



STRATHFIELD CENTRAL PLANNING PROPOSAL

11-23 THE BOULEVARDE,
STRATHFIELD

PREPARED FOR
MEMOCORP AUSTRALIA
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URBIS

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1. INTRODUCTION

This Planning Proposal has been prepared by *Urbis Pty Ltd* on behalf of *Memocorp Australia* (the Proponent) and seeks to initiate the preparation of a Local Environmental Plan amendment for the land known as **Strathfield Central, 11-23 The Boulevard, Strathfield** (the site).

The Planning Proposal seeks to amend the height of building and floor space ratio development standards applicable to the site, under the *Strathfield Local Environmental Plan 2012* (SLEP 2012), in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It also proposes to increase the cap on residential accommodation permitted on the site.

The intended outcome of this Planning Proposal is to amend SLEP 2012 as follows:

- Amend the applicable maximum height of buildings development standard, under *Clause 4.3: Height of buildings*, to permit buildings with a height of up to **156 metres**.
- Amend the applicable maximum floor space ratio development standard, under *Clause 4.4 Floor Space Ratio*, to permit a floor space ratio of **9.5:1** and identify Strathfield Central as “Area 4”.
- Remove the application of *Clause 4.4B Exceptions to floor space ratio (Strathfield Town Centre)*.
- Amend *Clause 6.7 Design excellence for Strathfield Town Centre* to include “Area 4” on the Floor Space Ratio Map.
- Amend *Clause 6.8: Additional provisions for development in Strathfield Town Centre* on “Area 4” to increase the cap on residential accommodation permitted on the site to 70%.

These amendments facilitate redevelopment of Strathfield Central for a landmark mixed-use development, as illustrated in the Urban Design Report prepared by *Grimshaw Architects* (refer **Appendix A**), which will incorporate the following:

- A vibrant and active retail plaza at the ground and lower floors with provision for supermarkets, speciality retail, restaurants and cafes.
- A publicly accessible through site link and plaza, providing much needed open space for the Town Centre, activating the ground plane and facilitating direct pedestrian connectivity between Strathfield Station and the wider precinct.
- A commercial office campus, with versatile floorplates to support a broad range of market requirements, interconnected by landscaped terraces and communal meetings spaces.
- Five residential towers ranging in height from 13 to 38-storeys providing approximately 753 apartments of varying sizes, typologies, and layouts including one, two, three and four bedroom units with rooftop communal open spaces.
- Provision for 10% of the uplift in gross floor area to be dedicated as ‘key worker’ subsidised rental housing for a period of 10 years.
- Dedication of a 700m² community centre.
- A new Transport Hub incorporating a bus interchange, taxi / ride-share drop-off and pick-up, and bicycle parking with direct connections to the existing Strathfield Station, facilitating and encouraging use of sustainable transport options.

Figure 1 – Photomontage of Strathfield Central



Source: Grimshaw

The proposed redevelopment, in association with adjacent development prospects, provides the unique opportunity to create a vibrant, community focused, Town Centre. The public benefits of such a development include:

- Providing a catalyst for urban renewal of the Strathfield Town Centre;
- Revitalising the commercial core to provide goods and services to residents and visitors;
- Provision of significantly improved local employment opportunities;
- Contribution to the Greater Sydney Commission's vision for a 30-minute city;
- Providing a multi-modal transportation hub with integration into the town centre;
- Providing opportunities for improvement to the wider public domain including the creation of a new open space and shared zone;
- Delivering residential housing in response to the identified need, outlined by State and local planning strategies, situated close to facilities and services;
- Provision of a range of dwelling sizes and configurations in close proximity to transport, schools, open space, retail and support services; and
- Utilisation of existing infrastructure.

This Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act with consideration of the NSW Department of Planning, Industry and Environment (DPIE) '*A guide to preparing planning proposals*' and '*A guide to preparing local environmental plans*', August 2016.

This Planning Proposal is structured as follows:

- **Chapter 2: Site Analysis** – provides a description of the site and context.
- **Chapter 3: Strategic Planning Context** – provides a summary of the relevant strategic planning policies and directions.
- **Chapter 4: Statutory Planning Context** – provides a summary of the relevant statutory planning legislation controls.
- **Chapter 5: Development Concept** – provides a description of the proposed concept design.
- **Chapter 6: The Case for Change** – summarises the compelling reasons why Strathfield Council should resolve to support the Planning Proposal and initiate the required amendments to the planning legislation.
- **Chapter 7: Planning Proposal**, including:
 - Part 1 – A statement of the objectives and intended outcomes of the proposed instrument.
 - Part 2 – An explanation of the provisions that are to be included in the proposed instrument.
 - Part 3 – The justification for those objectives, outcomes and the process for their implementation.
 - Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies.
 - Part 5 – Details of the community consultation that is to be undertaken on the planning proposal.
 - Part 6 – A project timeline to detail the anticipated timeframe for the plan making process.

The Planning Proposal is supported by the following technical documentation:

- Urban Design Report prepared by *Grimshaw Architects* (**Appendix A**);
- Social and Economic Impact Assessment prepared by *HillPDA* (**Appendix B**);
- Traffic and Transport Assessment by *Cardno* (**Appendix C**);
- Infrastructure Services Assessment by *Cardno* (**Appendix D**);
- Heritage Impact Study by *Urbis* (**Appendix E**); and
- Wind Assessment prepared by *Windtech* (**Appendix F**).

2. SITE ANALYSIS

2.1. THE SITE AND EXISTING DEVELOPMENT

The site is known as **Strathfield Central, 11-23 The Boulevard, Strathfield** and has a total area of 11,253m². It is legally described as Lot 21 in DP623899 and Lot 102 in DP597302. The site is currently comprises a commercial shopping centre and eight-storey commercial office tower.

The site is situated approximately 10 kilometres west of the Sydney CBD on the southern side of the Strathfield railway station. It is bound by a bus interchange to the north, The Boulevard and shop top housing to the east, Redmyre Road to the south, and a 16-storey residential flat building including 3 levels of podium car parking to the west (refer Figure 2). The site is within walking distance to the Strathfield railway station and bus interchange.

Figure 2 – Site Context Plan



Source: Urbis

2.2. LOCALITY DESCRIPTION

The site is centrally located within the Strathfield Town Centre. The site adjoins traditional two-storey shop top housing to the east. Whereas the western side transitions to high density residential flat buildings. Directly to the north-east of the site, Strathfield Square provides a pedestrian-friendly plaza with landscaping, a feature fountain and seating connecting the shopping centre with the bus-train interchange.

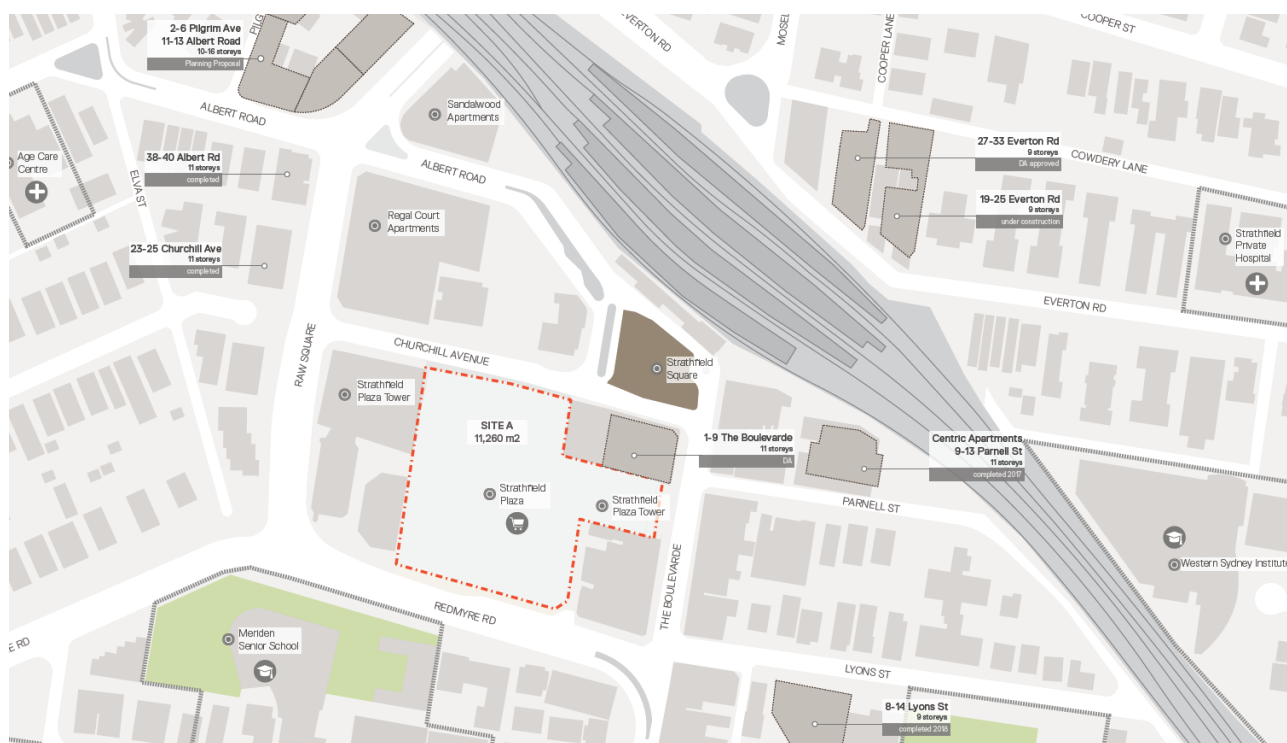
The surrounding locality is characterised by a range of residential, and small-scale retail and business uses. The locality can be described as an area undergoing transition from traditional local centre dominated by shop top housing to an area supporting a higher order centre serving local residents and regional visitors complemented with higher density mixed-use development surrounding the commercial core.

Recent development applications and planning proposals demonstrate the transition occurring within Strathfield Town Centre. They include:

- 2-6 Pilgrim Avenue and 11-13 Albert Road, 10-16 storeys, Planning Proposal
- 38-40 Albert Road, 11 storeys, completed
- 23-25 Churchill Avenue, 11 storeys, completed
- 27-33 Everton Road, 9 storeys, DA approved
- 19-25 Everton Road, 9 storeys, under construction
- Centric Apartments, 9-13 Parnell Street, 11 storeys, completed 2017
- 1-9 The Boulevard, 11 storeys, DA approved
- 8-14 Lyons Street, 9 storeys, completed 2018
- 23-31 Morwick Street, 12 storeys, completed 2016

The site is located in close proximity to a range of educational, community, health and recreation facilities, and parklands (refer Figure 3).

Figure 3 – Local Context Plan



Source: Grimshaw

2.3. SURROUNDING ROAD NETWORK

Strathfield Central is connected by a network of State and local roads. The key road network surrounding the subject site consists of:

- Raw Square: State road with a two-way carriageway with generally two lanes in each direction.
- Churchill Avenue: Local road that runs in an east-west direction between Strathfield Square and Homebush Road. It accommodates two lanes of traffic.
- Redmyre Road: State road configured as two lanes in each direction with additional auxiliary lands provided at the intersections.
- The Boulevarde: State road with two lanes in both directions for traffic movement.
- Strathfield Square: Local road with a divided carriageway with two lanes separated by a bus terminal and both lanes restricted to one-way flow only.
- Albert Road: Regional road with two-way carriageway.

The site can readily access the major east-west routes of the M4 Western Motorway and Parramatta Road (Great Western Highway) via Raw Square to Leicester Avenue.

The M4 Western Motorway is undergoing a significant upgrade, which will ultimately connect the existing motorway to the Sydney Airport and the M5 Motorway. The M4 East Tunnels from Strathfield to Ashfield opened in July 2019.

2.4. PUBLIC TRANSPORT

The site is well located to the public transport networks. It is within 100m walking distance of the Strathfield Railway Station, which is located on the Main Northern and Main Western railways lines. Strathfield Railway Station forms a major junction for regional and suburban rail services with connections to Sydney CBD, Parramatta CBD, Liverpool, Penrith, Epping, Blue Mountains and Newcastle. Services on this line generally operate with headways of 5 to 10 minutes in each direction during peak periods and 10 to 15 minutes in each direction outside peak hours. Location of the station is shown on Figure 4.

Local and regional bus services through the areas are provided by Sydney Buses. There are bus stops on both sides of the Strathfield Railway Station, with the main bus interchange on the southern side. Bus services in the areas include the following routes:

- Route 407 – Strathfield to Burwood
- Route 408 – Rookwood Cemetery to Burwood via Flemington
- Route 415 – Campsie to Chiswick
- Route 450 – Strathfield to Hurstville
- Route 458 – Ryde to Burwood
- Route 480 – Strathfield to Central Pitt Street via Homebush Road
- Route 483 – Strathfield to Central Pitt Street via South Strathfield
- Route 525 – Burwood to Parramatta via Sydney Olympic Park
- Route 526 – Rhodes Shopping Centre to Burwood
- Route 913 – Strathfield to Bankstown
- Route 914 – Strathfield to Greenacre
- Route M90 – Liverpool to Burwood

Strathfield Railway Station provides a major intermodal transport interchange for local and regional bus services operating in the area.

Figure 4 – Public Transport Network



Source: Grimshaw

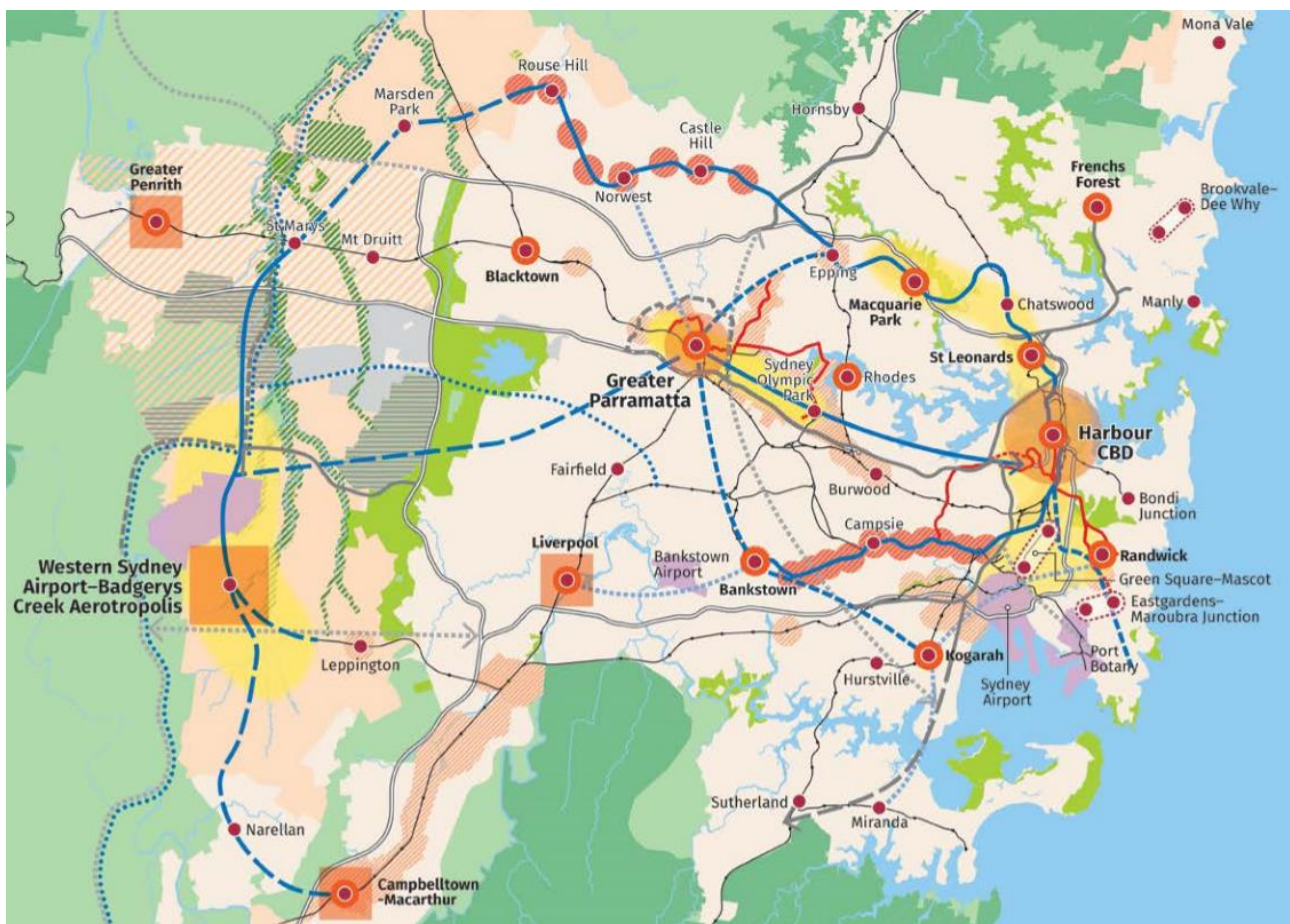
3. STRATEGIC PLANNING CONTEXT

3.1. A METROPOLIS OF THREE CITIES – A GREATER SYDNEY REGION PLAN

A Metropolis of Three Cities – A Greater Sydney Region Plan (the Region Plan), finalised by the Greater Sydney Commission in March 2018, provides a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for the Greater Sydney region. The Region Plan is built on a vision of a 30-minute city, 'where most residents live within 30 minutes of their jobs, education and health facilities, services and great places'.

