

# COUNCIL MEETING AGENDA

Strathfield Municipal Council

**Tuesday 3 March 2020**

6:30pm  
Council Chambers  
65 Homebush Road, Strathfield

## **OPEN FORUM**

Open Forum is held during each Council Meeting to enable any person to address Council without notice on any matter NOT included in the Agenda of the meeting.

Speakers must give their name and address and are permitted five minutes to address council.

Members of the public are not permitted to make personal comments concerning Councillors, staff or other members of the public or engage in disorderly or offensive conduct at a meeting. Unacceptable conduct may result in rescinding speaking rights or expulsion from the meeting.

All comments made in Open Forum are recorded.

## **Recording of Council Meetings**

*Persons in the gallery are advised that under the Local Government Act, 1993 a person may NOT tape record the proceeding of a meeting of a council or committee without the authority of the council or committee. "Tape record" includes a video camera and an electronic device capable of recording speech.*

*Mobile phones must be turned off so as not to disrupt the meeting. Anyone, including Councillors, found using a mobile phone will be told to leave the meeting immediately and for the duration of the said meeting.*

*An audio recording of this meeting will be taken for minute taking purposes as authorised by the Local Government Act.*

*This meeting is live streamed on Council's website to allow the community to follow Council debates and decisions without the need to attend meetings in person. Members of the public attending or speaking at a meeting agree to have their image, voice and personal information (including name and address) recorded and publicly broadcast. Strathfield Council does not accept liability for any defamatory remarks or inappropriate comments that are made during the course of a meeting. Any part of the meeting that is held in closed session will not be streamed.*

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Nil

HENRY T WONG  
CHIEF EXECUTIVE OFFICER



# MINUTES

**Council Meeting**  
**4 February 2020**

Minutes of the Council Meeting of Strathfield Municipal Council held on 4 February 2020, in the Council Chambers, 65 Homebush Road, Strathfield.

**COMMENCING:** 6:31pm

**PRESENT:** Mayor Antoine Doueih  
Councillor Matthew Blackmore  
Councillor Maryanne Duggan  
Councillor Nella Hall  
Councillor Stephanie Kokkolis  
Councillor Karen Pensabene  
Councillor Gulian Vaccari

**STAFF:** Henry Wong, Chief Executive Officer  
Anthony Hewton, GM, People Place and Civic Services  
Stephen Clements, Deputy CEO, GM Planning, Environment and Urban Services  
Melinda Aitkenhead, Director – Corporate and Financial Services  
Jenny Nascimento, Executive Manager, Financial Service and Chief Financial Officer  
David McQuade, Senior Governance Officer

1. **OPENING:** The Prayer was read.

2. **RECOGNITION OF TRADITIONAL CUSTODIANS:** The Recognition was read.

3. **APOLOGIES**

Nil.

4. **OPEN FORUM**

Dr Damian Maher addressed the meeting to discuss the Strathfield Connector service.

5. **PECUNIARY INTEREST /CONFLICT OF INTEREST**

Councillor Vaccari declared a non-pecuniary/non-significant interest in *Rescission Motion: Item No. 13.1 – Council Support for the Australian Drought Appeal* submitting the following reason:

*“I am a member of Strathfield Rotary. I will remain in the room.”*

Councillor Hall declared a non-pecuniary/non-significant interest in *Rescission Motion: Item No. 13.1 – Council Support for the Australian Drought Appeal* submitting the following reason:

*“Member of Rotary and former Board Member of Bendigo. I will vacate the chamber.”*

Councillor Blackmore declared a non-pecuniary/non-significant interest in *Notice of Motion: Item No. 13.11 – Strathfield LGA Developments (Strathfield Town Centre)* submitting the following reason:

*“A member of Strathfield Independents may or may not be a director which may or may not have an interest in the Strathfield Town Centre. I will remain in the room.”*

## 6. CONFIRMATION OF MINUTES

1/20

**RESOLVED:** (Vaccari / Hall)

That the minutes of the Ordinary Council Meeting meeting held on 3 December 2019, a copy of which has been furnished to each Councillor, be taken as read and confirmed as a true and correct record of that meeting and that the Chairman and Chief Executive Officer be authorised to sign such minutes.

*Voting on this item was unanimous*

## 7. ACKNOWLEDGEMENTS

### 7.1 Passing of Mr Andrew Ho

2/20

**RESOLVED:** (Hall / Vaccari)

That Council acknowledge the passing of Mr Andrew Ho.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### 7.2 Passing of Mr Phillip Joseph O'Neill

3/20

**RESOLVED:** (Doueihi)

That Council acknowledge the passing of Mr Phillip Joseph O'Neill.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**7.3 Bushfire Crisis Response**

**4/20**

**RESOLVED:** (Pensabene / Duggan)

That Council's CEO, Mr Henry Wong, senior officers and Council staff be thanked on their very rapid response to the bushfire crisis over the summer.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**7.4 Strathfield Artist Ms Erika Cholich**

**5/20**

**RESOLVED:** (Hall / Doueihi)

That Council acknowledge Strathfield Artist Ms Erika Cholich for her excellent work and achievements.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**7.5 Passing of Four Sydney Children in Dangerous Driving Incident**

**6/20**

**RESOLVED:** (Pensabene / Vaccari)

That Council send a floral tribute to the Abdellah and Sakr family on behalf of the Mayor, Councillors and staff.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**7.6 Australia Day 2020 Honours List - Professor Peter Joseph McCluskey Awarded the AO Officer of the Order of Australia**

**7/20**

**RESOLVED:** (Vaccari)

That Council acknowledge and congratulate Professor Peter Joseph McCluskey on his award at the Australia Day 2020 Honours List of AO Officer of the Order of Australia for distinguished service to ophthalmology, to medical education, to eye health organisations, and to the community.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**7.7 Australia Day 2020 Honours List - Mrs Catherine Anne Milgate Awarded OAM Medal of the Order of Australia**

**8/20**

**RESOLVED:** (Vaccari)

1. That Council acknowledge and congratulate Mrs Catherine Anne Milgate on her award at the Australia Day 2020 Honours List of OAM Medal of the Order of Australia for service to the community through a range of roles.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**7.8 Australia Day 2020 Honours List - Professor Marea Nicholson Awarded AM Member of the Order of Australia**

**9/20**

**RESOLVED:** (Vaccari)

1. That Council acknowledge and congratulate Professor Marea Nicholson on her award at the Australia Day 2020 Honours List of AM Member of the Order of Australia for significant service to education, and to professional standards.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**Suspension of Standing Orders**

**10/20**

**RESOLVED:** (Doueihi / Blackmore)

That Standing Orders be suspended to allow consideration of the following matters:

CS1 Investments Report as at 30 November and 31 December 2019

CS2 Quarterly Budget Review as at 31 December 2019

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**CS1 Investments Report as at 30 November and 31 December 2019**

**11/20**

**RESOLVED:** (Vaccari / Hall)

That the record of cash investments as at 30 November 2019 and 31 December 2019 be noted.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**CS2 Quarterly Budget Review as at 31 December 2019**

**12/20**

**RESOLVED:** (Vaccari / Hall)

That the Budget Review Statement as at 31 December 2019 be received and adopted.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**Resumption of Standing Orders**

**13/20**

**RESOLVED:** (Vaccari / Blackmore)

That Standing Orders be resumed.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**8. MAYORAL MINUTE(S) IN ACCORDANCE WITH COUNCIL'S CODE OF MEETING PRACTICE**

**8.1 Mayoral Minute No 1/20 Strathfield Council Stands as one Bushfire Afflicted Communities**

**MOVED:**

1. That Council writes to the Premier, the Minister for Emergency Services, and the Rural Fire Service (RFS) Commissioner to thank them for their leadership throughout the bushfire crisis, and through the RFS Commissioner, thank all his selfless volunteers for their acts of bravery and sacrifice in their determined combat of the fires.

2. That Council writes to all bushfire affected councils to offer them our sympathy and support and good wishes as they seek to recover and rebuild following the devastations.

**14/20**

**RESOLVED:** (Doueihi)

1. That Council writes to the Premier, the Minister for Emergency Services, The Leader of the Opposition and the Rural Fire Service (RFS) Commissioner to thank them for their leadership throughout the bushfire crisis, and through the RFS Commissioner, thank all his selfless volunteers for their acts of bravery and sacrifice in their determined combat of the fires.
2. That Council writes to all bushfire affected councils to offer them our sympathy and support and good wishes as they seek to recover and rebuild following the devastations.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

## **8.2 Mayoral Minute No 2/20 Food Delivery Drivers Inspection Regime**

MOVED:

That due to the health risks associated with the Food Delivery Industry that the following motion be submitted to the National Australian LG Association Conference:

*“That the NSW Food Act be amended to include an Inspection and Licencing Regime for all Food Delivery Drivers to ensure that all food delivered is fit for human consumption”.*

**15/20**

**RESOLVED:** (Doueihi)

That due to the health risks associated with the Food Delivery Industry that the following motion be submitted to the National Australian LG Association Conference:

*“That the NSW Food Act be amended to include an Inspection and Licencing Regime for all Food Delivery Drivers to ensure that all food delivered is fit for human consumption”.*

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**8.3 Mayoral Minute No. 3/20 State Environment Planning Policy (SEPP) (Educational Establishment and Child Care Facilities) 2017**

MOVED:

That due to the number of Development Applications for Child Care Facilities submitted in the Strathfield Local Government Area and the concerns raised by the Local Community, that a review of the SEPP 2017 be prepared and presented to a Councillor Workshop in February for discussion.

**16/20**

**RESOLVED:** (Doueihi)

That Council Officers prepare a review of the SEPP 2017 and that this review be presented to a Councillor Workshop and with consideration to be sent to the Minister in February 2020.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**9. REFERRED EXTRAORDINARY COUNCIL MEETING ITEMS**

**9.1 NSW Bushfire Emergency - Strathfield Council Response - Councillors Gulian Vaccari and Stephanie Kokkolis**

The Notice of Motion was **withdrawn** by Councillor Vaccari.

**9.2 Call for Extraordinary Council Meeting to consider Strathfield Council's Response to the NSW Bushfire Emergency - Councillors Gulian Vaccari and Stephanie Kokkolis**

**MOTION:** (Vaccari / Pensabene)

1. That Strathfield Council make an immediate donation of \$10,000 to the Rural Fire Service.
2. That Council establish collection points at all our customer service points for residents who also wish to make donations.
3. The Council advertise the initiative in all appropriate media including the front page of Council's website.
4. That Council make further practical contributions, as appropriate, to lessen the burden on fellow NSW residents who have been affected by the bushfires, through its Resilient Sydney partnership with other Sydney councils.



**AMENDMENT:** (Hall / Duggan)

That the following be discussed at a future Councillor Workshop:

- a) A cash donation to the Rural Fire Service.
- b) The establishment of collection points at all our customer service points for residents who also wish to make donations.
- c) The advertisement of the initiative in all appropriate media including the front page of Council's website.
- d) Further practical contributions that Council could make, as appropriate, to lessen the burden on fellow NSW residents who have been affected by the bushfires, through its Resilient Sydney Partnership with other Sydney councils.

For the Motion: Councillors Blackmore, Doueihy, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

The **Amendment** became the **Motion**.

**MOTION:** (Hall / Duggan)

That the following be discussed at a future Councillor Workshop:

- a) A cash donation to the Rural Fire Service.
- b) The establishment of collection points at all our customer service points for residents who also wish to make donations.
- c) The advertisement of the initiative in all appropriate media including the front page of Council's website.
- d) Further practical contributions that Council could make, as appropriate, to lessen the burden on fellow NSW residents who have been affected by the bushfires, through its Resilient Sydney Partnership with other Sydney councils.

**17/20**

**RESOLVED:** (Hall / Duggan)

That the following be discussed at a future Councillor Workshop:

- a) A cash donation to the Rural Fire Service.
- b) The establishment of collection points at all our customer service points for residents who also wish to make donations.
- c) The advertisement of the initiative in all appropriate media including the front page of Council's website.
- d) Further practical contributions that Council could make, as appropriate, to lessen the burden on fellow NSW residents who have been affected by the bushfires, through its Resilient Sydney Partnership with other Sydney councils.

For the Motion: Councillors Blackmore, Doueihy, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**10. COUNCILLORS' QUESTIONS TO THE MAYOR (SUBMITTED IN WRITING IN ACCORDANCE WITH COUNCIL'S CODE OF MEETING PRACTICE)**

Nil.

**11. QUESTIONS WITH NOTICE**

Nil.

**12. REPORTS FROM COMMITTEES**

**12.1 Report from Traffic Committee meeting on 17 December 2019**

**18/20**

**RESOLVED:** (Vaccari / Pensabene)

That the Minutes of the Traffic Committee meeting held on 17 December 2019 be noted and the recommendations be adopted.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**12.2 Report from Strathfield Youth Engagement Advisory Committee Meeting meeting on 27 November 2019.**

**19/20**

**RESOLVED:** (Pensabene / Vaccari)

That the Minutes of the Strathfield Youth Engagement Advisory Committee meeting held on 27 November 2019 be noted and the recommendations be adopted.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**12.3 Report from Audit Risk and Improvement Committee meeting on 11 December 2019**

**20/20**

**RESOLVED:** (Vaccari / Hall)

That the minutes of the Audit Risk and Improvement Committee meeting held on 11 December 2019 be noted and the recommendations be adopted.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### 13. MOTIONS PURSUANT TO NOTICE

#### 13.1 Rescission Motion: Item No. 13.2 – Council Support for the Australian Drought Appeal – Councillors Pensabene, Maryanne Duggan and Antoine Doueihi

MOVED:

That 'Item 13.2 Council Support for the Australian Drought Appeal Council (Minute No. 172/19)' of the Ordinary Council Meeting 3 December 2019 be **rescinded**.

**21/20**

**RESOLVED:** (Pensabene / Duggan / Doueihi)

That 'Item 13.2 Council Support for the Australian Drought Appeal Council (Minute No. 172/19), below, of the Ordinary Council Meeting 3 December 2019 be **rescinded**.

**22/19**

**RESOLVED:** (Vaccari / Kokkolis )

*That in view of the recent and ongoing disastrous drought across a number of states, including NSW, that Council:*

- 1. Make a \$5,000 donation to the recently launched Bendigo and Adelaide Bank/Rotary Clubs of Australia Drought Appeal.*
- 2. Provide an opportunity for our community to also contribute by supporting the work which Strathfield Rotary will do in fundraising for this initiative at the upcoming Christmas Carols at Bressington Park.*
- 3. Establish collection points at various customer interaction points (up until Christmas Eve).*
- 4. Advertise this initiative on all of Council's electronic platforms, encouraging residents and ratepayers to also contribute, and noting that contributions can also be made at the Homebush and Strathfield Branches of the Bendigo Community Bank. That residents be made aware that donations above \$2 are tax deductible.*

For the Motion: Councillors Doueihi, Duggan and Pensabene

Against the Motion: Councillors Blackmore, Kokkolis and Vaccari

The **Rescission Motion** when Put, with voting being equal, the Mayor exercised his casting vote in Favour of the Motion and declared it **Carried**.

