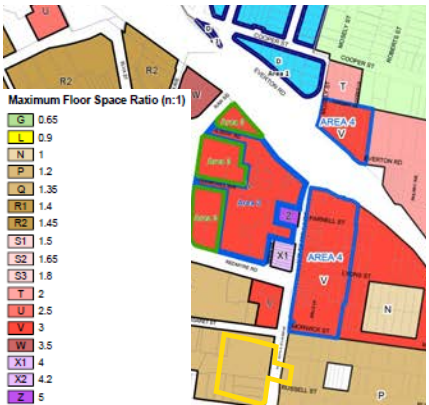
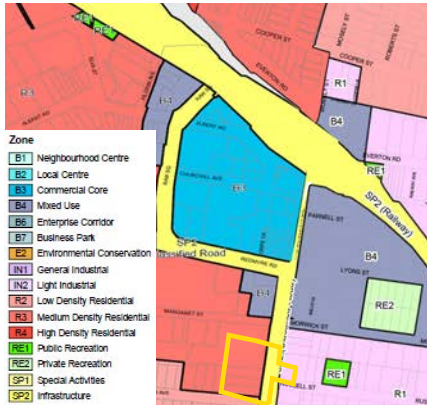
- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.

(Source: NSW Legislation - Strathfield LEP 2012)

Under the Strathfield LEP 2012 the following key existing controls apply to the site:

- B3 Commercial Core Zone
- Maximum 7.5:1 FSR
- Maximum 54m Building Height

Note that the above FSR is based on Clause 4.4B which provides exception to the standard FSR as the site is identified within Strathfield Town Centre and subject to Design Excellence provisions.



Planning Alignment

Unlocking Strathfield's Town Centre

The vision for Strathfield Plaza builds on the suburbs strategic location as a major transport hub between Sydney and Parramatta, and its unique character as 'the Oasis in the West'. Through careful analysis of the existing urban issues, we believe that the successful redevelopment of Strathfield Plaza and the revitalisation of its immediate context can unlock Strathfield's potential as a vibrant and prosperous modern town centre for the 21st Century.

Strathfield 2030 Community Strategic Plan

The delivery of a keystone project at Strathfield Plaza can help satisfy a large number of the goals set out in the Strathfield 2030 Community Strategic Plan. Due to the site's location at the very heart of Strathfield, we have an opportunity to make a positive impact in the areas of Connectivity, Community Well-being, Civic Pride and Liveable Neighbourhoods, that will have a lasting effect throughout the community.



Connectivity



Community Well-Being



Strathfield Plaza: Key Themes

The vision for Strathfield's town centre is underpinned by six key themes. These themes have been developed based on the needs of the community as outlined in the 2030 Community Strategic Plan, and how best the development of Strathfield Plaza can meet these requirements. The successful delivery of our vision will rely on these themes forming a robust framework around which the design can evolve.

These themes are:

1. Improved Infrastructure
2. Increased Public Amenity
3. A Revitalised Town Centre
4. Residential: Provide a Modern Neighbourhood
5. Workplace: Form a Strong Commercial Core
6. Retail: Create a Thriving Destination

1. Improved Infrastructure

- Growth sustained by well-planned and accessible infrastructure
- Connected and integrated transport networks
- Transformed and connected information and services



Civic Pride and Place Management



Liveable Neighbourhoods



2. Increased Public Amenity

- Socially cohesive and connected communities
- Connected and integrated Healthy and active community
- Safe and accessible places

3. A Revitalised Town Centre

- Engaging and activated public places
- Creative and cultural community

4. Residential: Provide a Modern Neighbourhood

- Quality, liveable and sustainable urban design and development
- Clean, attractive and well maintained neighbourhoods
- Thriving and resilient environment

5. Workplace: Form a Strong Commercial Core

6. Retail: Create a Thriving Destination



Responsible Leadership



Planning Alignment

The massing studies shown here demonstrate the various active and strategic planning controls for the Strathfield Plaza site in accordance with the LEP 2012. We recognise the strategic aspiration for Strathfield and believe these studies respond to a composition of a mixed use building proposal which aligns with your vision.

Through these studies, we have considered various compositions for the building forms, and, on our understanding of the market, a preference for residential uses within the tower buildings

Our vision for the project prioritises a vibrant and active retail offering that strengthens and enhances the existing town centre at Strathfield, the studies include buildings that feature a minimum two storey retail podium. Scenarios are summarised as follows:

Scenario 1

Historic planning controls of DCP do not permit development potential of the site to be fully realised

Scenario 2

Maximum permissible FSR (7.5:1 with design excellence) not realised by applying the 54m height control
Non-optimal building massing configuration

Scenario 3

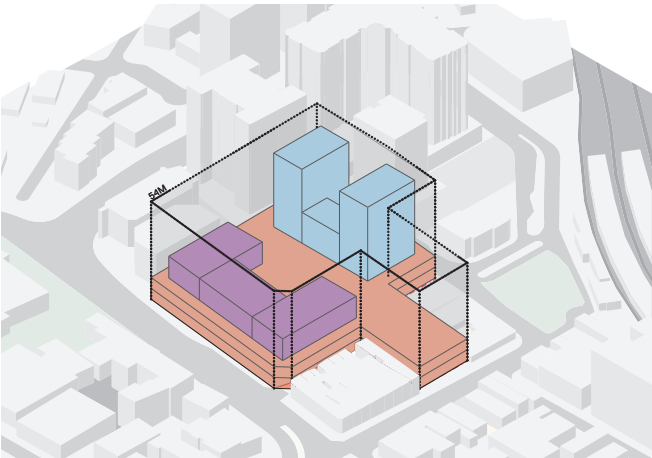
Commercial use density required to meet FSR development opportunities providing sub standard building massing /urban outcome and office space quality outcomes

Scenario 4

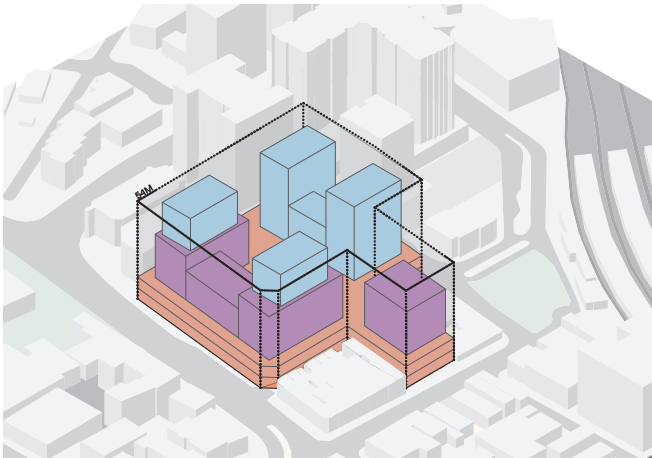
Commercial use density required to meet FSR development opportunities providing sub standard building massing /urban outcome and office space quality outcomes

Scenario 5

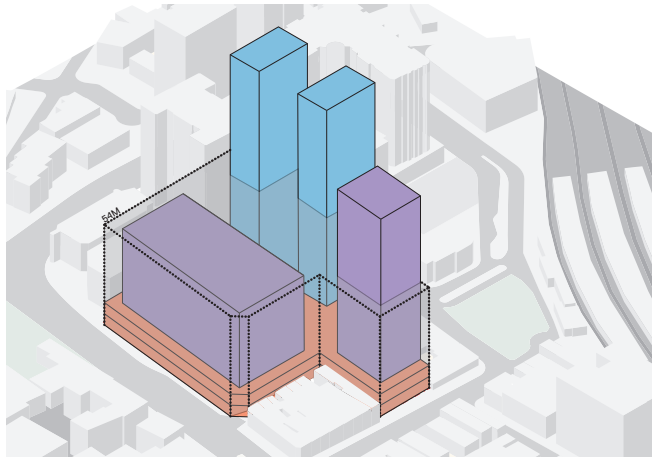
Max. Permissible FSR on the site with a building mix of 30% Commercial to 70% Residential only realised by applying a 135-156m height limit.



Scenario 1 - LEP 2012 (Without Design Excellence Bonus)
FSR 3.0:1
Height 24-54m
Use Capped 35% Residential Mixed-Use Component



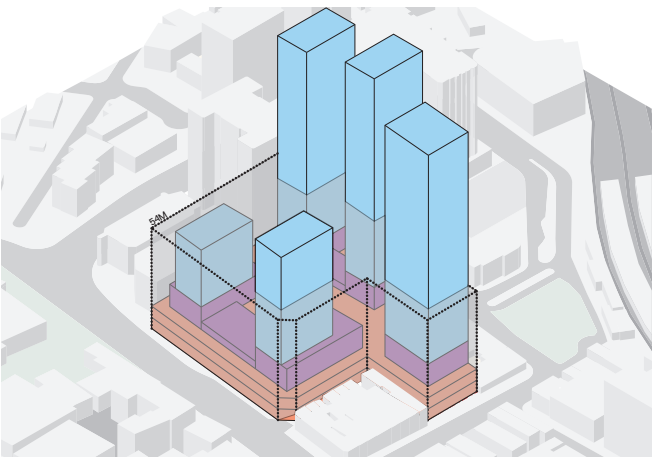
Scenario 2 - LEP 2012 (Without Design Excellence Bonus)
FSR 4.3:1 - Estimated
Height 28-54m
Use Capped 35% Residential



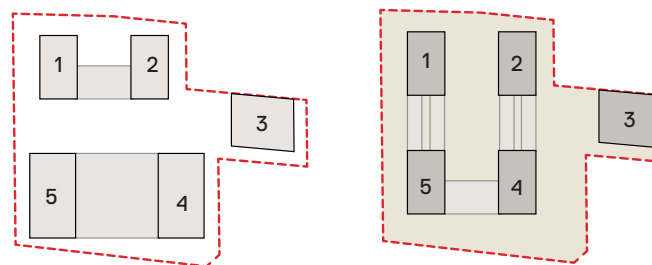
Scenario 4 - LEP 2012 With Design Excellence Bonus
FSR 7.5:1 (3.0:1 + 4.5:1 Design Excellence Bonus)
Height 120-125m (54 m height limit proposed)
Use Capped 35% Residential



Scenario 3 - Residential Land Use Strategy 2011
FSR 6.5:1 (Inc. 3.4:1 Bonus)
Height 85-90m (90 m height limit proposed)
Use Capped 35% Residential



Scenario 5 - LEP 2012 With Design Excellence Bonus
FSR 7.5:1 (3.0:1 + 4.5:1 Design Excellence Bonus)
Height 135-156m
Use 30% Commercial : 70% Residential Ratio



- Commercial
- Residential
- Retail

 Site Area 11,253 sqm

Tower massing heights based on maintaining precinct solar amenity limiting the height potential for towers 4 and 5 to the south of the site.

Planning Alignment

This page summarises the building areas and use as consistent with our response to the planning controls and our amendment to LEP 2012.

Explanation of FSR Calculations

Based on the site area of 11,253 sqm contained within Strathfield Plaza boundary, the resultant FSR for the proposal is 9.5:1.

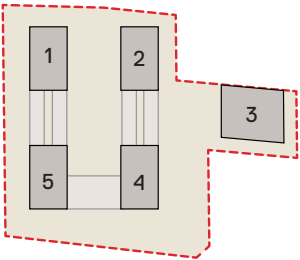
Retail / Commercial Notes

Retail and commercial areas approximated. Confirmation of areas to be determined at planning stage when greater design resolution is achieved.

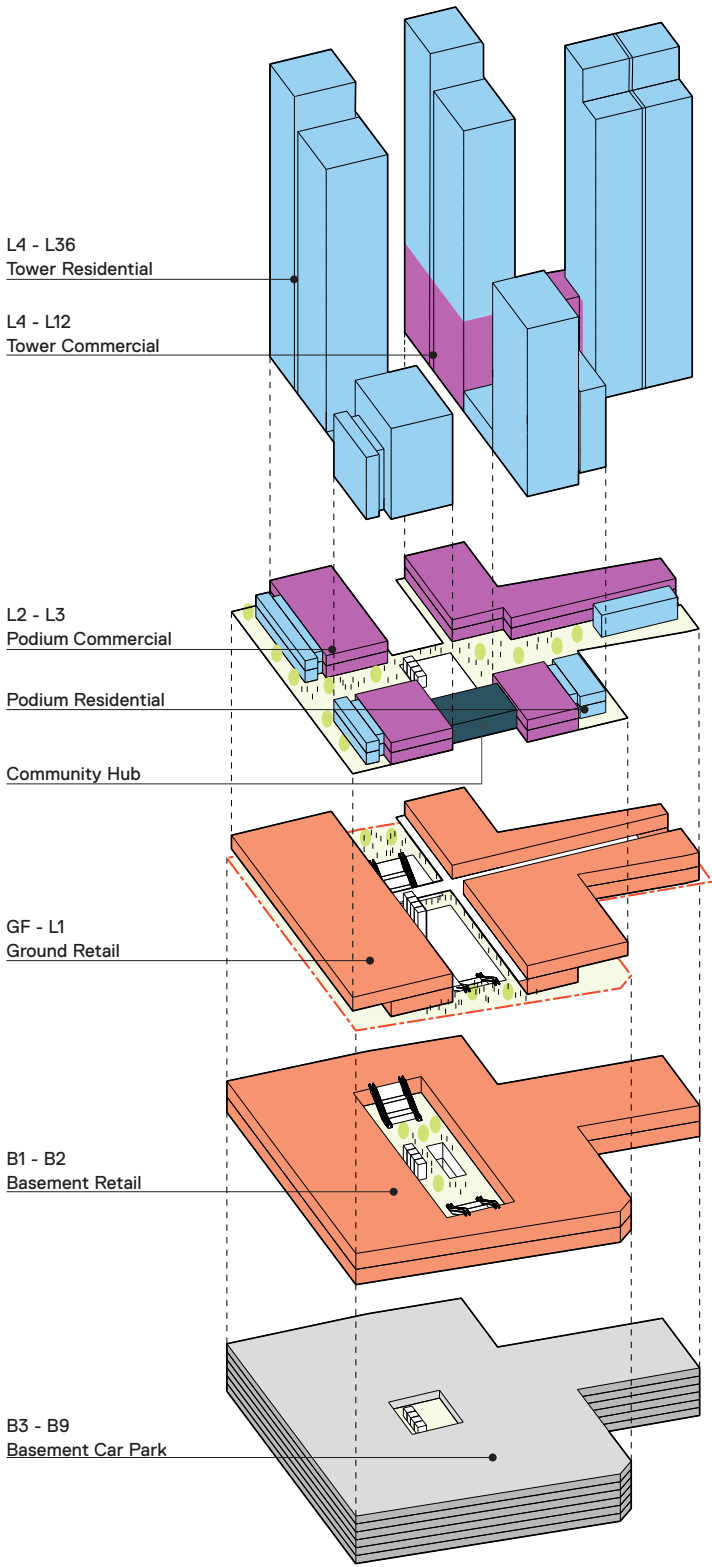
Parking / Loading / Plant Notes

Carpark areas have been profiled using estimated number of car parks, motorcycle and bike parks. Allowances made for plant and loading areas to be further confirmed during following stages. There has been no GFA accounted for in basement level car parking although all basement retail components are incorporated.

Residential	GFA	Storeys	Apartments
Tower 1	22,610 sqm	36	248
Tower 2	15,380 sqm	38	172
Tower 3	16,027 sqm	38	153
Tower 4	9,653 sqm	22	115
Tower 5	6,786 sqm	14	65
Subtotal	70,456 sqm		753
Commercial	GFA	Storeys	
Tower 1	1,382 sqm	2	
Tower 2	6,990 sqm	10	
Tower 3	6,841 sqm	10	
Tower 4	715 sqm	2	
Tower 5	739 sqm	2	
Subtotal	16,666 sqm		
Retail	GFA		
Level 1	4,753 sqm		
Ground Level	3,198 sqm		
Basement 1	3,944 sqm		
Basement 2	7,290 sqm		
Subtotal	19,185 sqm		
Community Hub	GFA	*not included in GFA	
Community Hub	700 sqm		
Subtotal	700 sqm		
Parking/Plant	GBA*		
Carpark	78,771 sqm		
Subtotal	41,250 sqm		
Total GFA	107,006 sqm		



Tower massing heights based on maintaining precinct solar amenity limiting the height potential for towers 4 and 5 to the south of the site.



Part 3 — Site Context

The Site

Vehicular Movement

Public Transport

Pedestrian Movement

Heritage Context

New Developments

Community Amenities

The Site



The Site is located between Churchill Avenue (N) and Rydmere Road (S) and is across the road from Strathfield Square and Strathfield Station, the site also extends to The Boulevard (E).

- Secondary Roads
- Square
- Communal Open Space
- Site Boundary



Vehicular Movement



- Major Transport
- Main Roads
- Secondary Roads
- Square
- Communal Open Space
- Site Boundary



Public Transport



1. Strathfield transport interchange

- Train Station
- Bus Stop
- Taxi Rank
- Site Boundary
- Green Spaces
- Bus Route



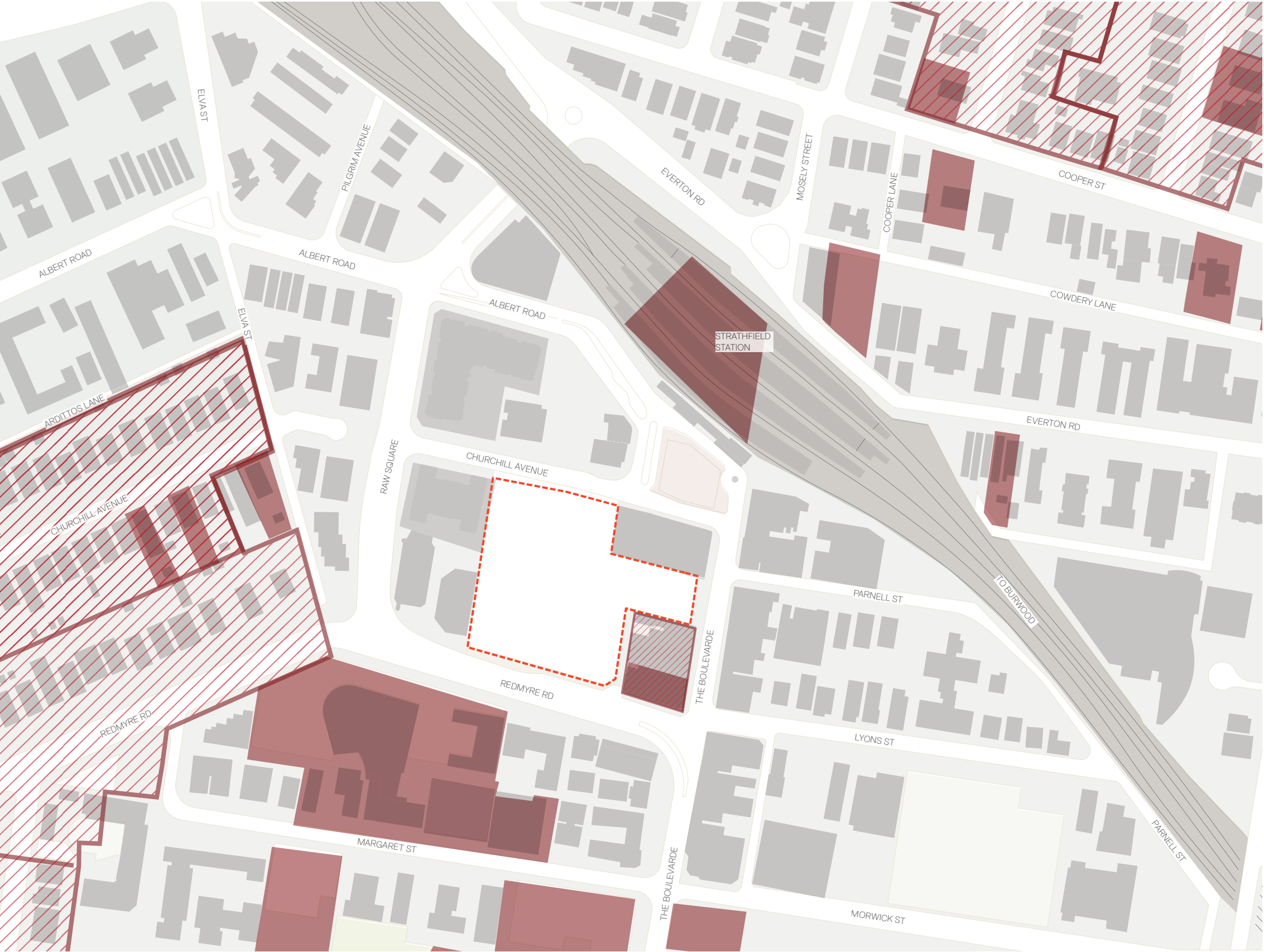
Pedestrian Movement



- Major Transport
- Main Roads
- Secondary Roads
- Square
- Communal Open Space
- Site Boundary



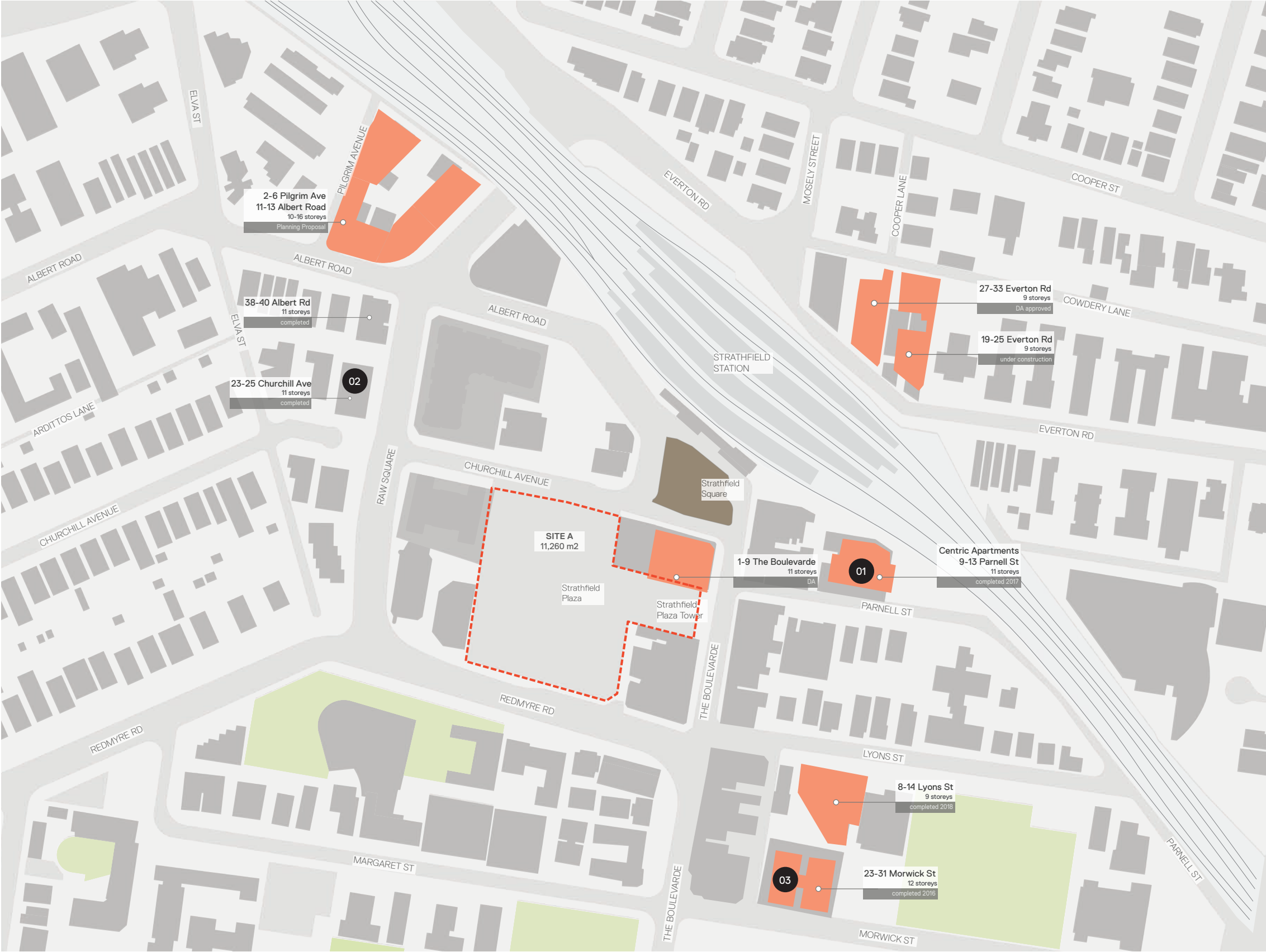
Heritage Context



- Heritage Building
- Heritage Zone
- Site Boundary



New Developments



1. Centric Apartments



2. 23-25 Churchill Avenue



3. 23-31 Morwick St

- New Developments
- Secondary Roads
- Square
- Communal Open Space
- Site Boundary



Community Amenities







1. Strathfield Square



2. Meridian School, Strathfield



3. Strathfield Sports Club

-  Retail
-  Medical Centres
-  Educational Institutions
-  Sports Facilities



Part 4 — Our Vision

Vision Statement

Benchmarks



Vision Statement

Improved Infrastructure

Strathfield's town centre has suffered as a result of its connectivity. Dislocated from the surrounding residential neighbourhoods by an arterial ring road to the South and railway lines to the North, the town centre is dominated by taxi ranks and a dual lane bus terminal.