Under the Region Plan, Strathfield Central is located in the Eastern City district and is identified for urban renewal. The area is identified as part of the Greater Parramatta Urban Renewal corridor, which runs along the Main Western rail line from Burwood to Westmead. This area is earmarked for revitalisation in order to provide for a greater range of employment and housing within close proximity to existing and proposed infrastructure.

Figure 5 – A Metropolis of Three Cities – Structure Plan



Source: Greater Sydney Commission

The Region Plan sets 10 directions to achieve 'a metropolis of three cities'. Under each direction, a series of objectives and actions are identified. The urban renewal of Strathfield Town Centre contributes to the 30-minute city vision and specifically addresses the following directions and objectives listed under the Region Plan.

A City supported by infrastructure sets a direction ensuring growth is supported by essential infrastructure. The Greater Parramatta Urban Renewal Corridor benefits from existing infrastructure, such as the M4 Motorway, Main Western and North Rail Lines. In addition, this corridor is earmarked to receive significant investment on new infrastructure, such as the Westconnex, Sydney Metro West line and Parramatta Light Rail.

A city for people, housing the city, and a city of great places directions aim to give people better access to housing, transport and employment as well as social, recreational, cultural and creative opportunities. The Region Plan identifies urban renewal areas as opportunities for creating capacity for new housing. Urban renewal areas identified in the Region Plan are located close to existing or proposed infrastructure investment, which enables residents to access jobs within walking distance. The Greater Sydney Commission acknowledges the opportunity to unlock this capacity to ensure each urban renewal area is utilised to its highest and best use.

A well-connected city and jobs and skills for the city outlines strategies and actions to rebalance opportunities for all residents to have greater access to jobs, shops and services. To achieve these directions, the Region Plan identifies need for integrated land use and transport to create walkable and 30-minute cities. The redevelopment of Strathfield Central creates new job opportunities and greater access to shops and services. By responding to surrounding redevelopment, it responds to the Greater Sydney Commission's vision to create a 30-minute city leveraging off local and regional transport connections offered via the Strathfield Rail Station and surrounding bus interchanges.

The Planning Proposal is consistent with the plan, as it responds to the following:

- *A city supported by infrastructure*
 - Objective 1: Infrastructure supports the three cities
 - Objective 3: Infrastructure adapts to meet future needs
 - Objective 4: Infrastructure is optimised
- *A city for people*
 - Objective 6: Services and infrastructure meet communities' changing needs
- *Housing the city*
 - Objective 10: Greater housing supply
 - Objective 11: Housing is more diverse and affordable
- *A city of great places*
 - Objective 12: Great places that bring people together
- *A well-connected city*
 - Objective 14: *A Metropolis of Three Cities* – integrated land use and transport creates walkable and 30-minute cities
 - Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive
 - Objective 17: Regional connectivity is enhanced
- *Jobs and skills for the city*
 - Objective 22: Investment and business activity in centres

3.2. EASTERN CITY DISTRICT PLAN

The **Eastern City District Plan** (the District Plan) builds off the directions and objectives set by the Region Plan tailoring them to the district. The District Plan was finalised in conjunction with the Region Plan in March 2018.

The site is located within the Eastern City District. The Greater Sydney Commission (GSC) envisaged that by 2036 the District will “*become more innovative and globally competitive, carving out a greater portion of knowledge-intensive jobs from the Asia Pacific Region, as well as improve the District’s lifestyle and environmental assets*”.

The GSC has identified a five-year housing targets that is based on both the Eastern City District’s dwelling need and the opportunity to deliver supply. The local government area of Strathfield is to provide 3,650 dwellings by 2021, which represents just 8% of the 46,550 dwellings required across the entire Eastern City District. The GSC has also identified a minimum 20-year housing target of 157,500 dwellings to be delivered within the Eastern City District by 2036.

The District Plan identifies the need to leverage a number of existing opportunities, investments, and economic assets in order to drive economic activity and diversity, not only for the Eastern City District but for NSW and Australia. Strathfield Town Centre is identified as a local centre (refer to Figure 6). The GSC identified local centres as an important contributor to the 30-minute city, which plays a role in providing day-to-day goods and services close to where people live and provide opportunities for local employment.

Figure 6 – Eastern City District – Structure Plan



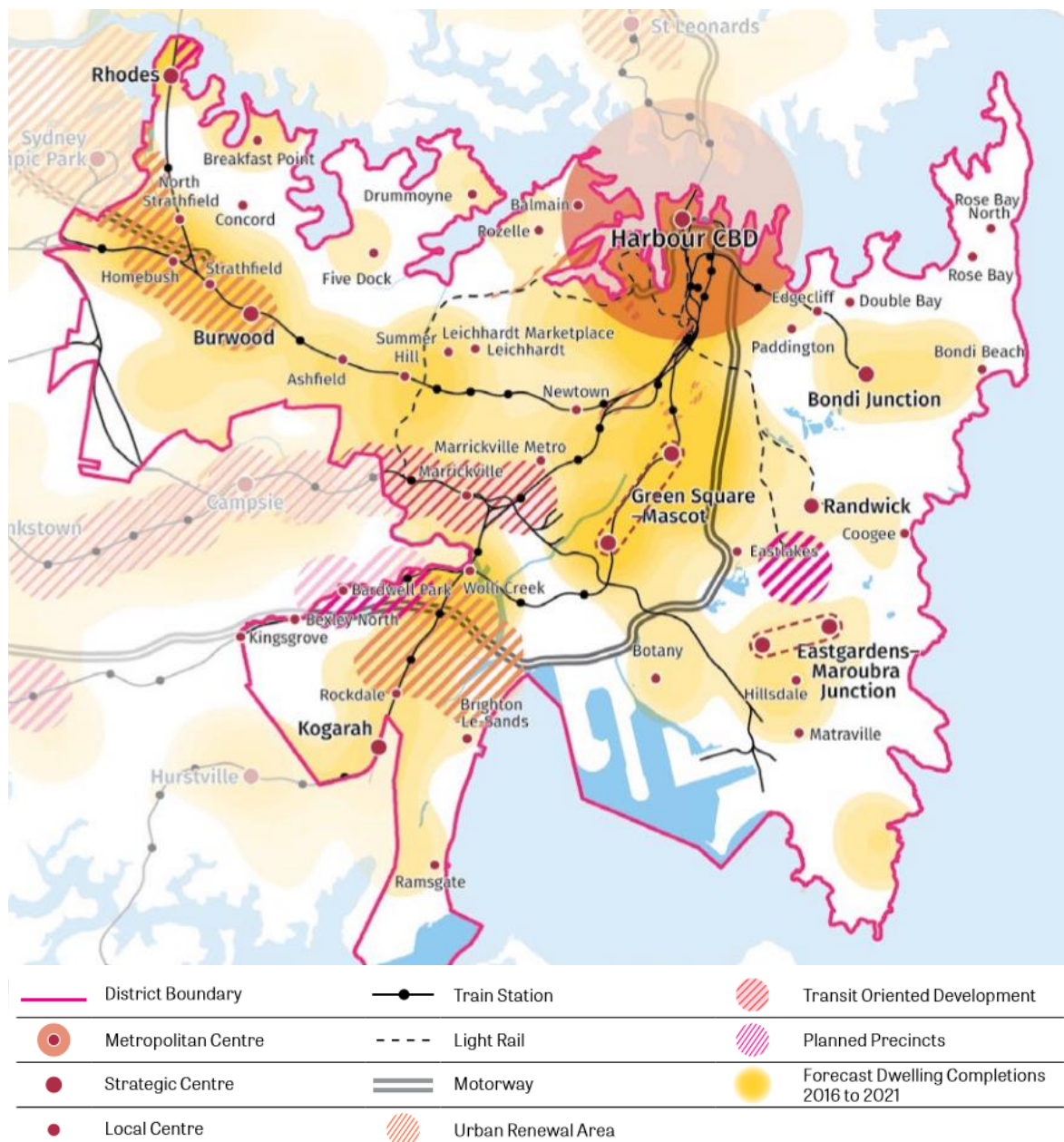
Source: Greater Sydney Commission

The Strathfield Town Centre is identified as a **Planned Precinct** in the Eastern City District Plan (refer to Figure 7). These Planned Precinct areas have been identified as having the greatest potential for mixed use growth given their strategic location close to public transport, shops and services, while retaining a community's character.

The Planning Proposal is consistent with the Eastern City District Plan, as it:

- Provides essential services and social infrastructure to meet people's changing needs (Planning Priority E3);
- Fosters healthy, creative, culturally rich and socially connected communities (Planning Priority E4);
- Provides housing supply, choice and affordability with access to jobs, services and public transport (Planning Priority E5);
- Creates and renews great places and local centres, and respects the District's heritage (Planning Priority E6); and
- Delivers integrated land use and transport planning and a 30-minute city (Planning Priority E10).

Figure 7 – Eastern City District future housing supply



3.3. STRATHFIELD 2030 COMMUNITY STRATEGIC PLAN

The *Strathfield 2030 Community Strategic Plan* is Council's long-term strategic document which sets goals and strategies through identification of the community's main priorities and aspirations for the future. It was adopted by Strathfield Council on June 2018. Strathfield 2030 identifies Strathfield Town Centre as the major commercial centre in the local government area (LGA).

The plan identified transport was rated as the highest priority through community engagement, which highlighted the public's concern with traffic congestion and local traffic movement creating difficulties moving around Strathfield Town Centre. The community also commented that Strathfield Town Centre needs revitalisation and better integrated transport. Through this community feedback, Strathfield 2030 identified the need to review the current planning controls for Strathfield Town Centre and "*develop plans for upgrading Strathfield Town Centre and integrating transport services*".

The Strathfield Central Planning Proposal responds to Strathfield 2030 by revitalising the shopping centre and offering better integration between the Strathfield Railway Station and the bus interchange. The planning proposal seeks to provide better goods and services to meet the needs of the local residents.

3.4. STRATHFIELD RESIDENTIAL LAND USE STUDY

The *Strathfield Residential Land Use Study*, commissioned by Strathfield Council, assisted Council to accommodate growth over the next 25 years, while at the same time having regard to the character of the existing LGA and the availability of community and public services to meet the needs of the new residents. The study was finalised in November 2011.

The study concluded the majority of the residential capacity is located in the northern portion of the LGA (i.e. around the Parramatta Road corridor and the rail line corridors) and recommended Council increase capacity for a further 1,394 dwellings. Strathfield Town Centre was identified for an additional 595 dwellings. The study made recommendations for Strathfield Central to promote redevelopment of the Strathfield Town Centre, which include the following:

- Envisioned built form: **B4 Mixed Use Residential**
- Floor space ratio: **3.1 + 3.4 bonus = 6.5:1**
- Height: **22 storeys (90m)**

While this study was prepared in 2011, it shows that the need for a review of planning controls for Strathfield Town Centre has been a priority for Council and the community for some time. It recognises the untapped potential to provide additional homes close to a robust public transport network. The planning proposal responds to this housing study by facilitating an increased supply of residential accommodation within the Town Centre. The proposed planning controls in this report build upon this study and reflect the current strategic policies and directions from the Greater Sydney Commission, while also responding to today's market conditions.

3.5. STRATHFIELD AT THE CROSSROADS OF SYDNEY: AN ECONOMIC LAND USE AND EMPLOYMENT STRATEGY

Strathfield at the Crossroad of Sydney is an economic land use and employment strategy prepared for Strathfield Council. The purpose of the study was to improve the knowledge of Strathfield's economic base and investigate the economic issues facing the LGA. The study was finalised in June 2010.

The study recommended to consolidate retail, commercial and service provision and encourage entertainment and recreation facilities. It identified Strathfield Town Centre as the primary centre within the LGA with opportunities to extend the centre beyond its current boundaries, diversifying the mix of uses and variety of retailing available and improving local transport connections with surrounding suburbs and employment lands. It recommended Strathfield Town Centre to focus on civic entertainment and cultural activities and promote a night time economy. Limited office supply was identified in this study for Strathfield Town Centre with the recommendation to investigation office space adjacent to Homebush Station.

The planning proposal presents an opportunity to address constraints identified in this study, such as the limited office supply. In addition, the redevelopment of the Strathfield Central will foster a night time economy and allow flexible hours for residents to access the amenities.

3.6. GREATER PARRAMATTA INTERIM LAND USE AND INFRASTRUCTURE IMPLEMENTATION PLAN

The ***Greater Parramatta Interim Land Use and Infrastructure Implementation Plan*** (interim LUIIP) identifies how more jobs, homes and essential services will be accommodated in the priority growth area over the next 20 years. It includes a land use framework to guide future redevelopment of the priority growth area, identifies key actions for the short term and allows government agencies to identify and plan for the infrastructure required to unlock its potential. The interim LUIIP was prepared by the Department of Planning, Industry and Environment in July 2017.

The interim LUIIP identifies key actions to achieve the Greater Parramatta vision, including commence planning investigation for Strathfield Planned Precinct, which includes Strathfield Town Centre. Strathfield Planned Precinct was identified by the NSW Government for a review of planning controls on 1 June 2017. The exhibition and finalisation of the Strathfield Planned Precinct review is unknown at this time. However, the planning proposal aligns with the interim LUIIP's vision by contributing to the creation of new jobs and housing.

4. STATUTORY PLANNING CONTEXT

4.1. STRATHFIELD LOCAL ENVIRONMENTAL PLAN 2012

The *Strathfield Local Environmental Plan 2012* (SLEP 2012) is the principal environmental planning instrument applicable to the site. SLEP 2012 was gazetted on 15 March 2013 and commenced on 29 March 2013.