Councillor Hall left the meeting, the time being 7:53pm.

#### 13.2 Christmas Carols - Councillors Gulian Vaccari, Stephanie Kokkolis and Matthew Blackmore

MOVED: (Vaccari, Kokkolis and Blackmore)

1. That commencing with the 2020 event, the Strathfield Council Christmas Carols be returned to Strathfield Park.

2. That in view of the restrictions on fireworks at the park, and generally to assist the environment, a report be provided to an upcoming Councillor Workshop on the feasibility of substituting a laser show in place of the fireworks.
3. That Council liaise with nearby Councils to ensure that our event does not conflict with events others may be holding on the same evening.

## 23/20

**RESOLVED:** (Vaccari, Kokkolis, Blackmore / Duggan)

1. That commencing with the 2020 event, the Strathfield Council Christmas Carols be returned to Strathfield Park.
2. That in view of the restrictions on fireworks at the park, and generally to assist the environment, a report be provided to an upcoming councillor workshop on the feasibility of substituting a laser show in place of the fireworks.
3. That Council liaise with nearby councils to ensure that our event does not conflict with events others may be holding on the same evening.
4. That Council look at options for re-establishing motor vehicles access to the open space along the northern boundary of the park.

For the Motion: Councillors Blackmore, Doueihy, Hall, Kokkolis and Vaccari

Against the Motion: Pensabene and Duggan

The Mayor declared the Motion **CARRIED**.

Councillor Hall returned to the meeting, the time being 7:58pm.

## 13.3 ICAC Operation Eclipse - Councillor Matthew Blackmore

MOVED: (Blackmore)

1. That Council write to the Independent Commission Against Corruption (ICAC) commending them in relation to the correspondence sent to Government Ministers regarding the Operation Eclipse Investigation into the regulation of lobbying, access and influence.
2. That Council's letter make a recommendation that the investigation be extended to include all New South Wales Members of Parliament and all New South Wales local councillors.

## 24/20

**RESOLVED:** (Blackmore / Vaccari)

1. That Council write to the Independent Commission Against Corruption (ICAC) commending them in relation to the correspondence sent to Government Ministers regarding the Operation Eclipse Investigation into the regulation of lobbying, access and influence.

2. That Council's letter make a recommendation that the investigation be extended to include all New South Wales Members of Parliament and all New South Wales local councillors.

For the Motion: Councillors Blackmore, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Councillor Doueihi

#### **13.4 Resident Information Communication Protocol and Improvements - Councillor Matthew Blackmore**

MOVED: (Blackmore)

1. That all communication sent to residents in relation to Council events and important community announcements from now onwards will be sent from The Mayor, Deputy Mayor and All Councillors.
2. That a report be prepared for the March 2020 Ordinary Council Meeting in relation to the cost of producing a hardcopy and emailed End of Financial Year Update annually to be sent to residents from the Mayor, Deputy Mayor and all Councillors.
3. That a snapshot is given to our residents on our financial position, projects and capital works that have been completed in the financial year, advising them of projects and events scheduled for the following financial year and information on how to subscribe to Councils paper copy of the Council newsletter.

**25/20**

**RESOLVED:** (Blackmore / Duggan)

1. That all communication sent to residents in relation to Council events and important community announcements from now onwards will be sent from The Mayor, Deputy Mayor and All Councillors.
2. That a report be prepared for the March 2020 Ordinary Council Meeting in relation to the cost of producing a hardcopy and emailed End of Financial Year Update annually to be sent to residents from the Mayor, Deputy Mayor and all Councillors.
3. That a snapshot is given to our residents on our financial position, projects and capital works that have been completed in the financial year, advising them of projects and events scheduled for the following financial year and information on how to subscribe to Councils paper copy of the Council newsletter.

For the Motion: Councillors Blackmore, Duggan, Doueihi, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**13.5 Salvation Army - Annual Red Shield Appeal - Councillor Matthew Blackmore**

MOVED: (Blackmore)

That Council be provided with a report on permanently annualising its financial and in kind support for the Salvation Army Annual Red Shield Appeal by:

- a) Continuing the practice of waiving all Bonds and Charges involved in the use of the Town Hall and Supper Room on the Sunday of the Annual Red Shield Door Knock.
- b) Strathfield Council continue the practice to provide a Strathfield Council Bus with a Driver on the Sunday of the Annual Red Shield Appeal Door Knock.
- c) Strathfield Council continue the practice (adjusting for CPI each year) to fund the cost of the a sausage sizzle/bbq and provide appropriate Council staff to assist in the holding of the sausage sizzle in Strathfield Square to raise funds and awareness of the Annual Red Shield Appeal Door Knock on the following weekend.

**26/20**

**RESOLVED:** (Blackmore / Pensabene)

That Council be provided with a report on permanently annualising its financial and in kind support for the Salvation Army Annual Red Shield Appeal by:

- a) Continuing the practice of waiving all Bonds and Charges involved in the use of the Town Hall and Supper Room on the Sunday of the Annual Red Shield Door Knock.
- b) Strathfield Council continue the practice to provide a Strathfield Council Bus with a Driver on the Sunday of the Annual Red Shield Appeal Door Knock.
- c) Strathfield Council continue the practice (adjusting for CPI each year) to fund the cost of the sausage sizzle/bbq and provide appropriate Council staff to assist in the holding of the sausage sizzle in Strathfield Square to raise funds and awareness of the Annual Red Shield Appeal Door Knock on the following weekend.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**13.6 Strathfield Annual Events - Councillor Matthew Blackmore**

MOVED: (Blackmore)

That a report be presented to the April 2020 Councillor Workshop on a draft plan for the Australia Day Event in 2021 should include:

- a) A Citizenship Ceremony in the Town Hall
- b) An Australian Day Celebration at Strathfield Park which will include childrens activities taking into account the hot weather and food vendors

**27/20**

**RESOLVED:** (Blackmore / Hall)

That a report be presented to the April 2020 Councillor Workshop on a draft plan for the Australia Day Event in 2021 including:

- a) A Citizenship Ceremony in the Town Hall
- b) An Australian Day Celebration at Strathfield Park which will include childrens activities taking into account the hot weather and food vendors

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **13.7 Homebush West Parking Matters - Councillor Matthew Blackmore**

MOVED:

1. That a report be prepared for the next Councillor Workshop in February 2020 in relation to the proposed changes to parking in the Homebush West Council Carpark. That Council put a minimum two-hour parking limit all day instead of the proposed one-hour parking.
2. That a report be prepared for the March 2020 Traffic Committee in relation to the possibility of putting a loading zone for one vehicle only on the western side of The Crescent between Henley Road and Hampstead Road, Homebush West.
3. That Council consult with business owners and the Flemington Chamber of Commerce in relation to options available to business owners in the Homebush West shopping precinct regarding the lack of parking available to them and their staff.

**28/20**

**RESOLVED:** (Blackmore / Pensabene)

1. That a report be prepared for the next Councillor Workshop in February 2020 in relation to the proposed changes to parking in the Homebush West Council Carpark. That Council put a minimum two-hour parking limit all day instead of the proposed one-hour parking.
2. That a report be prepared for the March 2020 Traffic Committee in relation to the possibility of putting a loading zone for one vehicle only on the western side of The Crescent between Henley Road and Hampstead Road, Homebush West.
3. That Council consult with business owners and the Flemington Chamber of Commerce in relation to options available to business owners in the Homebush West shopping precinct regarding the lack of parking available to them and their staff.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

Mr Datta addressed the meeting.



### 13.8 Bushfire Crisis

Cr Karen Pensabene

MOVED: (Pensabene)

That Strathfield Council discuss at an April 2020 Councillor Workshop the following points and be voted on at the June 2020 Council Meeting:

1. Actions Council is currently undertaking in regard to the bushfires and what is planned for immediate and future action.
2. Adopting a country town, in a Sister City style arrangement for a period of no less than 5 years for example June 2020 to June 2025. This town will be selected by Council based on a short list of nominations from residents in the Strathfield Local Government Area (LGA). To be eligible this town will have been significantly impacted by the bushfires or drought crisis or, have had a flow-on economic downturn because of the bushfires or drought. This town will be the recipient of Strathfield LGA's ongoing support – fiscal, volunteering and community touch points e.g. Council to Council, Church to Church, Seniors to Seniors, Craft Group to Craft Group, Schools to Schools, Sports Clubs to Sports Clubs, etc. to aid in their town's long-term rebuilding. Support could include financial support, Council staff and Councillor visits, volunteering initiatives or community group, Church or school visits etc.;
3. Council plan annual fundraising events from 2020 to 2025 for our nominated country town, such as Community Street Fairs, possibly at a local level e.g. Homebush, Homebush West, Strathfield, Strathfield South, Belfield and Greenacre;
4. A Plan on how Council will seek input from, and work together with our nominated country town at all possible touch points (see point 2 above) in supporting them in their financial, physical rebuilding, community building and emotional supports over the next 5 years.

**29/20**

**RESOLVED:** (Pensabene / Duggan)

That Strathfield Council discuss at an April 2020 Councillor Workshop the following points and be voted on at the June 2020 Council Meeting:

1. Actions Council is currently undertaking in regard to the bushfires and what is planned for immediate and future action.
2. Adopting a country town, in a Sister City style arrangement for a period of no less than 5 years for example June 2020 to June 2025. This town will be selected by Council based on a short list of nominations from residents in the Strathfield Local Government Area (LGA). To be eligible this town will have been significantly impacted by the bushfires or drought crisis or, have had a flow-on economic downturn because of the bushfires or drought. This town will be the recipient of Strathfield LGA's ongoing support – fiscal, volunteering and community touch points e.g. Council to Council, Church to Church, Seniors to Seniors, Craft Group to Craft Group, Schools to Schools, Sports Clubs to Sports Clubs, etc. to aid in their town's long-term rebuilding. Support could include financial support, Council staff and Councillor visits, volunteering initiatives or community group, Church or school visits etc.;
3. Council plan annual fundraising events from 2020 to 2025 for our nominated country town, such as Community Street Fairs, possibly at a local level e.g. Homebush, Homebush West, Strathfield, Strathfield South, Belfield and Greenacre;



4. A Plan on how Council will seek input from, and work together with our nominated country town at all possible touch points (see point 2 above) in supporting them in their financial, physical rebuilding, community building and emotional supports over the next 5 years.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **13.9 Water Cycle Management and Energy Efficiency/Solar Power Initiatives - Councillor Karen Pensabene**

MOVED: (Pensabene)

That a report be prepared for Council's April 2020 Ordinary Council Meeting on the water cycle management and energy efficiency/solar power initiatives in place across Council's parks, reserves, council buildings and community facilities including how Council currently addresses such matters and plans to into the future as part of an overall strategy.

**30/20**

**RESOLVED:** (Pensabene / Duggan)

That a report be prepared for Council's April 2020 Ordinary Council Meeting on the water cycle management and energy efficiency/solar power initiatives in place across Council's parks, reserves, council buildings and community facilities including how Council currently addresses such matters and plans to into the future as part of an overall strategy.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

### **13.10 Investment Policy - Councillor Maryanne Duggan**

MOVED: (Duggan)

That Council provide a report to the March 2020 Council meeting on whether Council's Investment Policy could be amended to incorporate a deliberate preference for investment with financial institutions which do not invest in or finance the fossil fuel industry. Subject to;

- a) The investment being compliant with Council's Investment Policy with regards to risk diversification and credit rating, and
- b) The investment rate of return is favourable to Council relative to other similar investments.

**MOTION:** (Duggan / Vaccari)

That Council provide a report to the March 2020 Councillor Workshop meeting on whether Council's Investment Policy could be amended to incorporate a deliberate preference for investment with financial institutions which do not invest in or finance the fossil fuel industry. Subject to;

- a) The investment being compliant with Council's Investment Policy with regards to risk diversification and credit rating, and
- b) The investment rate of return is favourable to Council relative to other similar investments.

For the Motion: Councillors Duggan and Pensabene

Against the Motion: Councillors Blackmore, Doueihi, Hall, Kokkolis and Vaccari

The Motion was declared **LOST**.

**13.11 Strathfield LGA Developments - Councillor Maryanne Duggan**

MOVED: (Duggan)

That Council host an evening meeting at the Strathfield Town Hall be held in March/April 2020 to provide the Strathfield community an opportunity to be updated and ask questions regarding planning and development proposals for the Strathfield LGA.

**31/20**

**RESOLVED:** (Duggan / Pensabene)

That Council host an evening meeting at the Strathfield Town Hall be held in March/April 2020 to provide the Strathfield community an opportunity to be updated and ask questions regarding planning and development proposals for the Strathfield LGA.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

*Note: this item was named 'Strathfield Town Centre' in the Agenda.*

**14. GENERAL BUSINESS**

**CS3 Current Status of Council Resolutions**

**32/20**

**RESOLVED:** (Vaccari / Hall)

That the report on the current status of Council resolutions be received and noted.

For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari

Against the Motion: Nil

**15. MATTERS OF URGENCY IN ACCORDANCE WITH CLAUSE 241 OF THE LOCAL GOVERNMENT GENERAL REGULATION, 2005**

Nil.

**16. CLOSED SESSION**

Nil.

**THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 9:43pm.**

The foregoing Minutes were confirmed at the meeting of the Council of the Municipality of Strathfield on 3 March 2020.

Chairman\_\_\_\_\_

CEO\_\_\_\_\_

**9.1 MAYORAL MINUTE NO 4/20 USE OF GREYWATER IN PROPOSED NEW DWELLINGS**

**AUTHOR:** Antoine Doueihi, Mayor

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I MOVE:

That Council's Development Control Plan be amended to include controls for greywater reuse in all new residential developments.

Rationale

I recommend that Council's Development Control Plan be amended to include controls for the installation of greywater reuse systems in all new residential developments.

Greywater is the reusable waste water from showers, baths, spas, hand basins, laundry tubs and washing machines. The recycled greywater can be used for garden and lawn irrigation, or toilet flushing and washing machines – if treated appropriately. Controls are required to reduce greywater's potential to spread disease and prevent contamination.

The average house in New South Wales uses 825 litres of water each day for baths, showers, washing machines and lawn irrigation of which 339 litres could be reused as recyclable greywater.

**RECOMMENDATION**

That Council's Development Control Plan be amended to include controls for greywater reuse in all new residential developments.

**ATTACHMENTS**

There are no attachments for this report.