Our vision is to provide Strathfield with an intuitive and well-planned infrastructure system that can support future population growth and maximise its potential as a major transport hub for Western Sydney. Through careful reorganisation of the connecting transport links that serve Strathfield's town centre, we aim to provide Strathfield's residents with a safe and easily accessible infrastructure that will ease traffic congestion and promote pedestrian activation.

“... create an intuitive and well-planned infrastructure system that can support the growth of Strathfield and maximise its potential as a major transport hub for Western Sydney.”



1. Seoul Skygarden/MVRDV, Seoul, South Korea

Increased Public Amenity

One of Strathfield's key strengths lies in the diversity and tolerance of its population. Strathfield is proudly multi-cultural, and this is dynamically reflected in the urban fabric of its Town Centre. However, there are very few public amenities that provide spaces to support positive social interaction. The council boasts a number of exceptional parks, yet the majority of these are buried deep into the residential neighbourhoods with poor connectivity.

Our aim is to foster Strathfield's strong sense of community by providing accessible and high-quality public amenities at the heart of the town. In addition to the delivery of a thriving retail precinct and revitalised Town Square, our vision is to provide Strathfield with accessible leisure and community facilities that will help celebrate diversity and support tolerance within the population.

“... foster Strathfield's strong sense of community by providing accessible and high-quality public amenities.”



2. Green Square Community Library

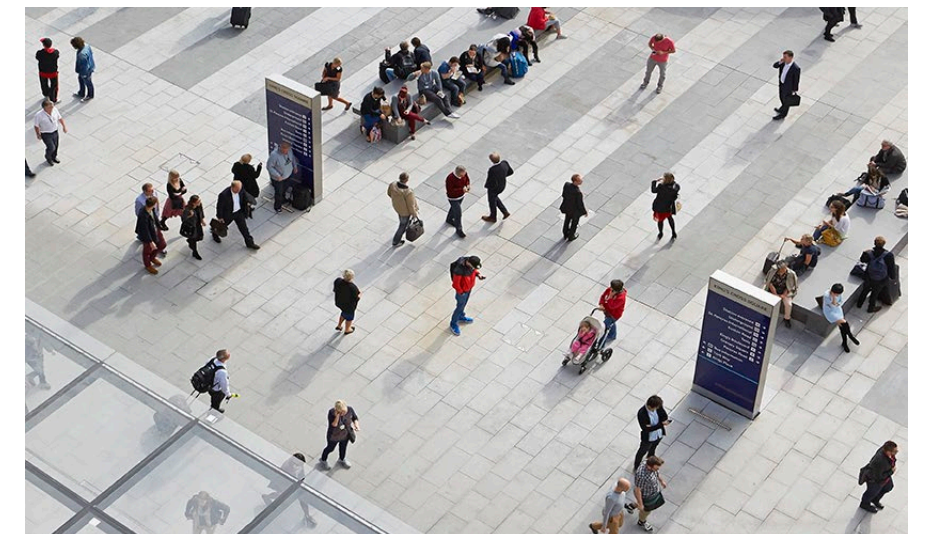
A Revitalised Town Centre

Creating a Heart to Strathfield

Strathfield's Town Square is a huge asset to the council. Positioned between the primary transport and retail hubs, the Square can depend on consistently high footfall and provide a space for public engagement. However, its potential is not currently being maximised. The Square is heavily compromised by the dominance of the dual lane bus interchange, poor landscaping and access roads that reduce pedestrian connectivity.

Our vision is to revitalise the town centre by creating a public space that can provide Strathfield with a nucleus for the community and reinforce a sense of place. A key move in unlocking the town centre will be in the reorganisation of the transport links to promote pedestrian activation. This will be reinforced by a continuous and landscaped public realm which offers opportunities to dwell, provides a positive pedestrian experience and gives Strathfield a strong and community orientated new identity.

“... revitalise the town centre with a public space that can provide Strathfield with a nucleus for the community and reinforce a sense of place.”



3. Kings Cross Station Forecourt

Creating Neighbourhoods:

Providing a Modern Neighbourhood

Strathfield's identity as 'the Oasis in the West' is characterised by the wide, tree lined Boulevard that inhabit many of its low-density residential neighbourhoods. The Town Centre reflects none of these qualities. A harsh urban environment, the commercial centre of Strathfield operates as an isolated island in sharp contrast with its surroundings.

Our vision is to draw on the legacy of Strathfield's garden suburbs in creating a modern neighbourhood suitable to its proximity to a major transport hub. By providing a diverse range of high-density modern apartments with communal gardens and shared amenities, our proposal seeks to reinvigorate the town centre, satisfy the demands of a growing population and provide Strathfield with a 21st century neighbourhood in the heart of the community

“... draw on the legacy of Strathfield's garden suburbs in creating a modern neighbourhood suitable to its proximity to a major transport hub.”



4. Urban Village Project

Integrated Workplace Campus:

Forming a Strong Commercial Core

Strathfield's centre has a lack of high-quality commercial office space. However, Strathfield's growing significance as a major transport hub, and the opportunity provided by this keystone development at Strathfield Central suggests there is scope to attract jobs into the area through the creation of a campus style workplace precinct.

Our vision is to create a strong and resilient commercial core supporting a diversity of business. By providing flexible modern offices with shared amenities, views and excellent transport links, our aim is to stimulate Strathfield's economy by ensuring its activation throughout the day. We strongly believe that the successful delivery of Strathfield Central can act as a catalyst for the regeneration of the area, and secure its prosperity for the future.

“... create a strong and resilient commercial core supporting a diversity of business.”



5. 333 George Street Workplace Sydney

Retail Activation:

Create a Thriving Destination

Strathfield Central remains the key retail hub for the local community. Strategically located by the town square and station, the plaza is well used and caters widely to the needs of Strathfield's multi-cultural society. The building, however, provides an outdated model for shopping. Poor natural light, oversized circulation spaces and a lack of intuitive way finding creates a low-quality user experience.

Our vision is to provide Strathfield with its own distinct identity as a retail destination. By providing an external, high density and environmentally protected shopping precinct, we aim to position Strathfield as an attractive alternative to the outdated 'Westfield model' of enclosed interior shopping malls. It is our belief that by combining a thriving retail hub with well-designed public open spaces, we will also provide the community with dynamic new spaces for social interaction and engagement.

“... provide Strathfield with its own distinct identity as a retail destination.”



6. Highpoint Shopping Centre in Maribyrnong

Benchmarks

1. Highpoint Shopping Centre creates a new community heart in the centre of Maribyrnong, VIC. The building celebrates daylight, space and food and produce and delivers a high quality customer experience. Highpoint weaves architecture and materiality throughout the retail environment, and creates a unique place, distinct and memorable. The architecture positively contributes to the retail environment and allows permeable connection and clear sight lines through the interior (Grimshaw 2017).
2. The Chadstone in Melbourne seeks to create a new benchmark in retail-lifestyle design and amenity. The covered galleries provide high quality amenity; daylight, active circulation routes and spaces, as well introducing of high profile international food and beverage vendors. The architecture has in part generated an iconic outcome, and the quality of the building design as well as the facilities and amenities provided have created a great place.
3. The Federal Centre South Building in Seattle by ZGF Architects demonstrates an integrated design solution which sets a new standard for high-performance, cost-effective, and sustainable workplace environments. The indoor campus environment enhances the concept of creating a collective community and identity by centralizing all common services and conferencing within the “commons” or social heart of the building.
4. The campus for the Singapore National Research Foundation (CREATE), is a precedent-setting global research university, comprising three mid-rise buildings and a high-rise tower. The campus is anchored by a central public realm, adorned landscape which is availed by natural daylight, clear sightliness and generous volumes. The internal environment features an elevated and transparent canopy which encourages engagement between the terraces and ground plane (Perkins+Will 2013).



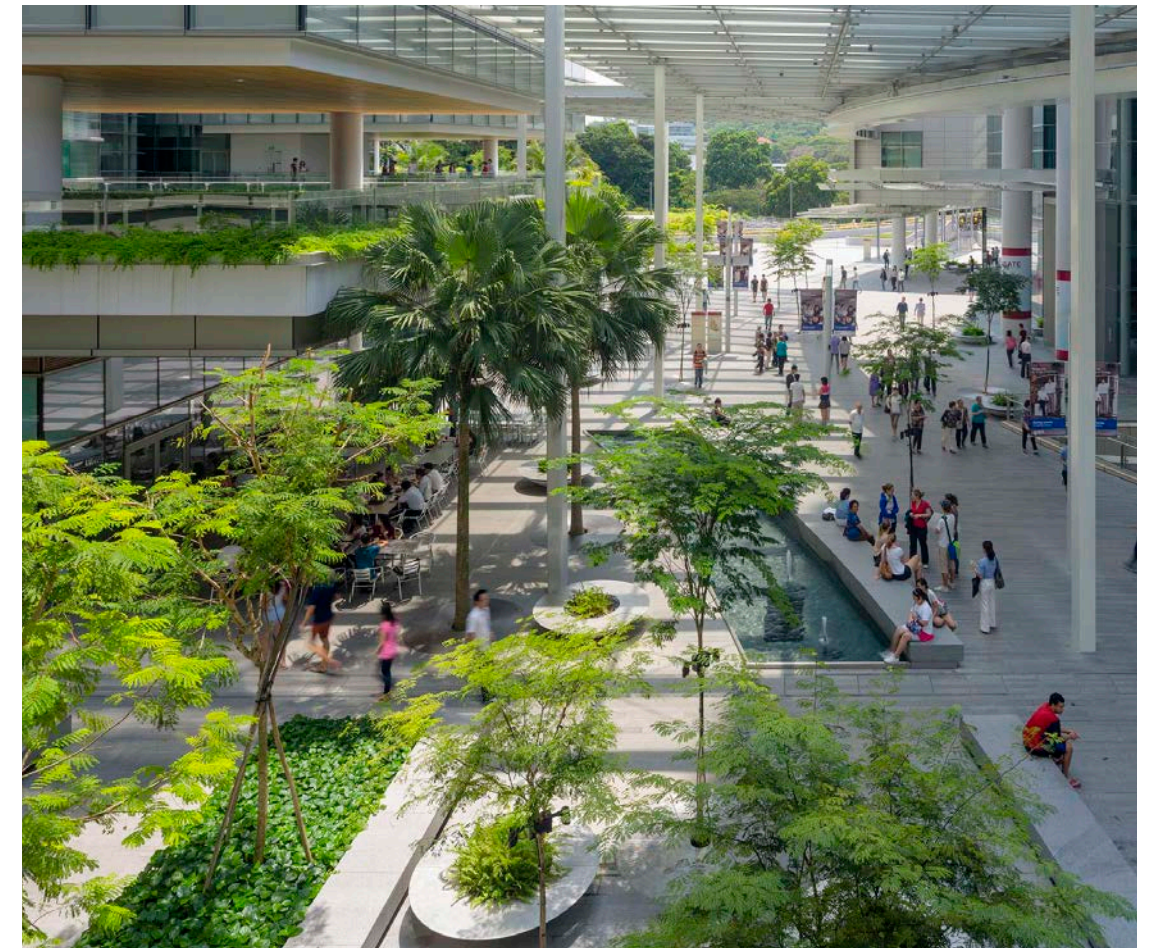
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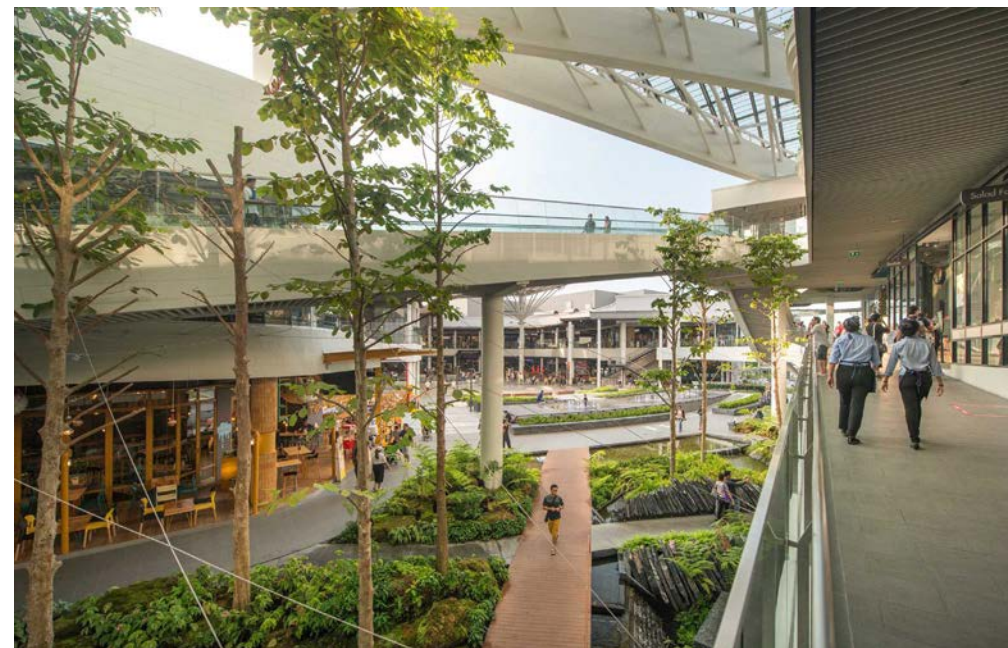
1. Megabangna shopping complex in Thailand derives its design of the internal environment and landscape from the influences of external geographies. To create similar atmosphere to a natural valley, the layout of the new open-air mall is composed around a central courtyard space, in which a sunken plaza with an amphitheatre down below acts as a customers' main social space for gathering and holding all kinds of events. Continuing from the sunken plaza on the bottom level, the sloping green area in the middle of the layout, called 'the Hill', gently ascends up to connect smoothly with the existing MEGA Plaza on level 1. By embedding this particular green area into the heart of the project, it strengthens the realisation of the concept into reality. The Hill is intended to be a relaxing ground where people can fully immerse themselves into the lavish landscape with sculptures and temporary, outdoor installation art on show.
2. As Above
3. The COMMONS is a community mall located at Sukhumvit Soi 55, with a multitude of shops in 4 zones, and food stalls with a central communal dining area aiming to create a sense of community. Besides shopping and dining, this open-air concept mall promotes a community approach to living and working practices. The Commons also is green and this approach to environmental design contributes to it highly experiential quality
4. Centro Commerciale Arese in Milan; what makes IL CENTRO unique and different is that it is not just a shopping centre - typically a hermetic and decontextualized "retail box". Instead, it is a permeable street with indoor buildings, indoor and outdoor squares, porticos, gates and gardens. Along with real trees, different plazas with their own identity, a ramp resembling that of the Guggenheim in New York City and a roof supported by one of the largest glulam structures in Europe, which capitalizes on the tradition of covered city streets like Galleria Vittorio Emanuele, IL CENTRO is also the most sustainable large scale shopping centre ever designed in Italy.



1



3



2



4

Benchmarks

1. Google's new UK headquarters will be a mixed-use development in Kings Cross Central, a huge plot of land (~67 acres) behind Kings Cross station that used to be warehouses, scrubland, and other railway-related things. The new building will consist of commercial (A1) property on the ground floor, with up to 10 storeys of Google space above.
2. As above. Google's workplace strategy includes access to landscaped terraces which supports a culture of well-being and provides greenery and texture even in densely urban environments
3. WeWork NYC
4. Via Verde is a mixed-use, mixed-income residential development. There are 222 residential units, 71 for sale units for middle-income households and a balance of low- and moderate-income rentals. The building consists of a 20-storey tower, a mid-rise building with duplex apartments and town-houses. A dynamic garden serves as the organizing element for the community, beginning as a ground level courtyard and then spiralling upwards through a series of programmed, south-facing roof gardens, creating a promenade for residents. The composition of Via Verde seeks to promote both a healthy lifestyle and a vibrant community, promoting wellness and social well-being through increased physical activity, shared common spaces and access to natural light and fresh air.



1



2

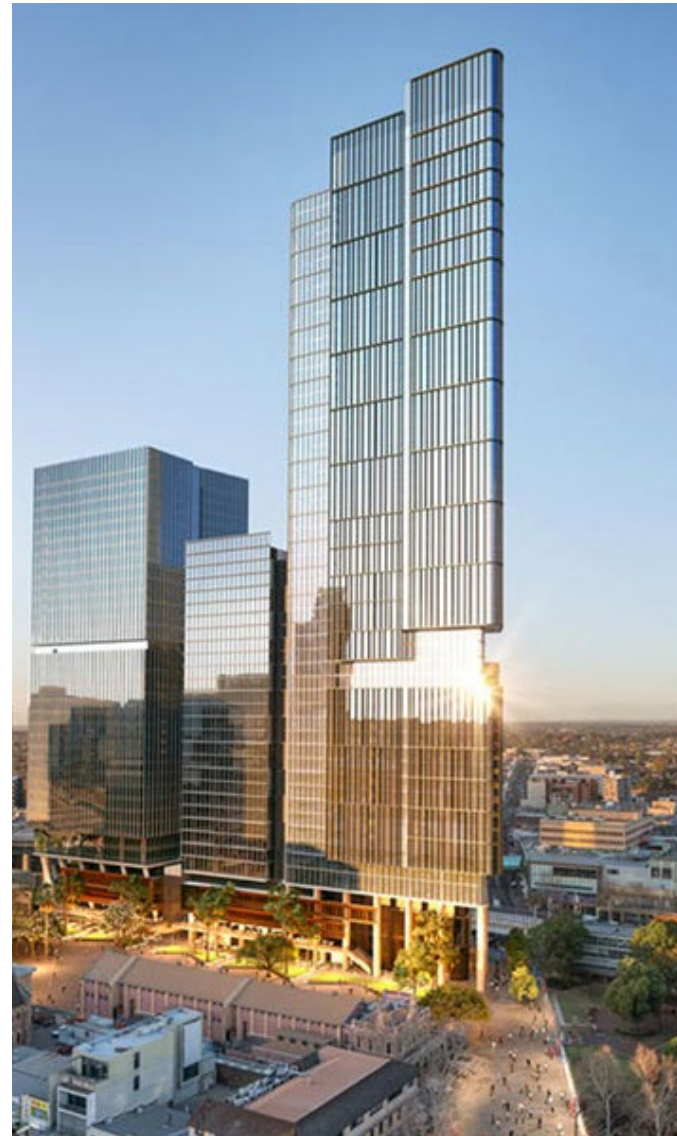


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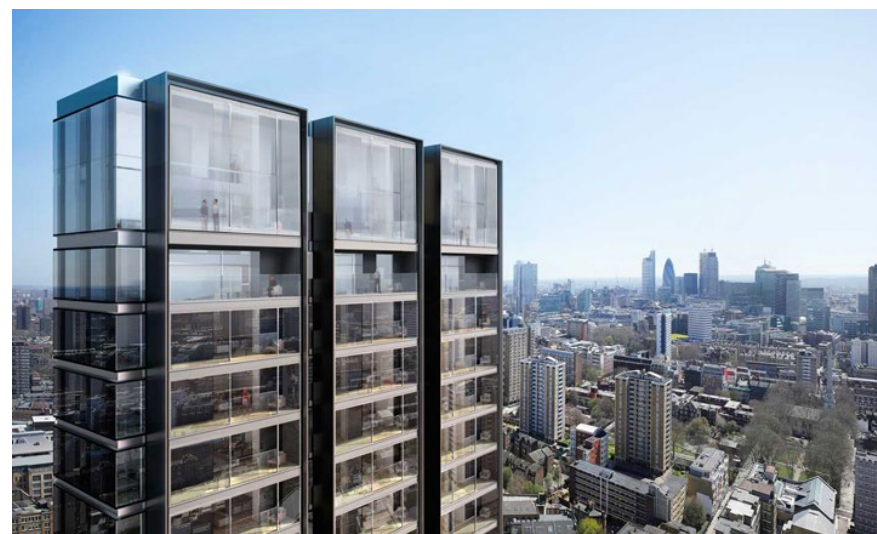
1. Parramatta Square Commercial Tower, Parramatta, Towers six and eight are the latest approvals which form part of the multi-billion urban renewal project in burgeoning Western Sydney. The two new office buildings will comprise 125,000sq m of space over 50-storeys with an expected end value of \$1.7 billion. Spanning a three-hectare site, the Parramatta Square precinct will deliver four towers located directly over the major transport, shopping and public spaces when completed and comprise the largest commercial office building in Australia.
2. 250 City Road, London by Foster and Partners aims to transform a low density 1980s business park into a high-density, low energy residential community. Bringing together a mixture of uses, from places to live and work to a range of new restaurants, shops and cafés, the scheme includes two elegant residential towers of 42 and 36 storeys. These contribute to the area's wider development strategy by concluding a planned cluster of high-rise buildings, while providing a distinctive new landmark for Islington.
3. Richard Rogers Abu Dhabi's Al Maryah, located on the 114-hectare island has been earmarked to become Abu Dhabi's new central business district. Construction of the first tower is already underway and is set for completion in 2016. The rest of the complex is expected to open in 2020. Maryah Plaza has been conceived to complement the waterfront position, with maritime themes running through the design and great views over the water. The masterplan also includes "beautifully landscaped parks and shaded open spaces", alongside art galleries, community centres and shopping areas, It will create "a diverse, rich and vibrant public realm that maximises permeability and connectivity throughout the site".



1.



3



2.

Part 5 — Our Proposal

Public Benefit

Urban Strategy

Key Moves

Form and Composition

Approach to Sustainability

Precinct Plan and Public Realm

Retail

Commercial Campus

Residencies



Public Benefit

Direct Public Benefits

Providing the best outcome for Strathfield town centre and its residents has been the primary objective of this proposal.

Memocorp and the design team are committed to delivering a development that benefits the broader community and our proposition for Strathfield Central includes significant direct public benefits.

These include improved public environments, enhanced access to public transport and high quality community amenities.

A fundamental key to providing the best outcome for the new town centre is the proposed high quality public plaza located directly opposite Strathfield Square and Station forecourt. This allows the creation of a generous and well proportioned plaza that benefits from through-site links that help activate the public domain.

The public domain is supported by a re-energised mall which is edged by retail and activated by food and beverage outlets that celebrate the local culinary cultures.