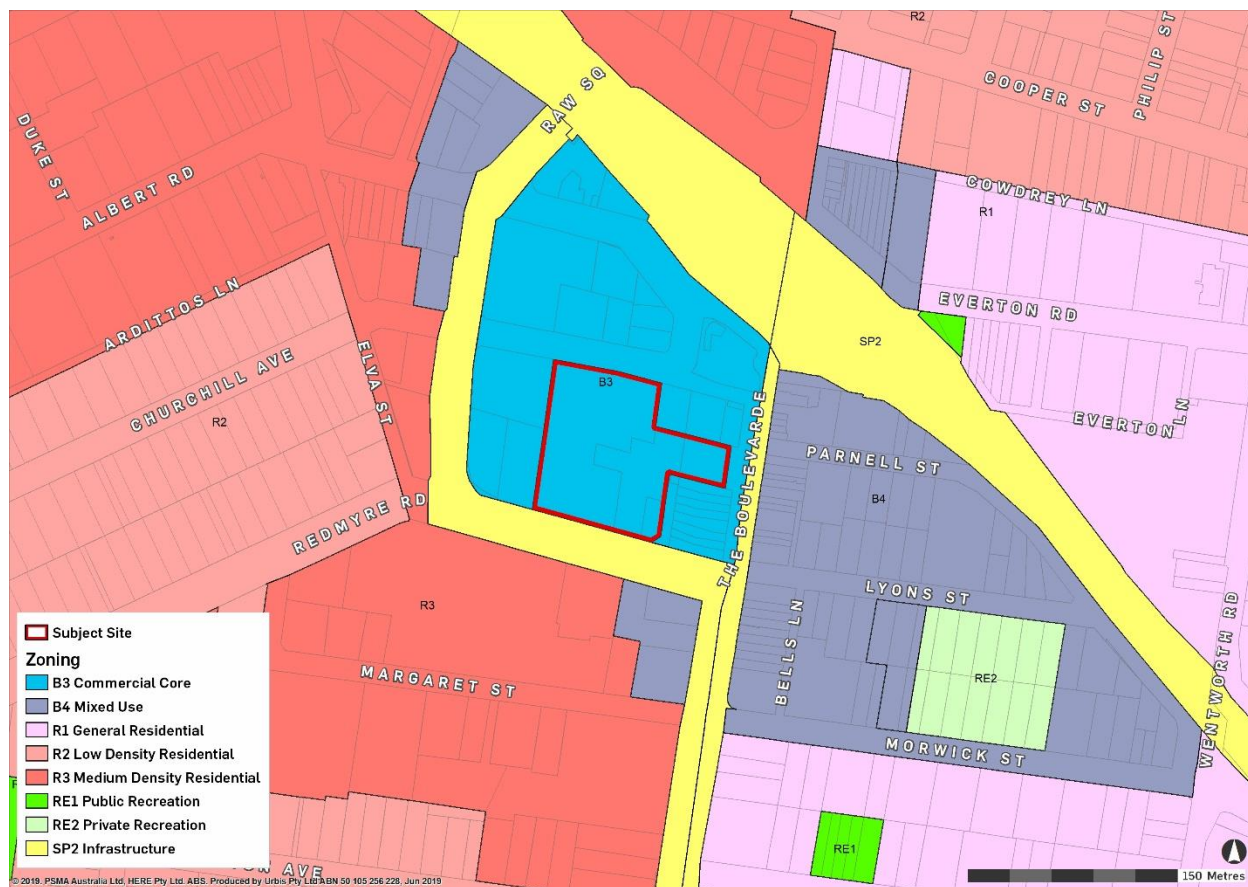
4.1.1. Land Use Zoning

The site is zoned **B3 Commercial Core** under the SLEP 2012 (refer to Figure 8). The objectives of the B3 Commercial Core zone are as follows:

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

The following uses are permissible with consent within the B3 Commercial Core zone: *Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Tank-based aquaculture.*

Figure 8 – SLEP 2012 – Land Use Zoning Map

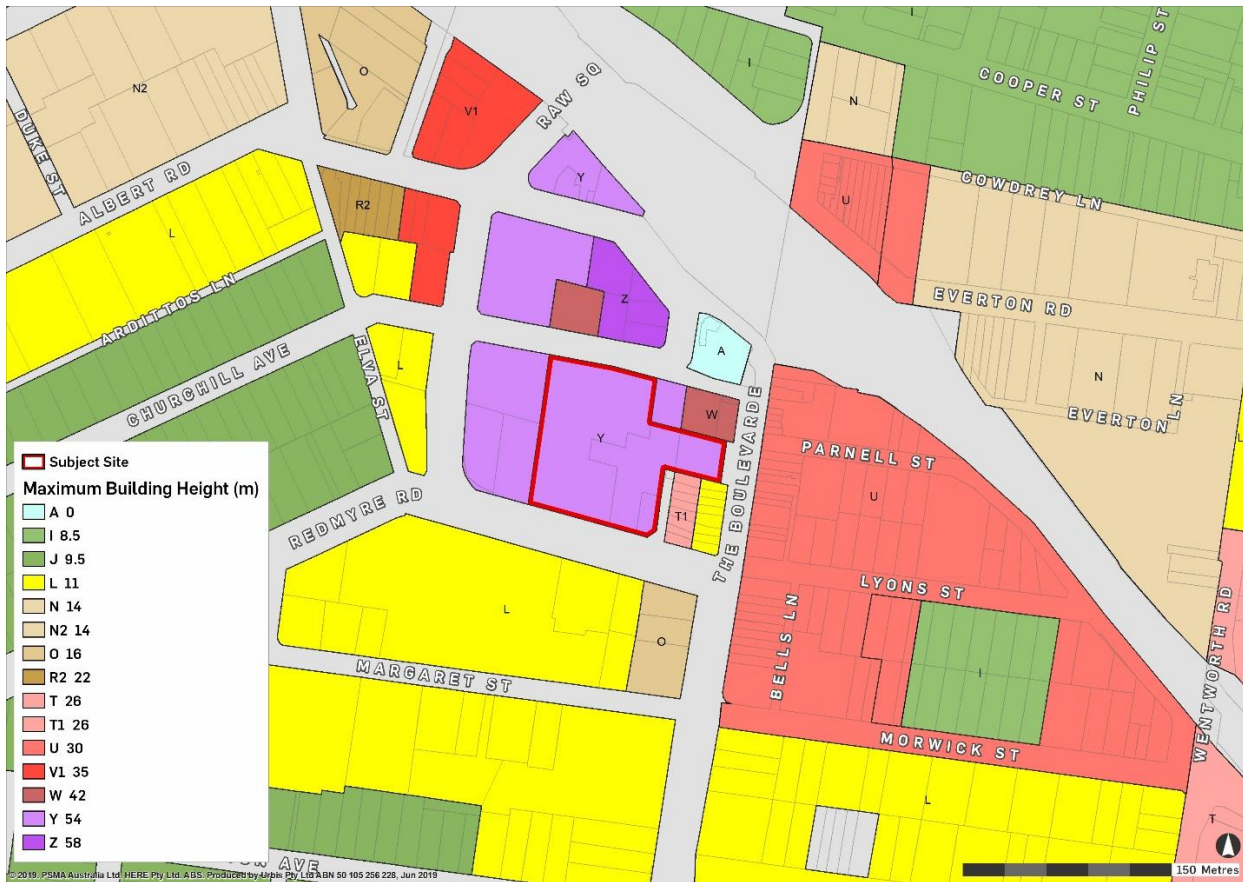


Source: NSW Legislation

4.1.2. Building Height

The site has a maximum building height of **54 metres** (clause 4.3) as shown in Figure 9 below.

Figure 9 – SLEP 2012 – Height of Buildings Map



Source: NSW Legislation

4.1.3. Floor Space Ratio

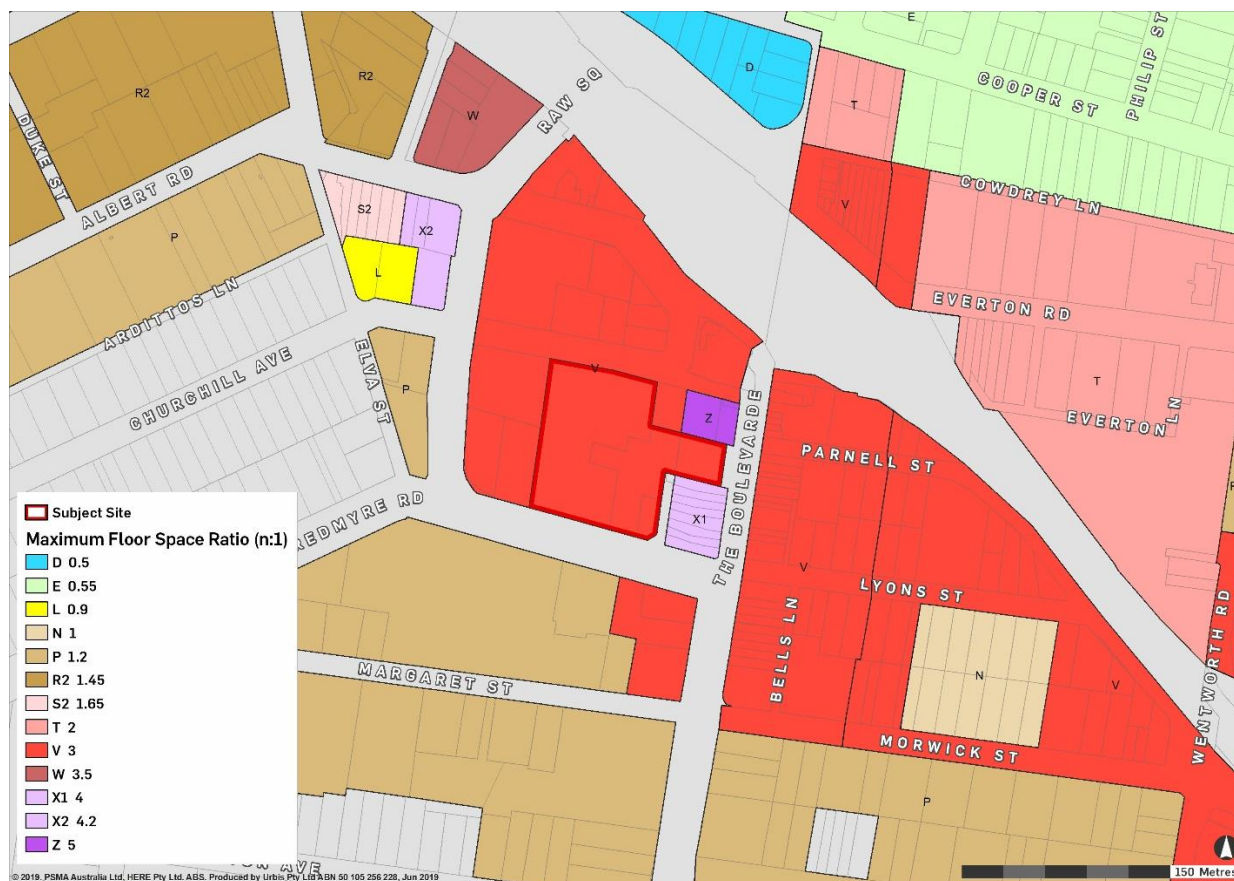
The base floor space ratio identified for the site is **3:1** (clause 4.4), as shown in Figure 10 below. However, the site is able to achieve a maximum floor space ratio of **7.5:1** (clause 4.4B), where the lot is able to meet a series of criteria outlined in SLEP 2012.

Clause 4.4B Exceptions to floor space ratio (Strathfield Town Centre) states:

- (1) *Despite clause 4.4, the maximum floor space ratio for a building on a lot in “Area 2” identified on the Floor Space Ratio Map may exceed 3:1 if the size of the lot exceeds 1,500 square metres but:*
 - a. *must not exceed 5:1, or*
 - b. *if the building will meet the design excellence criteria specified in clause 6.7 – must not exceed 7.5:1.*

The site is included in “Area 2” on the floor space ratio map and meets the minimum lots size criterion. Therefore, the site is eligible for the additional 5:1 FSR achieved through the design excellence criterion provided in clause 6.7. This is discussed further in Section 4.1.5.

Figure 10 – SLEP 2012 – Floor Space Ratio Map



Source: NSW Legislation

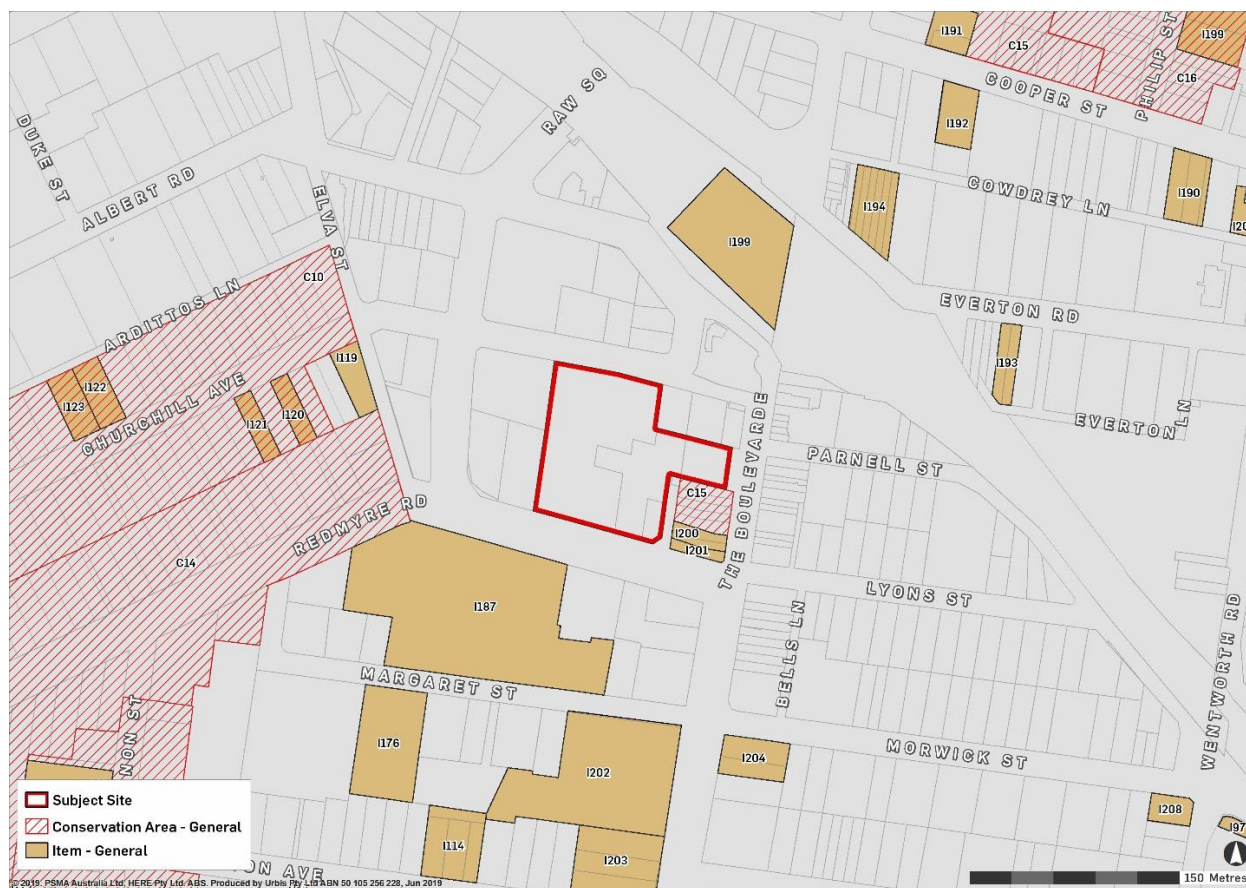
4.1.4. Heritage Conservation

The site is not identified as a local heritage item, nor is it located within a heritage conservation area. However, there are several local heritage items and a conservation area located adjacent to and within the vicinity of the site, including:

- Item C15: The Boulevard Retail Conservation Area
- Item I200: Two Storey Shops, 35-39 The Boulevard
- Item I201: “Keary’s Corner” – Victorian Shop, 39 The Boulevard

Figure 11 maps heritage items identified in the SLEP 2012 and their relationship to the proposed site. *Clause 5.10 Heritage Conservation* and *Schedule 5 Environmental heritage* in SLEP 2012 provides guidance on the treatment of heritage items and process to propose new development applications on or in the vicinity of a heritage item.

Figure 11 – SLEP 2012 – Heritage Map



Source: NSW Legislation

4.1.5. Design Excellence

Clause 6.7 Design excellence for Strathfield Town Centre in the SLEP 2012 lists criteria to demonstrate design excellence, including:

- (a) *has a high standard of architectural, landscape and urban design, will be constructed with quality materials and has a high standard of detailing that reflects the building type, location and the surrounding buildings, and*
- (b) *will significantly improve the quality and amenity of the public domain through the form, external appearance and ground level detailing of the development that addresses any heritage or streetscape issues, and*
- (c) *will not detrimentally impact on the amenity of the surrounding area, nor on any view corridors, vistas or landmark locations, and*
- (d) *will not detrimentally impact on pedestrian movements and experience, but will reinforce the public transport interchange as a focal point of movement for the area and facilitate the ease of such movement, and*
- (e) *is designed to encourage an integrated land use mix that reflects the desired future high quality town centre that supports a vibrant economic location, a lively social and community hub, and a diversity of public open spaces at the ground level, as well as the roof and other levels of the building, and*
- (f) *includes building massing, modulation and bulk that is appropriate in the context of surrounding buildings in terms of its separation, setback, building street height and amenity and its relationship to such buildings, and*

- (g) *has achieved a high level of ecologically sustainable design, including low-energy or passive design, and minimises environmental impacts such as overshadowing, wind effects and reflectivity, and*
- (h) *supports designed sustainable urban mobility through a high quality pedestrian environment, high quality provision for cycling infrastructure, high quality service access, circulation and vehicular design.*

Once the consent authority is satisfied the applicant has demonstrated the criteria listed above, the proposed development is eligible of the maximum FSR of 7.5:1 as detailed in Section 4.1.3.