**9.2 MAYORAL MINUTE NO 5/20 - MAYORAL ACKNOWLEDGEMENT**

**AUTHOR:** Antoine Doueihi, Mayor

**APPROVER:** Henry T Wong, Chief Executive Officer

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The Mayor would like to acknowledge and give a summary of his 20 years in public life.

**RECOMMENDATION**

**ATTACHMENTS**

There are no attachments for this report.

**12.1           REPORT FROM TRAFFIC COMMITTEE MEETING ON 18 FEBRUARY 2020**

**AUTHOR:**       **Gordon Malesevic, Executive Manager, Urban Services**

**APPROVER:**   **Stephen Clements, Deputy CEO and General Manager Planning,  
Environment and Urban Services**

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**RECOMMENDATION**

That the minutes of the Traffic Committee Meeting held on 18 February 2020 be noted and the recommendations be adopted.

**ATTACHMENTS**

1.       Traffic Committee Meeting Minutes - 18 February 2020

# ATTACHMENT 1



# MINUTES

**Traffic Committee Meeting**

**18 February 2020**





## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

Minutes of the Traffic Committee Meeting of Strathfield Municipal Council held on 18 February 2020, in the Main Building Meeting Room, 65 Homebush Road, Strathfield.

**COMMENCING:** 11:00am

<b>PRESENT:</b>	Antoine Doueihy	Mayor (departed at 12:30pm)
	Karen Pensabene	Councillor
	Nella Hall	Councillor
	Maryanne Duggan	Rep for Jodi McKay
	Kristian Calcagno	TfNSW
	Asith Nagodvithane	Transit Systems

**ALSO IN ATTENDANCE:**

Mr Gordon Malesevic	Executive Manager Urban Services
Ms Qian Liu	Manager Traffic
Mr Fernando Rios	Traffic Engineering Officer
Ms Usha Arvind	Road Safety Officer

**1. WELCOME AND INTRODUCTION****2. APOLOGIES**

Ms Nicole Bartolo	Police Traffic Officer
Mr Stephen Clements	Deputy CEO

**3. DECLARATIONS OF INTEREST****4. CONFIRMATION OF MINUTES****RECOMMENDATION**

That the minutes of the Traffic Committee Meeting meeting held on 17 December 2019, a copy of which has been furnished to each Councillor, be taken as read and confirmed as a true and correct record of that meeting and that the Chairman and General Manager be authorised to sign such minutes.

*Voting on this item was unanimous*

**5. DEFERRED/OUTSTANDING ITEMS**

Nil

**6. REPORTS****6.1 Hampstead Road, Homebush West - Pedestrian Crossing**

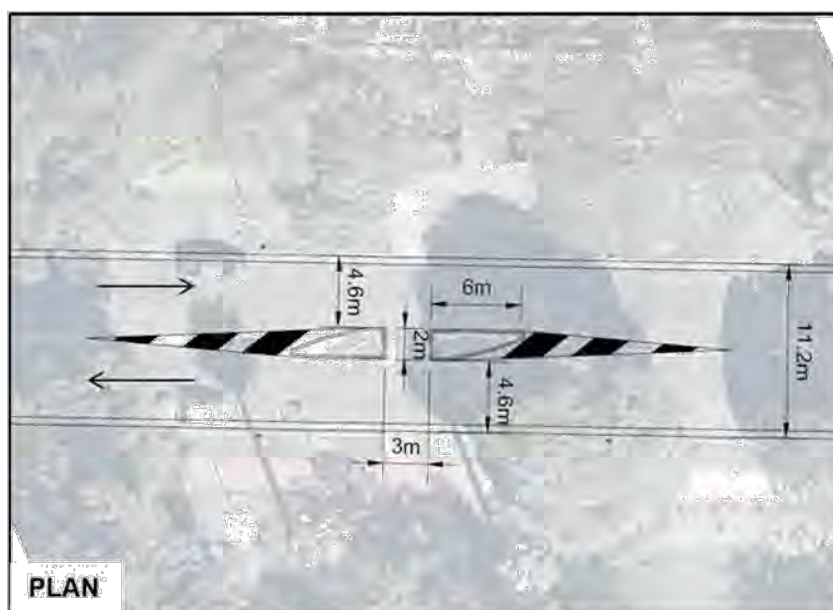
Ordinary Council meeting dated 3 December 2019 moved a motion for Council Officers to investigate the feasibility of a formal pedestrian (zebra) crossing on Hampstead Road in the vicinity of Melville Reserve.

On-site assessment and reference to TfNSW suggests a formal warrant was not met for a zebra crossing.

Counts were undertaken at this location from 30 January 2020 to 31 January 2020, typical school day and results are tabulated as follows:

Period	P – the pedestrian flow per hour	V – the vehicle flow per hour	Normal Warrant P≥30 and V≥500 and PV≥60,000	Reduced Warrant P≥30 and V≥200
8.00am-9.00am	8	112	Not warranted	Not warranted
3.00pm-4.00pm	12	165	Not warranted	Not warranted

As no formal zebra crossing is justified, it is proposed to modify the current refuge islands as shown on design below:



Proposed pedestrian refuge upgrade sketch.

**RECOMMENDATION**

That

- This matter be deferred pending further consideration of an alternative refuge location and be advised back to the next Traffic Committee.
- Council conduct another traffic count on a school day.

*(Voting on this item was unanimous)*



## 6.2 Coronation Parade, Strathfield South - Removal of NO STOPPING Restrictions

In response to a petition received from local residents, Council Officers have consulted with the community regarding a proposal to remove the existing No Stopping/No Parking restrictions on both sides of the road, to allow on-street parking on both sides of Coronation Parade, between Hill Street and Dean Street.

The consultation result is tabulated below:

	Number	Percentage	Reasons
In favour	2	12%	
Not in favour	4	24%	<ul style="list-style-type: none"> <li>• The street is narrow. Parking on both sides creates a serious traffic hazard.</li> <li>• Reduced vision for both cars and pedestrians as well as difficulty for the car movements due to the narrowness of the street.</li> <li>• Not using approved car garages</li> <li>• Increase in both parked and passing traffic within the section</li> <li>• Damage to parked vehicles occurring as other drivers tend to rush down</li> </ul>
No response	11	64%	
Total	(17)	100%	

## RECOMMENDATION

That

- Council take no further action.
- The person who submitted the petition be advised of the outcome.

*(Voting on this item was unanimous)*

**6.3 The Crescent, Homebush and Homebush West - Motorbike Parking**

Pursuant to Traffic Committee Meeting dated 19 November 2019 and Ordinary Council Meeting dated 3 December 2019, TfNSW have provided feedback and supported new bike parking areas in The Crescent near Hampstead Road and The Crescent opposite Homebush Train Station, but not in Albert Street near Raw Square.

Below are the updated designs to TfNSW recommendations:

**The Crescent near Hampstead Road, Homebush West**

- 5 x 90 degree angle motorbike spaces
- Modification to the kerb extension
- No loss of on-street car parking spaces

**The Crescent opposite Homebush Train Station, Homebush**

- 5 x 90 degree angle motorbike spaces
- Modification to the kerb extension
- No loss of on-street car parking spaces

Both locations will not result in loss of on-street parking car spaces.

**RECOMMENDATION**

That

- Council carry out community consultation including Dr Tang – The president of Flemington Chamber of Commerce and the shopkeepers.
- Council implement the motorbike parking zones and the associated works, pending on a favourable feedback.
- The consultation outcome be reported back to the Traffic Committee.

*(Voting on this item was unanimous)*





#### 6.4 Resident Parking Scheme, Homebush - Area 30 Consultation Outcomes

Traffic Committee Meeting of June 2019 recommended community consultation on the extension of Area 30 Resident Parking Scheme to include the streets bound by Wentworth Road North, Wentworth Road South, Bellona Avenue, Coleman Avenue, Cartwright Avenue and Underwood Road.

Letters outlining the proposal were posted to 130 households and businesses in the area likely to be affected by the proposal. The letters were sent out on 23 October 2019 and had a closing date of 22 November 2019.



		Comments
<b>Properties Consulted</b>	130	
<b>Support</b>	4	<ul style="list-style-type: none"> <li>Do not want strangers parking in front of house</li> </ul>
<b>Opposed</b>	7	<ul style="list-style-type: none"> <li>Expand to Verley Drive</li> <li>Inconvenience to residents</li> <li>Nonsense</li> <li>Focus on DA's not parking</li> <li>2 hour RPS</li> </ul>
<b>Total</b>	11	<ul style="list-style-type: none"> <li>8%</li> </ul>

#### RECOMMENDATION

That

- No action be undertaken regarding the resident parking scheme.
- Council initiate a discussion with DFO to draft a traffic management plan prior to September for the Boxing Day event.
- The matter be reported back to the Traffic Committee in October.
- The respondents be notified of the outcome that the item was reviewed and no action is to be taken and a special event traffic management plan will be put in place.

*(Voting on this item was unanimous)*

**6.5 Arthur Street at Centenary Drive, Homebush West - Congestion Issue**

At Traffic Committee meeting dated 19 November 2019, the congestion issue at the intersection of Centenary Drive and Arthur Street was discussed, in particular the westbound direction. It was resolved that TfNSW provide a review of traffic post for WestConnex which may provide an answer to possible improvements to Centenary Drive and Arthur Street intersection phasing.

The following comments from TfNSW have been received:

- This intersection has been a problem for a while, it is currently running in the best possible way within the current carriageway. Any improvements would require significant works to be carried out. As much as Arthur Street is congested, Centenary Drive, which is the State Road is even more heavily congested.
- Has WestConnex had any positive or negative impact on this intersection? From general view, not much has changed. A more detailed assessment may be required to see if there has been any change at all, however, from what we can see it appears that the change is minimum and not significant to go into detail at this time.
- TfNSW's Network Development team and Strategic teams have plans to investigate this section of the A3 corridor. At such time that the investigations are completed, some works may be carried out at this intersection to help improve the situation. Until then, unfortunately, the intersection is running at the best that it can.

Based on the above advice, no further action can be undertaken at this stage.

**RECOMMENDATION**

That no further action be taken.

*(Voting on this item was unanimous)*

**6.6 Juno Parade, Greenacre - Side Streets Access Issue**

At the Traffic Committee meeting dated 19 November 2019, the access difficulty from Juno Parade onto the side local streets between Punchbowl Road and Roberts Road and vice versa was discussed. It was suggested that a Traffic Study be carried out which should include the timing and phasing of lights at the main intersections.

The following comments from TfNSW have been received:

- For Juno Parade, the phasing and timings of the signalised intersections with Punchbowl Road and Roberts Road are based on the volumes and demands of traffic that approach that particular intersection. The phasing cannot be changed to make considerations for other unsignalised intersections hundreds of metres away.
- To create gaps in traffic on Juno Parade, all traffic at these intersections would need to be stopped for an extended amount of time. This is not supported as both Punchbowl Road and Roberts Road are state roads and traffic must be kept flowing as much as possible. We understand the issue that the community faces, however, this cannot be solved by altering the traffic signal phases.

Based on the above advice, no further action can be undertaken at this stage by TfNSW. Despite this, TfNSW has been requested to investigate alternative solutions to this issue.

**RECOMMENDATION**

That TfNSW review this matter and report back to the March Traffic Committee meeting.

*(Voting on this item was unanimous)*



**6.7 Strathfield Connector - Bus Stop Rationalisation Updates**

Strathfield Connector Bus Service commenced operation in March 2019. Three (3) bus stops were identified as requiring assessment to allow safe pick up/drop off. Following further investigation, the following actions have been carried out on 7 February 2020:

**Marlborough Road Stop (Red Bus Route)**

- Permission has been obtained from TfNSW to utilise the existing "No Parking RMS Authorised & Police Vehicle Excepted" zone, located on the western side of Marlborough Road outside 38-40 Marlborough Road.
- A Connector Bus Sign has been installed as per TfNSW instruction.



**Courallie Avenue Stop (Red Bus Route)**

- 8m of "Bus Zone 7am-7pm" and "No Parking 12am-7am Monday" has been installed on the eastern side of Courallie Avenue outside 62-66 Courallie Avenue to allow pick up and drop off as well as cater for waste truck collection access.

**Homebush Road before Churchill Avenue Stop (Red Bus Route)**

- 8m of "Bus Zone 7am-7pm" has been installed on the western side of Homebush Road, north of the existing "No Stopping" zone outside Council Chamber.
- The 1/2P zone has been relocated further north to retain the same length.

**RECOMMENDATION**



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

That

- The Traffic Committee note the actions taken.
- Council Officers check the bus stop on Newton Road.
- Mr Damien Maher be notified that signs have been corrected.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**6.8 Redmyre Road, Strathfield - Speeding Issue**

Pursuant to Traffic Committee Meeting dated 17 December 2019 and Ordinary Council Meeting dated 4 February 2019, traffic counts were undertaken in Redmyre Road, Strathfield between 4 February and 10 February 2020, to investigate the alleged speeding issue.

The traffic counts results and crash history are tabulated below:

Location	85 percentile speed (km/h)		Reported Five Year Crash History (2014 to 2018)
	Eastbound	Westbound	
Redmyre Road (near No. 97)	42 km/h	42.4 km/h	Nil

As the 85 percentile speed recorded is below 50km/h, the area is deemed to be safe and not warranting further action.

**RECOMMENDATION**

That

- Council take no further action.
- Council advise respondents that although there is no need for further action, the matter will be referred to Auburn Local Area Command.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**6.9 Hedges Avenue, Strathfield - Speeding Issue**

Pursuant to Traffic Committee Meeting dated 17 December 2019 and Ordinary Council Meeting dated 4 February 2019, traffic counts were undertaken in Hedges Avenue, Strathfield between 4 February and 10 February 2020, to investigate the speeding issue.

The traffic count results and crash history are tabulated below:

Location	85 percentile speed (km/h)		Reported Five Year Crash History (2014 to 2018)
	Northbound	Southbound	
Hedges Avenue (near No. 26)	45.5 km/h	50.9 km/h	Nil

As the 85 percentile speed recorded is marginally above 50km/h, the area is deemed to be safe and not warranting further action.

**RECOMMENDATION**

That

- Council take no further action.
- Council advise respondents that although there is no need for further action, the matter will be referred to Auburn Local Area Command.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**6.10 Mount Street and The Boulevarde - Pedestrian Refuge**

At the Traffic Committee Meeting of December 2019 (item 6.16) there was a request for a pedestrian refuge to be provided in an effort to locate a safe point of crossing at Mount Street and The Boulevarde.

The request was referred to TfNSW and Council received the following response:

Due to the width of The Boulevarde at this location, a pedestrian refuge could not be installed currently. Given the availability of nearby signalised crossings and lack of a demonstrated crash history. TfNSW does not support the installation of a refuge at this location.