The new, vibrant plaza promotes cross site connections between the Station forecourt / Strathfield Square, and the broader neighbourhood, supported by a new transport hub that enhances access and interchange for customers.

As part of our contribution to the broader community we also include a community hub located in a prominent position within the podium development, and affordable housing for key workers, critically supporting employment within the immediate and broader precinct.

A vibrant public realm

Strathfield town centre suffers from its lack of a community amenity and high quality public spaces. Our proposal is anchored by a high quality public plaza, a new heart to a revitalised Strathfield town Centre. We have refocused the ground plane and basement levels in the redesign of the shopping centre to ensure that the retail supports the public realm, rather than dominates the public realm.

Our vibrant public realm supports cross site connection to the broader neighbourhood. This public space- a landscaped heart of Strathfield- is washed with daylight and supported by natural ventilation. A space lined with active edges; high quality retail, 'eat street' and boutique food and beverages creating an exceptional retail experience.



1

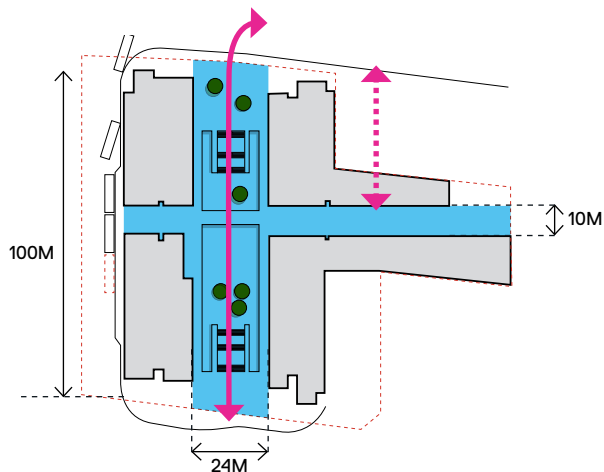


Fig 1 - Public realm occurs in the heart of the precinct

An intuitive public transport hub

We recognise that the current transport and traffic strategy within Strathfield Town Centre is detrimental to the experiential quality of place, is unsafe and commercially neglected. Current vehicular activity prevents active pedestrian movement between the station - as a point of arrival- and Churchill Avenue and the existing Strathfield Central shopping centre.

We have given great consideration to the long term master-plan, and believe the redevelopment of Strathfield Town Centre can be vastly improved and revitalised by our proposal for Strathfield Central, and as such have included a new transport hub within our precinct.

The provision of a covered, safe and intuitive transport hub will significantly reduce congestion within the surrounding areas and importantly enable the future redevelopment of the public realm between Strathfield Station, Strathfield Square and Strathfield Central.



2

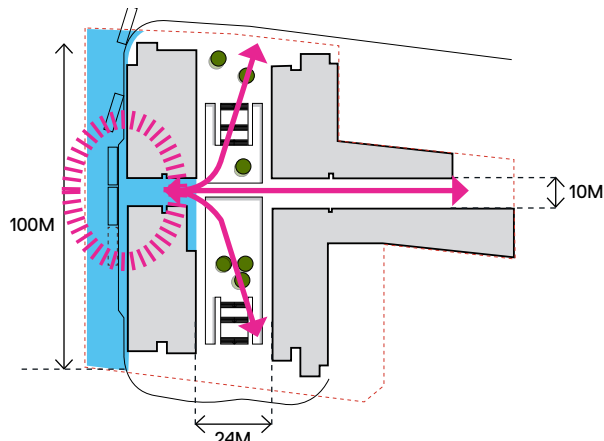


Fig 2 - The transport hub is located on the peripheries of the public realm

1. The proposed internal public realm is a place of activity and community event; a new heart for Strathfield Town Centre
2. The transport hub will provide an enhance user experience for bus customers arriving and departing from Strathfield Centre. This Space is envisaged as a intuitive and safe place, supported by active retail lined edges. Wayfinding has been conditions and has informed the design direction.
3. A vibrant and versatile Community Hub is provided as a shared facility within the centre of the atrium, it benefits from visual connection to both the school to the south and the internal podium to the immediate north,
4. Affordable Housing is provided within the towers and affords residents access to the amenities and facilities provided for all residents

A valued community hub

We recognise there is a shortage of high quality community facilities in the locale of Strathfield Town Centre. Providing a community facility in a new development of this scale and importance to Strathfield is essential, and in our belief in true mixed use development, which includes community assets and facilities, we are pleased to offer a community space for the broader neighbourhood.

Our proposition for the Strathfield Centre includes the provision of a multi-purpose community hub. This is a shared facility that can be used for the local and broader community and is versatile and flexible. Located on levels 3 & 4, it holds a unique position within the development and visibly engages with the public realm.

Diverse Residencies and Affordable Housing for Key Workers

We believe diverse housing enables a truly socially conscious outcome, and we provide affordable housing that supports demand from local key workers. Our proposal includes 10% of the GFA uplift dedicated to key worker subsidised rental housing for 10 years.

Our provision of affordable housing is included in the residential towers, and residents benefit from the same amenity and shared and community assets as other residents living in this exceptional and equitable precinct.



3



4

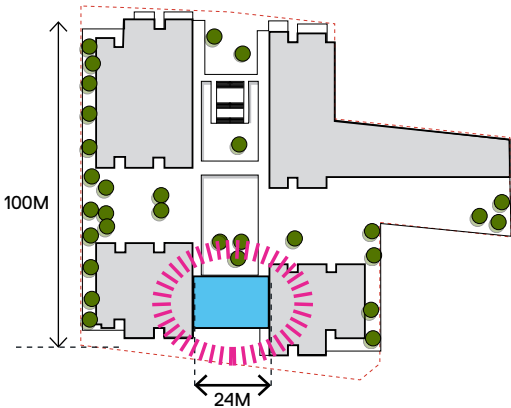


Fig 3 - located over two levels, the community hub is the focus of Strathfield Central

Public Benefit

Indirect Public Benefits

In addition to the direct public benefits afforded by our proposal, we welcome an open dialogue with Council to discuss indirect public benefits which could be considered.

1. The revitalised Strathfield Square will be pedestrian focused, safe and welcoming; housing multiple events and activities. The Square will largely displace traffic, but allow access via a share-way road along the exiting Churchill Avenue.
2. A safe and intuitive pedestrian connection -located below Strathfield Square- will connect the station and interchange with Strathfield Central (Kings Cross Subway shown)
3. A southern footbridge that crosses Redmyre Road provides a safe pedestrian connection to the southern neighbourhood and importantly, the Meridian School (Oakley Station Bridge shown).

An extended public realm and share-way

Full integration of the public realm can be understood in the master-plan presented in this document. However, further dialogue is required to understand how Strathfield Square can best be connected to Strathfield Central.

Our design intention is that pedestrians become the priority, and such we promote the diversion of buses and traffic away from Strathfield Square to allow Churchill Ave to be in part pedestrianised.

The enhanced Strathfield Square is accessed across a new share-way along Churchill Ave.

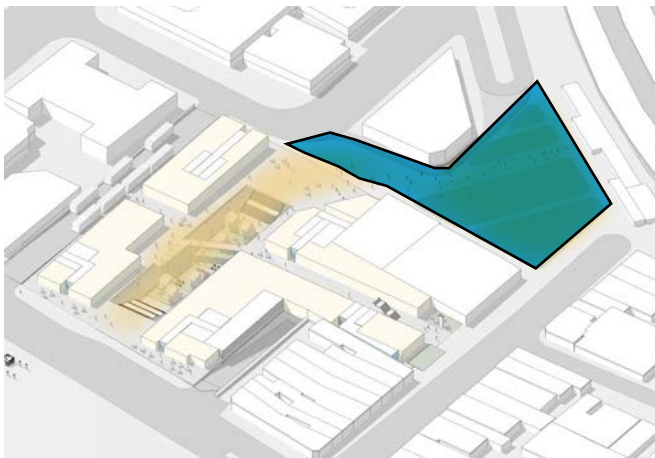


Fig 1

A subterranean pedestrian link

To further enhance connectivity and improved modal interchange to Strathfield Station, we have considered a subterranean connection beneath Churchill Ave and Strathfield Square directly into the station. This enables not only a direct interchange, but a safe, secure and active means of access

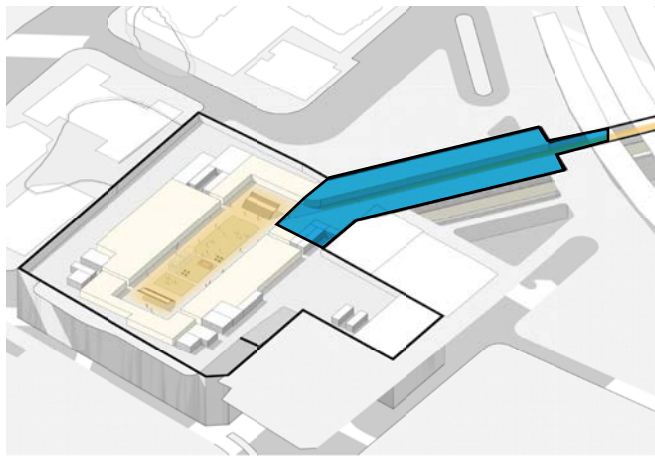


Fig 2

A southern footbridge

In our long term master plan for the precinct, we have considered and allowed for a future footbridge between our site and the southern neighbourhood, with a crossing over Redmyre Road.

This crossing would enable greater and safer access into the new Town Centre and would facilitate greater and safer public transport access,

This footbridge is particularly important as it connects the town centre with the Meridian School and would enable safer passage for school children.

A over-bridge also reduces the need for on-grade crossing points, which in turn eliminates signalised crossings allowing free movement of traffic and therefore a reduction in vehicle congestion.

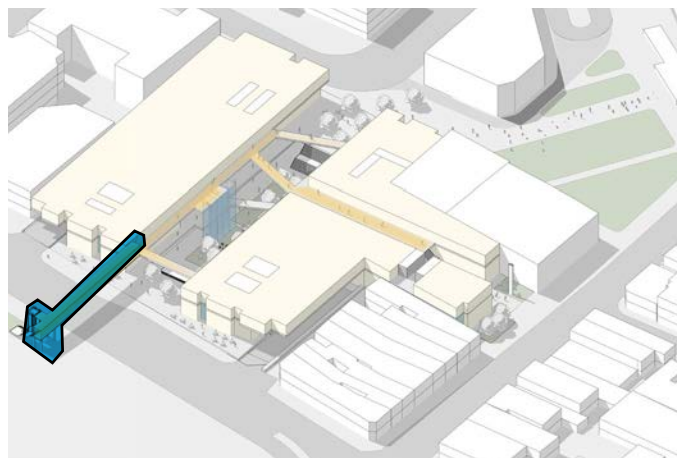
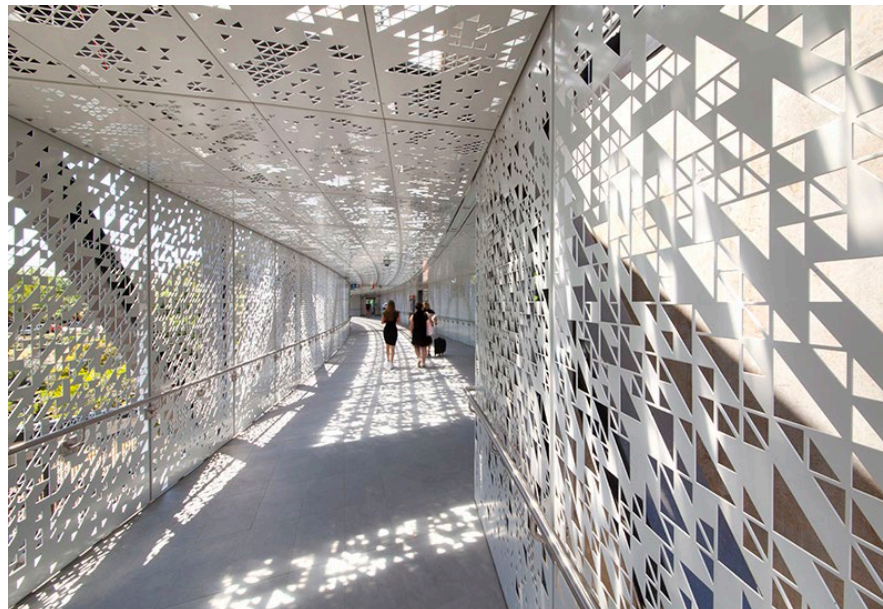


Fig. 3

Urban Strategy

Implementing the Project Vision Key Themes

The Strathfield Central proposal aims to deliver the framework for a comprehensive revitalisation of the Strathfield Town Centre reinforcing the ability to deliver a network of pedestrian links and quality public spaces at ground level. An urban form for the precinct has been developed as a holistic approach for the broader Town Square precinct, with massing responding to existing urban grain, transport and residential context whilst maintaining its unique character as a strategic centre.

The key urban responses aim to support the underlying 'Vision' for the precinct, delivering alignment between vision strategy and the built form response.

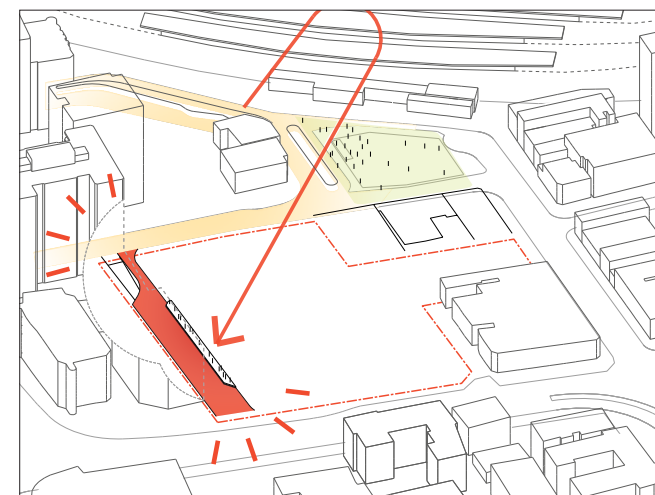
The proposal aims to:

- Reinforce Strathfield Town Centre as a key strategic location for growth within the heart of the Strathfield centre and the existing transport network.
- Deliver a framework for the Town Centre with the appropriate height and scale transition to the surrounding residential urban grain.
- Design a legible and coherent unified urban form.
- Deliver key worker accommodation and jobs directly into the Strathfield economy.
- Deliver public amenity with the creation of new accessible local services and retail opportunities.
- Provide strategies for the broader precinct connectivity between surrounding residential areas and the Town Centre and Plaza.
- Deliver high quality mixed use residential, commercial and retail Town Centre.
- Deliver much needed landscape amenity to the centre of Strathfield integrated into the new development of the Plaza site.

- Residential
- Commercial
- Retail
- Community Hub
- Plant/BoH

1. Enhanced Transport Interface

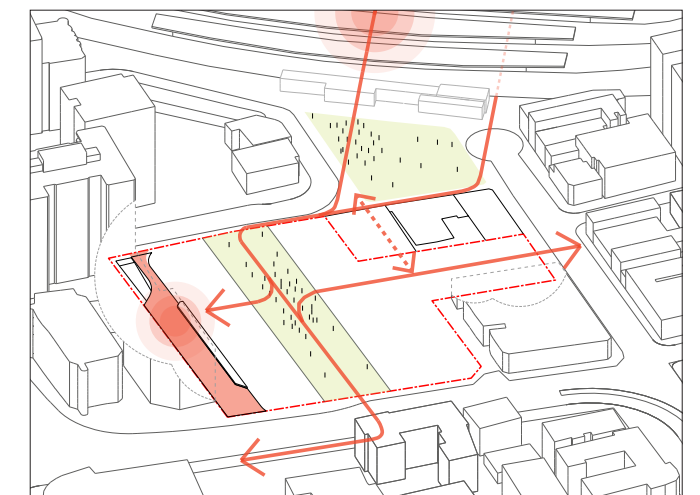
- The current Town Centre is dominated by traffic with the existing square being the redundant space remaining from the transport interchanges.
- The existing Town Centre is functional rather than experiential.
- The Town Centre is well serviced with a range of public transport options. The strategy will be to further reinforce the broad variety of transport modes while enhancing and integrating the modes within the public urban domain.
- The partial relocation of the Bus Hub into the Plaza site will create an integrated solution while improving the Town Square amenity.
- Deliver legibility in access between modes of transport and deliver greater engagement with the Town Centre.
- Providing a safe 24/7 environment that stays connected and activated.



We propose to reorganise the transport links to promote pedestrian activation and improve the circulation of bus flows (we recognise that this strategy will need to be developed in close collaboration with TfNSW and RMS)

2. Through Site Connectivity

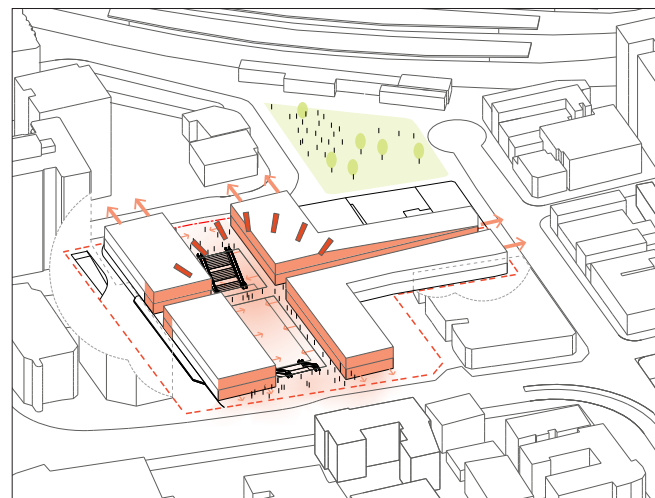
- Deliver a permeable pedestrian network enabling engaging and unrestricted access through the Town Centre between transport modes and Strathfield Central.
- Provide for community engagement with activated cultural and social opportunities.
- Reinforcement of ground level connectivity supports ground level activation through enhanced foot traffic and multiple routes and opportunities to explore.
- Delivers an inquisitive network of spaces enabling curation into a rich grain of activated spaces.
- Delivers open air retail and engagement spaces.



Provide a vibrant and active through site link that connects the station to the broader neighbourhood. This link will be a safe environment, be active, well lit and benefit from passive surveillance. Enhance Strathfield Square and its relationship to Strathfield Central at ground level

3. Activated Edges

- Reinvention of the existing Strathfield Central retail centre into a porous network of activated arcades and streets.
- The current centre delivers an internal retail environment with extremely limited street engagement with no access to the south of the site.
- Deliver social, retail and entertainment activation with a diverse range of spaces over multiple levels of the pedestrian network throughout and orientated around the Plaza site.
- Provide lifestyle activation with Wellness Centres for commercial and residential occupants and visitors to the site to enable the integration of wellness into daily routines.

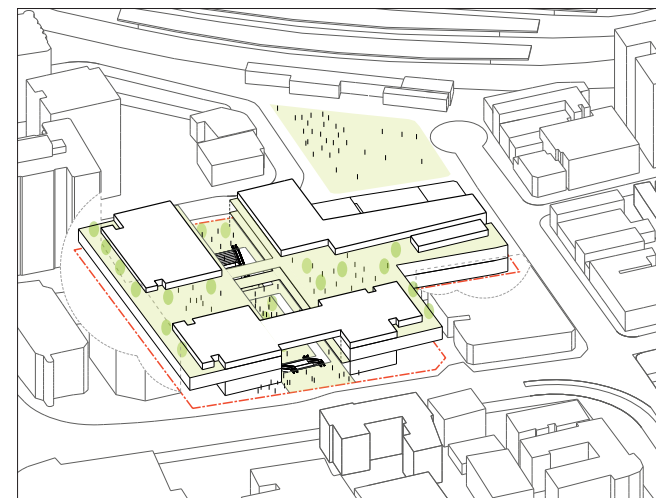


Create active edges with vibrant retail and food and beverage premises both along the new plaza and within a porous network of activated arcades and streets, including new access to the south of the south. Activation will be created through over multiple levels of the pedestrian network.

The ground and lower ground floors offer a unique and contemporary shopping experience that serves to revitalise Strathfield Town Centre. The retail offering will be diverse and contemporary, providing high quality retail, food and beverages. A grand concourse runs north south, while finer grain, more intimate 'Eat Street' lanes run east- west.

4. Terraced Landscape

- Provide public passive landscaped spaces within the existing Town Square to enable the community to stop, enjoy and inhabit.
- Deliver activated landscaped spaces within the Plaza to engage with entertainment and hospitality service spaces.
- Provide visual connectivity of landscape from all areas within the Plaza site with urban farming and green terraced roofs.
- Deliver a quality public and private outdoor amenity over the development site of the Plaza.

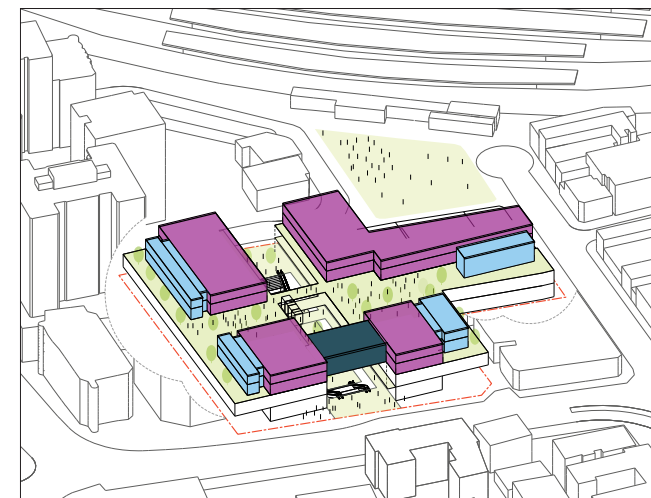


The podium terraces offer a richly landscaped environment that merges seamlessly between the interior and exterior. Benefiting from the climate in the warmer months and evenings, the spaces are open and generous, whilst planting and canopies provide shelter from the intense sun, and vegetation provides relief from the heat.

Terraces are accessible and for communal use and engage with the internal atrium via circulation bridges and walkways.

5. Commercial Campus

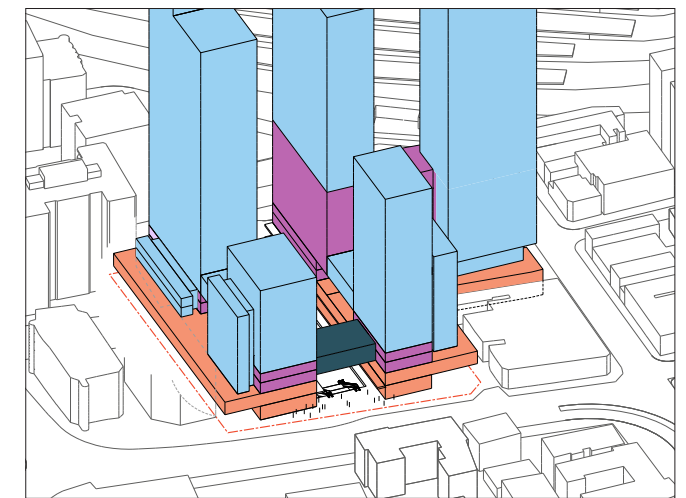
- Provision of a mixed use development includes a creative commercial campus above the retail.
- The Commercial Campus provides 16% of the overall GFA (22,020m²).
- The campus is accessed by independent lobbies positioned at key ground floor locations.
- The campus benefits for a varied of floor-plate options to allows a flexible use of accommodation
- The campus has access to internal terraces and communal spaces for meetings and events
- The campus is integrated with the broader precinct and engages physically and visually with the levels below



The podium contains a high quality commercial campus that prioritises work place experience and flexible floor plates. The design intention is to provide diverse spaces that enable multiple uses. External terraces feature hard and soft landscaped and exploit the exceptional climate, whilst at the same time provide passive shelter and shading. External spaces are for both building occupiers, tenants and the public

6. Setbacks

- Proposed tower forms come down to ground with an expressed podium articulation.
- The extent of podium at a height of 12m above ground largely follows the site boundary on all sides.
- To the east and west, setbacks increase above podium height to improve solar access to neighbouring buildings, and visual privacy.
- In most cases, the outward facing edges of the towers are setback an average of 3m from the boundary.