4.1.6. Additional provisions for development in Strathfield Town Centre

Clause 6.8 of SLEP provides *Additional provisions for development in Strathfield Town Centre*. The clause limits the proportion of residential development in Strathfield Town Centre by placing a cap on residential accommodation permitted on land identified as “Area 2” and “Area 3” on the Floor Space Ratio Map. This includes the subject site.

The provision states: *“Development consent must not be granted for development that is a building on a lot, being land to which this clause applies, that has an area greater than 1,500 square metres unless the consent authority is satisfied that the part of the building that will be used for residential accommodation will not exceed 35% of the floor space of the building”.*

4.2. STRATHFIELD DEVELOPMENT CONTROL PLAN 2005

The *Strathfield Development Control Plan* (DCP 2005) was adopted by Council on 4 April 2006 and came into force on 3 May 2006. The Strathfield DCP 2005 provides guidelines for new development and encourages high quality design based on sound planning principles, sustainability, and to enhance the quality of the landscape, streetscape character and amenity.

Council has also adopted site specific controls for strategic redevelopment areas through the Strathfield Local Government Area (LGA), including Strathfield Town Centre, which is subject to *Development Control Plan No 13* (DCP 13). In instances where there is inconsistency between the general provisions of DCP 2005 and those of DCP 13, the DCP 13 is considered by Council to prevail.

4.3. STRATHFIELD DCP NO 13 – STRATHFIELD TOWN CENTRE

Development Control Plan No 13 has been prepared to control and guide the nature, form and scale of the Strathfield Town Centre. Under DCP No 13 the subject site is envisaged to strengthen the Strathfield Town Centre’s role as a municipality’s major retail and commercial centre. The site specific DCP identifies a series of objectives to promote redevelopment of the town centre, including:

- *To accommodate or modify new development in order to respect existing Centre elements and strengthen Centre function.*
- *To achieve a high quality of design of the built environment.*
- *To enhance the street environment and general visual appearance of the Centre.*
- *To promote buildings with human scale, detailing and materials.*
- *To encourage sympathetic infill development and restoration of original detail whenever possible.*
- *To encourage improvement of existing building performance or appearance where redevelopment is not achievable.*
- *To ensure development complements Council improvements within public road reservations.*
- *To protect buildings and places of heritage significance and ensure that new development complements rather than detracts from that significance.*
- *To provide sufficient and appropriate facilities for buses and taxis.*
- *To improve pedestrian access, movement and amenity to and within the Town Centre.*

- *To provide access for disabled.*
- *To ensure that new development provides for sufficient car parking within the Centre to accommodate any likely future demand.*
- *To ensure adequate provision of loading, service and emergency vehicle access.*
- *To encourage more street front retail development within the Centre of a type providing a service to the public.*
- *To encourage diversity of use, pedestrian activity and vibrancy within the Centre including its public spaces.*
- *To ensure appropriate levels of sunlight access to public spaces and protection from adverse elements such as wind, rain, noise and fumes.*
- *To ensure any development of railway land complies with the objectives of this Plan.*
- *To ensure that all new development comply with the Sydney Electricity policy for undergrounding or bundles overhead cabling of electricity services.*

While these objectives are relevant to the future redevelopment of the site, the built form controls are outdated and do not align with the development standards contained in SLEP 2012, nor do they align with the strategic objectives and directions produced by the Greater Sydney Commission. The DCP fails to leverage Strathfield Town Centre's strategic location adjacent to a major train station and contribute to the 30-minute city vision. For these reasons it is considered that DCP No 13 is no longer a relevant guide for the future redevelopment of the site.

It is noted that the purpose and status of development control plans is to "provide guidance" to proponents and Councils in achieving land use zone objectives and facilitating permissible development under an environmental planning instrument. In instances where there is an inconsistency between a development control plan and a local environmental plan, the local environmental plan is considered to prevail.

5. INDICATIVE DEVELOPMENT CONCEPT

5.1. OVERVIEW

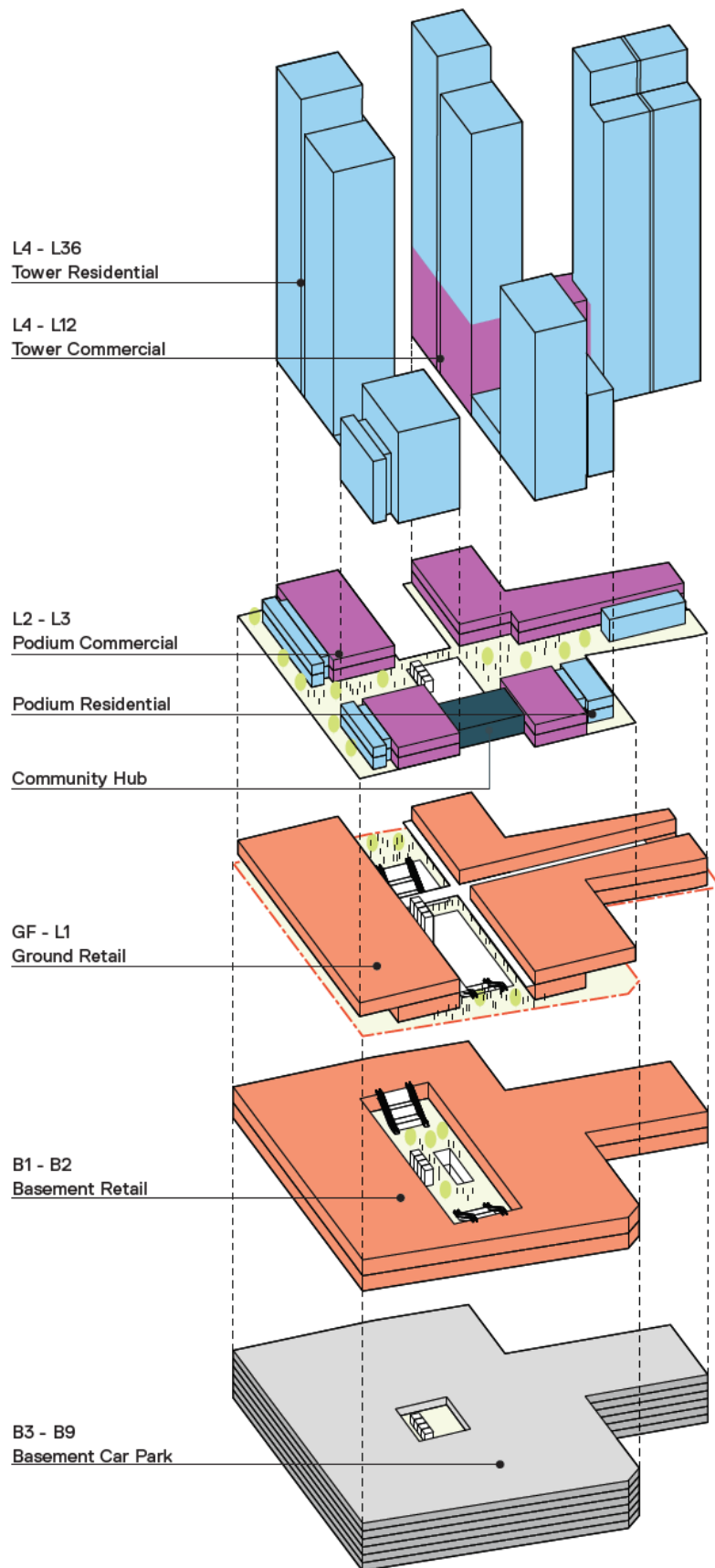
An indicative development concept has been prepared by *Grimshaw Architects* and is detailed in the Urban Design Report at **Appendix A**. The key components of the concept design include:

- A vibrant and active retail plaza at the ground and lower floors with provision for supermarkets, speciality retail, restaurants and cafes.
- A publicly accessible through site link and plaza, providing much needed open space for the Town Centre, activating the ground plane and facilitating direct pedestrian connectivity between Strathfield Station and the wider precinct.
- A commercial office campus, with versatile floorplates to support a broad range of market requirements, interconnected by landscaped terraces and communal meetings spaces.
- Five residential towers ranging in height from 13 to 38-storeys providing approximately 753 apartments of varying sizes, typologies, and layouts including one, two, three and four bedroom units with rooftop communal open spaces.
- Provision for 10% of the uplift in gross floor area to be dedicated as 'key worker' subsidised rental housing for a period of 10 years.
- Dedication of a 700m² community centre.
- A new Transport Hub incorporating a bus interchange, taxi / ride-share drop-off and pick-up, and bicycle parking with direct connections to the existing Strathfield Station, facilitating and encouraging use of sustainable transport options.

Table 1 – Indicative Development Concept – Key Components

Component	Amount	Percentage
<u>Gross Floor Area</u>		
Retail	19,185 sqm	17.9%
Commercial	16,666 sqm	15.6%
Residential	70,456 sqm	65.8%
Community	700 sqm	0.65%
Total	107,007 sqm	100%
<u>Apartments</u>		
Studio	38	5%
One Bedroom	166	22%
Two Bedroom	406	54%
Three Bedroom	131	17%
Four Bedroom	12	2%
Total	753	100%

Figure 12 – Indicative Development Concept – Land Use Structure



Source: Grimshaw

5.2. RETAIL

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 19,185m² of retail floor space is organised over four levels, two below ground and two above ground. These levels are connected by a generous Central Atrium, which allows light to reach all circulation areas providing a vastly improved user experience compared to the current situation. 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 commercial and residential land uses above (refer Figure 13).

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.

Figure 13 – Photomontage of proposed Strathfield Central retail and commercial podium



Source: Grimshaw

Figure 14 – Photomontage of proposed Strathfield Central Food Court



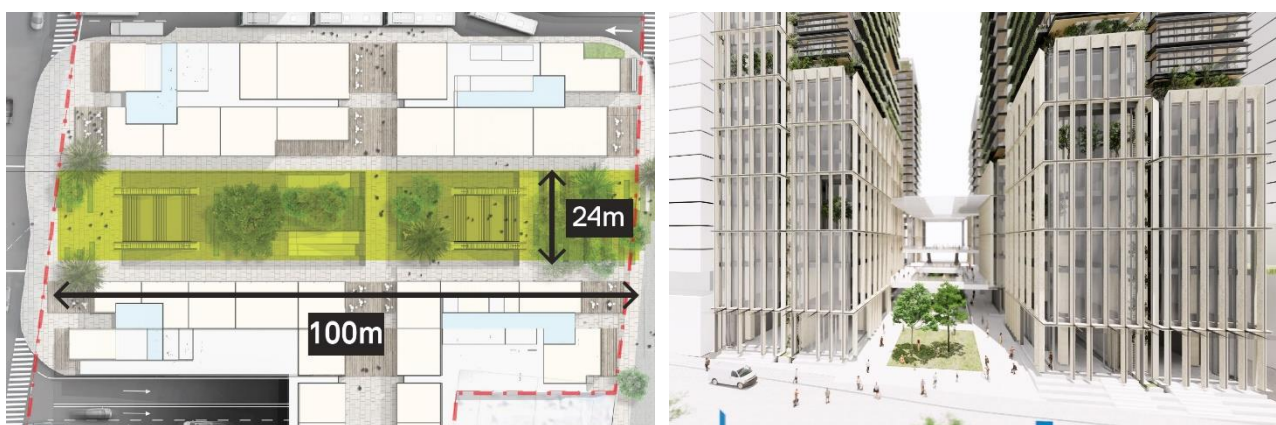
Source: Grimshaw

5.3. PUBLIC PLAZA

To align with Council's desire for improved public amenity within Strathfield Town Centre a new public open space is proposed. The Central Plaza, which dissects the site north-south from Churchill Avenue to Redmyre Road and east-west from The Boulevard to the new transport hub, will provide a high quality public realm and new destination for local residents.

The Plaza delivers a permeable pedestrian network enabling unrestricted access through the Town Centre, connecting existing public transport modes with the wider neighbourhood. The Plaza provides the opportunity for community engagement, through cultural and social opportunities, whilst also supporting ground level activation through enhanced foot traffic.

Figure 15 – Proposed Strathfield Central Public Plaza



Source: Grimshaw

Figure 16 – Proposed Strathfield Central Plaza and ground plane circulation diagram



Source: Grimshaw

5.4. COMMERCIAL

The development provides a total of 16,666m² commercial office floor space. The commercial campus forms an integral part of the mixed-use concept for Strathfield Central. The campus is located on levels 02 and 03 of the podium and levels 04 to 11 of Tower 2 and 3, situated on the boundary with 1-9 The Boulevard and 14 Strathfield Square.

The campus is accessed by independent lobbies positioned at key ground floor locations. Varied floor plate sizes and layouts are provided ensuring the development is able to attract a range of employment generating uses. The campus acts as a green buffer, defining the top of the podium and providing separation between the retail and residential land uses.

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 businesses with a resilient daytime economy. The existing financial and medical services currently operating in Strathfield Central would be well suited to the new commercial office space.

The proposed commercial campus will benefit from proximity to Strathfield Station with great accessibility to the Sydney CBD, Parramatta and Sydney Olympic Park. The campus will provide workers with flexible modern floorplates, district views, communal facilities and amenities, and direct access to high quality landscaped spaces.

Figure 17 – Commercial Campus – Typical Floor Plan



Source: Grimshaw

Figure 18 – Photomontage of proposed Strathfield Central Commercial Campus

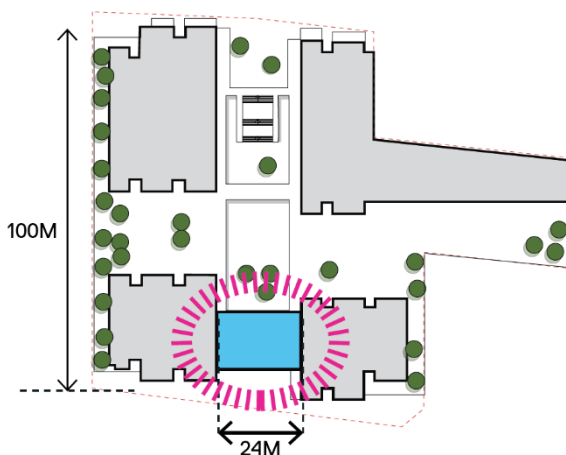


5.5. COMMUNITY HUB

The proposal incorporates a 700m² multi-purpose community hub. This is a shared facility that can be used for the local and broader community. The floorplate is versatile and flexible, while the prominent location on Levels 3 and 4 holds a unique position within the development and visibly engages with the public realm.

The community hub will contribute to the provision of high quality community facilities within the Strathfield Town Centre and wider Local Government Area.