**RECOMMENDATION**

That

- Council note comments provided by TfNSW.
- Transit system review the bus stop locations and report back to the Traffic Committee with updates in March.

*(Voting on this item was unanimous)*



**6.11 Liverpool Road near Bede Street and Wallis Road**

At the Traffic Committee Meeting of December 2019 (item 6.17) there was a request to introduce keep clear linemarking provision on Liverpool Road to assist the community exiting Bede Street onto Wallis Street.



The request is not supported by TfNSW given the availability of alternative access

**RECOMMENDATION**

That TfNSW investigate this matter further and report back to March Traffic Committee meeting.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

## 7. SPECIAL EVENTS

Nil

## 8. ROAD SAFETY

## 8.1 Road Safety Report

Safety Issue	Project Name and Description	Current Status
Occupant Restraint	Choose Right, Buckle Right	<ul style="list-style-type: none"> <li>New venue for Child Restraint Fitting Day – Chalmers Rd parking bays at Strathfield Park. Event oversubscribed and raised awareness of adjacent children's road safety park. RMS resources &amp; giveaways distributed. Bulk of restraints installed were newborn capsules.</li> </ul>
Safety Around Schools	School Zones	<ul style="list-style-type: none"> <li>Back to School - Road User obligations, education &amp; enforcement</li> <li>CALD parent engagement in school zones</li> </ul>
Young Drivers	Keep Your Hands Off It Slow Down	<ul style="list-style-type: none"> <li>Road User distraction campaigns – Keep Your Hands Off It messages, posters, fliers &amp; giveaways</li> <li>Too many lives lost in NSW – Slow Down campaign</li> </ul>
Drink Driving	Road is no place for excuses	<ul style="list-style-type: none"> <li>What's Your Plan B – Xmas &amp; Summer campaign</li> <li>Flemington Liquor Accord meeting – changes to drink driving rules, extended opening hours, responsible service of alcohol.</li> </ul>
Driver Fatigue	There is No Quick Fix	<ul style="list-style-type: none"> <li>Fatigue- 1 in 3 big killers</li> <li>Take a break, swap with a mate</li> <li>Test your Tired Self campaign</li> </ul>
Speed	Slow Down in Strathfield	<ul style="list-style-type: none"> <li>Social media campaigns</li> </ul>
Pedestrians	School Crossing & Pedestrian Crossing	<ul style="list-style-type: none"> <li>Social media campaigns &amp; council fliers</li> </ul>
	Look Out Before You Step Out	<ul style="list-style-type: none"> <li>Pedestrian education campaign</li> </ul>
Other Activities	Road Safety: It's A Shared Responsibility	<ul style="list-style-type: none"> <li>Cross-platform community call to action following recent fatality</li> </ul>
	Double demerits	<ul style="list-style-type: none"> <li>Summer enforcement campaign</li> </ul>
	Digital Driver Licence	<ul style="list-style-type: none"> <li>Know the rules</li> </ul>
	Mobile Phone cameras	<ul style="list-style-type: none"> <li>Lights, Camera, Detection &amp; Keep Your Hands Off It</li> </ul>
	Driveway Safety	<ul style="list-style-type: none"> <li>Driveway safety posters, fliers, social media posts</li> </ul>
	2020 Australian Road Safety Foundation	<ul style="list-style-type: none"> <li>Submission for Community Initiatives in Road Safety – Make Every Journey A Safe One: CALD workshops</li> </ul>
	2020 National Awards for Local Government	<ul style="list-style-type: none"> <li>Submission for Excellence in Road Safety: Strathfield Park Children's Road Safety Park</li> </ul>

<p>Bring your child car seats, harnesses and booster seats for a free inspection on Child Restraint Fitting Day on Tuesday 4 February in Strathfield Park Chambers Road Carpark. <a href="http://bit.ly/2S05evX">http://bit.ly/2S05evX</a></p>  <p><a href="#">Comment</a> <a href="#">Share</a></p>	<p>School zones are back in operation tomorrow! Remember to slow down to 40km/hr between 8am - 9:30am and 2:30pm - 4pm. Increased penalties apply for school zone offences. <a href="http://bit.ly/2Gsm9YN">http://bit.ly/2Gsm9YN</a></p>  <p><a href="#">Comment</a> <a href="#">Share</a></p>
<p><b>Child Restraint Promotion on Social Media</b></p> 	<p><b>School Zone Campaign on Social Media</b></p> 
<p><b>Child Restraint Fitting Day @ Strathfield Park (adjacent to road safety park)</b></p>  <p>Recent tragic road accidents remind us that road safety is a shared responsibility. Speed, alcohol, fatigue and distraction are the big killers on our roads.</p> <p>Let us resolve to keep our children safe and respect school zones rules.</p> <p>Let us resolve to keep our eyes on the road and hands off mobile phone.</p> <p>Let us resolve to watch out for pedestrians and other vulnerable road users.</p> <p><a href="#">See more</a></p> 	<p><b>Free RMS resources at display table @ Strathfield Park</b></p> 
<p><b>Road Safety is a Shared Responsibility</b></p>	<p><b>Awareness Campaign: Australia Day enforcement</b></p>



Help emergency workers stay safe over the festive period. If you see a vehicle with blue lights flashing, slow down, move over and give them space.



Awareness campaign: Slow Down, Move Over & Give Space to Emergency Workers

<p><b>The only fix for being tired is sleep</b></p> 	<p><b>Double Demerits 20 Dec - 1 Jan</b></p> 
Fatigue: One of big killers on NSW Roads	Festive season enforcement

**RECOMMENDATION**

That

- The report be noted.
- Council promote the Connector bus to local schools and the outcomes of the discussion be reported back to the Traffic Committee.

*(Voting on this item was unanimous)*



## 9. GENERAL BUSINESS

### 9.1 The Crescent at Hampstead Road, Homebush West - Bus Stop Relocation and Amalgamation

At the Traffic Committee Meeting of September 2019 (item 6.4) it was recommended that a community consultation be carried out on the bus stop relocation and amalgamation proposal.

Letters outlining the proposal were sent to 52 households and businesses likely to be affected by the proposal. The letters were sent out on 23 October 2019 with the closing date of 22 November 2019.



Council has received zero (0) responses to the consultation.



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

<u>Table of Consultation</u>	
Bus Stop Re-location & amalgamation	
Properties Consulted	52
Responses Received	0
Support	-
Do Not Support	-

Given the fact that there was no objections or feedback, it is advised to carry out the relocation and amalgamation of the bus stop together with the appropriate existing parking scheme.

**RECOMMENDATION**

That

- Council proceed with relocation and amalgamation.
- Council ensure trees are pruned before the bus stop is in operation.
- Council Officers obtain the implementation dates from the delivery team.

*(Voting on this item was unanimous)*



## 9.2 Laws Lane, Strathfield South - Parking Restrictions

Further investigation has been carried out regarding the removal of the existing "No Parking" signs in Laws Lane, off Water Street, Strathfield South.

Council is conducting a proposal to install 1 hour parking signage along southern kerb sections of Laws Lane, to allow on-street parking outside Council's waste collection hours. The proposed changes are indicated on the plan below.



## RECOMMENDATION

That Council Officers gather proposal results and present it to the March 2020 Traffic Committee.

*(Voting on this item was unanimous)*





## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**9.3 Traffic Lights at Water and Punchbowl Road**

At Traffic Committee meeting dated 19 December 2019, it was raised that the Traffic lights right turn arrow was not functioning properly.

The matter was referred to TfNSW. Their response as follows:

TfNSW do not support the introduction of a dedicated right turn phase. The arrows at the intersection are there for pedestrian protection only.

**RECOMMENDATION**

That this matter be further reviewed by TfNSW and reported back to the March Traffic Committee meeting.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**9.4 Wentworth Street and Norfolk Road, Strathfield South - Illegal Parking**

Safety issue was raised by Enfield Intermodal Logistics Centre regarding vehicles illegally parked at the corner of Wentworth Street and Norfolk Road.

**RECOMMENDATION**

That this matter be referred to Rangers for enforcement.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**9.5 Raw Square and Redmyre Road, Strathfield - Pedestrian Safety**

Pedestrian safety concerns were raised at this location regarding potential collision with the out of control vehicles at this corner.

**RECOMMENDATION**

That TfNSW investigate treatment to improve pedestrian safety.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**9.6 Burlington Road and Rochester Street, Homebush - Intersection Safety**

Drivers have been observed failing to stop at the intersection and affecting pedestrian safety.

**RECOMMENDATION**

That

- Pavement markings be implemented.
- Additional STOP signs be installed.
- Auburn Local Area Commander be contacted for Police Enforcement.
- TfNSW investigate further treatment.

*(Voting on this item was unanimous)*





## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**9.7 The Crescent and Henley Road, Homebush West - Traffic Safety**

Drivers were observed turning from The Crescent onto Henley Road and disobeying the one-way scheme in Henley Road. Additional signage is required to improve traffic safety.

**RECOMMENDATION**

That

- Council install "No Right Turn" and "No Left Turn" signs on The Crescent, approaching the Henley Road intersection.
- Council install "No Entry" signs at the intersection.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**9.8 The Crescent near Flemington Station, Homebush West - Pedestrian Safety**

Pedestrians were observed jaywalking across The Crescent, near Flemington Station.

**RECOMMENDATION**

That Council extend the pedestrian fence on the northern side of The Crescent, to the Taxi Zone to prevent jaywalking.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**9.9 The Boulevard and Albyn Road, Strathfield - Right Turn Ban**

The installation of No Right Turn during peak hours was raised at this location.

**RECOMMENDATION**

That

- Traffic Committee review the previous issue regarding consultation of No Right Turn sign and review the traffic island.
- Council act on the previous motion regarding Albyn Road.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**9.10 Rochester Street and Burlington Road, Homebush - Loading Zone**

The status of the installation of a loading zone was updated.

**RECOMMENDATION**

That Loading Zone signs be installed prior to the next Traffic Committee meeting.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**9.11 Yarrowee Road, Strathfield - Speeding Issue**

Concerns were raised regarding vehicle speeding at the corner of Yarrowee Road and Wilson Street.

**RECOMMENDATION**

That Council Officers conduct traffic counts to investigate speeding issues and bring back to the March Traffic Committee meeting.

*(Voting on this item was unanimous)*



## TRAFFIC COMMITTEE MEETING - 18 FEBRUARY 2020

## MINUTES

**9.12 Pomeroy Street, Homebush - Crossing Facility for Cyclists**

Concerns were raised regarding the lack of crossing facility to connect the existing Powell's Creek Cycleways on Pomeroy Street near the bridge.

**RECOMMENDATION**

That Council Officers initiate traffic counts and review facility for cyclists and pedestrians to cross Pomeroy Street.

*(Voting on this item was unanimous)*

**Meeting Closed:** 1:00pm

**Next Meeting:** 17 March 2020

**13.1 NOTICE OF MOTION SUBMITTED BY COUNCILLOR BLACKMORE**  
**SUBJECT: COUNCIL'S PRIVACY POLICY REVIEW**

I MOVE:

1. That a Councillor Workshop be held in March 2020 for Councillors to review and be informed about all of Council's Privacy Policies and The Commonwealth Privacy Act.
2. That a report be prepared for the May 2020 Council Meeting in relation to any changes that need to be made to ensure the correct policies and procedures are in place to ensure that no personal information of residents, Council staff or Council employees are obtained by deception by any third party.

**RECOMMENDATION**

1. That a Councillor Workshop be held in March 2020 for Councillors to review and be informed about all of Council's Privacy Policies and The Commonwealth Privacy Act.
2. That a report be prepared for the May 2020 Council Meeting in relation to any changes that need to be made to ensure the correct policies and procedures are in place to ensure that no personal information of residents, Council staff or Council employees are obtained by deception by any third party.

**ATTACHMENTS**

There are no attachments for this report.

**13.2 NOTICE OF MOTION SUBMITTED BY COUNCILLOR HALL**  
**SUBJECT: HOMEBUSH VILLAGE TRAFFIC FLOW AND SAFETY**

I MOVE:

That Council through the Traffic Committee investigate and conduct a survey of Homebush shop owners and residents for a roundabout at the intersection of The Crescent and Rochester Street.

**RECOMMENDATION**

That Council through the Traffic Committee investigate and conduct a survey of Homebush shop owners and residents for a roundabout at the intersection of The Crescent and Rochester Street.

**ATTACHMENTS**

There are no attachments for this report.



**13.3 NOTICE OF MOTION SUBMITTED BY COUNCILLOR HALL**

**SUBJECT: NOTICES FOR FINES FOR RIDING ON FOOTPATHS AND POLICY**

I MOVE:

1. That Council prepare a report to be presented at a Councillor Workshop in May 2020 that determines a policy for fines issued to bicycle delivery services for riding on footpaths.
2. That the report include the rollout of notices in the shopping precincts with regard to the policy.

**RECOMMENDATION**

1. That Council prepare a report to be presented at a Councillor Workshop in May 2020 that determines a policy for fines issued to bicycle delivery services for riding on footpaths.
2. That the report include the rollout of notices in the shopping precincts with regard to the policy.

**ATTACHMENTS**

There are no attachments for this report.

**13.4 NOTICE OF MOTION SUBMITTED BY COUNCILLOR HALL**

**SUBJECT: COOKE PARK - FENCE BETWEEN PLAYGORUND AND MADELINE STREET**

I MOVE:

That Council investigate and report to the April 2020 Councillor Workshop the feasibility and cost of placing a fence or barrier between the playground area and Madeline Street at Cooke Park to improve the safety of children.

**RECOMMENDATION**

That Council investigate and report to the April 2020 Councillor Workshop the feasibility and cost of placing a fence or barrier between the playground area and Madeline Street at Cooke Park to improve the safety of children.

**ATTACHMENTS**

There are no attachments for this report.

**13.5 NOTICE OF MOTION SUBMITTED BY COUNCILLOR DUGGAN**  
**SUBJECT: COUNCILLOR VALEDICTORY**

I MOVE:

That interested Councillors be given 5 minutes at the meeting on 7 July 2020 to discuss highlights of their term, and what the role has meant for them.

**RECOMMENDATION**

That interested Councillors be given 5 minutes at the meeting on 7 July 2020 to discuss highlights of their term, and what the role has meant for them.

**ATTACHMENTS**

There are no attachments for this report.

**13.6 NOTICE OF MOTION SUBMITTED BY COUNCILLOR DUGGAN**  
**SUBJECT: COUNCIL MOBILE OFFICE**

I MOVE:

That Strathfield Council conduct a (weekend or evening) mobile office every quarter commencing in July 2020. The mobile office will provide residents with an opportunity to meet with Councillors and key Council staff to discuss issues important to them, ask questions, and obtain information on Council activities. Future dates and venues to be advertised on Council's media platform, with rates notices, and letterbox delivery in vicinity of the scheduled mobile office.