Promote a mixed use outcome for a site located in adjacency to the a significant transport hub and that responds to the principals of Transit Oriented Development (TOD) and situates appropriate density accordingly

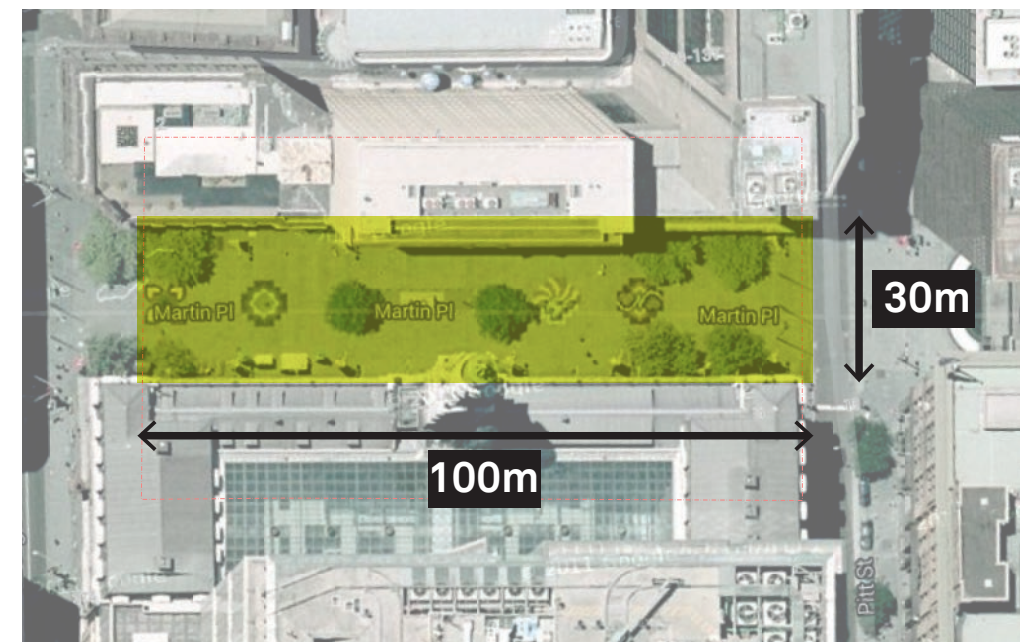
Urban Strategy

With the population of Strathfield anticipated to grow significantly, the current lack and poor quality of public realm must be addressed to ensure Strathfield's community benefits from a much needed amenity of well-designed and appropriately scaled public space.

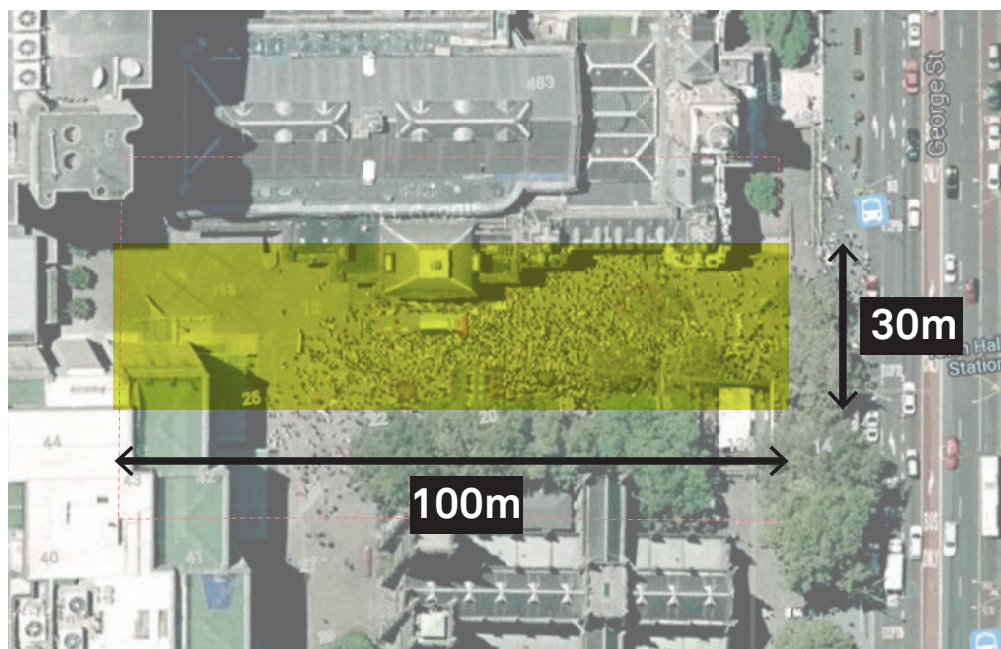
The new central plaza is the key component of the public realm amenity within the proposed precinct, but importantly it is supported by a variety of connected public spaces each of which offers its own unique character and potential use.

Considering its size and proportion, the proposed Strathfield Central Plaza is roughly approximate in scale to Martin Place (between Pitt and George Streets) and Town Hall plaza.

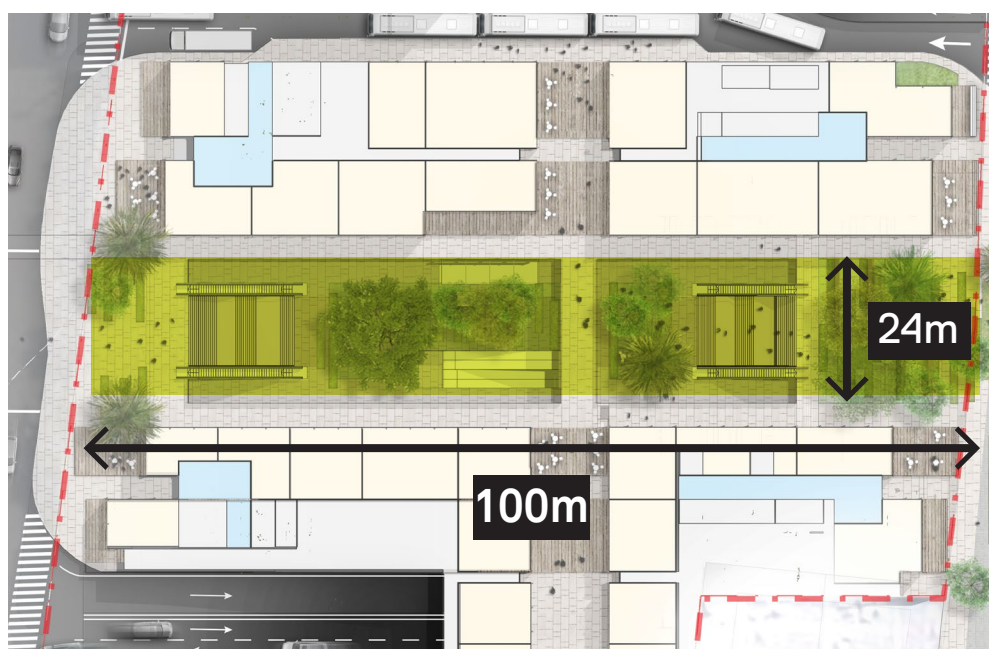
Measuring approximately 24m in width and 100m in length between Redmyre Road and Churchill Ave, Strathfield Central will contribute to a thriving metropolitan town centre supporting a variety of activities for the growing population of Sydney's inner-west.



Above: Martin Place, Sydney. A generous public realm in the heart of the Sydney CBD, a 24m wide corridor through a dense built environment, is generous, active and highly populated.



Above: If Martin Place is the financial heart of Sydney, Town Hall Square is arguably the Civic heart, a large public space that holds events, protest and significant gatherings



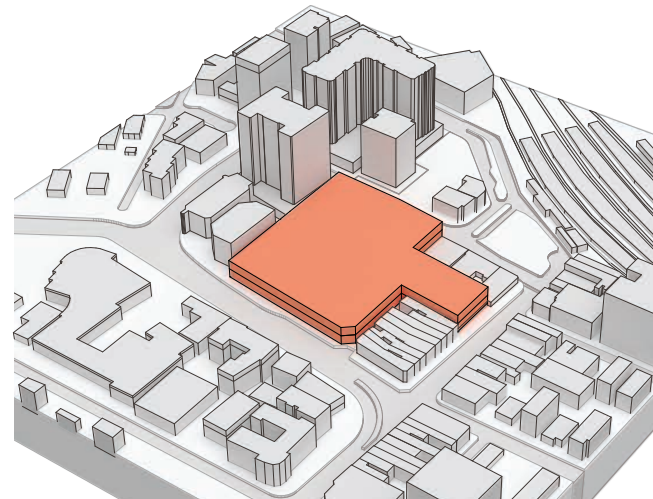
Above: the proposed public realm at Strathfield Central is of similar proportions to both Martin Place and Town Hall square, it is both generous and active, and is equally a thoroughfare and place of meetings gathering and entertainment.

Key Moves

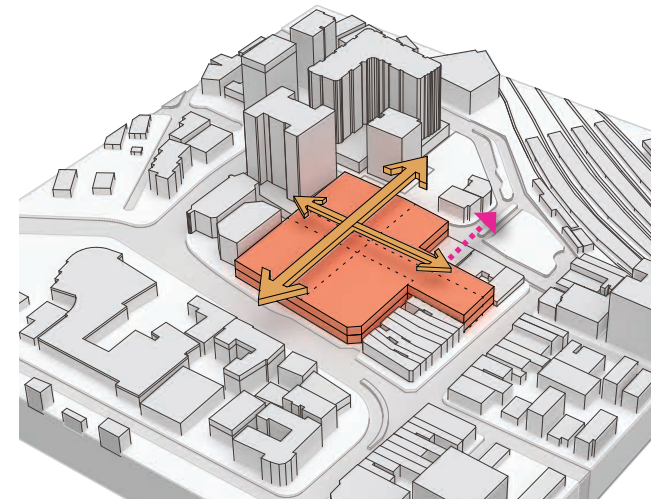
Aligning our vision and design intention, our design develops a series of key spatial moves which narrate the massing and form of the proposed development.

Consideration is given to the manner in which the design responds to the site, in particular the public realm and its relationship to the broader precinct.

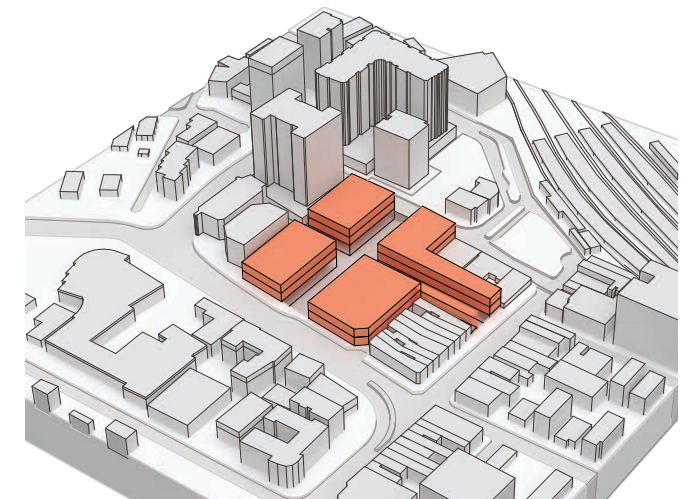
The public realm is envisaged as the beating heart of a revitalised Strathfield Town Centre, it is a place of meeting and encounter, of social engagement and solace.



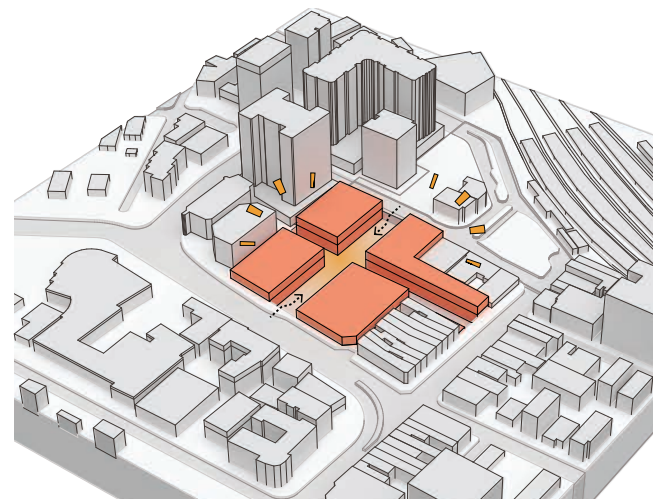
1. The site holds a podium which fills the site boundary and provides a footage to Churchill Avenue and Redmyre Road.



2. Cross site connection - connecting the town centre to the surrounding neighbourhood - is articulated through north-south and east-west axes



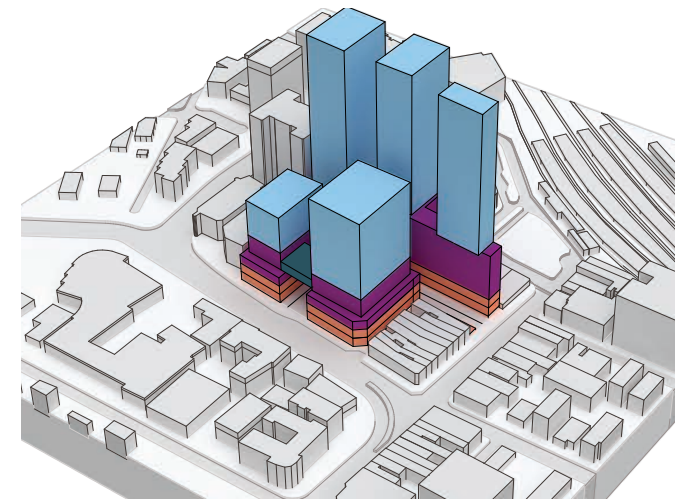
3. The spaces inverted by the cross site axes create build form that is activated on all edges. These areas accommodate retail, F & B, tower entry lobbies and Back of House areas and plant rooms



4. Multi level retail is created across the entire site area from B1-Ground-L1, which revitalise the heart of Strathfield Town Centre and provides a diverse and rich array of retail, pop up premises, fresh food outlets, and food and beverage vendors that celebrate the best of Australian produce and local cultural cuisine



5. The upper floors of the podium accommodate a commercial campus and landscaped terraces. A high level glass canopy provides shelter, whilst enabling natural air flows through the interior and daylight to permeate into the podium



6. Towers are then added over the podium providing residential and commercial accommodation. These towers have been arranged to optimise ADG and SEPP 65 requirements

- Residential
- Commercial
- Retail
- Community Hub
- Plant/BoH



Form and Composition

The built-form is articulated to both celebrate its urban condition and reduce its perception of density. In response to the urban context two main components are defined: the podium, engaging with public realm and surrounding context; the towers, extending above the consolidate built form as distinct elements.

The massing of podium and towers is further broken down in a series of vertical elements providing an appropriate urban grain and creating elements of slender and elegant proportions. Within the towers, occasional horizontal bands to break the proportional density and to provide visual interest.

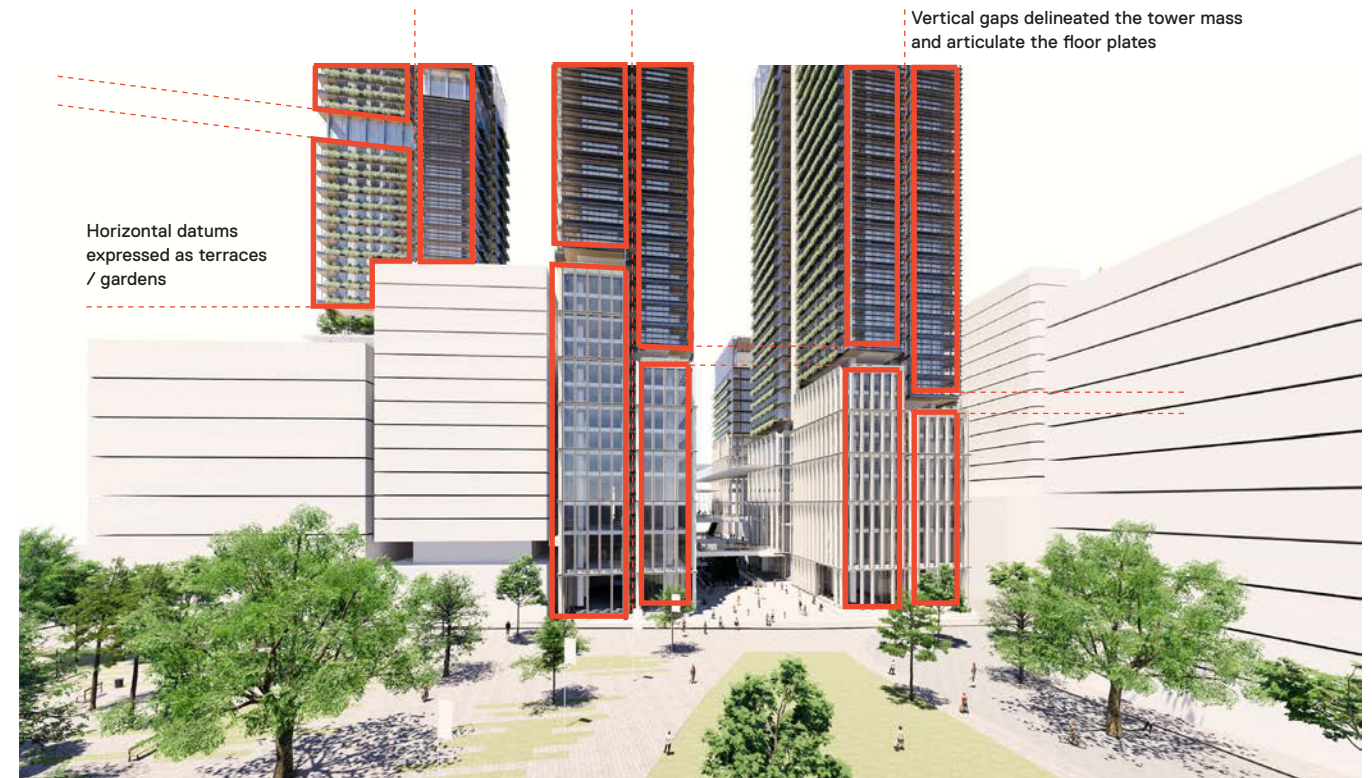
The towers are arranged in a way (tallest to the east) that manages the solar and overshadowing impacts on surrounding neighbours. Conversely, the form and layout seeks to capture sunlight and views across a 360 degree aspect — the elegance of this design strategy allows the highest levels of amenity and experience to be enjoyed.

The exterior treatment borrows landscape from the public realm and promotes a soft yet rich facade treatment with flourishing vegetation on the internal facing balconies. Further landscape is incorporated into the horizontal break floors where communal gardens are provided for residential enjoyment and entertainment. The northern and southern façades are layered with glazed mesh panels for environmental and visual amenity, allowing a very light and transparent architectural to arise. The layers of transparency, translucency and solidity, occurring at different banding dimensions and angles, allows a play of light – transmittance, reflection and shading – and achieves a unique beauty of variance from its functionality and allows the tower to alter in perception from any angle of observation and across the various times of day and night.

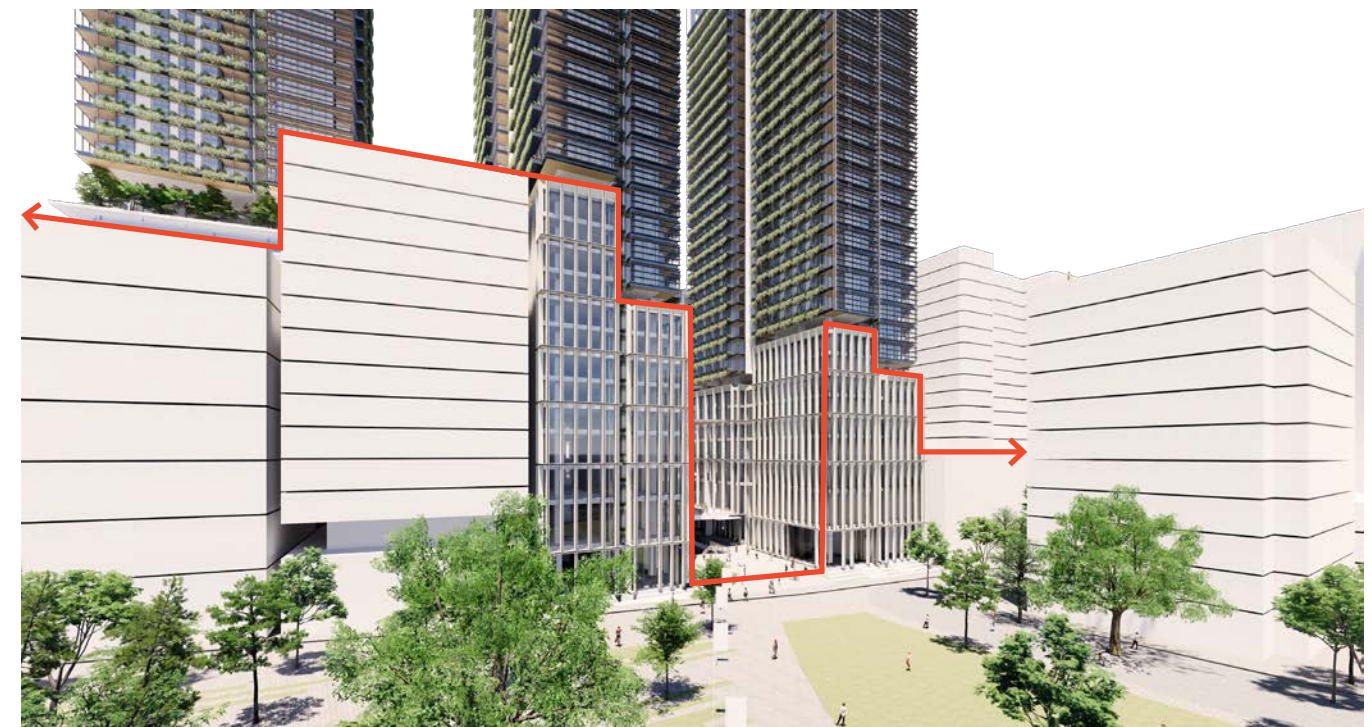
The inherent modularity of the system allows high efficiency, and promotes a structural simplicity that gives cost efficiency to enable a greater investment into the quality of the enclosing layers.

The architectural composition of the podium is derived from an urban response to the neighbouring building datums and the continuation of the Churchill Avenue streetwall, and an expression of the tower articulation above. The podium grounds the towers above and the delineated form continues into the podium to reaffirm the deliberate manipulation of the building massing.

The proposal seeks to prioritise the public realm and the experience of place — the interface between building and ground promotes movement through the site and engagement with the surrounding urban fabric (The Boulevard, Strathfield Square, Redmyre Road). The language of the podium seeks to clearly define these relationships and create an intuitive urban experience at this most public part of the precinct.



Above: Podium and tower are split into block forms which manipulate the mass and composition of the building. The vertical separation responds to the internal floor plates whilst the horizontal separating floors respond to the urban streetwall. The interface with the public realm is prioritised by elevating the podium above the ground floors.