Figure 19 – Proposed Strathfield Central Community Hub



5.6. RESIDENTIAL

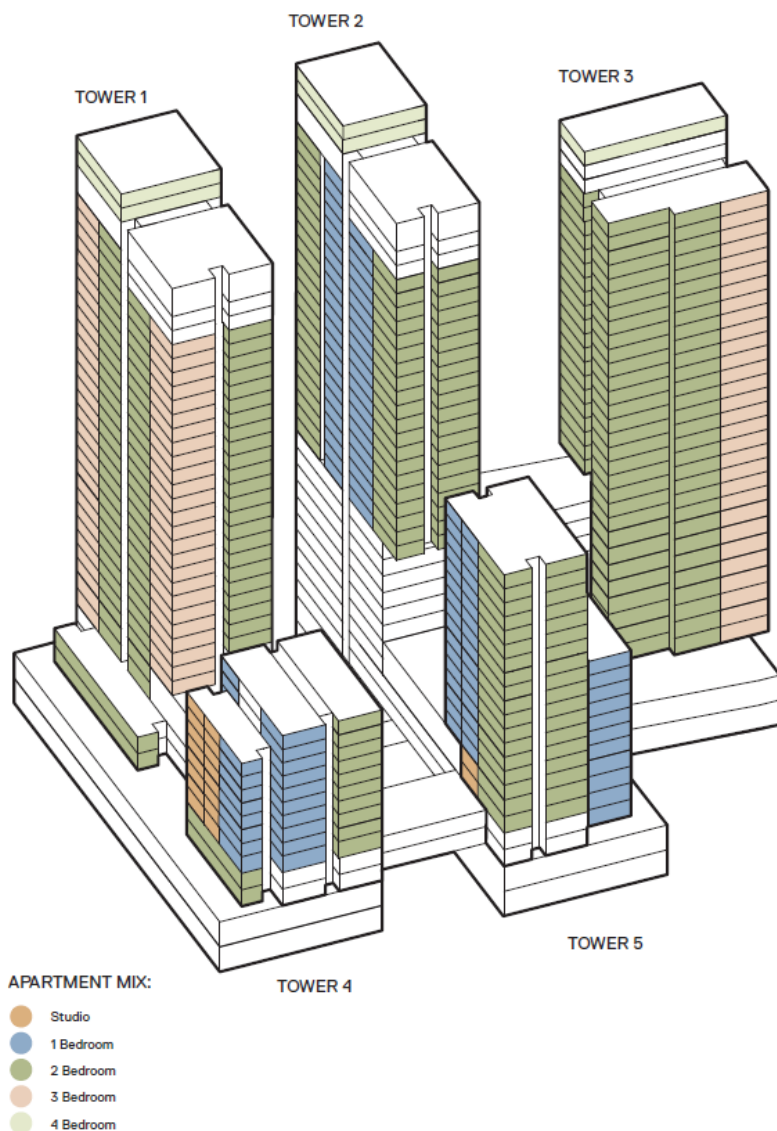
The residential component is located within five towers which extend beyond the retail and commercial podium. The towers range in height from 13-storeys to 38-storeys and are separated by a minimum of 24 metres in order to achieve visual and acoustic privacy.

A total of 753 apartments are provided, including a mix of studio, one, two, three and four bedroom apartments with varying layouts, orientation and sizes.

Towers 4 and 5 are reduced in height in order to protect sunlight access to neighbouring properties, particularly the existing school, open space and residential uses to the south. The towers provide a transition in height across the site, from the high density commercial hub around Strathfield Station to the medium density mixed-use neighbourhood to the south.

Each tower has its own ground level street entrance, away from the primary retail activation areas. The towers contain between 6 and 8 apartments arranged around a central core. The apartments are oriented to achieve solar access and natural cross ventilation, whilst also maintaining visual and acoustic privacy. Each core gives direct access from the tower to the residential basement levels at B7-B9 inclusive.

Figure 20 – Residential Apartment Mix

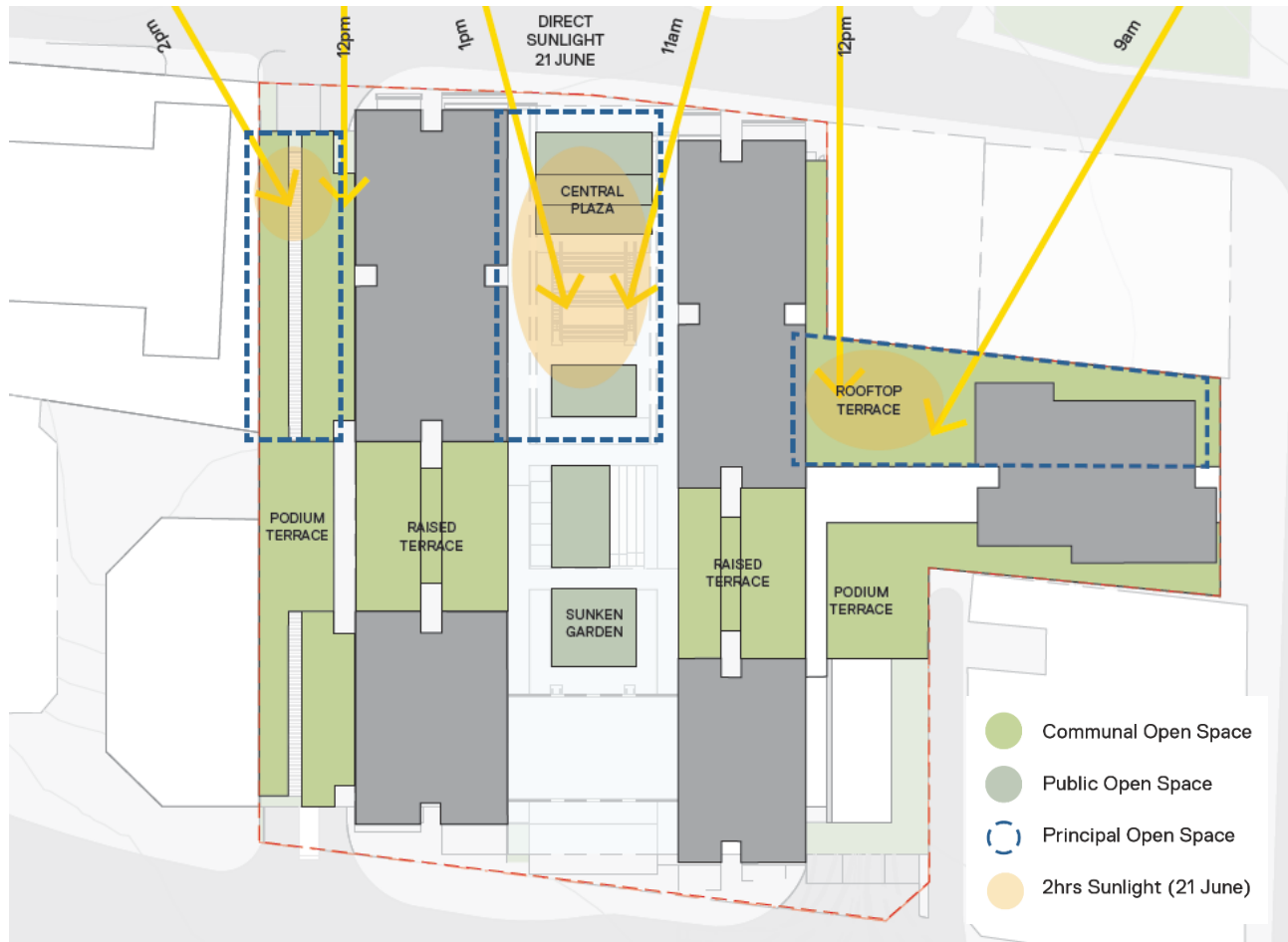


Source: Grimshaw

5.7. COMMUNAL AND PUBLIC OPEN SPACE

In addition to the Central Plaza and Sunken Garden at ground level, the development provides communal open space for the enjoyment of the future residents across multiple podium and rooftop levels (refer Figure 21). The combined area of open space is equivalent to 25% of the site area. Further, 50% of the communal open space receives a minimum of 2 hours of sunlight between 9 am and 3 pm in mid-winter.

Figure 21 – Communal and Public Open Space



5.8. TRANSPORT HUB

The proposal provides a unique opportunity for Council and the NSW Government to redefine the Strathfield Town Centre transport interchange. The development concept proposes to deliver a new Transport Hub incorporating a bus interchange, taxi / ride-share drop-off and pick-up, and bicycle parking with direct connections to the existing Strathfield Station.

The new Transport Hub would provide a safe and secure environment 24 hours a day, 7 days a week. The relocated bus interchange and taxi / ride-share drop-off and pick-up would significantly improve the existing pedestrian environment around Albert Road, Churchill Avenue and Strathfield Square by removing the existing conflict between vehicles and pedestrians.

The new Transport Hub incorporates a sheltered and enclosed waiting area for pedestrians resulting in improved comfort, away from harsh weather conditions. By integrating the new Transport Hub within the mixed-use Strathfield Central development there is a greater amount of activation resulting in improved passive and active surveillance and increased patronage.

Figure 22 – Photomontage of proposed Strathfield Central Transport Hub



Source: Grimshaw

5.9. PUBLIC BENEFIT OFFER

Under Section 7.4 of the EP&A Act, a proponent may enter into a Voluntary Planning Agreement (VPA) where a change is sought to an environmental planning instrument, under which the developer agrees to dedicate land free of cost, pay a monetary contribution, and/or provide any other material public benefit to be used for or applied towards a public purpose. A draft VPA is normally prepared following 'Gateway' approval of a Planning Proposal and the associated Public Benefit Offer.

The proponent is prepared to enter into discussions with Council to contribute to a range of **direct** and **indirect** Public Benefits in association with this Planning Proposal, which may include:

Direct

- Delivery of a new vibrant Public Plaza dissecting the site north-south and east-west to be accessible 24 hours a day, 7 days a week.
- Delivery of a new integrated public transport hub.
- Delivery of a 700m² multi-purpose community facility.
- Delivery of affordable housing for key workers – equivalent to 10% of the gross floor area uplift;

Indirect

- Embellishment of Churchill Avenue to create an extended public realm and share-way, connecting Strathfield Square with Strathfield Plaza.
- Creation of a subterranean pedestrian link, creating a safe, secure and direct connection between Strathfield Station and the Strathfield Central transport hub.
- Creation of a new footbridge crossing over Redmyre Road, facilitating improved public access to the Strathfield Central transport hub and Strathfield Station.

Following preliminary review of this Planning Proposal and discussions with Council, the proponent will confirm further details of the proposed Public Benefit Offer. Once the Planning Proposal receives 'Gateway' approval, this Public Benefit Offer will be translated into a Draft VPA for exhibition with the Draft SLEP 2012 Amendment.

6. THE CASE FOR CHANGE

Achievement of the vision for the redevelopment of the site and the associated arising significant public benefits, requires amendment to existing planning controls. There are compelling reasons why the Planning Proposal should be supported, summarised as follows:

6.1. CATALYST FOR GROWTH

Strathfield Town Centre is positioned within a strategically important urban growth corridor between Parramatta and the Sydney CBD. The corridor is the focus of urban renewal due to its excellent public transport connectivity, and proximity to existing and planned employment opportunities, health and education services, and community facilities.

Strathfield Central is the largest and most strategically located landholding within Strathfield Town Centre. Accordingly, the proposal presents a unique opportunity to revitalise the Strathfield Town Centre.

The site is capable of providing significant uplift in density without major impacts on public infrastructure or adjacent uses. Further, it is one of the few remaining major development sites in the Town Centre not affected by heritage, access, small lot size, or strata-title constraints.

Redevelopment of Strathfield Central provides the catalyst for urban renewal and growth of the Strathfield Town Centre and wider Local Government Area by encouraging other land owners, Council and the State Government to invest in the area. Further, the increase in population through greater employment and residential uses creates impetus and flow on benefits to other businesses and services in the area.

6.2. PLANNING CONTROLS INHIBIT GROWTH

Current planning controls applicable to the Strathfield Central site under *SLEP 2012* and Strathfield DCP 2005 are outdated and not reflective of the desired strategic future for Strathfield.

The current maximum FSR of 7.5:1 cannot be delivered within the limiting 54 metre maximum building height standard. Further, the current 30% cap on residential accommodation within the Town Centre is at odds with the Council's aspirations for a diverse and vibrant hub, and results in such a significant quantum of commercial floor space (i.e. >50,000m²) that it renders redevelopment option unviable.

There is an imperative for the current planning controls to be changed to better reflect the strategic futures desired for Strathfield Town Centre and the Strathfield Central site.

6.3. SIGNIFICANT PUBLIC BENEFITS

The Strathfield Central Planning Proposal embraces the critical place it occupies in the Strathfield Town Centre through creating significant direct and indirect public benefits.

Key direct public benefits provided by the proposal area:

- Creation of a large Public Plaza dissecting the site north-south and east-west to be accessible 24 hours a day, 7 days a week. This plaza is designed as a gathering space for people and is carefully designed to facilitate safe and efficient movement of people around the Town Centre.
- Provision of a public transport hub within the site, facilitating enhanced movement of vehicles and people around the Town Centre. This public transport hub facilitates resolution of the existing congested and unsafe movement that currently occurs around the Town Centre and railway station, fostering the creation of a world class public space benefitting everyone.
- Provision of 700m² space suitable for multi-purpose community facility. The provision of this space reinforces the public focus of the Strathfield Plaza proposal and enhances the appeal and function of the Town Centre as a major gathering place for local people.
- Provision of a significant amount of affordable housing for key workers. The proposal embraces Council's plans to improve opportunities for people from all parts of the community to live in the Town Centre by incorporating a generous offer of providing affordable housing in future development.

The Planning Proposal provides the opportunity to create significant indirect public benefits which can be pursued in partnership with Council. These include:

- Embellishment of Churchill Avenue to create an extended public realm and share-way, connecting Strathfield Square with Strathfield Plaza.
- Provision of a subterranean pedestrian link, creating a safe, secure and direct connection between Strathfield Station and the Strathfield Central transport hub.
- Provision of a new footbridge crossing over Redmyre Road, facilitating greater public access to the Strathfield Central transport hub and Strathfield Station.

6.4. TRANSIT ORIENTED DEVELOPMENT

The Strathfield Central Planning Proposal achieves a contemporary, exemplar Transit Orientated Development optimising development outcomes in an area benefitting from exception transport infrastructure. The site is located in close proximity to high frequency public transport, including rail and bus networks and has easy access to essential services, employment and educational opportunities.

The proposed Transport Hub provides a unique opportunity to deliver a truly integrated public transport interchange for Strathfield with direct connections between the train station, bus interchange, Strathfield Plaza and the wider town centre. The Transport Hub allows the existing bus interchange to be modified resulting in significant improvements to pedestrian amenity by removing vehicles from Albert Road and prioritising pedestrian and bicycle movements.

The proposed Transport Hub supports the existing public transport system, improve the Strathfield Town Centre and promotes the use of alternate transport modes through better connectivity

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. This is highly consistent with government policy focussing density in high access location.

6.5. AN ACTIVE AND VIBRANT TOWN CENTRE

The mix of uses proposed to be delivered at Strathfield Central contributes strongly to enhancing Strathfield Town Centre as an active and vibrant place 24 hours a day, 7 days a week. The publicly accessible Plaza, flanked by retail uses will activate the locality, providing a safe and secure environment for the community to gather at all times of the day.

The proposed mix of retail, office, community and residential uses ensures the Town Centre is populated not only during the typical office or retail operating hours, but on weekends and well into the evening.

6.6. MORE JOBS AND HOMES FOR STRATHFIELD

The redevelopment of Strathfield Central provides a significant contribution to local employment opportunities and diversity through the provision of approximately 5,285 jobs during construction and 1,421 additional jobs upon completion. Strathfield Central will deliver between 40% to 53% of the estimated forecast 10-year demand for jobs in the LGA.

The redevelopment of Strathfield Central provides a significant contribution to local housing choice, diversity and supply. The site can accommodate approximately 753 dwellings within the short-medium term. A mix of one, two, three and four bedroom apartments are provided with a range of sizes and layouts so as to meet the current and future needs of residents. Apartment configurations support diverse household types and stages of life including single person households, families, multi-generational families and group households.

For these reasons, we submit that Strathfield Council (as the relevant planning authority) resolve to initiate the amendment process under section 56 of the EP&A Act and seek a 'gateway determination' from the NSW Department of Planning, Industry and Environment.

7. PLANNING PROPOSAL

This Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act with consideration of the NSW Department of Planning and Environment's '*A guide to preparing planning proposals*' and '*A guide to preparing local environmental plans*', August 2016. Accordingly, the Planning Proposal is addressed in the following six parts:

- **Part 1** – A statement of the objectives and intended outcomes of the proposed instrument.
- **Part 2** – An explanation of the provisions that are to be included in the proposed instrument.
- **Part 3** – The justification of those objectives, outcomes and the process for their implementation.
- **Part 4** – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies.
- **Part 5** – Details of the community consultation that is to be undertaken on the planning proposal.
- **Part 6** – A project timeline to detail the anticipated timeframe for the plan making process.