**RECOMMENDATION**

That Strathfield Council conduct a (weekend or evening) mobile office every quarter commencing in July 2020. The mobile office will provide residents with an opportunity to meet with Councillors and key Council staff to discuss issues important to them, ask questions, and obtain information on Council activities. Future dates and venues to be advertised on Council's media platform, with rates notices, and letterbox delivery in vicinity of the scheduled mobile office.

**ATTACHMENTS**

There are no attachments for this report.

**13.7 NOTICE OF MOTION SUBMITTED BY COUNCILLOR PENSABENE**  
**SUBJECT: SENIOR CITIZEN COMMUNICATION PLAN**

I MOVE:

That Strathfield Council develop a draft Senior Citizen Communication Strategy for the next available Councillor Workshop/then Council Meeting.

The plan should be prepared with input from stakeholders and Councillors. The purpose of the plan is to ensure that residents who are not on the internet or who have mobility issues are still receiving information regarding Council events, activities, and important local information.

The final plan should be incorporated into an overall communication plan for Strathfield Council.

**RECOMMENDATION**

That Strathfield Council develop a draft Senior Citizen Communication Strategy for the next available Councillor Workshop/then Council Meeting.

The plan should be prepared with input from stakeholders and Councillors. The purpose of the plan is to ensure that residents who are not on the internet or who have mobility issues are still receiving information regarding Council events, activities, and important local information.

The final plan should be incorporated into an overall communication plan for Strathfield Council.

**ATTACHMENTS**

There are no attachments for this report.

**13.8 NOTICE OF MOTION SUBMITTED BY COUNCILLOR PENSABENE**  
**SUBJECT: CITIZENSHIP CEREMONY**

I MOVE:

That (apart from Australia Day), Citizenship Ceremonies are held in the early evening.

Rationale

Current day time/weekday schedule is difficult for conferees who may need to take time off work and/or collect children from school. Additionally, the current 3pm timeslot and associated school zone restrictions and school pick up traffic make parking and Council access difficult for attendees.

Councillors also find a weekday time zone very difficult because of work commitments. This event is enjoyed by all Councillors and it is a such a disappointment when they can't attend because of the afternoon time scheduling.

**RECOMMENDATION**

That (apart from Australia Day), Citizenship Ceremonies are held in the early evening.

**ATTACHMENTS**

There are no attachments for this report.

**13.9 NOTICE OF MOTION SUBMITTED BY COUNCILLOR PENSABENE**  
**SUBJECT: STRATHFIELD LIBRARY**

I MOVE:

That Councillors be briefed at the next available Councillor Workshop on the details of:

1. The new services and programmes which will be provided in the upgraded Strathfield Library.
2. That Council prepare appropriate marketing material to inform library users and residents of new services and programmes.
3. That Council ensure that the new facility name incorporates the words “Strathfield” and “Library” e.g. Strathfield Library and Learning Centre or similar.

**RECOMMENDATION**

That Councillors be briefed at the next available Councillor Workshop on the details of:

1. The new services and programmes which will be provided in the upgraded Strathfield Library.
2. That Council prepare appropriate marketing material to inform library users and residents of new services and programmes.
3. That Council ensure that the new facility name incorporates the words “Strathfield” and “Library” e.g. Strathfield Library and Learning Centre or similar.

**ATTACHMENTS**

There are no attachments for this report.

**13.10 NOTICE OF MOTION SUBMITTED BY COUNCILLOR BLACKMORE**  
**SUBJECT: DRIVER VISIBILITY - HILLCREST AVENUE AND HILL STREET, STRATHFIELD SOUTH**

I MOVE:

That an investigation into improvements that can be made to improve driver visibility when exiting Hillcrest Avenue, Strathfield South onto Hill Street, Strathfield South be conducted and a report be prepared for the next Traffic Committee.

**RECOMMENDATION**

That an investigation into improvements that can be made to improve driver visibility when exiting Hillcrest Avenue, Strathfield South onto Hill Street, Strathfield South be conducted and a report be prepared for the next Traffic Committee.

**ATTACHMENTS**

There are no attachments for this report.



**13.11 NOTICE OF MOTION SUBMITTED BY COUNCILLOR BLACKMORE**  
**SUBJECT: IMPROVING TRAFFIC INVESTIGATION**

I MOVE:

1. That an investigation be conducted and presented to the June 2020 Traffic Committee meeting in relation to improving traffic flow in the Strathfield South area bounded by Liverpool Road, Homebush Road, Coronation Parade and Dean Street, Strathfield South.
2. That the investigation look at the traffic impact during operating times of any local educational institutions or other organisations which have peak traffic times.

**RECOMMENDATION**

1. That an investigation be conducted and presented to the June 2020 Traffic Committee meeting in relation to improving traffic flow in the Strathfield South area bounded by Liverpool Road, Homebush Road, Coronation Parade and Dean Street, Strathfield South.
2. That the investigation look at the traffic impact during operating times of any local educational institutions or other organisations which have peak traffic times.

**ATTACHMENTS**

There are no attachments for this report.

**13.12 NOTICE OF MOTION SUBMITTED BY COUNCILLOR BLACKMORE**  
**SUBJECT: COOKE PARK, BELFIELD - IMPROVING LIGHTING**

I MOVE:

1. That Council staff be congratulated on the recent improvements to Cooke Park, Belfield including the installation of solar lighting along the Chisholm Street side of the park.
2. That Council install more of the same solar lights around the walking track and within close vicinity of the synthetic field.
3. That consultation with residents be conducted if there is any consideration of installation of lighting adjacent to residents homes.

**RECOMMENDATION**

1. That Council staff be congratulated on the recent improvements to Cooke Park, Belfield including the installation of solar lighting along the Chisholm Street side of the park.
2. That Council install more of the same solar lights around the walking track and within close vicinity of the synthetic field.
3. That consultation with residents be conducted if there is any consideration of installation of lighting adjacent to residents homes.

**ATTACHMENTS**

There are no attachments for this report.

**CEO1 STRATHFIELD COUNCIL COMMUNITY STRATEGIC PLAN 2020-2021**

**AUTHOR:** Cathy Jones, Executive Manager, Corporate Strategy and Performance

**APPROVER:** Henry T Wong, Chief Executive Officer

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**RECOMMENDATION**

1. That pursuant to section 402 (1-7) of the Local Government Act 1993, Strathfield Council has reviewed and updated its Community Strategic Plan, and places its' Community Strategic Plan 'Strathfield 2030' on public exhibition for 28 days.
2. That pursuant to sections 403 (2) of the Local Government Act 1993, Strathfield Council has reviewed its Resourcing Strategy, as required as part of its Community Strategic Plan 'Strathfield 2030, and is placing it on public exhibition for 28 days.
3. That pursuant to sections 404 (1-5) of the Local Government Act 1993, Strathfield Council has reviewed its Delivery Program that details the principal activities to be undertaken by Council to implement the strategies set out by the Community Strategic Plan 'Strathfield 2030', and is placing this on public exhibition for 28 days.
4. That pursuant to sections 405(1-6), 532, 610B-610F, 706(2) of the Local Government Act 1993 and clause 201(1) of the Local Government Regulation 2005, Strathfield Council has prepared its one year Operational Plan 2020-2021, which details financial resourcing for the forward periods, and placing this on public exhibition for 28 days.
5. That Council give notice of its intention to place upon public exhibition for 28 days:
  - i. Make and levy an Ordinary Rate to comprise a base rate and ad valorem rating structure for both Residential and Business categories of rates on all rateable land for 2020-2021, as set out in the Report; and
  - ii. Increase rates income by 2.6% in 2020-2021 in accordance with the permissible rate increase set by IPART.

**PURPOSE OF REPORT**

It is the recommendation of this report to adopt and exhibit for the required statutory period, the Strathfield Community Strategic Plan 'Strathfield 2030', including the Community Strategic Plan (Part 1), Resourcing Strategy (Part 2), Delivery Program 2018-2022 (Part 3) and Operational Plan 2020-2021 including Revenue, Budget and Fees and Charges 2020-2021.

**REPORT**

Pursuant to s.402(5) of the *Local Government Act 1993*, Council reviewed and adopted a new Community Strategic Plan 'Strathfield 2030' in 2018, following extensive community engagement. Council is obliged to consider the Integrated Planning and Reporting System (IPR) requirements set out in the Act, Regulation and Office of Local Government Guidelines in the review of the Community Strategic Plan and its subsidiary plans and strategies.

**Strathfield Council Community Strategic Plan 2020-2021 (Cont'd)**

The Strathfield Community Strategic Plan 'Strathfield 2030' is underpinned by extensive community engagement in accordance with Council's Community Engagement Strategy. Council consulted through community and stakeholder engagements to incorporate the community's aspirations for the next 10 years and its future vision for Strathfield in 'Strathfield 2030'.

The priorities identified by the community have been incorporated into the new community strategic plan 'Strathfield 2030':

1. Connectivity Theme – planning for infrastructure to meet the needs of growing population, transport networks that are integrated and connected, and transformed and connected information and service delivery
2. Community Wellbeing Theme – supporting socially cohesive, connected and safe communities with access to public spaces and community facilities, and opportunities to participate in programs and activities that enhance healthy active lifestyles
3. Civic Pride and Place Management theme – engaging town centres and public places, cultural and creative activities and events promoting a sense of civic pride
4. Liveable Neighbourhoods Theme – high quality, well planned, sustainable, clean and well maintained urban and natural environments that retain and reflect local character and support thriving and resilient natural environments and greenspaces
5. Responsible Leadership Theme – the above goals will be underpinned by leadership and accountable Council services directed by the priorities of an engaged and connected community

These five key strategic directions are supported by key goals that will guide the Strathfield area in the next 10 years. Under the five themes there are key goals and subsequent strategies for Council to facilitate in partnership with the community, government agencies and business.

**CSP PLANS**

The CSP captures the community's priorities and aspirations that were informed by the community engagement framework. Fundamental to the CSP are social justice principles.

The statutory context for this work is section 402 to 406 of the *Local Government Act 1993*.

The CSP document (Reference Document) is structured in 3 parts:

- Part 1 The Community Strategic Plan 'Strathfield 2030'
- Part 2 The Resourcing Strategy including Long Term Financial Plan, Workforce Management Plan and Asset Management Plans.
- Part 3 The Four Year Delivery Program 2018-2022 and One Year Operational Plan 2020-2021

Council has undertaken significant capital works to meet the goals of the Delivery Program during the current term of Council. This has included but not limited to renewal/replacement of playgrounds across the LGA, upgrades to recreational and sporting facilities and amenities in Strathfield Park, Cooke Park, Bark Huts Reserve and Bressington Park, upgrade of the Homebush West Town Centre and transformation of the former golf course at Hudson Park into a District Park. Proposed capital works for 2020-2021 are mainly carried over from the 2019-20 financial with expected completion in 2020-2021.

**Strathfield Council Community Strategic Plan 2020-2021 (Cont'd)**

In accordance with the Operational Plan 2020-2021 and the Long Term Financial Plan (Part 2A) include the following initiatives and programs:

- Review of Strathfield's Local Environmental Plan and preparation of associated studies and reviews
- Provision and enhancement of the quality of Council's core service delivery areas in community, environmental, information, cultural and learning, waste, planning and development services
- Completion of outstanding infrastructure and capital works projects such as Strathfield Park Pavilion, the Crane Street Linear Park as well as Parramatta Road Urban Transformation projects.
- Renewal and maintenance of parks, roads, footpath, drainage and kerb and gutter infrastructure
- Enforcement of parking and traffic controls across the Strathfield Council area

Consistent with the CSP, a Four Year Delivery Program for 2018-2022 and its One Year Operational Plan 2020-2021 is contained in Part 3 of the document.

The One Year Operational Plan has been prepared on the basis that Council adopts the maximum increase in rates of 2.6% permitted by IPART. This Plan is resourced in accordance with the Resourcing Strategy (Part 2) of the CSP, which has included revision of Council's Asset Management Plans.

The draft One Year Operational Plan anticipates revenues (operating and capital) of \$84,936 million, total expenditure of \$84,936 million including capital expenditure of \$12,799 million.

The Operational Plan has been incorporated into the Delivery Program to reflect the full costs of providing the principal programs.

In summary, the One Year Operational Plan 2020-2021 anticipates:

- Permissible rate pegging increase of 2.6%;
- Comprehensive Domestic and Recycling Waste Management charge is \$760 pa;
- Stormwater Charges (per Revenue Policy);
- An average of salaries and award based growth (3.25%);
- The weighted average All Groups Consumer Price Index (CPI) of 2.0%;
- Interest from investments remain above benchmark rates;
- Increased in energy and utility charges of between 2.5% over the next 4 years; and
- Escalation in the cost of domestic waste disposal.

**Capital Expenditure**

The capital expenditure planned for 2020-2021, in summary is as follows:

<b>2020-2021 CAPITAL WORKS BUDGET SUMMARY</b>				
<b>Service</b>	<b>2020-21 (\$)</b>	<b>2021-22 (\$)</b>	<b>2022-23 (\$)</b>	<b>2023-24 (\$)</b>
Information & Technology	925,000	256,300	262,800	269,400
Planning & Strategy	205,000	56,400	57,800	59,200
Building Facilities	671,000	902,500	805,100	807,700

## Strathfield Council Community Strategic Plan 2020-2021 (Cont'd)

2020-2021 CAPITAL WORKS BUDGET SUMMARY				
Service	2020-21 (\$)	2021-22 (\$)	2022-23 (\$)	2023-24 (\$)
Library	145,280	119,200	122,200	125,300
Parks & Reserves	40,000	500,000	500,000	500,000
Sports Fields /Golf Course	80,000			
Community Safety	125,000			
Plant & Equipment	1,350,000	1,383,800	1,418,400	1,453,800
Roads LATM Infrastructure	300,000	300,000	300,000	300,000
Road Resheeting & Resealing	2,417,000	2,427,400	2,638,000	2,649,000
Roads Kerb & Gutter and Other Road Assets	770,000	150,000	150,000	150,000
Other Equipment	20,000			
Other Infrastructure	3,150,000			
Villages Upgrades	1,800,000			
Footpath	600,000	500,000	500,000	500,000
Stormwater Drainage	161,000	400,000	300,000	300,000
Household Garbage	40,000			
<b>GRAND TOTAL</b>	<b>12,799,280</b>	<b>6,995,600</b>	<b>7,054,300</b>	<b>7,114,400</b>
<b>Less: non infrastructure items</b>	<b>-2,480,000</b>	<b>-1,696,500</b>	<b>-1,739,000</b>	<b>-1,782,400</b>
<b>Net Infrastructure Expenditure</b>	<b>10,319,280</b>	<b>5,299,100</b>	<b>5,315,300</b>	<b>5,332,000</b>

### Domestic Waste Services

Domestic Waste Management (DWM) is rendered by Council to all residential properties including Residential Flat Buildings and non-rateable properties in the Municipality. The DWM charge does not include Waste Services rendered to business rated properties.