Above: Podium datums are set to align with the neighbouring buildings to resolve the composition of the street wall facing Churchill Avenue and Strathfield Square



Form and Composition



Above: Massing model - View from Churchill Avenue



Above: Massing model - View from Leicester Avenue



Above: Massing model - View from Strathfield Square



Above: Massing model - View from Redmyre Street looking North East

Form and Composition





Approach to Sustainability

Grimshaw believe an equitable, environmentally sound future is an urgent and achievable imperative and that we can realize this future if we both ethically and strategically embrace an ecological and regenerative approach to design and development now.

Grimshaw designs buildings and places for a net-positive affect on both our built and natural environments, this means that one hundred percent of the operational energy use associated with Strathfield Central must be offset by new on- or off-site renewable energy. One hundred percent of the embodied carbon emissions impacts associated with the construction and materials of the project must be disclosed and offset.

Grimshaw and Memocorp promote a transition to a post-carbon economy and our such out proposal aims to have a net zero carbon footprint.

During a one-year performance period, Strathfield Central will achieve a targeted energy efficiency level, it must also not utilize on-site combustion. One hundred percent of the project's energy use must be offset by on- or off-site renewable energy on a net annual basis. The project must provide offsetting renewable which have the equivalent of 15 years of project power, provide additionally, and have durable ownership integrity associated with the project.

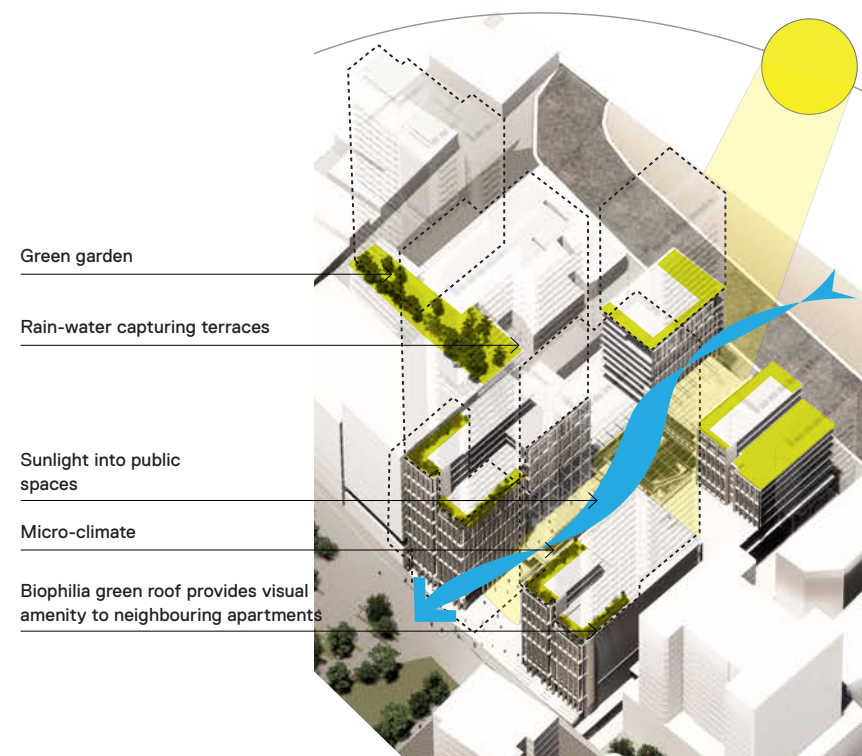
This project nominates several challenging targets from an ESD perspective which need to be considered in the design as it develops.

We will promote the following target initiatives.

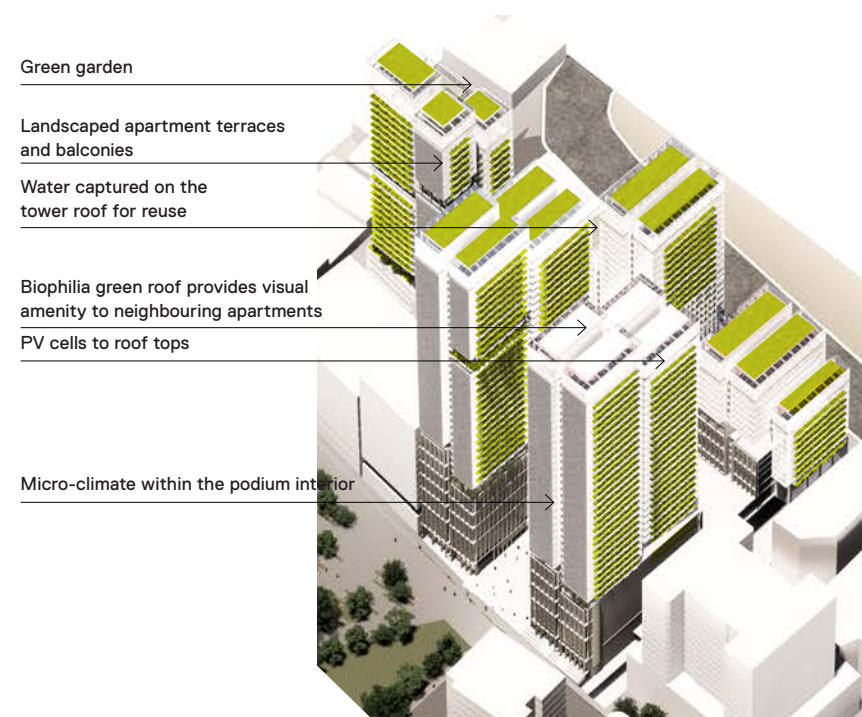
- Green Star (5-6 Star Rating)
- BASIX
- NABERS

We will also adopt some of initiatives established in under the Living Buildings Challenge but recognise that in totality, LBC aspirations are unlikely to be fully implementable in a project such as ours.

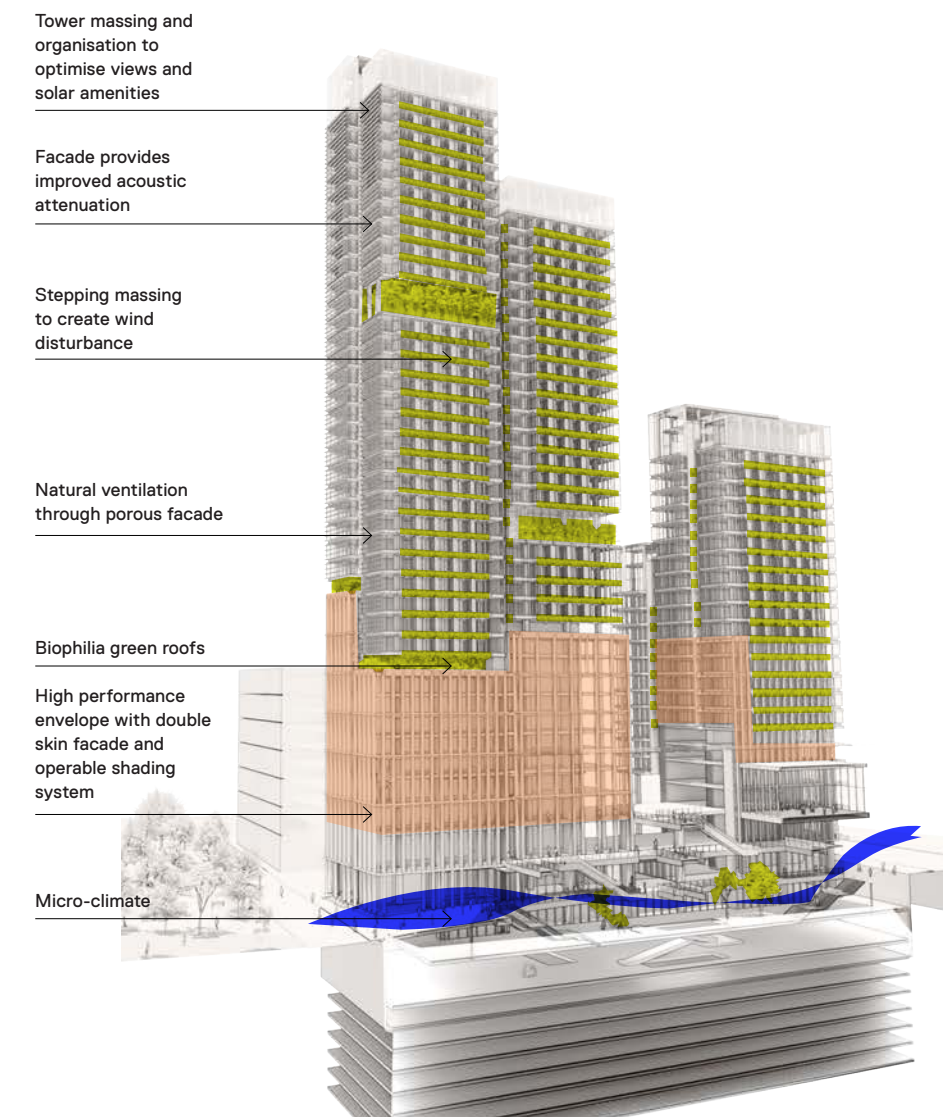
The elevated BASIX targets and NABERS aspiration requires close consideration in terms of the building envelope design and how the building systems operate in response to the envelope.



Above: The podium and internal environments feature a number of sustainability initiatives including natural ventilation, rainwater harvesting and green terraces. The public realm enjoys daylight and good levels of landscape



Above: Greening the towers; landscape, vegetation, PV cells and water collection is all included in the architecture of the towers



Above: Strathfield Central section looking east






The adjacent table describes the key initiatives we propose to achieve the ESD targets.

Achieving a NABERS rating of 5* is in part proposed by incorporating of a co-generation system be included to offset some high consumption energy sources in particular the residential amenities (pool and laundry). We will seek to maximising natural ventilation / mixed in lobby spaces with high performance façades to manage peak load conditions. Furthermore local façade ventilation will be provided to all hotel function spaces, bars and restaurants.

In terms of the BASIX water 45 target, we aim to collect rainwater and reuse for irrigation and cooling towers, coupled with efficient fixtures and fittings will achieve the required performance.

The BASIX Energy 30 target has generally been targeted and will include common area natural ventilation or mechanical ventilation as a minimum as well as the use of LED lighting throughout. Furthermore, natural ventilation will be provided to residential units, with the floor-plate arranged to maximise apartment double-sided ventilation.

The adjacent table describes the key initiatives we propose to achieve the ESD targets.

Component	Performance Target	Initiatives
Residential	BASIX Energy 30+	<div>→ High performance façades</div> <div>→ Double-sided natural ventilation and wintergardens</div> <div>→ Appliance package (washing machine, dryer, dishwasher, fridge)</div> <div>→ Four pipe fan coil units in apartments</div> <div>→ Day/night air conditioning operation</div> <div>→ Common area natural ventilation</div> <div>→ LEDs throughout + control</div> <div>→ Co-generation for pool</div>
Residential	BASIX Water 45+	<div>→ Rainwater collection for:<div>→ Irrigation</div><div>→ Cooling towers</div><div>→ Grey water</div></div> <div>→ Efficient fixtures and fittings</div> <div>→ Condensate capture</div>
Commercial Campus	NABERS 5*	<div>→ High performance façades</div> <div>→ LEDs throughout + control</div> <div>→ Co-generation for pool</div> <div>→ Local ventilation</div> <div>→ Common area natural ventilation</div> <div>→ Economy cycle mechanical systems</div>
Key Environmental Initiatives		
Water		<div>→ Rainwater harvesting</div> <div>→ Blackwater recycling to supplement rainwater capture (or upgrade of existing membrane bioreactor)</div> <div>→ Low water fixtures and reused potable water use</div> <div>→ Low water landscape (xeriscape)</div>
Energy		<div>→ Centralised harbour heat rejection system</div> <div>→ Natural/mixed-mode ventilation throughout building</div> <div>→ Maximised daylighting through extensive glazing</div> <div>→ High performance double-skin façades</div>
Ecology and biodiversity		<div>→ Green roofs using xeriscape principles</div> <div>→ Outdoor biophilia</div> <div>→ Extensive rooftop planting offers visual amenity to surrounding buildings and reduce heat island effect</div> <div>→ Improved ecological diversity</div>
Waste		<div>→ Provision of storage for major waste streams for recycling</div>
Indoor environment		<div>→ Ventilated double-skin facade allows for natural ventilation at every level in all weather conditions</div> <div>→ High levels of daylight due to extensive glazing</div> <div>→ Round tower and storey height glazing maximises views</div> <div>→ Double skin facade provide improved acoustic performance</div>
Materials		<div>→ Locally sourced materials where possible</div> <div>→ Modular construction (e.g.. façades, bathroom pods etc.) and off-site manufacture</div> <div>→ Sustainable materials and recycled content</div> <div>→ Reduced VOCs, PVC and other pollutants indoors</div>
Transport		<div>→ Staff bicycle storage and end of trip facilities</div> <div>→ Electric car charging infrastructure</div> <div>→ Improved access to public transport facilities</div>
Innovation		<div>→ Power-over-Ethernet (PoE) LED smart, ‘human-centric’ lighting systems</div> <div>→ Integrated Internet-of-Things (IoT) technologies linked to BMS (where practical), for remote insight and energy monitoring</div>

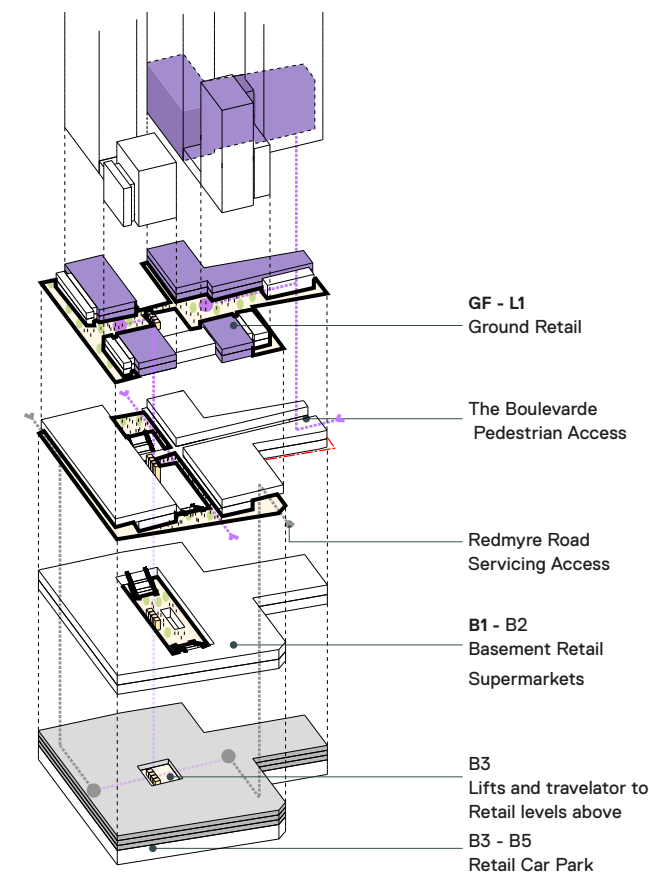
Precinct Plan and Public Realm

Delivering a Quality Public Realm

In addition to providing a generous public realm area, the Precinct Plan proposes that this significant area of public realm should benefit from a quality landscape installation of both hard and soft-scapes.

The proposals will offer a great improvement on the current quality of public domain throughout the town square ensuring the benefit is enjoyed by all visitors to the precinct, and not just those residing in the new development.

Circulation occurs at multiple levels, from bridges, people look down into the sunlit landscape, from below walkways reach across the generously volumetric atrium providing curious intrigue.



Our vision is to create a strong and resilient commercial core supporting a range of businesses.



Project K18, Vilnius (Studio Libeskind)



Bloomberg HQ, London (Foster and Partners)

Ground Plane

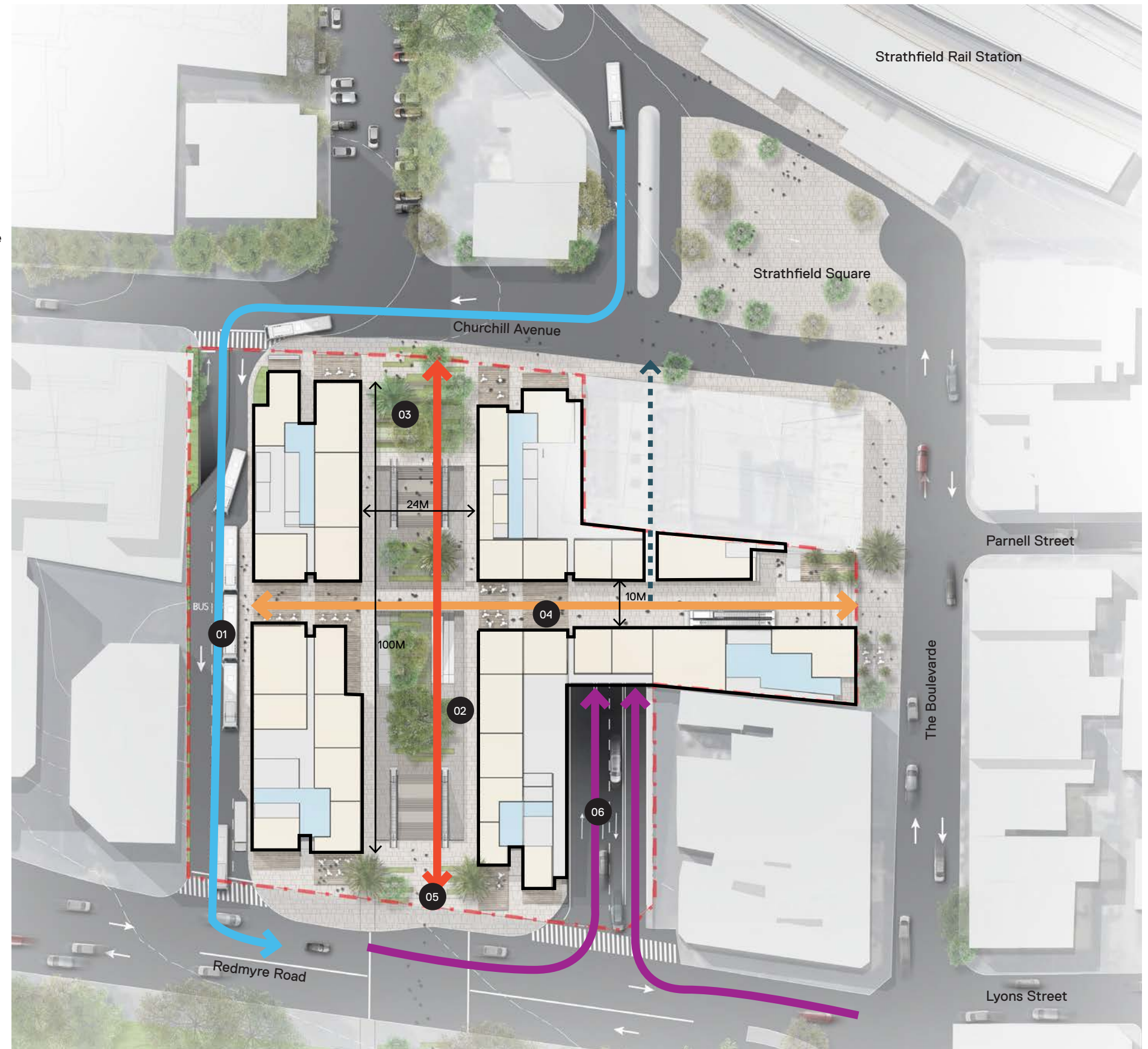
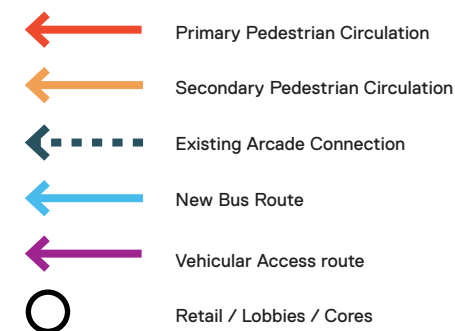
The ground plane provides a revitalised town centre at Strathfield, and enables the community to permeate through fully accessible, vibrant and safe internal and external environments.

Both public and private transport are improved and consolidated to give preference and priority to pedestrian movement.

An exceptional gateway into the precinct fronts Churchill Avenue and forms the entry to the internal public environment- the heart of the proposal- edged with high quality retail and food and beverage offering.

Key attributes of the proposed ground plane:

1. Relocation of the transport hub to reduce vehicular impact on the Town Square and prioritise the pedestrian experience
2. Activated edges which animate the public realm
3. A new dynamic space for performances and community events
4. Covered external spaces which encourage gathering, meeting and, eating
5. Enhanced connection between the Strathfield Town Centre and existing residential neighbourhoods to the South
6. Relocation of the existing car park and loading docks below ground to maximise public amenity



Precinct Plan and Public Realm

Strathfield Central Master plan

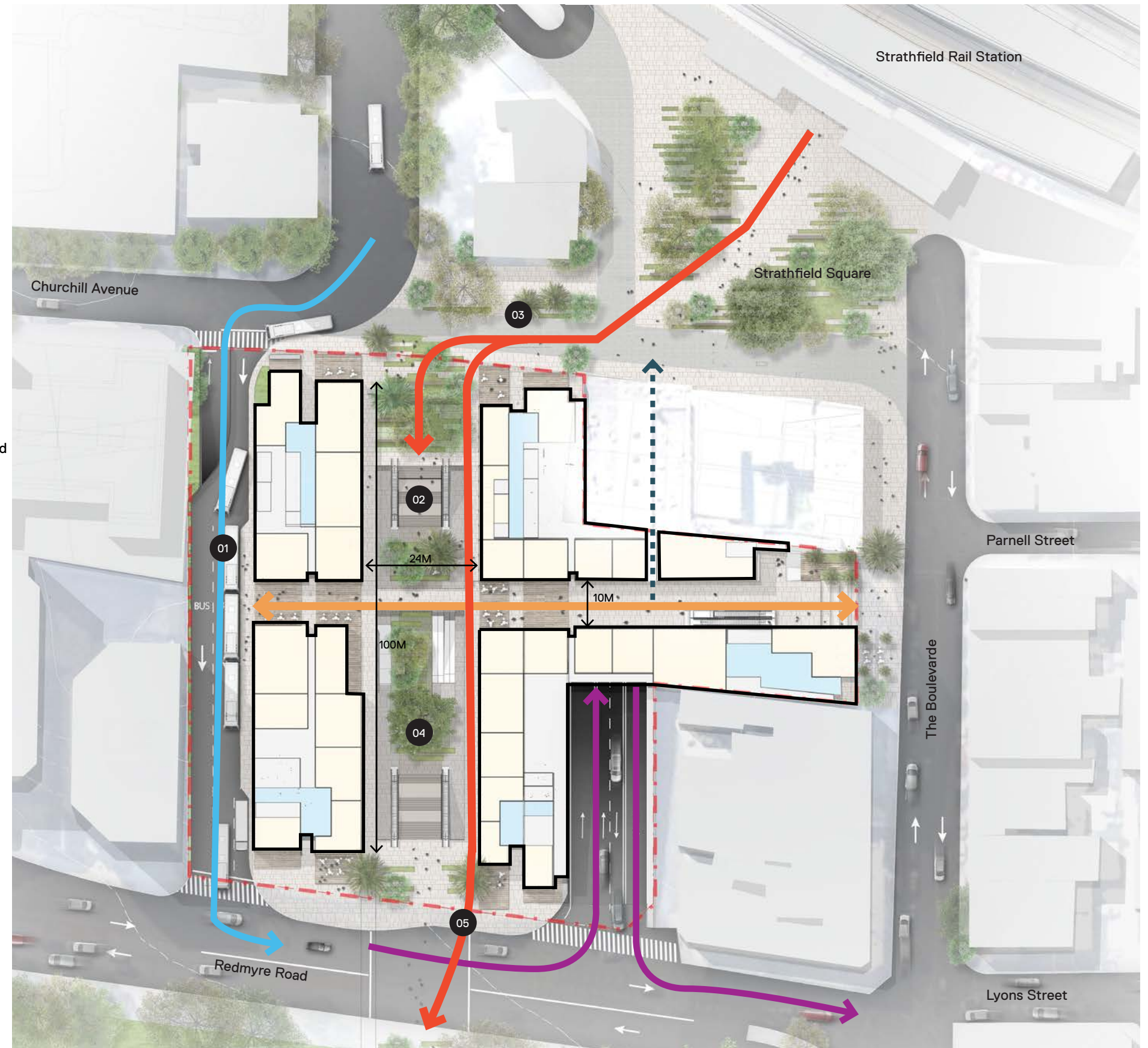
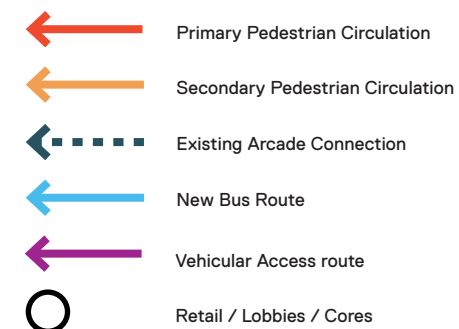
The ground plane provides an opportunity for the revitalisation of Strathfield town centre and enables greater porosity through the urban environment connecting the community to Strathfield Square and Station.