7.1. PART ONE: OBJECTIVES OR INTENDED OUTCOMES

The intended outcome of this Planning Proposal is to amend *SLEP 2012* in order to facilitate the future development of Strathfield Central, 11-23 The Boulevard, Strathfield. The proposed amendments to the height of buildings and floor space ratio development standards, as well as other local provisions, will facilitate a landmark mixed-use development incorporating:

- A vibrant and active retail plaza at the ground and lower floors with provision for supermarkets, speciality retail, restaurants and cafes.
- A publicly accessible through site link and plaza, providing much needed open space for the Town Centre, activating the ground plane and facilitating direct pedestrian connectivity between Strathfield Station and the wider precinct.
- A commercial office campus, with versatile floorplates to support a broad range of market requirements, interconnected by landscaped terraces and communal meetings spaces.
- Five residential towers ranging in height from 13 to 38-storeys providing approximately 753 apartments of varying sizes, typologies, and layouts including one, two, three and four bedroom units with rooftop communal open spaces.
- Provision for 10% of the uplift in gross floor area to be dedicated as 'key worker' subsidised rental housing for a period of 10 years.
- Dedication of a 700m² community centre.
- A new Transport Hub incorporating a bus interchange, taxi / ride-share drop-off and pick-up, and bicycle parking with direct connections to the existing Strathfield Station, facilitating and encouraging use of sustainable transport options.

7.2. PART TWO: EXPLANATION OF PROVISION

The objectives and intended outcomes of the Planning Proposal will be achieved by amending the height of buildings and floor space ratio development standards, as well as other local provisions, of SLEP 2012 as they apply to the site as follows:

- Amend the applicable maximum height of buildings development standard, under *Clause 4.3: Height of buildings*, to permit buildings with a height of up to **156 metres**.
- Amend the applicable maximum floor space ratio development standard, under *Clause 4.4 Floor Space Ratio*, to permit a floor space ratio of **9.5:1** and identify Strathfield Central as “Area 4”.
- Remove the application of *Clause 4.4B Exceptions to floor space ratio (Strathfield Town Centre)*.
- Amend *Clause 6.7 Design excellence for Strathfield Town Centre* to include “Area 4” on the Floor Space Ratio Map.
- Amend *Clause 6.8: Additional provisions for development in Strathfield Town Centre* on “Area 4” to increase the cap on residential accommodation permitted on the site to 70%.

In addition, it is anticipated that the Planning Proposal will be accompanied by the preparation of a site specific **Development Control Plan** that would further detail the key parameters of development on the site including matters such as building massing, typologies, active frontages, setbacks, access, transport and movement etc. However, it is expected that this document would be developed in consultation with Council following preliminary review of the Planning Proposal.

7.3. PART THREE: JUSTIFICATION

7.3.1. SECTION A – Need for the planning proposal

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

Yes, the Planning Proposal is entirely consistent with *A Metropolis of Three Cities: Greater Sydney Region Plan (GSC 2018)* and *Eastern City District Plan (GSC 2018)*, which was adopted by the NSW Government in March 2018.

In addition, the Planning Proposal is consistent with the directions established by Strathfield Council in the *Strathfield 2030 Community Strategic Plan* (June 2018), which identified the need to “develop plans for upgrading Strathfield Town Centre and integrating transport services”.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, the proposed amendments to the height of buildings and floor space ratio development standards, as well as other local provisions, of SLEP 2012 are required to facilitate the redevelopment of the site to achieve the anticipated built form and development outcomes described in Section 5 of this report.

7.3.2. SECTION B – Relationship to strategic planning framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Yes, as described in Section 3 of this Report and summarised in Table 2, the Planning Proposal is entirely consistent with the objectives and actions of *A Metropolis of Three Cities: Greater Sydney Region Plan* (2018), the *Eastern City District Plan* (2018), and the *Greater Parramatta Interim Land Use and Infrastructure Implementation Plan* (2017).

Table 2 – Relationship to Strategic Planning Framework

Strategic Plan	Consistency
<p><i>A Metropolis of Three Cities: Greater Sydney Region Plan (2018)</i></p>	<p>The Planning Proposal is consistent with <i>A Metropolis of Three Cities: Greater Sydney Region Plan</i>, as it would:</p> <ul style="list-style-type: none"> • Provide and embellish infrastructure to support a 30-minute city (Direction: A city supported by infrastructure); • Provide services and infrastructure to meet communities' changing needs, such as a 700m² dedication to Council for community purposes, transport hub and 10% uplift dedicated to key worker housing for a period of 10 years (Direction: A city for people); • Increase the supply of housing near Strathfield Station and responds to increased housing diversity, and choice through the provision of housing stock to suit the needs of a changing population (Direction: Housing the city); • Create a community hub to bring people together (Direction: A city of great places); • Contribute to a 30-minute city and integrates land use and transport to create a walkable environment (Direction: A well-connected city); and • Increase investment and business activity in Strathfield Town Centre to ensure day-to-day access to goods and services is supplied to users (Direction: Jobs and skills for the city).
<p><i>Eastern City District Plan (2018)</i></p>	<p>The Planning Proposal is consistent with <i>Eastern City District Plan</i>, as it would:</p> <ul style="list-style-type: none"> • Provides services and social infrastructure to meet people's changing needs (Planning Priority E3); • Fosters healthy, creative, culturally rich and socially connected communities (Planning Priority E4); • Provides housing supply, choice and affordability with access to jobs, services and public transport (Planning Priority E5); • Creates and renews great places and local centres, and respects the District's heritage (Planning Priority E6); and • Delivers integrated land use and transport planning and a 30-minute city (Planning Priority E10).
<p><i>Greater Parramatta Interim Land Use and Infrastructure Implementation Plan (2017)</i></p>	<p>The Planning Proposal is consistent with the interim LUIIP for Greater Parramatta as it will provide housing in close proximity to existing and planned transport links, and will contribute to the Greater Sydney Commission's vision for a connected, unified heart at Greater Sydney's true centre.</p>

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

Yes, the Planning Proposal is consistent with the following relevant local strategy and planning studies as described in Section 3 of this Report and summarised in Table 3 below.

Table 3 – Relationship to Local Strategic Plans and Planning Studies

Local Council Plans and Studies	Consistency
<i>Strathfield 2030 Community Strategic Plan</i>	<p>The Planning Proposal is consistent with the <i>Strathfield 2030 Community Strategic Plan</i>, as it would:</p> <ul style="list-style-type: none"> • Provide Strathfield with an intuitive and well-planned infrastructure system, such as the redesigned bus interchange, that can support future population growth and maximise its potential as a major transport interchange. • Provide Strathfield's residents with a safe and easily accessible infrastructure that will ease traffic congestion and promote pedestrian activation. • Foster Strathfield's strong sense of community by providing accessible and high-quality public amenities at the heart of town. • Provide Strathfield with accessible leisure and community facilities that will help celebrate diversity and support tolerance within the population. • Revitalise the town centre with a public space that can provide Strathfield with a nucleus for the community and reinforce sense of place. • Provide a diverse range of modern apartments with communal gardens and shared amenities • Create a strong and resilient commercial core supporting a diversity of business. • Provide Strathfield with its own distinct identity as a retail destination.
<i>Strathfield Residential Land Use Study</i>	<p>The Planning Proposal is consistent with the key conclusions and recommendations of the <i>Strathfield Land Use Study</i> (November 2011), as follows:</p> <ul style="list-style-type: none"> • The Strathfield Residential Land Use Study indicated that the total existing capacity and recently constructed/ approved dwellings within the Strathfield LGA equated to approximately 4,900 (as at the time of the report). This represents just under 60% of the overall target for new residential development in the LGA as stipulated in the Inner West Subregional Strategy (8,300 dwellings by 2031) and a shortfall of approximately 900 dwellings to reach the Stage 1 (2021) housing target. • The Study acknowledged the review of planning controls and made recommendations to promote the redevelopment of the Strathfield Town Centre, which includes the following: <ul style="list-style-type: none"> ○ Envisioned built form: B4 Mixed Use Residential ○ Floor Space Ratio: 3.1 + 3.4 bonus ○ Height: 22 storeys (90m) <p>These planning control recommendations reflect the opportunities to leverage off Strathfield's strategic location and increase residential capacity.</p>

Local Council Plans and Studies	<p>Consistency</p> <ul style="list-style-type: none"> The proposed amendment to the SLEP 2012 will facilitate the delivery of approximately 753 dwellings in the short-medium term. The site is a rare opportunity for redevelopment to allow revitalisation of the town centre, provide 21st century services to meet the needs of residents, and leverage off the proximity to regionally significant transport interchange. As such, the site is capable of providing a significant uplift in density without major impact on the amenity of existing residents.
<i>Strathfield at the Crossroads of Sydney: A Economic Land Use and Employment Strategy</i>	<p>The Planning Proposal is consistent with <i>Strathfield at the Crossroads of Sydney: A Economic Land Use and Employment Strategy</i>, as it would:</p> <ul style="list-style-type: none"> Cements Strathfield Town Centre as the primary centre in the LGA. Provides a diversity of mixed uses and variety of retail. Improves local transport connections with the bus interchange and intermodal connections. Provides opportunities for additional commercial uses, such as office.

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

Yes, the Planning Proposal is consistent with the following applicable State Environmental Planning Policies (SEPP):

- SEPP No 65 – Design Quality of Residential Apartment Development:** The concept design has been prepared with regard to SEPP 65 and the accompanying Apartment Design Guide (**ADG**). In particular, the concept design is able to achieve the required solar access, natural cross-ventilation, building separation, apartment size and layout requirements. Detailed compliance with SEPP 65 and the ADG will be demonstrated as part of the future development application.
- SEPP No 70 – Affordable Housing (Revised Schemes):** SEPP No. 70 is not specifically relevant to the Planning Proposal but may be a consideration for the future development application.
- SEPP (Building Sustainability Index: BASIX) 2004:** The future development application will be accompanied by a BASIX assessment and certificate.
- SEPP (Infrastructure) 2007:** A referral to NSW Roads and Maritime Services for traffic generating development will be required at the development application stage.

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

Yes, the Planning Proposal is consistent with the applicable Ministerial Directions under section 9.1 of the EP&A Act, as discussed in Table 4 below.

Table 4 – Section 9.1 Directions

Direction and Objective	Comment
Direction 1.1 Business and Industrial Zones	
<p>(1) <i>The objective of this direction are to:</i></p> <ul style="list-style-type: none"> a. <i>encourage employment growth in suitable locations,</i> b. <i>protect employment land in business and industrial zones, and</i> c. <i>support the viability of identified centres.</i> 	<p>The Planning Proposal retains the B3 Commercial Core zone. The proposal seeks to provide a variety of employment uses, including commercial, retail and community facilities.</p> <p>An economic impact assessment has been prepared by HillPDA (refer Appendix B). The assessment confirms the Planning Proposal will result in:</p> <ul style="list-style-type: none"> • A significant contribution to employment opportunities and diversity through the provision of around 5,285 jobs/year arising from construction and 1,421 additional jobs when completed. • The value added to the local economy is \$135,7 million every year. <p>The planning proposal complies with Direction 1.1 as it presents an opportunity to revitalise the Strathfield Town Centre.</p>
Direction 2.3 Heritage Conservation	
<p>(2) <i>The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</i></p>	<p>The Planning Proposal does not have any heritage significance but is adjacent to locally listed heritage items and heritage conservation area.</p> <p>Careful consideration and mitigation measures have been applied to minimise any negative impacts on the heritage items. A heritage impact assessment has been prepared by Urbis (refer Appendix E). The report acknowledges the conservation of the adjacent heritage items and conservation area is dependent on a suitable demand for retail premises, which can only be achieved by a vibrant town centre, which the planning proposal aims to rectify.</p>
Direction 3.1 Residential Zones	
<p>(1) <i>The objectives of this direction are:</i></p> <ul style="list-style-type: none"> a. <i>to encourage a variety and choice of housing types to provide for existing and future housing needs,</i> b. <i>to make efficient use of existing infrastructure and services and ensure that new housing has</i> 	<p>The Planning Proposal proposes to introduce an apartment mix, which allows future residents to be close to a major transport interchange meeting the 30-minute city vision. The proposal seeks to provide 10% of the uplift to key workers housing.</p>

Direction and Objective	Comment
<p><i>appropriate access to infrastructure and services, and</i></p> <p><i>c. to minimise the impact of residential development on the environment and resource lands.</i></p>	
Direction 3.4 Integrating Land Use and Transport	
<p><i>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <p><i>a. improving access to housing, jobs and services by walking, cycling and public transport, and</i></p> <p><i>b. increasing the choice of available transport and reducing dependence on cars, and</i></p> <p><i>c. reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i></p> <p><i>d. supporting the efficient and viable operation of public transport services, and</i></p> <p><i>e. providing for the efficient movement of freight.</i></p>	<p>The site is well serviced by a range of public transport networks. It is located within walking distance of Strathfield Railway Station. Services on the main line through these stations generally operate with headways of 5 to 10 minutes in each direction during peak periods and 10 to 15 minutes in each direction outside peak hours.</p> <p>Local and regional bus services through the area are provided by Sydney Buses. There are bus stops on both side of Strathfield Station in the vicinity of the site.</p> <p>The proximity of these transport services will encourage public transport use, cycling or walking and discourage use of private transport.</p>
Direction 3.5 Development Near Regulated Airports and Defence Airfields	
<p><i>(1) The objectives of this direction are:</i></p> <p><i>a. to ensure the effective and safe operation of regulated airports and defence airfields;</i></p> <p><i>b. to ensure that their operation is not compromised by the development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity; and</i></p> <p><i>c. to ensure development, if situated on noise sensitive land, incorporates appropriate mitigation measures so</i></p>	<p>The obstacle limitation surface for the Sydney Airport applies to the proposed development. The proposed heights are within the outer horizontal surface maximum of 156m AHD.</p>

Direction and Objective	Comment
<i>that the development is not adversely affected by aircraft noise.</i>	
Direction 4.3 Flood Prone Land	
<p>(1) <i>The objectives of this direction are:</i></p> <ul style="list-style-type: none"> a. <i>to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005; and</i> b. <i>to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.</i> 	<p>The Infrastructure Services Assessment prepared by Cardno and including at Appendix D provides a description of the potential flood impacts both on and off the subject site and outlines the flood planning levels to be further developed through consultation with Council and other service authorities.</p>
Direction 7.1 Implementation of A Plan for Growing Sydney	
<p>(1) <i>The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</i></p>	<p>The Planning Proposal is entirely consistent with the objectives and actions of <i>A Plan for Growing Sydney (2014)</i>. Specifically, the Planning Proposal aims to increase housing supply in an area with excellent access to public transport, employment and education opportunities, retail, and community facilities and services.</p>

7.3.3. SECTION C – Environmental, social and economic impact

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

No. the site is situated within an urban context and was historically used for commercial purposes. The site is highly modified and therefore it is expected that the Planning Proposal will not affect any critical habitat or threatened species, populations or ecological communities.

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

The Planning Proposal is not expected to give rise to any unreasonable environmental impacts. Where potential environmental impacts have been identified, mitigation and management measures have been provided. The following section provides a summary of the potential environmental impacts and management measures.

RESIDENTIAL AMENITY

As detailed in the Urban Design Report prepared by *Grimshaw Architects* (refer **Appendix A**) the concept design accompanying this Planning Proposal has been designed with regard to SEPP 65 and the accompanying ADG. The concept design is able to achieve compliance with the key numerical standards detailed in the ADG including solar access, natural ventilation, apartment size and layout, private and communal open space, and building separation requirements. Specifically:

- 613 of the 753 apartments (or 81%) receive a minimum of 2 hours solar access to the living room and private open space during mid-winter.
- 90 of the 162 apartments (or 90%) within the first 9-storeys of the development are naturally cross-ventilated.
- 25% of the site area is provided as communal open space and 50% of the principal open space receives a minimum of 2 hours solar access during mid-winter.
- Building separation is provided in accordance with the ADG requirements, including a minimum of 24m between habitable rooms eight-storeys and above.

Detailed compliance with the relevant State and local residential amenity controls will be provided with any future development application.