The Minister has notified that the Waste Levy for 2020-2021 will increase to \$146.04 per tonne, commencing 1 July 2020. A reasonable cost calculation based on the cost of delivering the waste services including increases to the disposal costs at the transfer stations.

The operation of the Domestic Waste Services is as follows:

1. One 120 litre MGB Garbage Bin collected weekly
2. Fortnightly recycling service collecting paper and cardboard, glass, aluminium, steel cans and PET plastic – one 240 litre bin
3. Fortnightly 'Green Waste' kerbside collection – one 240 litre bin
4. 'On-Call' General Clean-up service with three eligible clean-up bookings per household per year

Council's ongoing waste and compliance program form a part of its waste minimisation and avoidance strategy.

### Summary and Conclusion

The Community Strategic Plan 'Strathfield 2030' reflects the articulated priorities of Strathfield residents. It aims to deliver the services and projects that meet their aspirations over the life of the Plan.

**Strathfield Council Community Strategic Plan 2020-2021 (Cont'd)**

The resources required to implement the strategies established by the Strathfield Community Strategic Plan 'Strathfield 2030' are defined in Council's long term Resourcing Strategies and delivered by the new Delivery Program and annual operational plans.

Strathfield Council will track how it progresses with 'Strathfield 2030' during the next 10 years. While the strategies and their delivery may evolve over time, progress across the main strategic directions and goals will be monitored and reported back to the community at regular intervals on what we have achieved via Council's Annual Report, as well as an End of Term report for the current term of Council in 2020.

**FINANCIAL IMPLICATIONS**

The financial implications have been identified in this report and attachment.

**ATTACHMENTS**

1. Strathfield 2030 Community Strategic Plan - Exhibition Fradt - *Circulated in Attachments document*

**CEO2 CHRISTMAS CAROLS**

**AUTHOR:** Naomi Searle, Manager, Communications, Events and Engagement

**APPROVER:** Henry T Wong, Chief Executive Officer

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**RECOMMENDATION**

Christmas Carols be relocated to Hudson Park or Bark Huts Reserve.

**PURPOSE OF REPORT**

To address the resolution 23/20 from the Ordinary Council Meeting 4 February 2020:

- '1. That commencing with the 2020 event, the Strathfield Council Christmas Carols be returned to Strathfield Park.*
- 2. That in view of the restrictions on fireworks at the park, and generally to assist the environment, a report be provided to an upcoming councillor workshop on the feasibility of substituting a laser show in place of the fireworks.*
- 3. That Council liaise with nearby councils to ensure that our event does not conflict with events others may be holding on the same evening.*
- 4. That Council look at options for re-establishing motor vehicles access to the open space along the northern boundary of the park.'*

**REPORT**

Recent changes to Strathfield Park has led Council to relocate events previously held there. The installation of a second synthetic field has left only Field 3 (the smallest field) on which to hold events. The upcoming installation of the new amenities building will block off access to Field 3, meaning access by trucks delivering stages and other equipment to the field by trucks will be restricted.

In order to create access to Field 3, a new road would need to be constructed. Reasons why a new road has been determined as unfeasible include:

- A new road would result in the loss of trees and green space at Strathfield Park;
- Due to the steep incline of the hill the field sits on, large trucks would not be able to drive over the hill. The area is too small to build a road that would mitigate the steepness of the site.

After reviewing the site, Council have determined an alternative solution of putting a 'pedestrian-style' road in between the road safety playground and the first synthetic field (Field 2). This would require:

- Widening of lip onto road;
- Removal of existing path and installation of 3m wide road, with cement pour;
- Removal of shrubs and grass and re-landscaping of area;
- Removal and relocation of bollards, signage and lights;



**Christmas Carols (Cont'd)**

- Removal of fencing panels;
- Installation of removable bollards to prevent other cars from accessing park.

The estimation for this is \$70,000 - \$100,000.

This is a significant cost and aesthetic changes to Strathfield Park for one annual event.

The Spring Festival will not be held at Strathfield Park in the future as the area it is held on has become too small due to the building of the new synthetic field.

Hudson Park is the preferred venue for holding large events, as it is the largest site in Strathfield with suitable access in a residential area, and has ample parking.

It is therefore recommended that both Strathfield Spring Festival and Christmas Carols be held at the newly upgraded Hudson Park from 2020.

Note that a laser show will be investigated to be held as part of Christmas Carols for this year. The decision will be based on whether the venue can host fireworks, if a fire ban is likely, and associated costs.

Christmas Carols will be held on 13 December 2020, so not to clash with Burwood Council. This has been communicated with Burwood Council.



**Proposed route for road at Strathfield Park**

Christmas Carols (Cont'd)



(Left) Strathfield Park today



(Right) Current photo today (along pathway)

**FINANCIAL IMPLICATIONS**

There are no financial implications

**ATTACHMENTS**

There are no attachments for this report.

**CEO3                RESIDENT INFORMATION COMMUNICATION AND PROTOCOL AND  
IMPROVEMENTS**

**AUTHOR:**        Naomi Searle, Manager, Communications, Events and Engagement

**APPROVER:**    Henry T Wong, Chief Executive Officer

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**RECOMMENDATION**

That an End of Year Financial Update be produced, but not be signed directly by Councillors if distributed during the caretaker period of 2020.

**PURPOSE OF REPORT**

To address point 2 of resolution 24/20 from the Ordinary Council Meeting 4 February 2020:

*'2. That a report be prepared for the March 2020 Ordinary Council Meeting in relation to the cost of producing a hardcopy and emailed End of Financial Year Update annually to be sent to residents from the Mayor, Deputy Mayor and all Councillors.'*

**REPORT**

An End of Year Financial Update will be produced in both soft and hard copy. However, data from financial year 2019/20 and the budget for financial year 2020/21 will not be ready to be distributed prior to the caretaker period beginning on 14 August 2020. Therefore the End of Year Financial Update should not be signed directly by the Councillors by name due to the caretaker period. It is suggested that the Update is signed generically, e.g Mayor, Deputy Mayor and Councillors if it is distributed during the caretaker period.

**FINANCIAL IMPLICATIONS**

Funding has not been provided in the current budget for this purpose.

**ATTACHMENTS**

There are no attachments for this report.

**CS1 INVESTMENTS AS AT 31 JANUARY 2020**

**AUTHOR:** Jenny Nascimento, Executive Manager, Financial Service and Chief Financial Officer

**APPROVER:** Melinda Aitkenhead, Director Corporate & Financial Services

**RECOMMENDATION**

That the record of cash investments as at 31 January 2020 noted.

**PURPOSE OF REPORT**

To submit Council's record of cash investments as at 31 January 2020 pursuant to Clause 212 of the Local Government (General) Regulation 2005.

**REPORT**

Investment Portfolio as at 31 January 2020:

Term Deposits	Rating	Investment Date	Maturity Date	Term (Days)	Interest Rate	Amount
AMP	A2	19/08/2019	17/02/2020	182	2.05%	2,000,000
AMP	A2	9/09/2019	9/03/2020	182	1.90%	2,000,000
AMP	A2	2/12/2019	1/06/2020	182	1.90%	2,000,000
Auswide	A2	26/11/2019	24/02/2020	90	1.60%	1,000,000
Auswide	A2	10/12/2019	9/03/2020	90	1.66%	2,000,000
Bank of Queensland	A2	26/08/2019	26/02/2020	184	1.75%	1,000,000
Bank of Queensland	A2	2/09/2019	2/03/2020	182	1.70%	2,000,000
Bank of Queensland	A2	4/09/2019	2/03/2020	180	1.70%	3,000,000
Bendigo	A2	26/11/2019	25/05/2020	181	1.50%	1,000,000
Macquarie Bank	A1	28/08/2019	24/02/2020	180	1.80%	2,000,000
Macquarie Bank	A1	27/11/2019	25/05/2020	180	1.60%	1,000,000
Macquarie Bank	A1	9/12/2019	9/03/2020	91	1.60%	2,000,000
ME Bank	A2	25/11/2019	25/05/2020	182	1.60%	2,000,000
ME Bank	A2	25/11/2019	25/05/2020	182	1.60%	2,000,000
National Bank	A1+	2/12/2019	2/03/2020	91	1.53%	2,000,000
National Bank	A1+	2/12/2019	2/03/2020	91	1.53%	2,000,000
National Bank	A1+	2/12/2019	2/03/2020	91	1.53%	1,000,000
National Bank	A1+	6/01/2020	6/04/2020	91	1.60%	2,000,000
Suncorp	A1	4/09/2019	3/02/2020	152	1.65%	2,000,000
Suncorp	A1	26/11/2019	25/05/2020	181	1.55%	2,000,000
						<b>\$36,000,000</b>



## Investments as at 31 January 2020 (Cont'd)

## Investment Portfolio as at 31 January 2020:

Call Accounts	Rating	Term	Interest Rate	Amount
CBA General Fund	A1+	At Call	0.50%	2,057,765
CBA Business Online Saver	A1+	At Call	0.75%	1,205,758
AMP	A2	At Call	1.05%	92,744
TCorp IM Cash Fund	A1+	At Call	1.24%	1,095,967
				<b>4,452,235</b>

**Total Investments****1.98%****40,452,235**

In accordance with Council's Investment Policy, the following limits apply in relation to the maximum proportion of the total investment portfolio which can be invested for each credit rating category:

Investments Represented by	as at 31 January 2020
<b>Externally Restricted Reserves</b>	
Domestic Waste Management	2,614,581
Unexpended Grants	1,000,210
Section 94	14,122,427
Stormwater Management	411,930
<b>Total Externally Restricted Reserves</b>	<b>18,149,148</b>
<b>Internally Restricted Reserves</b>	
Plant Replacement	1,129,614
ELE	1,285,159
Deposits	8,773,295
Adshel	270,000
Technology	358,034
Carry Forwards	37,621
Future Major Expenditure	926,570
Parkscape Improvements	29,000
Risk Management	195,362
Election	143,510
<b>Total Internally Restricted Reserves</b>	<b>13,148,165</b>
<b>Total Restricted Reserves</b>	<b>31,297,313</b>
Unrestricted*	9,154,922
<b>Total Investments</b>	<b>40,452,235</b>

\* Unrestricted funds, whilst not subject to a restriction for a specific purpose, are fully committed via Council's adopted Operational Plan.

The Reserve Bank of Australia's official cash rate remains as 0.75% for the month of January 2020. Council's investment portfolio is returning an average of 1.98% as at 31 January 2020 which is 1.09% above the 90 day BBSW benchmark of 0.89%.

Council has earned interest revenue totaling \$464,809 as at 31 January 2020, being 42.39% of the original projected budget.

**Investments as at 31 January 2020 (Cont'd)****Certification – Responsible Accounting Officer**

The Chief Financial Officer hereby certifies that the investments listed above have been made in accordance with Section 625 of the Local Government Act 1993, Clause 212 of the Local Government (General) Regulation 2005 and Council's Investment Policy.

**FINANCIAL IMPLICATIONS**

There are no financial implications.

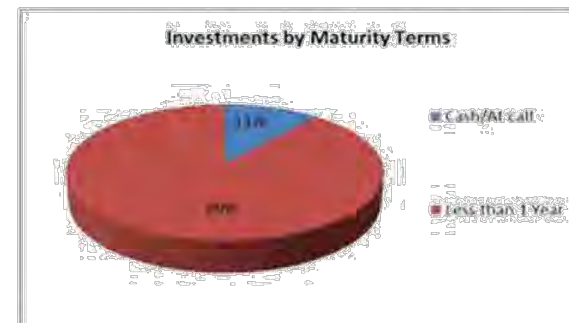
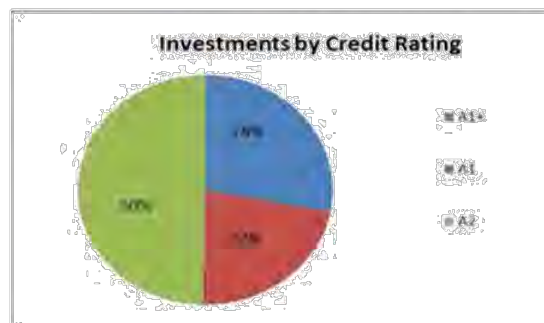
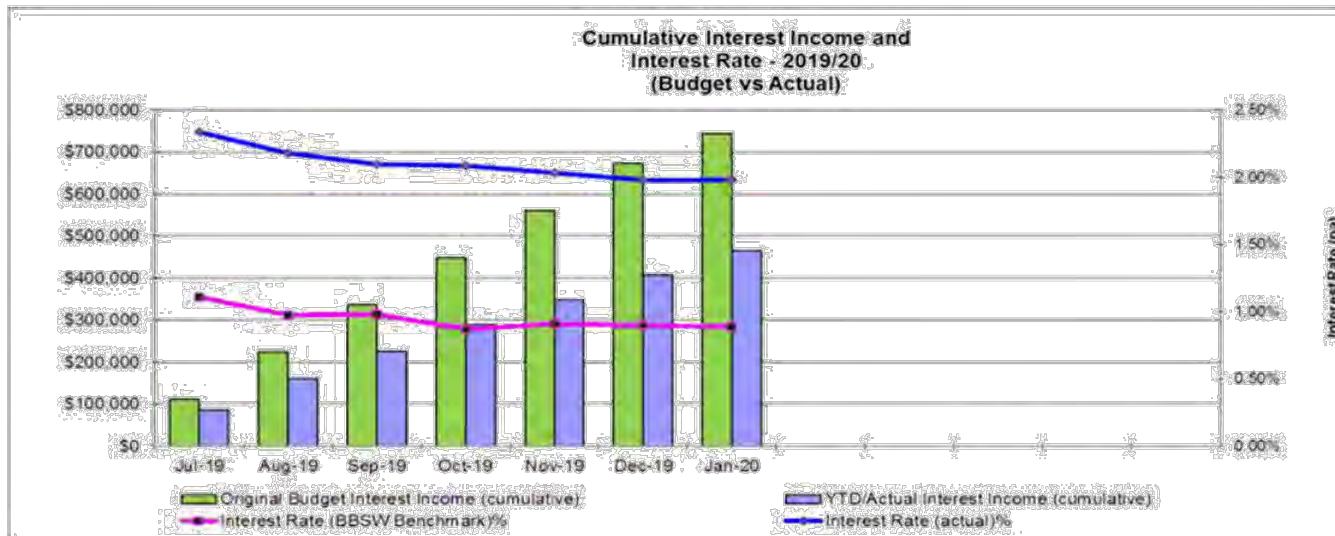
**ATTACHMENTS**

1. Investment Performance - January 2020

# ATTACHMENT 1



INVESTMENTS - Jan 2020



**CS2                    CURRENT STATUS OF COUNCIL RESOLUTIONS**

**AUTHOR:            David McQuade, Senior Governance Officer**

**APPROVER:        Melinda Aitkenhead, Director Corporate & Financial Services**

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**RECOMMENDATION**

That the report on the current status of Council resolutions be received and noted.