This master plan regards the eventual realisation of a complete public connection between Strathfield Central and Square, creating a fully accessible, vibrant and safe internal and external environments.

Transport is improved and consolidated to give preference and priority to pedestrian movement.

Key attributes of the master plan proposal being:

1. Relocation of the transport hub to reduce vehicular impact on the Town Square and prioritise the pedestrian experience
2. Established legible connection from Strathfield Station to the broader community via a high quality shopping precinct
3. An extension of the public realm between Strathfield Square and Strathfield Central
4. A new dynamic space for performances and community events
5. Enhanced connection between the Strathfield Town Centre and existing residential neighbourhoods to the South.



Above, the Precinct Plan for Strathfield Central establishes a vibrant and active ground plane that stitches together the public realm; connecting the station, Strathfield Square with the broader community

Materials and Landscape

In addition to providing a generous public realm area, the Precinct Plan proposes that this significant area of public realm should benefit from a quality landscape installation of both hard and soft-scapes.

The proposals will offer a great improvement on the current quality of public domain throughout the town square ensuring the benefit is enjoyed by all visitors to the precinct, and not just those residing in the new development.

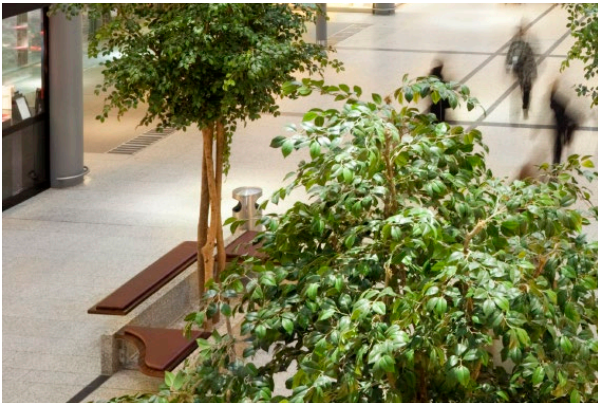
Masonry grounds the podium and accentuates the quality environment created at the new Plaza



High quality paving unifies the ground plan into and through the precinct



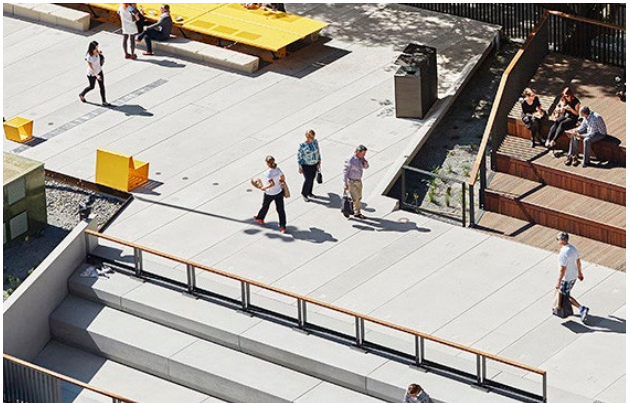
Restorative Landscape and native vegetation is used throughout the interior



1



2



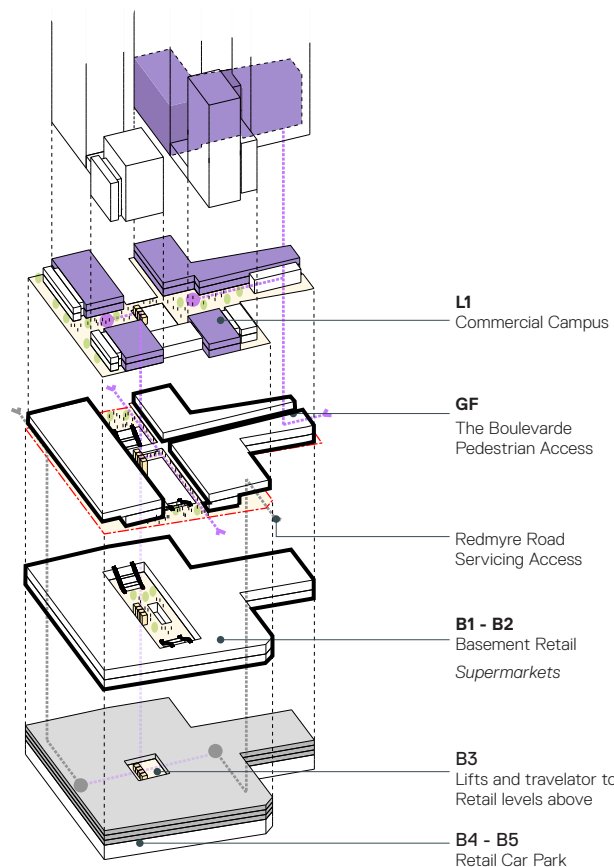
3

Retail

At the heart of the redevelopment of Strathfield Central lies the retail component. Continuing the important legacy held by Strathfield Central- a keystone of the local community- the proposed development will substantially increase the provision of retail, and provide a world class shopping precinct for Strathfield.

The retail is organised over four levels, two below ground and two above. These levels are connected by a generous Central Atrium, which allows light to reach all circulation areas providing a vastly improved user experience which the current mall offers. The Central Atrium is covered by a glazed canopy, which provides protection from the elements, filters light into the space and acts as an acoustic barrier between the public spaces at ground level and the residential units above. The new Strathfield Central maintains its current on grade connection to Strathfield Square, but serves as a secondary public space to support interaction within the community.

Large, civic feature stairs are located at the North and South entrances to the plaza, which lead users down to the retail at B1 at the base of the atrium. These stairs also provide respite and form raked seating, encouraging the central plaza to be used as a stage for performances and events. Restaurants flank the entrances to the Central Plaza from the North (Town Square), East (The Boulevard) and South (Redmyre Road) at Level 01, giving animation to the primary gateways and views across the site. The lowest level of retail has been designed to accommodate an anchor Supermarket, with good access to the basement loading bay and direct access from the car park.



Our vision is to provide Strathfield with its own distinct identity as a retail destination, with exemplary food and beverage outlets that celebrate the best of both Australia produce and local cultural cuisines, whilst high quality and diverse retail energises the space



Highpoint Shopping Centre, Maribyrnong (Grimshaw)



East Village, Zetlands, NSW

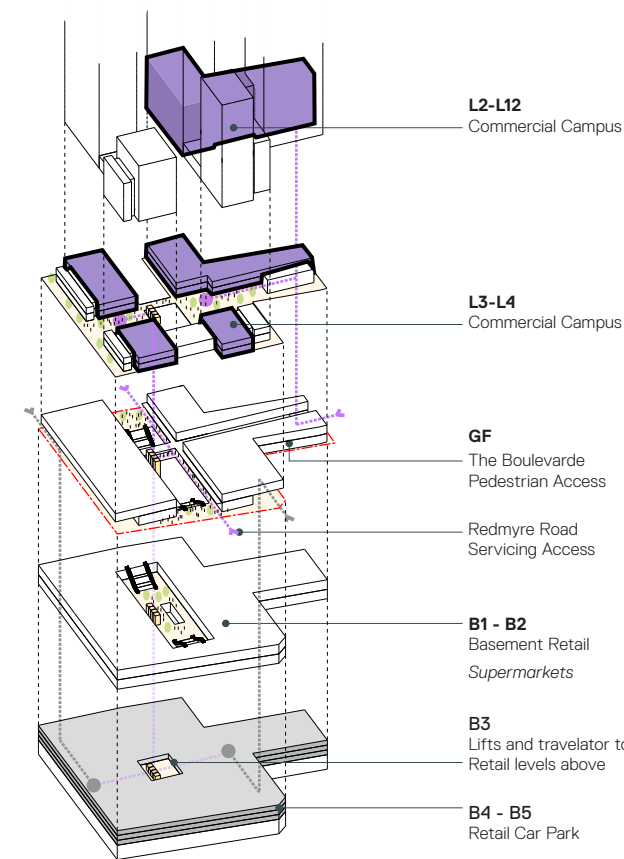


Commercial Campus

The Commercial Campus forms a key part of the proposal. Located above the retail on levels 03 and 04, the Campus acts as a green buffer, defining the top of the podium and providing separation between the retail and residential elements. Additional commercial floor space is located at Levels 04-12 along the boundary with 1-9 The Boulevard and 14 Strathfield Square, which are anticipated to be developed to 45m and 54m respectively, rendering the space less suitable for residential units.

The provision of a commercial core will help secure the future prosperity of Strathfield Town Centre by drawing jobs into the area and by providing existing local business with a resilient daytime economy in addition to the existing peak hours of mornings, evenings and weekends. The existing financial and medical services currently operating in Strathfield Central would be well suited to the new offices.

The proposed Commercial Campus will benefit from proximity to Strathfield's high-speed transport links to Sydney CBD and Parramatta, will provide workers with flexible modern floor plates, views and direct access to high quality landscaped public space.



Our vision is to create a strong and resilient commercial core supporting a range of businesses.



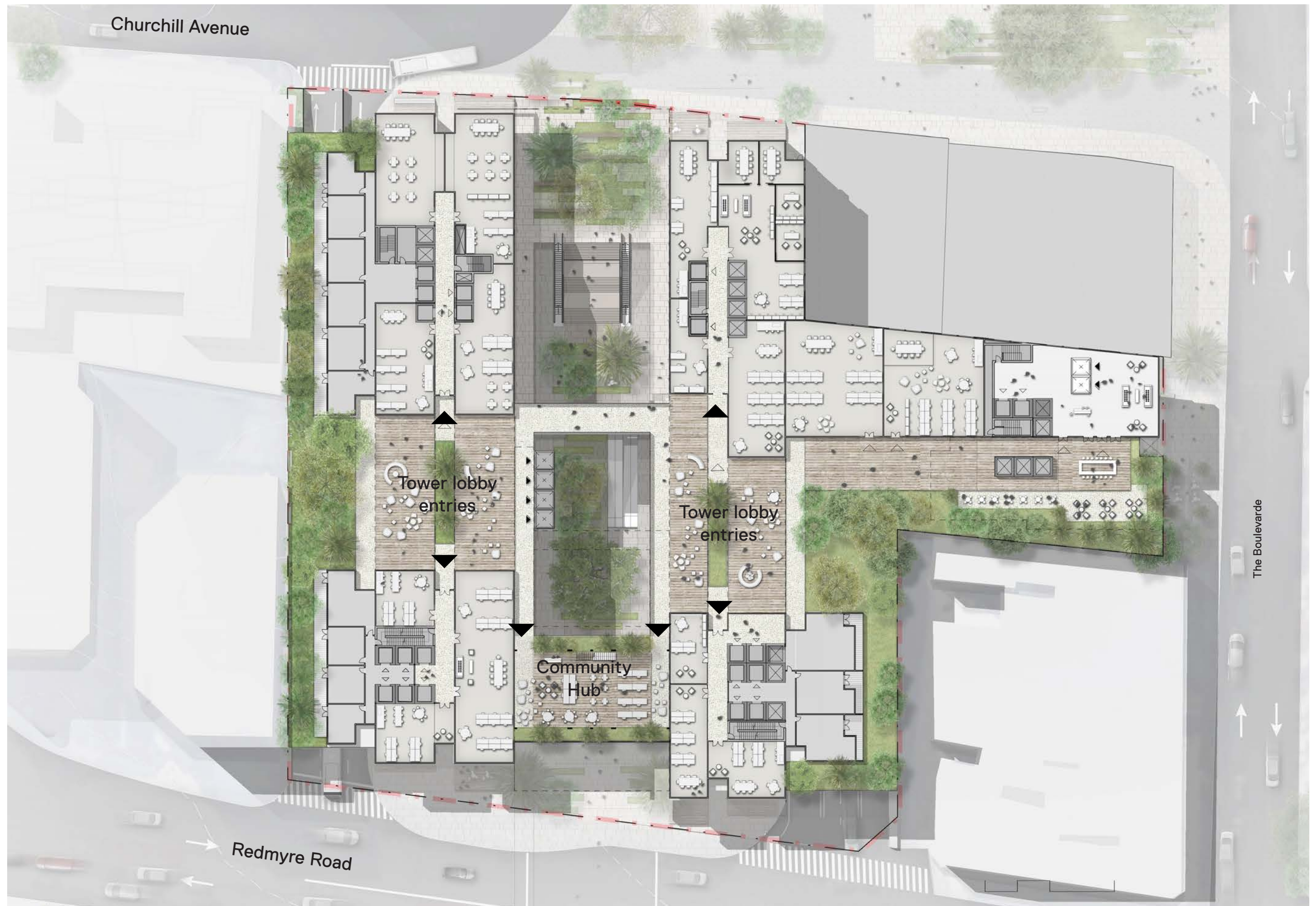
Strathfield Central includes a high quality commercial campus that benefits from interstitial landscaped terraces which support a flexible and socially motivated workplace strategy



Highpoint Shopping Centre, Maribyrnong (Grimshaw)



210 George Street, Sydney



Commercial Campus: Animated Level 02 Plan

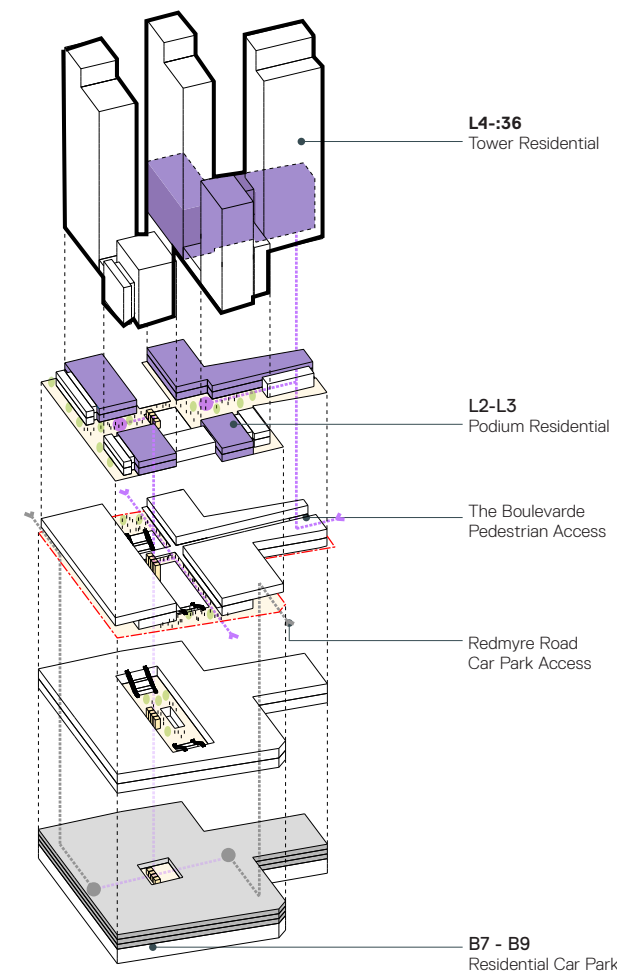
Residencies

Our vision is to draw on the legacy of Strathfield's Garden Suburbs in creating a modern community focussed neighbourhood, that responds to its proximity to a major transport hub.

The residential component is located above the podium, located directly above the commercial campus and beneficial from open and active terraces, it is separated from the public realm by the semi-private commercial campus and atrium canopy. Arranged as five towers ranging from 13 levels up to 35 levels in height, the towers are defined in position by the through site connections at ground level and the 24m separation required for privacy. Towers 4 and 5 are reduced in height to meet overshadowing requirements, and to transition between the high-density hub around Strathfield Station and the low to medium rise residential neighbourhoods to the South.

Each tower has its own exclusive street entrance at ground level located away from the primary retail activation. The towers are arranged with between 6 and 8 flats fanning from a central core. Each core gives direct access from the tower to the residential Car Park levels at B7-B9.

The residential units benefit from world class shared amenities. Towers 1 and 2 have exclusive rooftop pools at their crown, while shared gyms and swimming pools are provided in sky bridges between the towers at Levels 5 and 6.



Our vision is to draw on the legacy of Strathfield's garden suburbs in creating a modern neighbourhood suitable to its proximity to a major transport hub.



McEvoy Street Residences, NSW



Lachlan Street Apartments, Waterloo, NSW



388 Pitt Street (Design Competition) Residential Tower, Sydney, NSW



Strathfield Central Apartments, looking east

Part 6 — Precinct Amenity

Apartment Amenity

ADG Compliance

Solar Access

Building Separation

Cross Ventilation

Communal and Public Open Space

Daylight Access

Apartment Amenity

Our proposition for Strathfield Central includes a high quality residential component, held within a complementary family of towers, we propose a rich and inclusive vertical neighbourhood with shared amenities, exceptional views across to the Blue Mountains to the west, and the city of Sydney to the East.

The design of our residencies is focused on daylight, connectivity, community spaces and access to the vibrant public realm, to produce a truly leading-edge residence with people at its heart.

Innovative residences are flexibly designed to support new ways of living in the 21st century for anyone to enjoy. We are motivated by 4 key values:

Liveability

We consider the importance and value of liveability; intrinsic in the place creation of neighbourhoods and communities which area allowed to grow healthily. A range of housing typologies are offered, allowing adaptability as needs change.

Environmental Sustainability

Our project finds its nexus in the composition of landscape, community vibrancy and value. Our design embraces nature throughout, and within the apartment buildings we use planting to harmonise the spaces, creating environmental benefits such a carbon dioxide reduction, reduced levels of airborne pollutants and increase humidity. Landscaping also softens the acoustics and reduces background noise, enhancing the moments of intimacy and interaction.

A Microcosm of the City

A mix of uses brings vibrancy to the neighbourhood, heralding the beginning of a revitalised Strathfield Town Centre, and creating a new cohesive place where locals can live, work and play.

Building of Community

We believe great communities are created through exceptional design of buildings, that are tuned to the people who will inhabit them, tactile public spaces that provide moments of intimacy, safety, environmental comfort and inclusivity.

Communities that promote good neighbourliness, that empower residents to collectively self organise to reach a common goal, supported by amenity that promotes and energises both the immediate and broader communities.

We seek to create exceptional places for people. Apartments that exceed client and market expectations, that meet the value and quality appropriate to place and trend.

The spatially planning of the apartments respect the market trends and building controls. We will instigate measures of economy and efficiency through our design to provide value and constructibility ease.

Fundamental to our proposal if the consideration and prioritisation of the residents experience, and we seek to achieve exceptional outcomes here by:

- Delivering a leading-edge residency and a uniquely Sydney experience — innovation, climate, amenity.
- Our regard for home as a destination — reflecting lifestyle, work-life and moments of escape integrated.
- Fostering communities — a place for shared experience, for making memories and for storytelling.

- Promoting well-being — air, water, nourishment, light, fitness, comfort and mind.
- Changing and diverse environments — flexible spaces dependant on need. Indoor/outdoor, light/dark, warm/cool, active/quiet.
- The incorporation of Biophilic design principals — including nature and natural patterns and materials;
- Ageless, mindful, intuitive and collaborative — maximising energy levels.
- Making a destination (or destinations) —Neighbourhood, building, living.



Internal image of a mid level apartment looking towards the Blue Mountains



Internal image of a mid level apartment looking towards Sydney



Internal image of a Courtyard apartment

Apartment Amenity

Schematic apartment planning has been undertaken across the site and five towers to determine Apartment Design Guide (ADG) compliance and test the quality of apartment amenity that could be delivered for the precinct. The nature of the site, having a large total area, will inherently deliver a high quality amenity with access to sunlight, ventilation and views, thereby ensuring an exceptional residential design outcome.

The nature of a mixed-use development enables the integration of residential entry lobbies with the plaza retail at ground level, creating a shared experience.

Building setbacks and façades have been considered to ensure apartment privacy between towers.

Tower forms within the site (above the podium) have been separated in accordance with the ADG for building separation distances.






Positioning and orientation of the towers has been considered to maximise solar access to the new public plaza and ensure surrounding existing residential sites are not compromised.

Due to the high level of view amenity possible from the tower apartments controlling apartment views to limit visual privacy issues, whilst exploiting 360 views is appropriate on this site.

The central portion of the site has been retained for public use as the Central Plaza and retail destination. The open space provides opportunity for both passive and active use as well as deep soil planting. The towers above will ensure that casual surveillance is provided to the Central Plaza and other public open space.

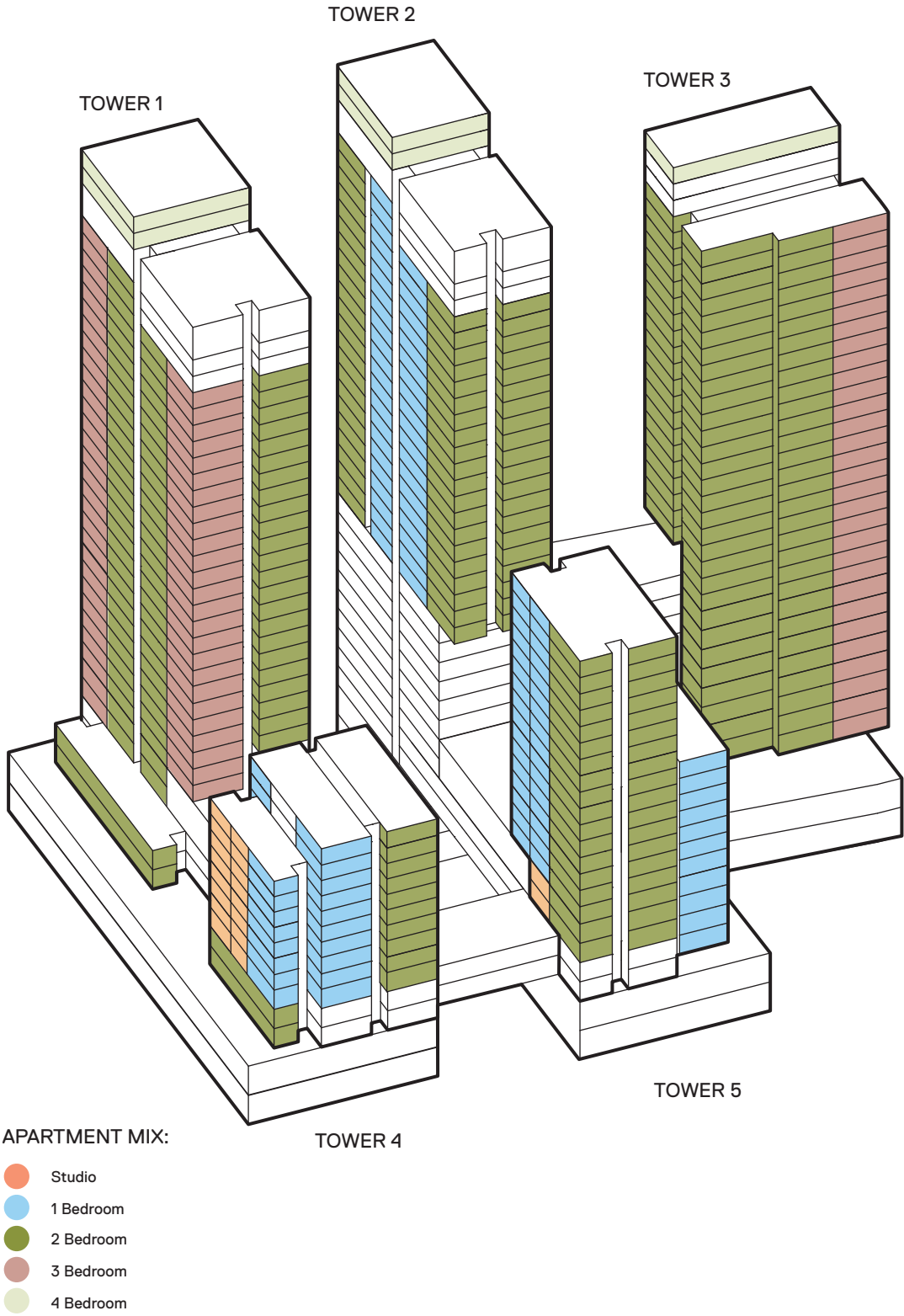
Vehicular access is to be provided to generally minimise the disruption of entry locations on pedestrian networks and on the interface of buildings with the public domain.