OVERSHADOWING

An overshadowing assessment is provided in the Urban Design Report prepared by Grimshaw and included at **Appendix A**. The assessment was prepared in order to identify and mitigate against potential shadow impacts on the following surrounding sensitive receivers:

- 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

The assessment informed the ultimate height and location of the proposed podium and residential tower heights across the site.

The shadow diagrams provided demonstrate the tower massing and height has been carefully considered to ensure there is no overshadowing to the open space of the open space within Meriden School during play lunch hours (12pm-2pm) as a result of the development.

With regard to the adjacent 'The Boulevard Apartments' a majority of apartments currently receive direct sunlight in the morning (min. 9am-10am), with a second hour in the afternoon (2pm-3pm). Due to its location east of Strathfield Central, approximately 70-80% of apartments are unaffected by the proposed development. In summary, the proposal for Strathfield Central has little or no negative impact upon the surrounding sensitive receivers.

ENVIRONMENTAL SUSTAINABILITY

The proposal identifies key initiatives and performance targets to be further considered during design development, including:

- Achieving a Green Star 5-6 Star rating.
- Achieving a NABERS rating of 5* (commercial campus) – through the use of high performance façades, LEDs throughout, co-generation for pool, local ventilation, common area natural ventilation, and economy cycle mechanical systems.
- Achieving a BASIX water 45+ target (residential) – through rainwater collection for irrigation, cooling towers, and grey water, efficient fixtures and fittings, and condensate capture.

- Achieving a BASIX energy 30+ target (residential) – though the use of high performance façades, double-sided natural ventilation and wintergardens, appliance package (washing machine, dryer, dishwasher, fridge), four pipe fan coil units in apartments, day/night air conditioning operation, common area natural ventilation, LEDs throughout + control, and co-generation for pool.

TRAFFIC AND TRANSPORT

A Traffic and Transport Assessment has been prepared by *Cardno* and is included at **Appendix C**. The findings of the assessment are summarised as follows.

The site is conveniently located to take advantage of the connectivity of existing public transport services and support the greater use of sustainable modes of transport, likely reducing reliance on private vehicles.

The subject site is currently well served by public transport services being 100 metres from Strathfield Station. The station is served by Sydney Trains T1 North Shore, Northern & Western Line and T2 Inner West & Leppington Line suburban services as well as NSW TrainLink Intercity and regional services. Strathfield Station is a junction point on the Sydney Trains network.

The Strathfield Town Centre is also serviced by a major bus interchange with services to Ryde, Parramatta, Rhodes, Burwood, Liverpool, Fairfield, Hornsby, and the Sydney CBD. The transport interchange also provides access taxi services.

Journey to work data from the 2016 Census demonstrates that the private car dependency of people within Strathfield is significantly lower than Greater Sydney. This is the result of the high frequency public transport options provided, which allow easy connections to Parramatta and the Sydney CBD.

The Strathfield Central Planning Proposal would achieve the principles and benefits of a **Transit Orientated Development** (TOD), leveraging existing and future / planned investment in transport infrastructure. As described above, the site is located in close proximity to high frequency public transport, including rail and bus networks and has easy access to essential services, 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.

The Planning Proposal has the ability to transform Strathfield into an exemplar TOD characterised by:

- A rapid and frequent transit service;
- High accessibility to the transit station;
- A mix of residential, retail, commercial and community uses; and
- High quality public spaces and streets, which are pedestrian and cyclist friendly.

The proposed Transport Hub provides a unique opportunity to re-think the existing interchange and achieve improved safety and operational efficiencies. The benefits of such a proposal are:

- Provides a sheltered and enclosed waiting area for pedestrians resulting in improved comfort, away from harsh weather conditions.
- Allows the existing bus interchange to be modified to improve pedestrian amenity between Strathfield Station, Strathfield Plaza and the wider Town Centre. Notably, the existing Taxi rank and Kiss 'n' Ride areas can be relocated to pedestrianize Albert Road immediately in front of the station entrance.
- Improve congestion during peak times by reducing the number of conflict points and level of interaction between buses stopping and cars circulating within the town centre.

The proposed Transport Hub will support the existing public transport system, improve the local area of Strathfield Town Centre and promote the use of alternate transport modes through better connectivity.

The proposed car parking strategy and provision for the site adopts outcomes in line with TOD, including restricting on-site car parking in order to influence travel mode choice, along with the delivery of green travel plans, bicycle parking, and improved access to car share facilities to reduce reliance on private car dependency.

INFRASTRUCTURE SERVICES

An Infrastructure Services Assessment has been prepared by *Cardno* and is included at **Appendix D**. The key findings of the assessment are summarised as follows.

- Two existing trunk Sydney Water stormwater culvert assets traverse the site, one is live and the other appears to be unused and dormant.
- Two existing Sydney Water DN225 sewer services traverse the site.
- Other services also exist onsite including electrical mains/kiosks and telecommunications services.
- Other stormwater, sewer, power, gas and telecoms services exist on the site and on adjoining properties and road reserves that surround the site.
- The subject site and its surrounding neighbours and roads are currently affected by 1% AEP flood events.

This Planning Proposal provides an opportunity to re-engineer, revitalise, renew and replace existing aged stormwater and sewer assets and to improve flooding conditions both on the site and in the broader region of the Strathfield Central site. The construction of a brand new stormwater culvert system as proposed would bring and provide considerable new benefits over the existing stormwater culvert situation including:

- Replacement and amplification of the existing aged 2.54 x 1.83m stormwater culvert asset (both within the site and at substantial length immediately upstream of the site under Redmyre Rd.)
- The removal and unburdening of this trunk stormwater system under numerous adjoining neighbour properties fronting the "The Boulevarde".
- A new culvert which would be designed to not adversely impact on existing overland flow and flooding.
- An opportunity for existing overland flooding to be diverted under the site within a specifically designed new culvert.
- Stormwater collected off the site would be suitably collected, detained, quality treated and recycled onsite (where viable).
- All habitable floors would be designed at suitable levels relative to large flood events.

The report provides initial concept design solutions for civil, stormwater, flood, sewer and other key services to be further development as part of any future development application, including:

- A logical new diversion solution to the Sydney Water owned trunk stormwater system that traverses the site.
- A logical new route for the conveyance of overland stormwater events via new culverts and new stormwater overland conveyance flow paths.
- A logical diversion solution for the existing DN225 sewer that traverses the site.
- Recommended flood planning levels.

HERITAGE

A Heritage Impact Study (his) has been prepared by *Urbis* and is included at **Appendix E**. The subject property is not an individual listed heritage item on any statutory heritage list, nor is it located within a heritage conservation area. However, it is adjacent to two heritage listed retail buildings at the corner of Redmyre Road and The Boulevarde, being Items 200 and 201 under the Strathfield LEP 2012.

These two heritage items are separated from the subject property by Orrs Lane, and together with the five retail properties to the north along The Boulevarde, are identified as the C15 The Boulevarde Retail Conservation Area under the Strathfield LEP 2012.

The existing buildings and structures on the site are not considered to be of heritage significance and are not required to be retained on heritage grounds. Demolition of the existing buildings will not result in any detrimental heritage impacts to the place.

Conservation of the adjacent heritage items and conservation area buildings is dependent on a suitable demand for retail premises, which can only be achieved within a growing and vibrant town centre. The retention of a low-scale town centre would be to the detriment of the wider locality and may impact the longevity of the heritage retail buildings by depriving this area of a suitable retail demand.

While the proposed podium is of a higher scale than the existing retail buildings, it interprets the two-storey typology and the streetscape pattern and building rhythm in its form. Taller tower elements have been setback from the immediate streetscape and have been articulated to prevent dominant building forms. In this particular instance, the proposed higher scale future development is considered to have an acceptable heritage impact and will be complementary to the development of an energised and diverse town centre.

The heritage listed buildings are located outside of the subject site boundaries and are not included in the proposal. No buildings or fabric of heritage significance will be removed or impacted by the proposal. The heritage conservation area and its historic retail character will be retained.

The Planning Proposal is restricted to land to the rear of the adjacent heritage items and future built form will therefore not obscure any existing or important views towards the heritage buildings. While views towards these heritage buildings will change as they will be read in a broader context of high-density development, this is considered to be an acceptable given the town centre location and proximity to other elements of this important urban centre. There are no visual impacts to any of the heritage items in the wider vicinity of the subject property.

Overall the Planning Proposal will have negligible heritage impact.

WIND

A Wind Assessment has been prepared by Windtech and is included at **Appendix F**. The Assessment provides a description of the wind conditions on and around the proposed Strathfield Central redevelopment. The site is generally exposed to the prevailing southerly and north-easterly winds given the surrounding context, which is generally low-rise built form in all directions. The existing adjacent built form currently directs some of the north-easterly winds south towards the site.

The proposed development has considered the prevailing wind directions that currently impact the site, as well as the built adjacent. The tower has incorporated a number of key design features to respond to the potential impacts. These features include reducing the width of the tower forms and podium heights, increasing the setback of the towers from site boundaries, providing recessed areas and awnings along key street frontages and the Public Plaza space to reduce downwash. A landscape design solution will be developed as part of any future development application to mitigate impacts from wind exposure on the elevated outdoor terrace spaces.

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

SOCIAL AND ECONOMIC

A Social and Economic Impact Assessment has been prepared by HillPDa and is included at **Appendix B**. The key findings of the assessment are summarised as follows:

Employment Generating Uses

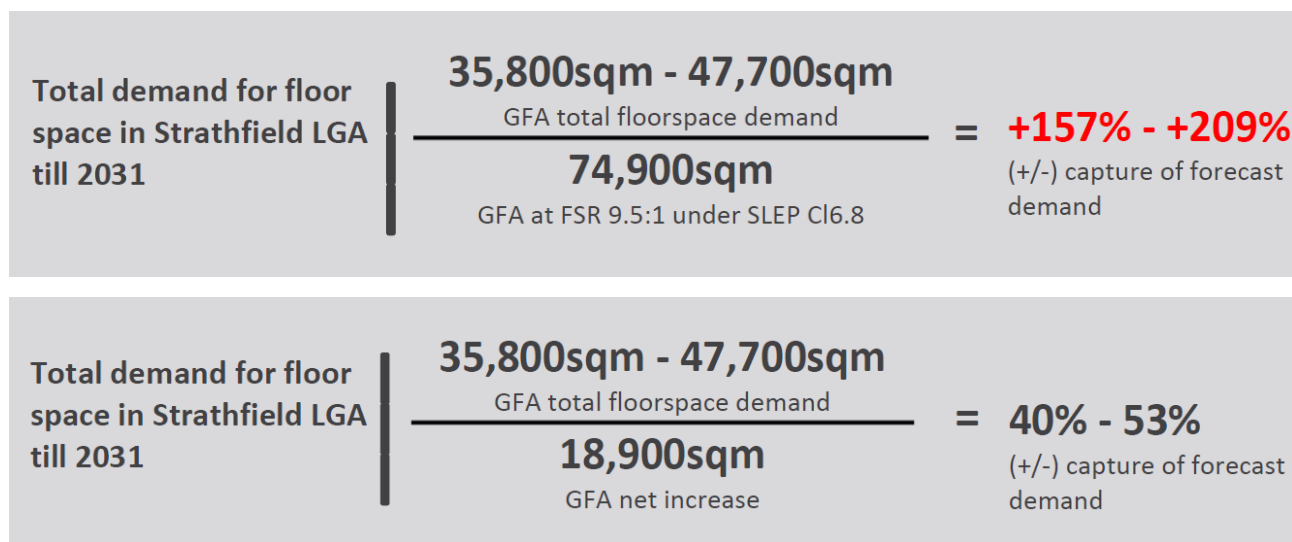
The Strathfield LEP 2012 Cl6.8 applies additional provisions for development in the Strathfield Town Centre. Specifically Cl6.8 requires 70% of the current maximum FSR at 7.5:1 for employment generating uses. The Planning Proposal provides 32,700sqm GFA of employment generating uses which equates to 31% of the proposed total GFA. The application of Cl6.8 to an FSR of 9.5:1 would equate to 74,900sqm GFA.

Using the Transport Performance and Analytics (TPA) employment projections data we calculate the total office floorspace demand at in Strathfield Local Government Area (LGA) to generate an additional demand of 35,800sqm - 47,700sqm GFA. If the Planning Proposal provided 74,900sqm GFA, this would oversupply the local market by 157%-209% of the estimated 10-year demand for the LGA (refer Figure 23).

Based on the forecast, it is economically unjustifiable for the Planning Proposal to provide 70% of the total GFA (74,900sqm GFA). The outcome of this quantum of employment floorspace would likely undermine the centres' economic demand for the next 10 years; as well as affect rents, and potentially create an undesirable outcome for the town centre.

The Planning Proposal provides an 18,900sqm GFA net increase of employment floorspace which would capture between 40%-53% of the estimated forecast 10-year demand for the LGA.

Figure 23 – Comparison of employment generating floor space 70% (above) vs. 31% (below)



Source: HillPDA

This Planning Proposal meets the overarching objective and intent of the SLEP Cl6.8 by providing additional employment floorspace in the town centre and is a considerable contribution to the Strathfield LGA. Providing 74,000sqm GFA of employment floorspace in one development is unrealistic.

Further, discussions with local agents found there is a demand for higher quality commercial office space than the existing B and C Grade stock currently available, but there would be limited/ constrained demand for a >50,000sqm GFA commercial tower. Agents also mentioned they regularly receive enquires for quality coworking space that can provide jobs close to homes. HillPDA would add, given the infrastructure investment into Parramatta and Burwood, these two higher order strategic centres would be a first preference to construct >50,000sqm GFA speculative office space. Parramatta and Burwood also possess significant competitive advantages over Strathfield Town Centre.








Economic Benefits

An economic benefit snapshot of the Planning Proposal, when compared to the Base Case is depicted in as follows:

Additional economic benefits include:

- Providing a catalyst for further investment in the locality;
- Contributing to increasing housing diversity and affordability in the LGA and District;
- Providing jobs closer to home and contributing to the LGAs employment targets;
- Contribute to Transit Orientated Development (TOD) objectives by concentrating more people near the train station and commercial services, thereby reducing the reliance on private motor vehicle travel and increasing the use of public transport; and
- Contributing to Sydney achieving the 30-minute city concept.

Figure 24 – Economic Benefit snapshot

		Base Case (i.e. do nothing)	Planning Proposal*	Above Base Case
During Construction (1)				
Economic Activity		Nil	\$2bil	+\$2bil
Jobs during construction		Nil	1,333	+1,333
Total jobs years from Construction		Nil	5,285	+5,285
Post construction				
Employment floorspace		13,800sqm	32,700sqm	+18,700sqm
Jobs on Site		608	1,421	+813
Staff Remuneration		\$24.8mil	\$280.3mil	+\$220.5mil
Gross Value Added to local economy		\$10.9mil	\$135.7mil	+\$125mil

Social Benefits

Figure 25 provides a summary of the social infrastructure audit findings and corresponding Planning Proposal benefits. Other social benefits from the Planning Proposal include:

- The delivery of jobs and homes in a highly accessible location close to services;
- A significant contribution to employment opportunities and diversity through the provision of around 5,285 jobs years during construction, and 1,421 additional local jobs upon completion;
- Increased housing diversity including an increase in the supply of dwellings that are more affordable for couples and young families;
- The increase in employment floorspace coupled with high quality retail space that will draw in workers and visitors from a broader catchment, facilitating opportunity for social interaction and ideas sharing;
- Improving the identity and character of Strathfield by locating an iconic mixed use precinct at the gateway of centre of the Strathfield Town Centre; and
- The potential to reposition Strathfield as a contemporary workplace and destination with a stimulating day and night time economy.

Figure 25 – Social Audit findings

Audit findings	Corresponding benefit
The audit identified a lack of open space, retail and community/cultural facilities in the area.	This Planning Proposal includes approximately 2,500sqm GFA of formal and informal public spaces activated through ground floor hospitality, retail uses in a highly accessible location. This proposal includes 700sqm GFA community facility located in a prominent area within the development.
The LGA has a shortage of smaller more affordable dwellings suited to young couples and young families	The proposed residential component of the Planning Proposal will go some way to addressing this need. The Planning Proposal will also provide 10% of the GFA uplift dedicated to key worker subsidised rental housing for 10 years.
Existing connections around the Strathfield Train Station precinct are relatively poor	This proposal creates fluid transport hub that connects to the train station and other key locations in the Strathfield Town centre, enhancing the accessibility for workers, residents and visitors in the broader precinct. This would assist in the potential decrease of anxiety and stress that is associated with traffic congestion.