**PURPOSE OF REPORT**

To update the Council on the status of previous Council resolutions.

**REPORT**

Attached is a summary of the outstanding Council resolutions.


**FINANCIAL IMPLICATIONS**

There are no financial implications.

**ATTACHMENTS**

1.        Outstanding Council Resolutions

# ATTACHMENT 1

		<b>Outstanding Council Resolution Actions</b>	Printed: Tuesday, 25 February 2020 3:43:20 PM
Meeting Date	Subject	Section	
4/02/2020 28/20	Homebush West Parking Matters	Motions Pursuant to Notice	
<b>RESOLVED:</b> (Blackmore / Pensabene)			
<ol style="list-style-type: none"> <li>1. That a report be prepared for the next Councillor Workshop in February 2020 in relation to the proposed changes to parking in the Homebush West Council Carpark. That Council put a minimum two-hour parking limit all day instead of the proposed one-hour parking.</li> <li>2. That a report be prepared for the March 2020 Traffic Committee in relation to the possibility of putting a loading zone for one vehicle only on the western side of The Crescent between Henley Road and Hampstead Road, Homebush West.</li> <li>3. That Council consult with business owners and the Flemington Chamber of Commerce in relation to options available to business owners in the Homebush West shopping precinct regarding the lack of parking available to them and their staff.</li> </ol>			
For the Motion: Councillors Blackmore, Doueih, Duggan, Hall, Kokkolis, Pensabene and Vaccari			
Against the Motion: Nil			
Mr Datta addressed the meeting.			
Point one complete Report to go to March 2020 Traffic Committee.			



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
4/02/2020 27/20	Strathfield Annual Events	Motions Pursuant to Notice
<b>RESOLVED:</b> (Blackmore / Hall)		
That a report be presented to the April 2020 Councillor Workshop on a draft plan for the Australia Day Event in 2021 including:		
a) A Citizenship Ceremony in the Town Hall		
b) An Australian Day Celebration at Strathfield Park which will include childrens activities taking into account the hot weather and food vendors		
For the Motion:	Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari	
Against the Motion:	Nil	
Report to go to April 2020 Councillors Workshop.		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
4/02/2020	Mayoral Minute No 2/20 Food Delivery Drivers Inspection Regime	Mayoral Minute
15/20		
RESOLVED: (Doueihi)		
That due to the health risks associated with the Food Delivery Industry that the following motion be submitted to the National Australian LG Association Conference:		
<i>"That the NSW Food Act be amended to include an Inspection and Licencing Regime for all Food Delivery Drivers to ensure that all food delivered is fit for human consumption".</i>		
For the Motion:	Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari	
Against the Motion:	Nil	
More information required		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
4/02/2020 29/20	Bushfire Crisis	Motions Pursuant to Notice
<p><b>RESOLVED:</b> (Pensabene / Duggan)</p> <p>That Strathfield Council discuss at an April 2020 Councillor Workshop the following points and be voted on at the June 2020 Council Meeting:</p> <ol style="list-style-type: none"> <li>1. Actions Council is currently undertaking in regard to the bushfires and what is planned for immediate and future action.</li> <li>2. Adopting a country town, in a Sister City style arrangement for a period of no less than 5 years for example June 2020 to June 2025. This town will be selected by Council based on a short list of nominations from residents in the Strathfield Local Government Area (LGA). To be eligible this town will have been significantly impacted by the bushfires or drought crisis or, have had a flow-on economic downturn because of the bushfires or drought. This town will be the recipient of Strathfield LGA's ongoing support – fiscal, volunteering and community touch points e.g. Council to Council, Church to Church, Seniors to Seniors, Craft Group to Craft Group, Schools to Schools, Sports Clubs to Sports Clubs, etc. to aid in their town's long-term rebuilding. Support could include financial support, Council staff and Councillor visits, volunteering initiatives or community group, Church or school visits etc.;</li> <li>3. Council plan annual fundraising events from 2020 to 2025 for our nominated country town, such as Community Street Fairs, possibly at a local level e.g. Homebush, Homebush West, Strathfield, Strathfield South, Belfield and Greenacre;</li> <li>4. A Plan on how Council will seek input from, and work together with our nominated country town at all possible touch points (see point 2 above) in supporting them in their financial, physical rebuilding, community building and emotional supports over the next 5 years.</li> </ol> <p>For the Motion: Councillors Blackmore, Douelhi, Duggan, Hall, Kokkolis, Pensabene and Vaccari</p> <p>Against the Motion: Nil</p> <p>Report to go to April 2020 Councillors Workshop.</p>		





## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
4/02/2020 26/20	Salvation Army - Annual Red Shield Appeal	Motions Pursuant to Notice
<b>RESOLVED:</b> (Blackmore / Pensabene)		
That Council be provided with a report on permanently annualising its financial and in kind support for the Salvation Army Annual Red Shield Appeal by:		
a) Continuing the practice of waiving all Bonds and Charges involved in the use of the Town Hall and Supper Room on the Sunday of the Annual Red Shield Door Knock.		
b) Strathfield Council continue the practice to provide a Strathfield Council Bus with a Driver on the Sunday of the Annual Red Shield Appeal Door Knock.		
c) Strathfield Council continue the practice (adjusting for CPI each year) to fund the cost of the sausage sizzle/bbq and provide appropriate Council staff to assist in the holding of the sausage sizzle in Strathfield Square to raise funds and awareness of the Annual Red Shield Appeal Door Knock on the following weekend.		
For the Motion:	Councillors Blackmore, Doueihy, Duggan, Hall, Kokkolis, Pensabene and Vaccari	
Against the Motion:	Nil	
Report to go to March 2020 Council Meeting.		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
4/02/2020 30/20	<b>Water Cycle Management and Energy Efficiency/Solar Power Initiatives</b>	Motions Pursuant to Notice
<b>RESOLVED:</b> (Pensabene / Duggan)		
That a report be prepared for Council's April 2020 Ordinary Council Meeting on the water cycle management and energy efficiency/solar power initiatives in place across Council's parks, reserves, council buildings and community facilities including how Council currently addresses such matters and plans to into the future as part of an overall strategy.		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Report to go to April 2020 Council Meeting		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
4/02/2020 25/20	<b>Resident Information Communication Protocol and Improvements</b>	Motions Pursuant to Notice
<b>RESOLVED:</b> (Blackmore / Duggan)		
<ol style="list-style-type: none"> <li>1. That all communication sent to residents in relation to Council events and important community announcements from now onwards will be sent from The Mayor, Deputy Mayor and All Councillors.</li> <li>2. That a report be prepared for the March 2020 Ordinary Council Meeting in relation to the cost of producing a hardcopy and emailed End of Financial Year Update annually to be sent to residents from the Mayor, Deputy Mayor and all Councillors.</li> <li>3. That a snapshot is given to our residents on our financial position, projects and capital works that have been completed in the financial year, advising them of projects and events scheduled for the following financial year and information on how to subscribe to Councils paper copy of the Council newsletter.</li> </ol>		
For the Motion: Councillors Blackmore, Duggan, Doueihy, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Report to go to March 2020 Council Meeting.		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
4/02/2020 23/20	Christmas Carols	Motions Pursuant to Notice
<p><b>RESOLVED:</b> (Vaccari, Kokkolis, Blackmore / Duggan)</p> <ol style="list-style-type: none"> <li>1. That commencing with the 2020 event, the Strathfield Council Christmas Carols be returned to Strathfield Park.</li> <li>2. That in view of the restrictions on fireworks at the park, and generally to assist the environment, a report be provided to an upcoming councillor workshop on the feasibility of substituting a laser show in place of the fireworks.</li> <li>3. That Council liaise with nearby councils to ensure that our event does not conflict with events others may be holding on the same evening.</li> <li>4. That Council look at options for re-establishing motor vehicles access to the open space along the northern boundary of the park.</li> </ol> <p>For the Motion: Councillors Blackmore, Doueihi, Hall, Kokkolis and Vaccari</p> <p>Against the Motion: Pensabene and Duggan</p> <p>The Mayor declared the Motion <b>CARRIED</b>.</p> <p>Councillor Hall returned to the meeting, the time being 7:58pm.</p>		
Report to go to March 2020 Council Meeting		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
3/12/2019	International Day of People with a Disability 2019	Motions Pursuant to Notice
176/19		
RESOLVED: (Duggan / Hall)		
1. That Council acknowledge 'International Day of People with a Disability 2019' by becoming a member of The Australian Network on Disability.		
2. That Council report back to the July 2020 Ordinary Council Meeting on achievements and initiatives in relation to inclusion of people with disability.		
For the Motion:	Councillors Blackmore, Duggan, Hall, Kokkolis, Pensabene and Vaccari	
Against the Motion:	Nil.	
Council is now a member of The Australian Network on Disability. Report to go to July 2020 Council Meeting.		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
5/11/2019 159/19	Possible New Greenspace Loftus Lane, Homebush	Motions Pursuant to Notice
<b>RESOLVED:</b> (Blackmore / Hall)		
That a report be prepared for the February 2020 Ordinary Council Meeting in relation to a possible new greenspace where Loftus Lane, Homebush currently exists (between Crane Street and Loftus Crescent, Homebush).		
The report to include an implementation plan, budgetary implications, benefit to the community and possible designs.		
For the Motion: Councillors Blackmore, Doueih, Duggan, Hall, Kokkolis and Vaccari		
Against the Motion: Nil		
Report to go to March 2020 Councillors Workshop		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
5/11/2019	Cycle Infrastructure - Draft Strathfield Strategic Planning Statement	Motions Pursuant to Notice
164/19		
<b>RESOLVED:</b> (Duggan / Kokkolis)		
<ol style="list-style-type: none"> <li>1. Due to community feedback in 2017 when the 'Active Travel Plan' was exhibited, that Council remove references to the 'Active Travel Plan 2016' (this includes Homebush Road and Arthur Street routes) in the 'Draft Strathfield Strategic Planning Statement'.</li> <li>2. Council prepare a report to a workshop (prepared with appropriate stakeholders e.g. RMS, Transport NSW, Bicycle NSW and any other relevant authority) on safe bicycle routes in the Strathfield LGA.</li> </ol>		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Kokkolis and Vaccari		
Against the Motion: Nil		
Councillor Hall having declared a non-pecuniary, non-significant interest in item 13.9 Cycle Infrastructure – Draft Strathfield Strategic Planning Statement left the Chamber at 7.37pm and took no part in the discussion or voting on the matter.		
Councillor Nella Hall returned to the meeting, the time being 7:44 PM.		
Report to go to March 2020 Councillors Workshop		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
1/10/2019 148/19	South Strathfield Shopping Precinct	Motions Pursuant to Notice
RESOLVED: (Hall / Pensabene)		
That Council prepare a plan of the South Strathfield Shopping Precinct (Homebush Road and Liverpool Road) to revitalise the street-scape, public amenities and parking, and that the plan be presented at the February 2020 Councillor Workshop.		
For the Motion: Councillors Doueihi, Duggan, Hall and Pensabene		
Against the Motion: Councillors Blackmore, Kokkolis and Vaccari		
Report to go to March 2020 Councillors Workshop.		





## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
3/09/2019 128/19	Management of Unsolicited Proposals Received by Council	Motions Pursuant to Notice
<b>RESOLVED:</b> (Duggan / Pensabene)  That Strathfield Council develop local guidelines to manage unsolicited proposals.  Further, I also move that the Guidelines are presented in draft form to a Council Planning Policy and Urban Design Working Party Committee meeting for comment and then referred to a subsequent Ordinary Council meeting for public endorsement prior to the end of 2019.  For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari Against the Motion: Nil		
Report to go to March 2020 Councillors Workshop		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
4/06/2019 73/19	Welcome to New Residents Pilot Program	Motions Pursuant to Notice
<b>RESOLVED:</b> (Pensabene / Duggan)		
That Strathfield Council pilot a 'Welcome to New Residents' information evening.		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Program to be held in March 2020		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
3/07/2018 148/18	<b>Underwood Road/WestConnex Stack Emissions</b>	Infrastructure and Development Reports
<b>RESOLVED:</b> (Duggan / Vaccari)		
<ol style="list-style-type: none"> <li>1. That Council notes and endorses the report.</li> <li>2. Council conduct an assessment of the RMS's obligations under the original approval document and report back to the August Council meeting. In particular, assessment of plans and intentions around the following would be welcome: <ul style="list-style-type: none"> <li>• Compliance monitoring and tracking</li> <li>• Solar access and overshadowing</li> <li>• Socio-economic – particularly any impact on property prices in the vicinity of the stack</li> <li>• Advice on building buffer zones</li> <li>• Community and Social Management Plan</li> <li>• Community cohesion plan</li> <li>• Community Information, consultation and involvement</li> <li>• Ambient Air Quality Goal Protocol</li> <li>• Air Quality notification and Reporting</li> <li>• Operational Environmental Management Plan</li> <li>• Operational noise and vibration plan</li> </ul> </li> </ol>		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

- Operational noise and vibration compliance report
  - Emergency Response Plan
  - Independent Environmental Audit
  - The placement of an emission receptor to the west of the facility
  - The placement of above-ground level receptors
  - Impact of building height changes under the Parramatta Road Corridor Urban Transformation Strategy
  - Impact of potential rezoning in neighbouring streets.
3. Council invite the appropriate RMS staff to a governing body workshop in August to discuss any potential community impacts and also RMS obligations in relation to the facility, and
4. Council convene a forum in September for local residents and appropriate staff from Westconnex to discuss any concerns in relation to the facility
5. That Council consider an appropriate DCP along the lines of those considered by Lane Cove and Willoughby Councils at the time of the Lane Cove Tunnel
- For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari
- Against the Motion: Nil

Information being presented to Council updating DCP.



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
3/07/2018 139/18	Pomeroy Street - Former Bowling Club Site	Motions Pursuant to Notice
<b>RESOLVED:</b> (Hall / Pensabene)		
That Council prepare a report on the feasibility of the construction of Community facilities at the Pomeroy St – Former Bowling Club site. The community facility must provide space for a separate Men's shed, Women's Shed and green outdoor space.		
For the Motion: Councillors Blackmore, Doueihi, Duggan, Hall, Kokkolis, Pensabene and Vaccari		
Against the Motion: Nil		
Awaiting feedback from the Department of Education.		