Car Parking, waste management, Bicycle parking, and loading are all provided in the building basements.

		Tower #1		Tower #2		Tower #3		Tower #4		Tower #5		Total	
Studio 35-40m2		26	10%	0	0%	0	0%	2	2%	10	15%	38	5%
1 Bedroom 50-60m2		26	10%	42	24%	0	0%	82	71%	16	25%	166	22%
2 Bedroom 70-80m2		112	45%	126	73%	98	64%	31	27%	39	60%	406	54%
3 Bedroom 90-105m2		80	32%	0	0%	51	33%	0	0%	0	0%	131	17%
4 Bedroom 165-175m2		4	2%	4	2%	4	3%	0	0%	0	0%	12	2%
Total		248		172		153		115		65		753	



ADG Compliance



ADG Control	Compliance	Comment
Building Separation	Yes	The adjacent existing residential building at 30-34 Churchill Avenue does not comply with the ADG setback principles. Additional boundary setback has been provided to Tower #1 on the Strathfield Central site.
Street Setbacks	Yes	
Deep Soil Zones	Yes	Site area is limited due to the prominence of retail at ground level. Deep soil zones can be delivered as part of the podium roof top landscape.
Visual Privacy	Yes	Residential floor plan layouts, core designs and tower façades respond to creating visual privacy between the towers.
Pedestrian Access and Entries	Yes	Individual street address is provided to each of the 5 towers.
Vehicle Access	Yes	Access provided off Churchill Ave and Redmyre Road with speed ramp access to residential level car parking. Refer to traffic engineer report.
Bicycle Parking	Yes	Space provided in basement levels.
Car Parking	Yes	Space provided in basement levels. Refer to traffic engineer report and typical basement parking plans in the appendices.
Apartment Mix	Yes	Schematic planning mix provided over page, while tower designs allow for further apartment mix variation to be achieved.
Mixed Use Building	Yes	
Solar and Daylight Access	Yes	50% of the precinct has natural light for more than two hours on 21st June.
No Solar Access (Max. 15%)	%	Towers 3, 4 and 5 has a number of south facing apartments although complies to ADG req,
2Hr Solar Access (Min. 70%)	%	Towers alignments enable a high level of solar amenity to be achieved
Existing Residential Precinct	Yes	Has no detrimental impact within SEPP65 Guidelines with respect to impacts over and above a complying development on the site. Final massing and detailed analysis required in further stages.
Proposed Precinct	Yes	91% apartments get direct sunlight on the 21st June.
Ceiling Height	Yes	2.7m clear height in living areas.
Natural Ventilation	Yes	90% of apartments are naturally ventilated.
Not Complying (Max. 40%)	%	All towers are over 10 levels in height providing compliant ventilation.
Acoustic (Noise Pollution)	Yes	Redmyre Rd offers high noise pollution.
Waste Management	Yes	Services located at Basement and Ground Floor Levels.

Solar Access

ADG Requirement:

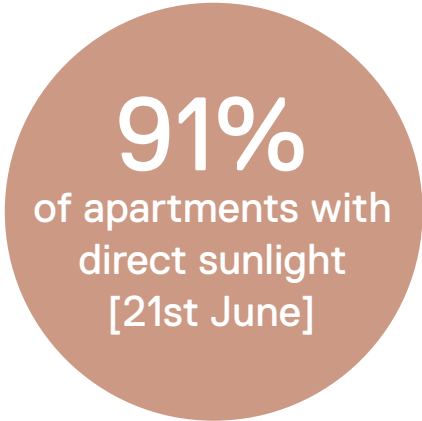
MAXIMUM 15%
Of apartments with no direct sunlight
[21 June between 9am - 3pm]

MINIMUM 70%
Of apartments with at least 2hrs of direct sunlight
[21 June between 9am - 3pm]

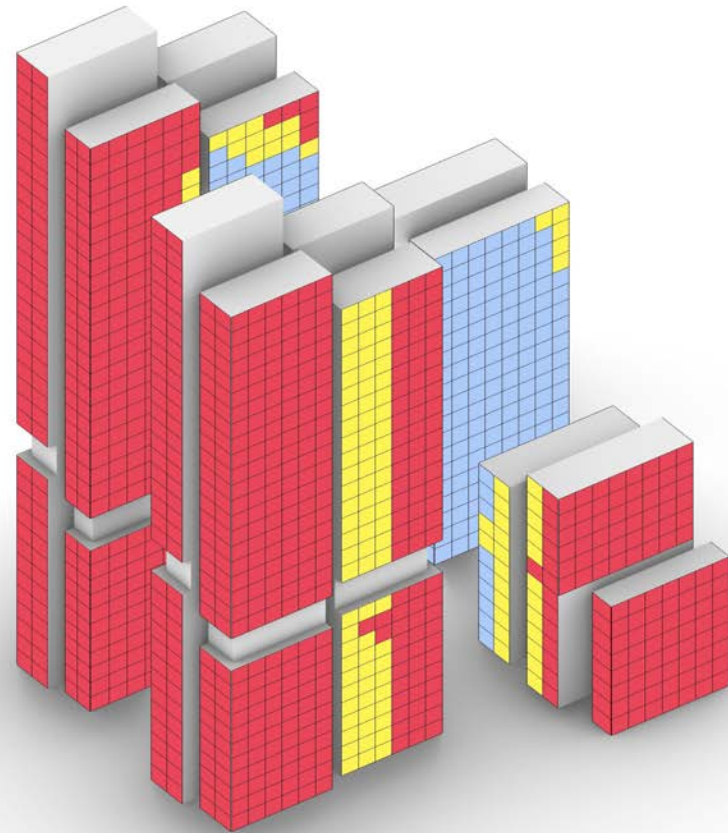
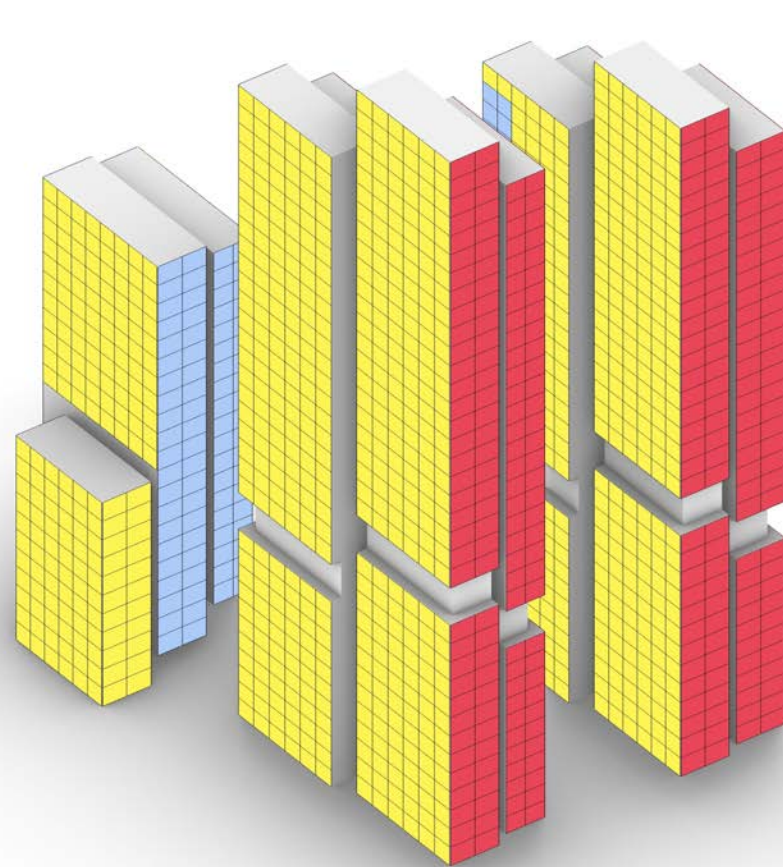
Plan diagram on the right shows the arrangement of apartments for a typical tower floor and how solar access to each facade of has been considered. As indicated, the east facing sides receive sunlight primarily in the morning house hours, while the west facing sides receive sunlight in the afternoon. Apartments receiving less than two hours have been limited to those facing into Central Plaza on Towers 4 and 5. Apartments receiving no direct sunlight have been limited to just a few podium levels and one apartment per tower level in Tower 3.



APARTMENTS WITH NO SOLAR ACCESS [21 JUN, BETWEEN 9AM-3PM]																																						
	G	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	L27	L28	L29	L30	L31	L32	L33	L34	L35	L36	L37
TOWER 1																																						
TOWER 2																																						
TOWER 3					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
TOWER 4			2	2	3	3	3	3	3	3	3	3																										
TOWER 5				3	1	1	1	1	1	1	1	1																										
TOTAL			2	5	5	5	5	5	5	5	5	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
TOTAL	69																																					
TOTAL APARTMENTS	753																																					
NO SOLAR ACCESS	9%																																					



✗ No solar access



Axonometric - Looking south

Axonometric - Looking east

81%
of apartments with
at least 2hrs of
sunlight
[21st June]

✓ Partial solar

APARTMENTS WITH LESS THAN 2H SOLAR ACCESS [21 JUN, BETWEEN 9AM-3PM]																																									
	G	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	L27	L28	L29	L30	L31	L32	L33	L34	L35	L36	L37			
TOWER 1																																									
TOWER 2														1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
TOWER 3				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
TOWER 4		1	1	1	1	4	4	4	4	4	4	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
TOWER 5		1	2	2	3	3	3	3	3	3	3	3	3	3																											
TOTAL		1	7	4	4	8	8	8	8	8	8	8	8	8	5	5	5	5	5	5	5	5	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
TOTAL	140																																								
TOTAL APARTMENTS	753																																								
LESS THAN 2H SOLAR ACCESS	19%																																								
MORE THAN 2H SOLAR ACCESS	81%																																								

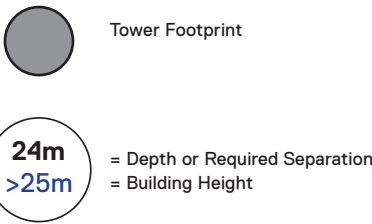
Building Separation

ADG Requirement:

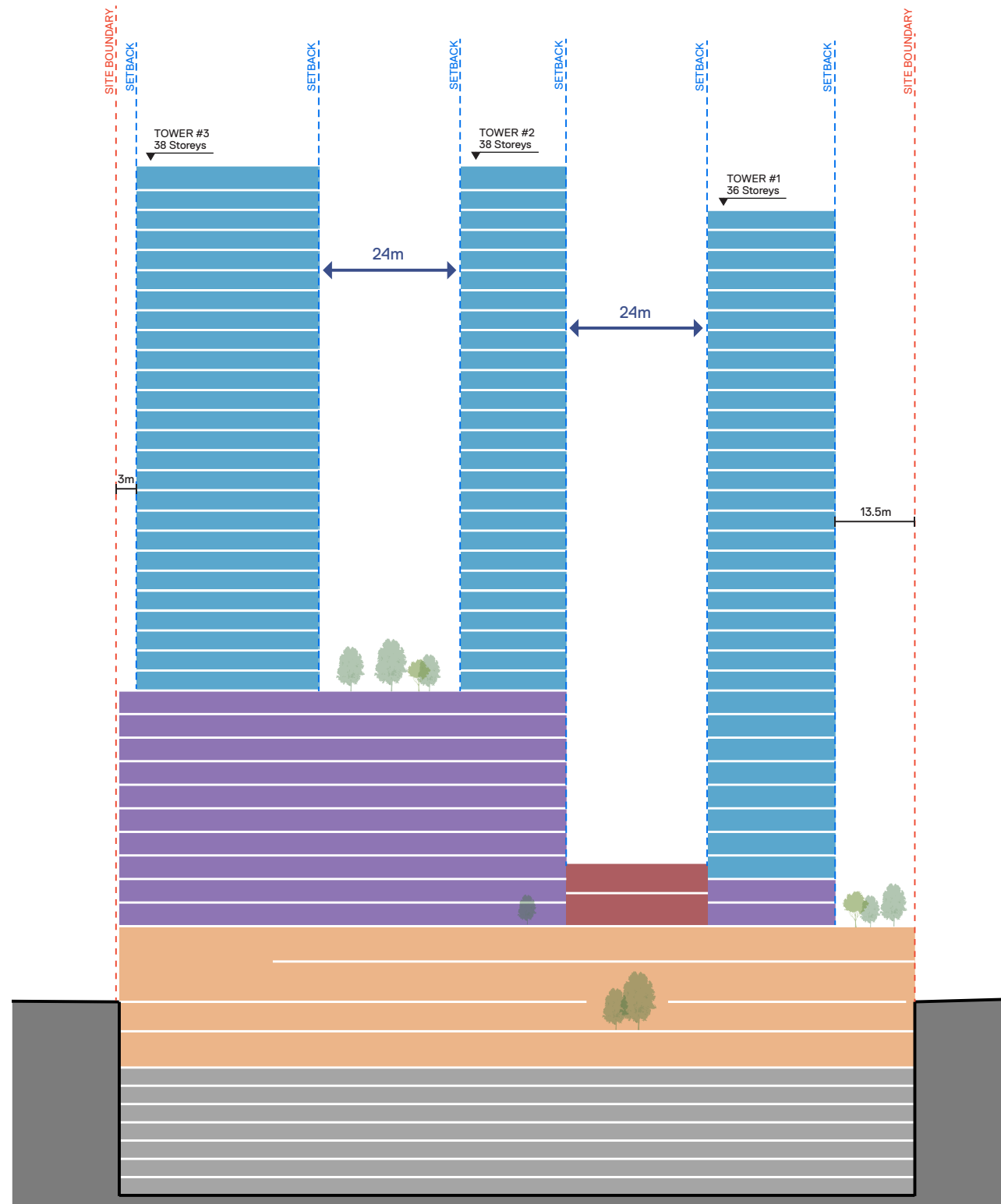
- Minimum separation distances for buildings are:
- Up to four storeys (approximately 12m):
- 12m between habitable rooms/balconies
 - 9m between habitable and non-habitable rooms
 - 6m between non-habitable rooms
- Five to eight storeys (approximately 25m):
- 18m between habitable rooms/balconies
 - 12m between habitable and non-habitable rooms
 - 9m between non-habitable rooms
- Nine storeys and above (over 25m):
- 24m between habitable rooms/balconies
 - 18m between habitable and non-habitable rooms
 - 12m between non-habitable rooms

Plan diagram on the right shows the arrangement of towers relative to adjacent buildings and site boundaries. 24 metres has been set as the predominant separation distance due the development’s proposed height above eight storeys. Where development falls below this height, setbacks have been reduced in accordance with ADG requirements.

The section diagram on the right highlights a portion of the development that achieves only 18m separation above eight storeys due the adjacent building not being sufficiently setback from the boundary. This is primarily due to the apartment block being constructed in the 1980s and pre-SEPP 65. In this instance, we have highlighted only the floors above eight storeys as non-compliant according.



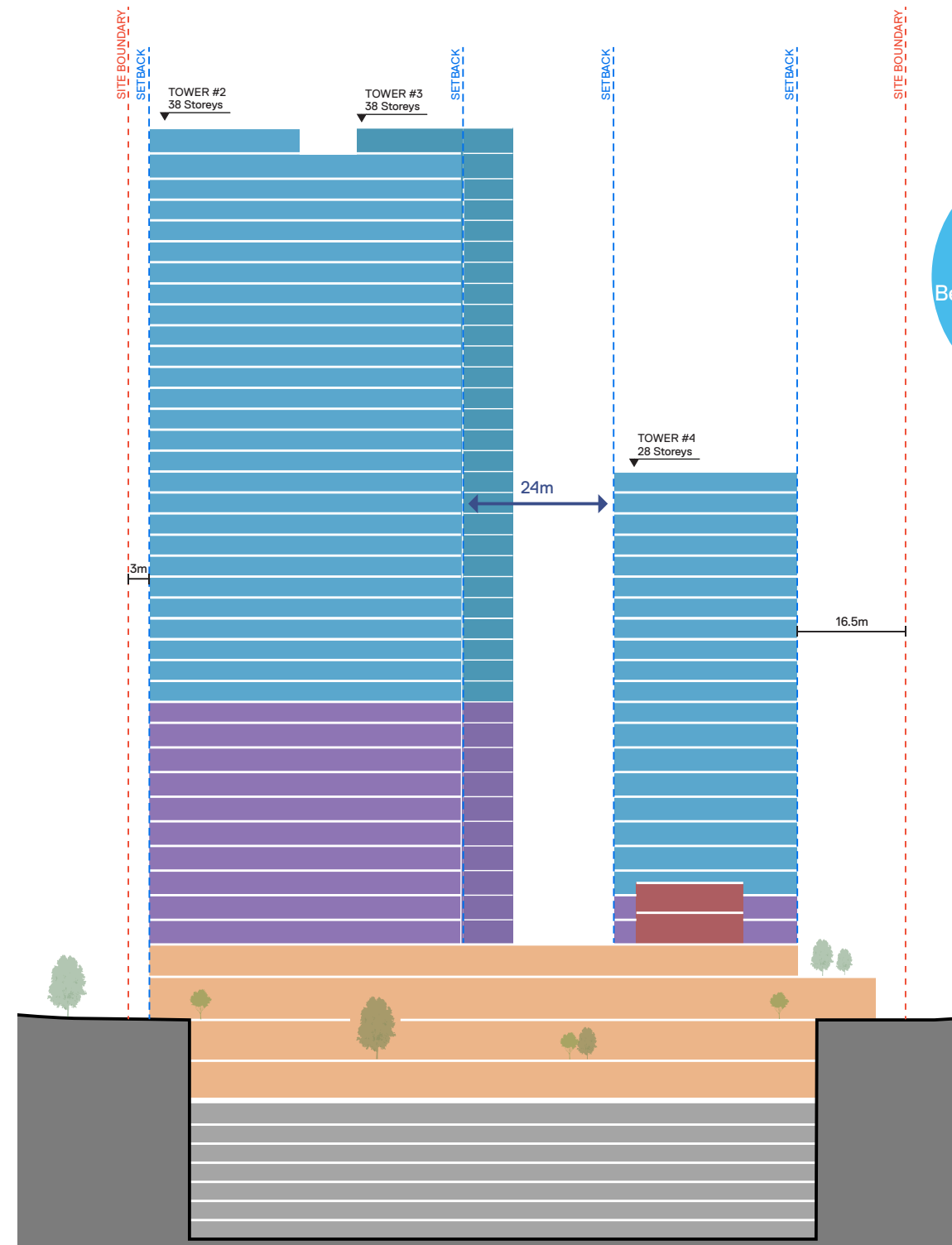
✓ Building Separation



1. Precinct section looking south

- Commercial
- Community Centre
- Residential
- Retail

Note 1:
Having been constructed pre-SEPP 65 these floors highlighted are not setback sufficiently from boundary according to ADG (12m required).



2. Precinct section looking west

+12M
Separation
Between habitable rooms
and boundary
[+8 Storeys]

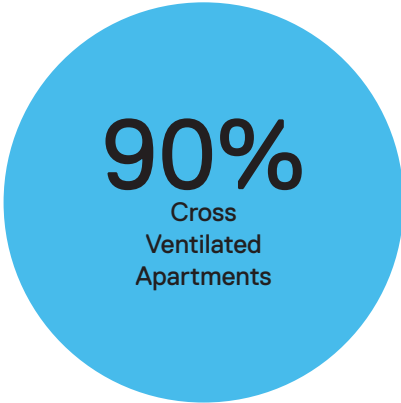
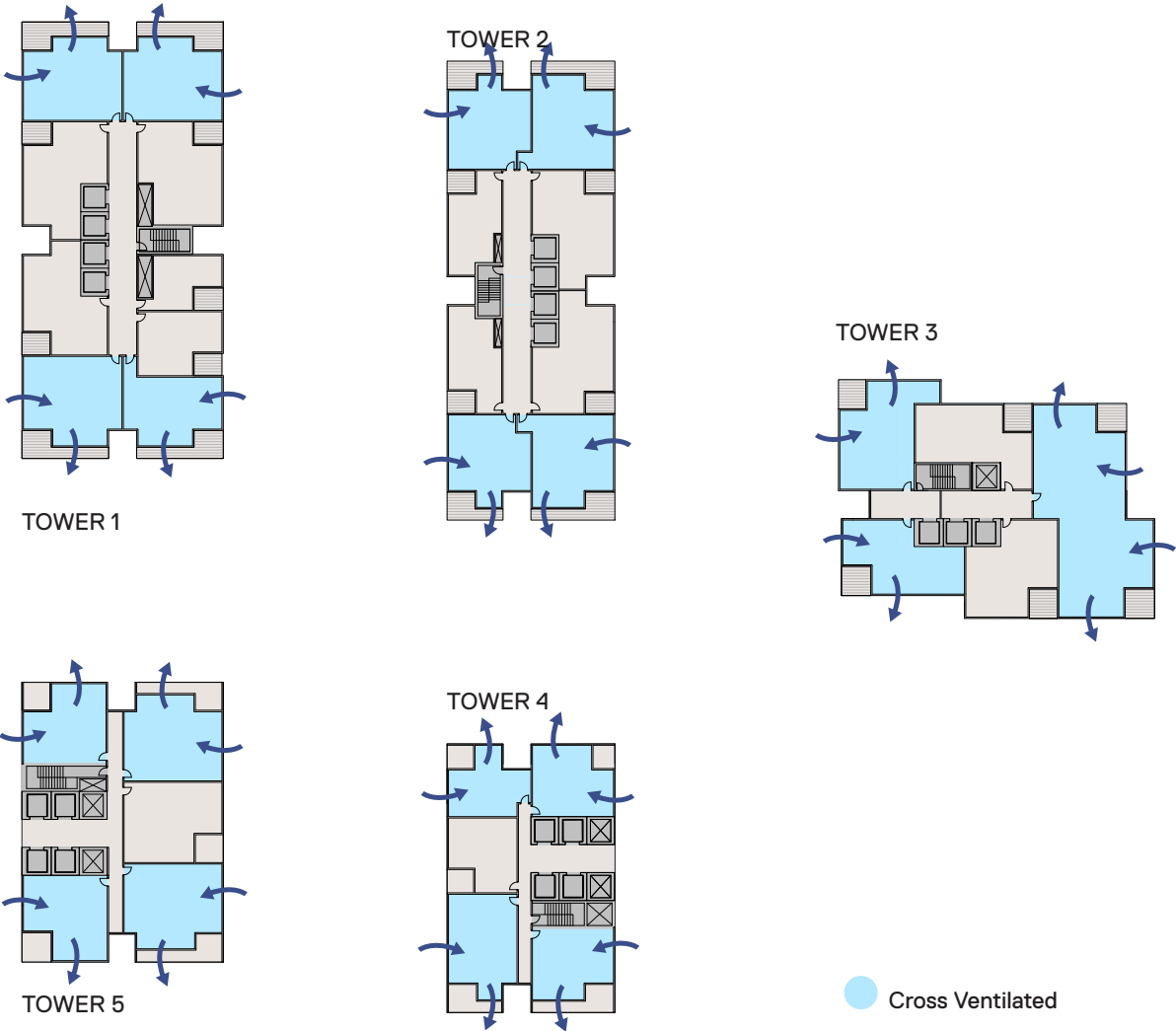
Cross Ventilation

ADG Requirement:

MINIMUM 60% of apartments cross ventilated

Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed.