Source: HillPDA

The Planning Proposal assists in meeting the Eastern City District housing targets. In addition, the Strathfield Economic Land Use and Employment Strategy 2010 calls for an increase residential development that will bring demand for additional retail and local services. The proposed redevelopment directly responds to the actions outlined in the Strathfield Economic Land Use and Employment Strategy 2010 by fostering high quality commercial floor space in the town centre, bolstered with public realm upgrades and a range of civic, retail and dining options.

Potential benefits arising from the development include 5,285 jobs years arising from construction and 1,421 additional local jobs when completed. The value added to the local economy is \$135.7mil every year. There will also be significant flow on effects both during and after construction, further increasing local economic activity and making significant differences in a region with higher levels of economic disadvantage.

Overall, the Planning Proposal would provide a significant benefit to the social and economic environment of Strathfield.

7.3.4. SECTION D – State and Commonwealth interests

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

The Planning Proposal is adjacent to Strathfield Railway Station: a major junction for regional and suburban rail services with connections to Sydney CBD, Parramatta CBD, Liverpool, Penrith, Epping, Blue Mountains and Newcastle. The proposal seeks to embellish the existing public transport network by reconfiguring the bus interchange to provide better transition between mode shares and improve pedestrian connectivity to and from the train station. This investment will provide an impetus for a mode shift to public transportation versus private vehicles.

The Infrastructure Services Assessment (refer **Appendix D**) identifies that two trunk stormwater and two sewer services traverse the site. Other services also exist onsite including electrical kiosk/services and telecommunications services. Numerous other stormwater, sewer, power, gas and telecommunications services exist in the adjoining properties and road reserves that surround the site.

The report demonstrates via initial concept design:

- a diversion solution to the Sydney Water owned stormwater system that traverses the site by providing new routes for the conveyance of major stormwater events via new culverts and new stormwater overland conveyance flow paths.
- a diversion solution for the existing DN225 sewer that traverses the site.
- the on-site stormwater detention requirements from the analysis of Council's design standards and a recent DA approval near the site.

Future designs will be subject to the gaining of more detailed survey and further detailed design development, flood modelling and consultation with the applicable authorities such as Council and Sydney Water. The Proposal provides the opportunity to upgrade and embellish existing infrastructure needed to support the development and adjacent properties.

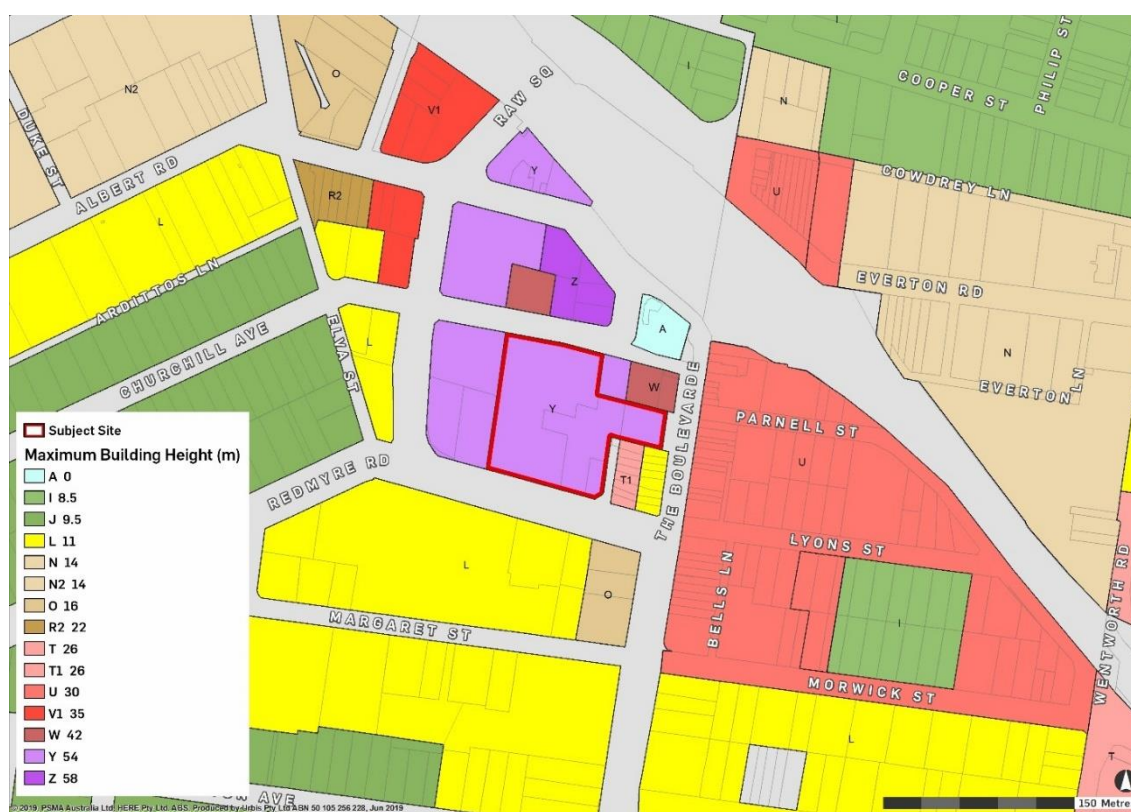
Q11. What are the view of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

Gateway determination has not occurred at this stage. It is anticipated a pre-Gateway review process will be undertaken by the Department of Planning, Industry and Environment and the Sydney Eastern City Planning Panel.

7.4. PART FOUR: MAPPING

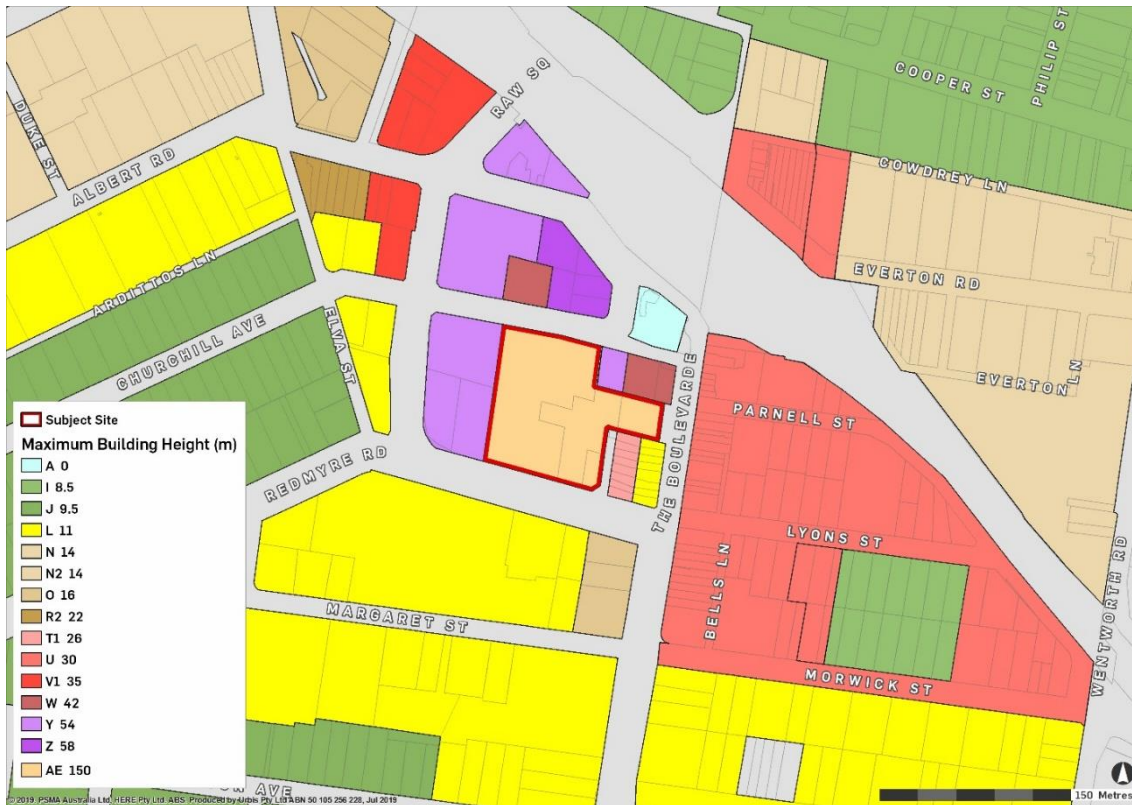
Detailed mapping has been prepared to show the current and proposed Height of Building and Floor Space Ratio development standards for the site (refer Figure 26 - Figure 29). The intended outcomes of the Planning Proposal are consistent with these maps.

Figure 26 – Existing Height of Building Map



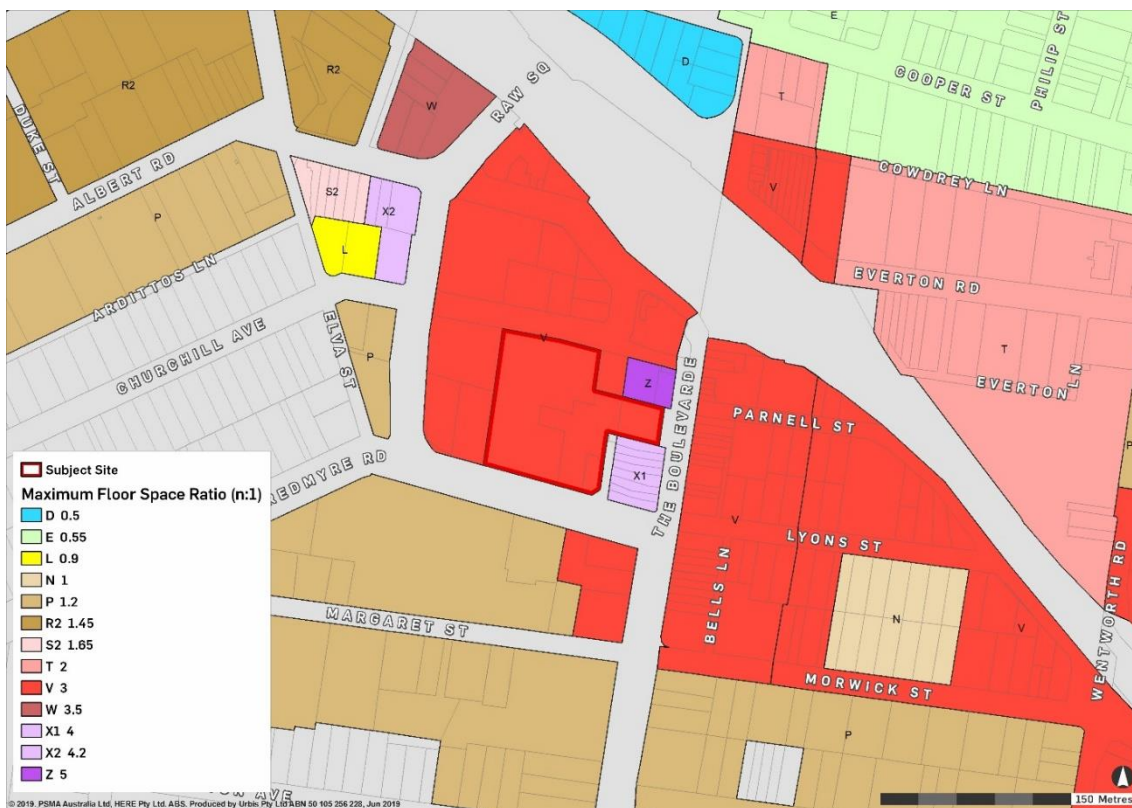
Source: Urbis

Figure 27 – Proposed Height of Building Map



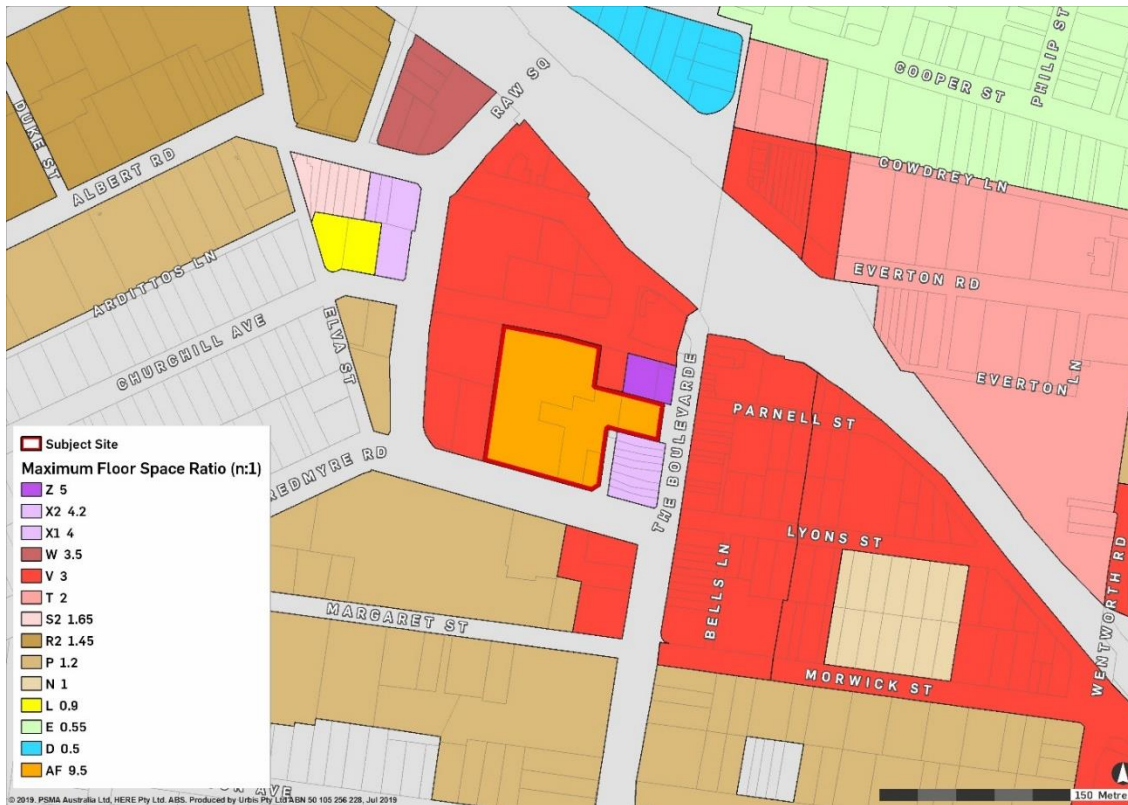
Source: Urbis

Figure 28 – Existing Floor Space Ratio Map



Source: Urbis

Figure 29 – Proposed Floor Space Ratio Map



Source: Urbis

7.5. PART FIVE: COMMUNITY CONSULTATION

No public community consultation has been undertaken to date in regard to this Planning Proposal. It is anticipated Gateway Determination will require the Planning Proposal to be made available for a minimum of 28 days for public comment.

7.6. PART SIX: PROJECT TIMELINE

In accordance with the requirements set out in *'A guide to preparing planning proposals'*, Table 5 sets out the anticipated project timeline, in order to provide a mechanism to monitor the progress of the planning proposal through the plan making process.

Table 5 – Anticipated Project Timeline

Process	Indicative Timeframe
Planning Proposal submitted to Strathfield Council	September 2019
Council endorsement of the Planning Proposal	November 2019
Strathfield Council forward Planning Proposal to the NSW Department of Planning, Industry and Environment	December 2019
Gateway Determination	February 2020
Update Planning Proposal (technical studies)	March 2020
Public Exhibition and Consultation	April 2020
Public Hearing	May 2020
Post Exhibition Review (consideration of submissions)	June – July 2020
Submission to NSW Department of Planning, Industry and environment for finalisation	August 2020
Legal Drafting of the LEP	September – November 2020
Notification of the LEP	December 2020
Total	18 Months

Note: Timeframe is indicative and based off an assumption of a 18-month rezoning process.

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