Plan diagram on the right shows the arrangement of apartments for a typical tower floor and how cross ventilation to apartments has been considered. All corner facing apartments will benefit from openings along two adjacent sides, while according to SEPP 65, solar access to each facade of has been considered. As indicated, the east facing sides receive sunlight primarily in the morning hours, while the west facing sides receive sunlight in the afternoon. Apartments receiving less than two hours have been limited to those facing into Central Plaza on Towers 4 and 5. Apartments receiving no direct sunlight have been limited to just a few podium levels and one apartment per tower level in Tower 3.



✓ Cross ventilation

CROSS VENTILATION																																						
	G	L1	L2	L3	L4	L5	L6	L7	L8	L9	L10	L11	L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	L27	L28	L29	L30	L31	L32	L33	L34	L35	L36	L37
TOWER 1					4	4	4	4	4	4	<i>*SEPP 65: Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed</i>																											
TOWER 2	COMMERCIAL FLOORS ONLY																																					
TOWER 3				2	2	2	2	2	2																													
TOWER 4		2	2	4	4	5	5	5	5																													
TOWER 5				3	3	4	4	4	4																													
TOTAL AMOUNT OF CROSS VENTILATED APARTMENTS		2	2	13	13	15	15	15	15																													
TOTAL	90																																					
TOTAL APARTMENTS up to 9th storey	162																																					
TOTAL APARTMENTS	753																																					
CROSS VENTILATED	90%																																					

**SEPP 65: Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed*

Communal and Public Open Space

ADG Requirement:

MINIMUM 25% Of total site area

Our proposed development achieves a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter)

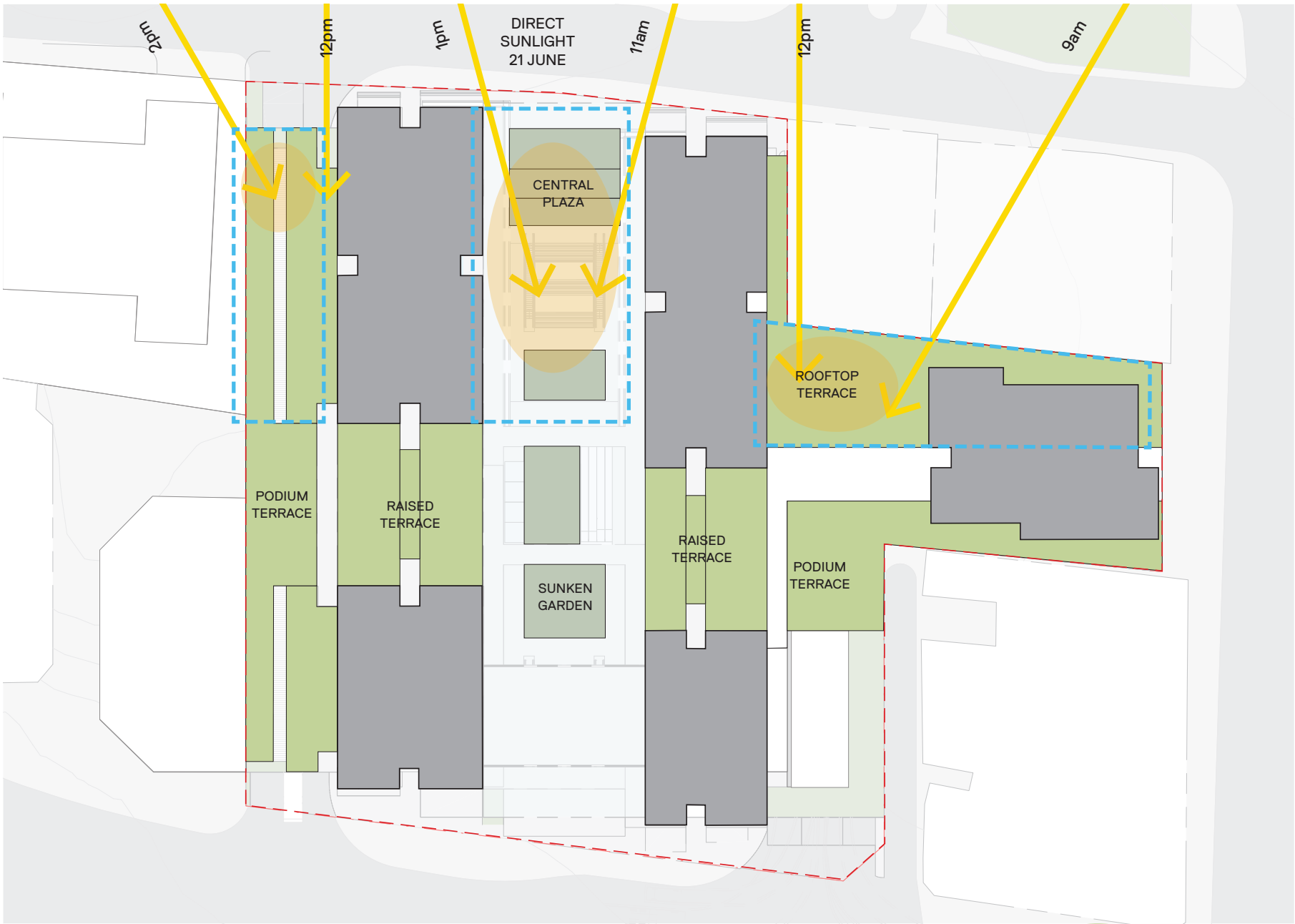
Communal Open Space will be provided in the way of podium and rooftop gardens across multiple levels of the development. The combined area of open space aims to meet the ADG requirement of 25% of total site area. Open Space located north of the site will benefit most from direct sunlight for more than 2hrs during mid-winter.

To align with council’s desire for improved public amenity within Strathfield Town Centre a new public open space is proposed. The Central Plaza, running between Churchill Avenue and Redmyre Road, will provide a quality public realm and new destination for local residents with a revitalised retail offering and new community centre.



Via Verde New York
Stepped terraces on top of the residential building encourage activity from the residents to create a vibrant community

✓ Open space



- Communal Open Space
- Public Open Space
- Principal Open Space
- 2hrs Sunlight (21 June)

50%
of principal open space
with at least 2hrs of
sunlight

25%
of site area provided as
communal open space

Daylight Access

This solar access study was undertaken as a measure to establish where adverse impacts to surrounding development occur as a result of the proposed development.

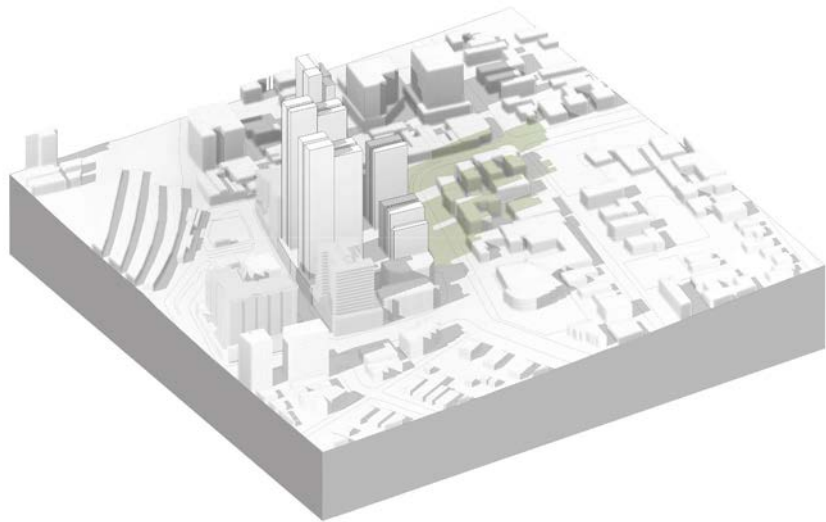
This study analysed the shadow impacts of the following:

- Meriden School open space
- Santa Sabina Early Education and Infant School open space
- Apartment units immediately south on Redmyre Road
- High rise apartment block on Morwick and Lyons Streets
- Residential houses and units in the wider vicinity

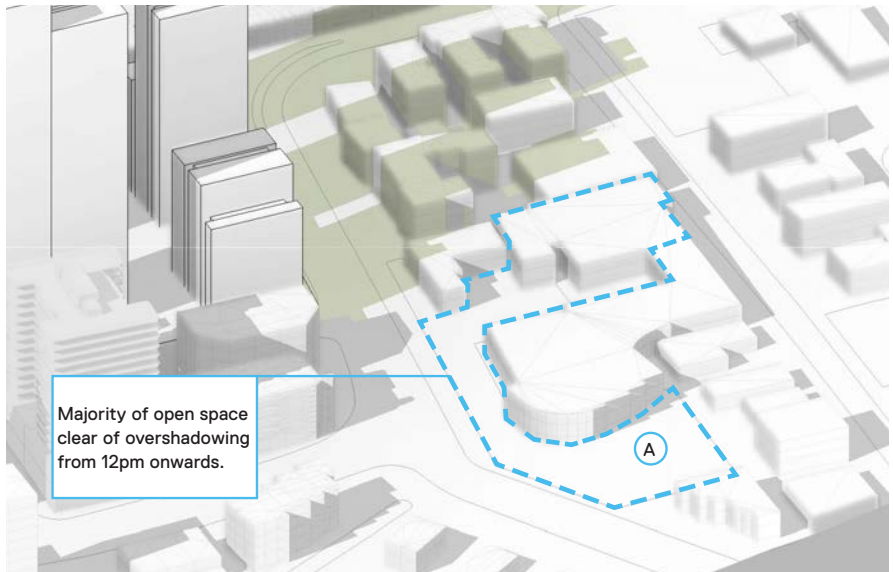
This study informed the height and location of the residential towers proposed for the development, and in addition, identified where detailed analysis of solar access impacts will be required at a later stage.

The following shadow diagrams demonstrate the proposed overshadowing condition to neighbouring properties on 21 June for the hours 9am-3pm.

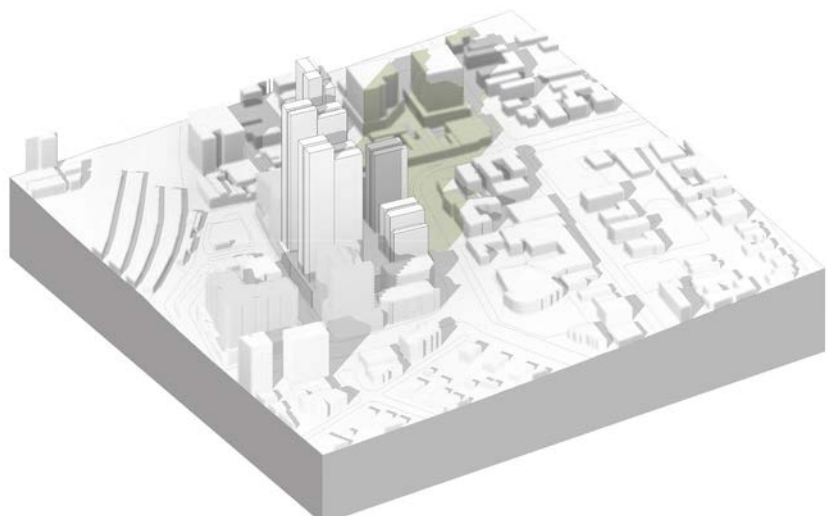
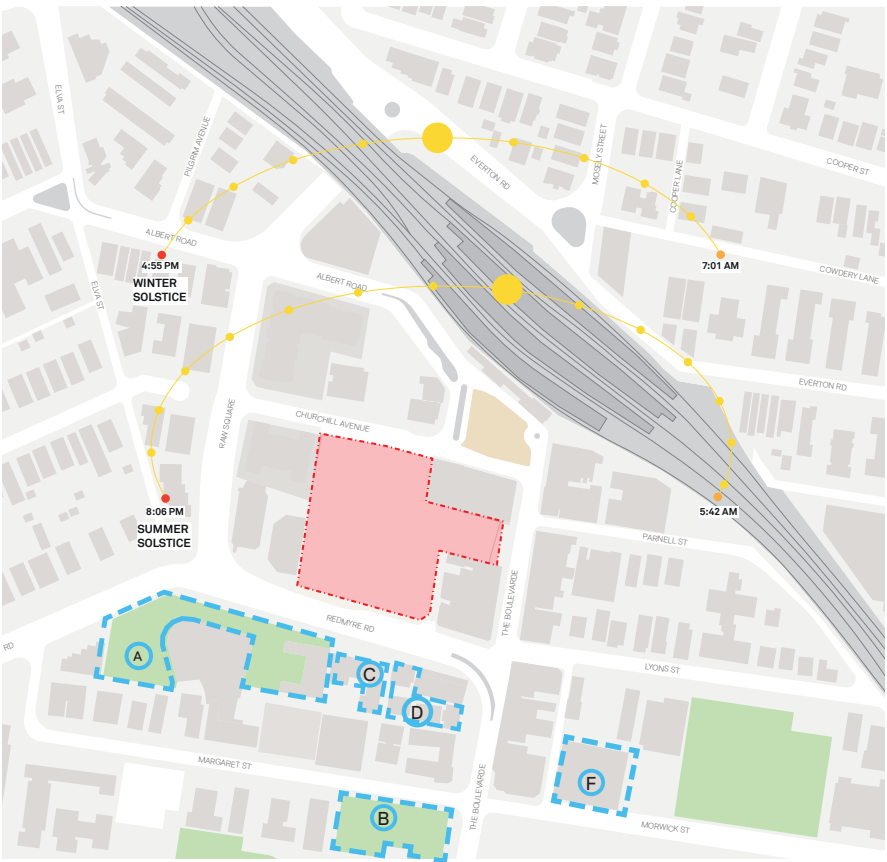
In Summary, the proposal for Strathfield Central has little or no negative impact upon the surrounding and noted subject sites.



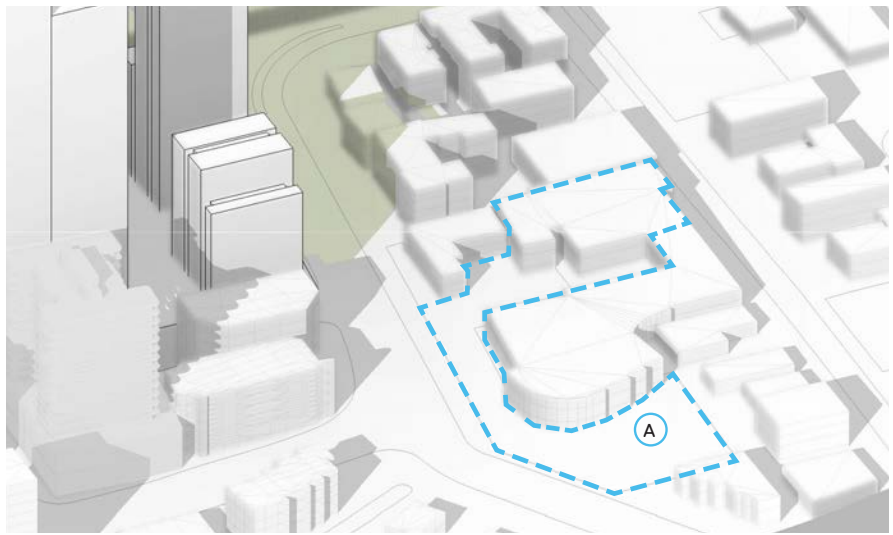
21 June - 12pm



21 June - 12pm



21 June - 2pm



21 June - 2pm

Meriden School

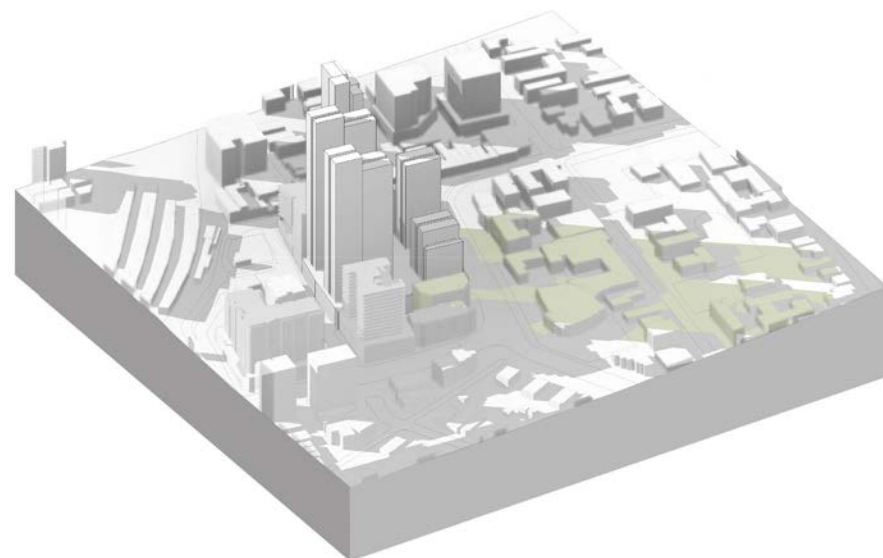
Solar access to open space during school lunch hours
Tower massing and height has been considered to ensure there is no overshadowing to the open space of Meriden School (A) during play lunch hours (12pm-2pm) as a result of the development.

- Proposed Additional Shadow
- Study Area

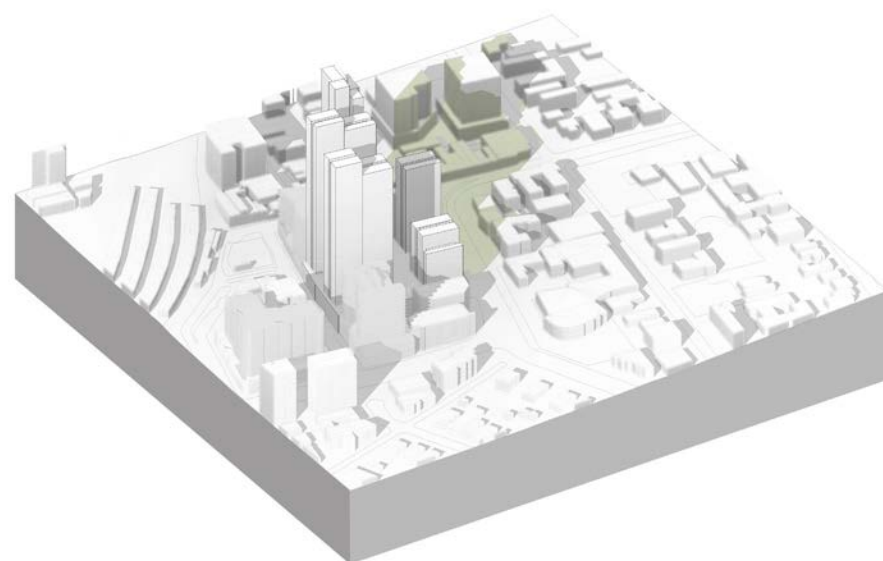
✓ No solar impact



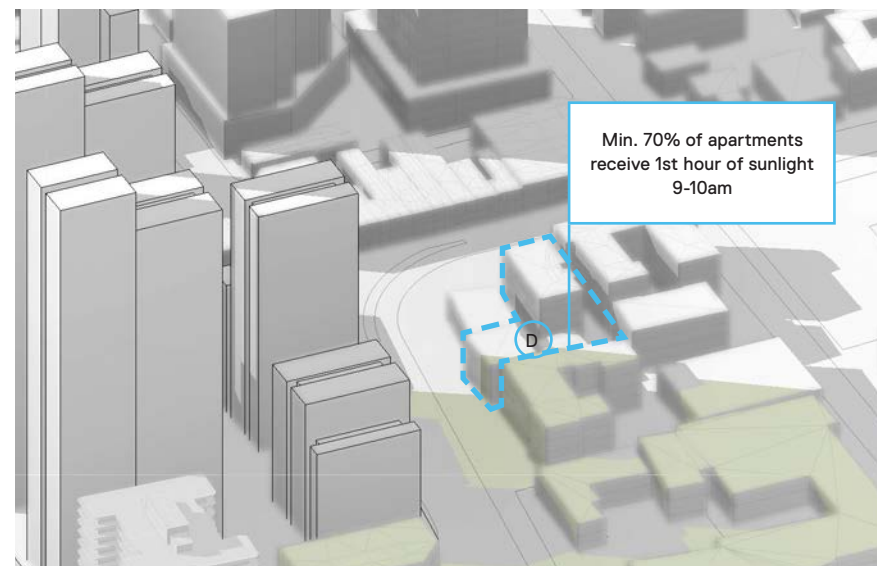
A. Meriden School grounds receiving direct sunlight during mid-day hours



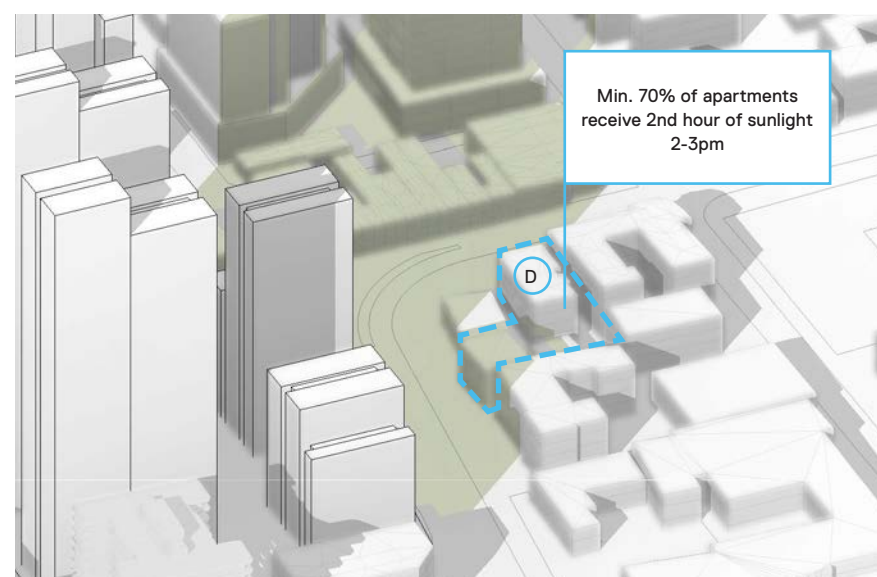
21 June - 9am



21 June - 2pm



21 June - 9am



21 June - 2pm

43 The Boulevard Apartments

Solar access to living space - Min. 2hrs between 9am and 3pm

A majority of the Boulevard Apartments (E) receive direct sunlight in the morning (min. 9am-10am), with a second hour in the afternoon (2pm-3pm). Given its location east of Strathfield Central, approximately 70-80% of apartments in the development are unaffected by the proposed development. Detailed analysis is required to confirm existing apartment layouts and solar amenity.

- Proposed Additional Shadow
- Study Area

✓ No solar impact

Part 7 — Appendices

Schematic Drawings

GRIMSHAW