## Outstanding Council Resolution Actions

Printed: Tuesday, 25 February 2020 3:43:20 PM

Meeting Date	Subject	Section
3/10/2017	Draft Plan of Management for Community Lands	Motions Pursuant to Notice
155/17		
RESOLVED: (Hall / Blackmore)		
That:		
<div><div>1.</div><div>In accordance with the Local Government Act, 1993, Council provide any Report(s) prepared with regards to the Draft Community Lands Plan of Management, including providing a detailed summary/analysis of the submissions received from the period ending 22 June 2017.</div></div> <div><div>2.</div><div>In the event that such Report(s) are still pending, then these Report(s) as detailed above be prepared and presented to Council within 2 months.</div></div> <div><div>3.</div><div>A workshop be held prior to the December ordinary Council meeting to appraise Councillors on Councils Plans of Management for community land.</div></div> <div><div>4.</div><div>A presentation be made to Councillors, prior to the November Council Meeting, that includes but is not limited to detailing how the process complied with Section 36 (Preparation of draft plans of management for community land) and section 40A (Public hearing in relation to proposed plans of management) of the Local Government Act 1993.</div></div> <div><div>5.</div><div>That Council prepare a new Plan of Management, for each of the individual 17 parcels of Community Land listed in the recently exhibited "Draft Plan of Management for Community Lands". The Plan of Management has to be prepared in accordance with Section 36, Section 40A and Section 44 of the Local Government Act 1993.</div></div>		
Plans on exhibition until April 9 2020		

**DEU1            PLANNING PROPOSAL - NO.11-23 THE BOULEVARDE, STRATHFIELD  
(STRATHFIELD PLAZA - LOT 102 IN DP 597302 AND LOT 21 IN DP 623899)**

**AUTHOR:**        George Andonoski, Specialist Strategic Planner

**APPROVER:**    Stephen Clements, Deputy CEO and General Manager Planning,  
Environment and Urban Services

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**RECOMMENDATION**

1. That Council endorse the recommendation of the Strathfield Local Planning Panel and reject the Planning Proposal included at Attachment 1 that seeks to amend SLEP 2012 to increase the height of buildings (Clause 4.3), increase the floor space ratio (Clause 4.4) and to increase the cap on residential accommodation permitted on the site under Clause 6.8 of SLEP 2012, for the following reasons;
  - I. The Proposal lacks both strategic and site specific merit;
  - II. The Proposal is considered to be premature of the anticipated Strathfield Town Centre Master Plan;
  - III. No consideration has been given by the Proponent on the desired future character of the Strathfield Town Centre;
  - IV. Considering the current context of the site, the proposed height, FSR and retail/commercial ration is without basis;
  - V. There has been no visual impact assessment undertaken to address the appropriateness of the proposed built form when viewed from the surrounding localities;
  - VI. The Planning Proposal is not considered to be in the public interest for the reason that it does not support the current strategic planning process being undertaken by Council in the preparation of the Local Strategic Planning Statement;
  - VII. The Proposal would establish a precedent for future tall buildings in the absence of a Town Centre master plan;
  - VIII. The Proposal does not include any unique public benefits commensurate with the proposed increase in bulk and scale.
2. That Council advise the applicant that it will not support the Planning Proposal and will not proceed to Gateway Determination.

**PURPOSE OF REPORT**

The purpose of this report is to seek Council's endorsement of the Strathfield Local Planning Panels' (SLPP) recommendation on the Planning Proposal for 11-23 The Boulevarde, Strathfield (Strathfield Plaza).

The SLPP, at its meeting on 6 February 2020 resolved to reject the planning proposal and not to proceed to a Gateway Determination.

**REPORT**

**BACKGROUND**

**Planning Proposal - No.11-23 The Boulevarde, Strathfield (Strathfield Plaza - Lot 102 in DP 597302 and Lot 21 in DP 623899) (Cont'd)**

The Strathfield Local Planning Panel, at its meeting on 6 February 2020 considered a Planning Proposal for 11-23 The Boulevarde, Strathfield (Strathfield Plaza). A copy of the Planning Proposal is included at Attachment 1.

The proposal seeks to amend *Strathfield Local Environmental Plan 2012*, as follows:

- Amend *Clause 4.3: Height of Buildings* to increase the maximum permitted building height to **156m**.
- Amend *Clause 4.4: Floor Space Ratio* to increase the maximum permitted FSR to **9.5:1**.
- Remove the application of *Clause 4.4B: Exceptions to floor space ratio (Strathfield Town Centre)* to the site.
- Amend *Clause 6.8: Additional provisions for development in Strathfield Town Centre* to increase the maximum part of the building permitted to be used for residential accommodation to **70%** of the floor space.

A copy of the report to the SLPP and the minutes of the SLPP is included at Attachment 2 and 3 respectively.

## CONTEXT

The site known as 11-23 The Boulevarde, Strathfield comprises of two lots (Lot 21 in DP623899 and Lot 102 in DP597302), is irregular in shape, and has a total area of approximately 11,253m<sup>2</sup>. The site has frontages to Churchill Avenue, The Boulevarde, Redmyre Road and Orso Lane.

The site is located within the Strathfield Town Centre, which encompasses land within the Strathfield, Burwood and Canada Bay Local Government Areas (LGAs). The municipal boundary between Strathfield and Burwood LGAs runs down the centre line of The Boulevarde with the bulk of the commercial centre falling in Strathfield Council area. The site is located on the southern side of Strathfield Railway Station, approximately 10km west of the Sydney CBD and 12km from Parramatta CBD. The site is within walking distance of Strathfield train station and bus interchange.

## PLANNING CONTROLS

### Existing Planning Controls

Strathfield LEP 2012 applies to the subject site. The following provisions are relevant:

SLEP 2012	Development Standard	Control
Clause 2.1	Land Use Zones	B3 – Commercial Core
Clause 4.3	Height of Buildings	54m
Clause 4.4	Floor Space Ratio	3:1
Clause 4.4B	Exceptions to Floor Space Ratio ("Area 2" Strathfield Town Centre)	FSR may exceed 3:1 if the size of the lot exceeds 1,500m <sup>2</sup> , but: (a) Must not exceed 5:1, or (b) If the building meets the design excellence criteria specified in clause 6.7, must not exceed 7.5:1.

### Proposed Amendments to Strathfield LEP 2012



**Planning Proposal - No.11-23 The Boulevard, Strathfield (Strathfield Plaza - Lot 102 in DP 597302 and Lot 21 in DP 623899) (Cont'd)**

<b>SLEP 2012</b>	<b>Standard</b>	<b>Existing Control</b>	<b>Proposed</b>
Clause 2.1	Land Use Zone	B3-Commercial Core	<b>No Change</b>
Clause 4.3	Height of Buildings	54m	<b>156m</b>
Clause 4.4	Floor Space Ratio	3:1	<b>9.5:1</b>
Clause 4.4B	Exceptions to Floor Space Ratio ("Area 2" Strathfield Town Centre)	FSR may exceed 3:1 if the size of the lot exceeds 1,500m <sup>2</sup> , but: (c) Must not exceed 5:1, or (d) If the building meets the design excellence criteria specified in clause 6.7, must not exceed 7.5:1.	<b>Remove the application of Clause 4.4B</b>
Clause 6.7	Design excellence for Strathfield Town Centre		<b>The planning proposal seeks to amend Clause 6.7 to include "Area 4". However, no amendments are required to clause 6.7 as the site is located in "Area" 2 to which this clause already applies.</b>
Clause 6.8	Additional provisions for development in Strathfield Town Centre		<b>Amend Clause 6.8 to increase the cap on residential accommodation permitted on the site up to 70%.</b>

## STRATEGIC CONTEXT

The site is subject to two major Metropolitan Plans. They are detailed further below;

### **Greater Sydney Region Plan: A Metropolis of Three Cities (March 2018)**

The planning proposal is generally aligned with the overarching vision of the Greater Sydney Region Plan, *A Metropolis of Three Cities* (the Plan), to create a 30-minute city that connects people from where they live to jobs, business, schools, health facilities, and services.

### **Eastern City District Plan (March 2018)**

The Eastern City District Plan (March 2018) (the District Plan) provides a short-term (20 year) plan to manage growth and implement the Greater Sydney Region Plan at the district level.

Strathfield along with Homebush and Burwood is identified as a *Planned Precinct* to deliver additional capacity for housing supply. In this regard, the planning proposal aligns with the District Plan. Albeit, the planning proposal has not demonstrated site-specific merit for delivering additional housing supply, noting housing targets are set for the precinct as a whole.

Strathfield Town Centre, of which the site is only part of, is the gateway to high-frequency rail and bus interchanges with access generally via the public domain of Raw Square. The overarching

**Planning Proposal - No.11-23 The Boulevard, Strathfield (Strathfield Plaza - Lot 102 in DP 597302 and Lot 21 in DP 623899) (Cont'd)**

goal for redevelopment of the Centre should be to create a seamless transition to public transport for residents within the Centre and the surrounding area. As such, to consider planning proposals on a piecemeal basis without a coordinated approach would deliver a sub-optimal planning outcome.

One of the principles for local centres under the District Plan is to “*protect or expand retail and/or commercial floor space*”. The Strathfield Town Centre is the major commercial centre within the Strathfield LGA. The proposal to replace the 35% cap on residential with 70% residential in a B3 Commercial Core zone site does not accord with his.

**CONCLUSION**

The location of Strathfield Town Centre within walking distance of Strathfield train station and bus interchange and close proximity to schools, retail, facilities, and services supports its location for increased density in alignment with the *Eastern City District Plan* (March 2018) and *Greater Sydney Region Plan: A metropolis of Three Cities*.

However, a coordinated approach is required to ensure redevelopment of the LGA's major commercial centre occurs in a planned and coordinated way. A Masterplan which establishes the vision and fine-grain scale for the Centre is required along with collaboration between Strathfield, Burwood, and Canada Bay Councils. The masterplan should be informed by detailed economic, social and environmental studies which consider the cumulative impacts of redevelopment of the Centre as a whole having regard to housing and job supply targets and planning priorities and objectives under *A Metropolis of Three Cities* and the *Eastern City District Plan*.

There are no mitigating circumstances or unique site attributes that support the planning proposal at this time, ahead of immediate actions endorsed in Council's *2030 Community Strategic Plan* and identified in Council's *Draft Strategic Planning Statement*, to revitalise the Strathfield Town Centre including the preparation of a Masterplan, and integrate transport services. To do otherwise, would result in a sub-optimal planning outcome.

As such, the planning proposal is not supported to proceed to a Gateway Determination.

**FINANCIAL IMPLICATIONS**

There are no financial implications.

**ATTACHMENTS**

1. Strathfield Plaza - Planning Proposal
2. Strathfield Local Planning Panel Report
3. Strathfield Local PLanning Panel Minutes

# ATTACHMENT 1



# STRATHFIELD CENTRAL PLANNING PROPOSAL

11-23 THE BOULEVARDE,  
STRATHFIELD

PREPARED FOR  
**MEMOCORP AUSTRALIA**  
SEPTEMBER 2019

**URBIS**

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

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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 Boulevarde, 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 700m<sup>2</sup> 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 *HIMPDA* (**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 Boulevarde, Strathfield** and has a total area of 11,253m<sup>2</sup>. 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 Boulevarde 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 Boulevard: 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, GPOP 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



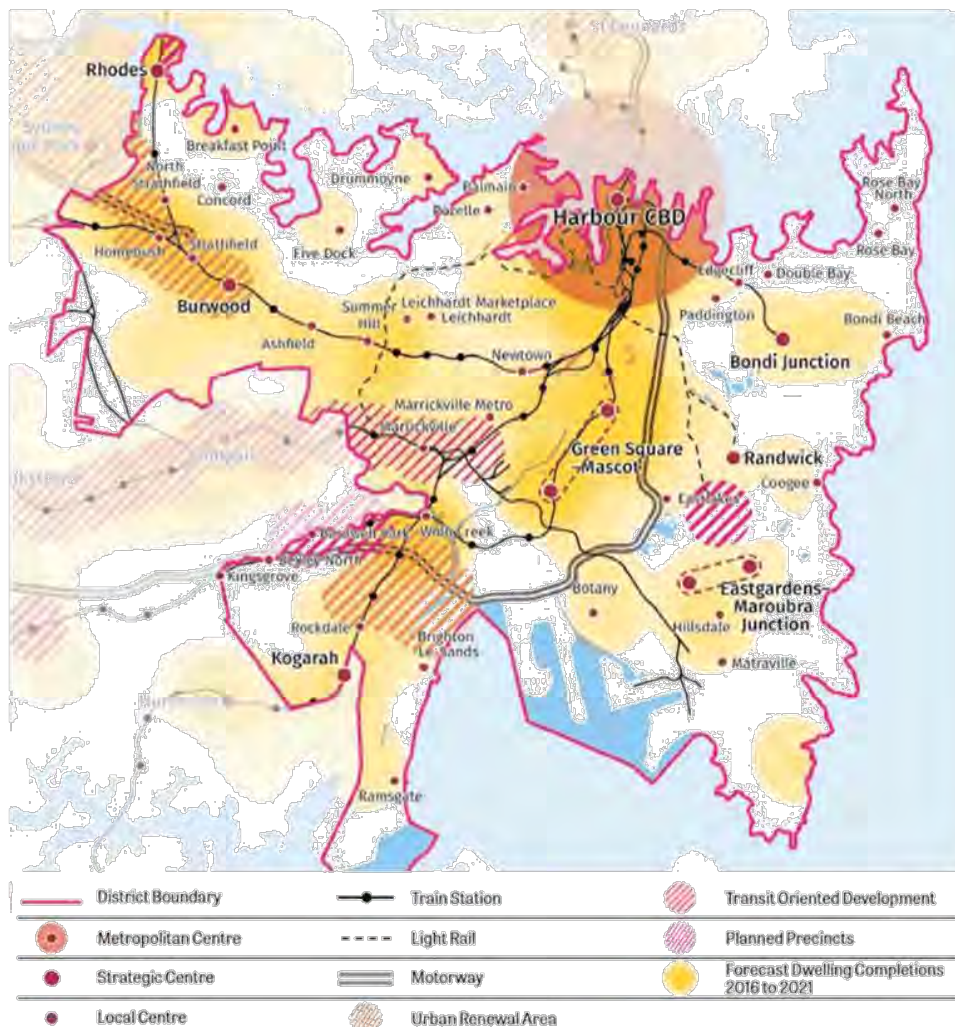
Source: Greater Sydney Commission

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 investigate 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 LUUIP) 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 LUUIP was prepared by the Department of Planning, Industry and Environment in July 2017.

The interim LUUIP 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 LUUIP'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

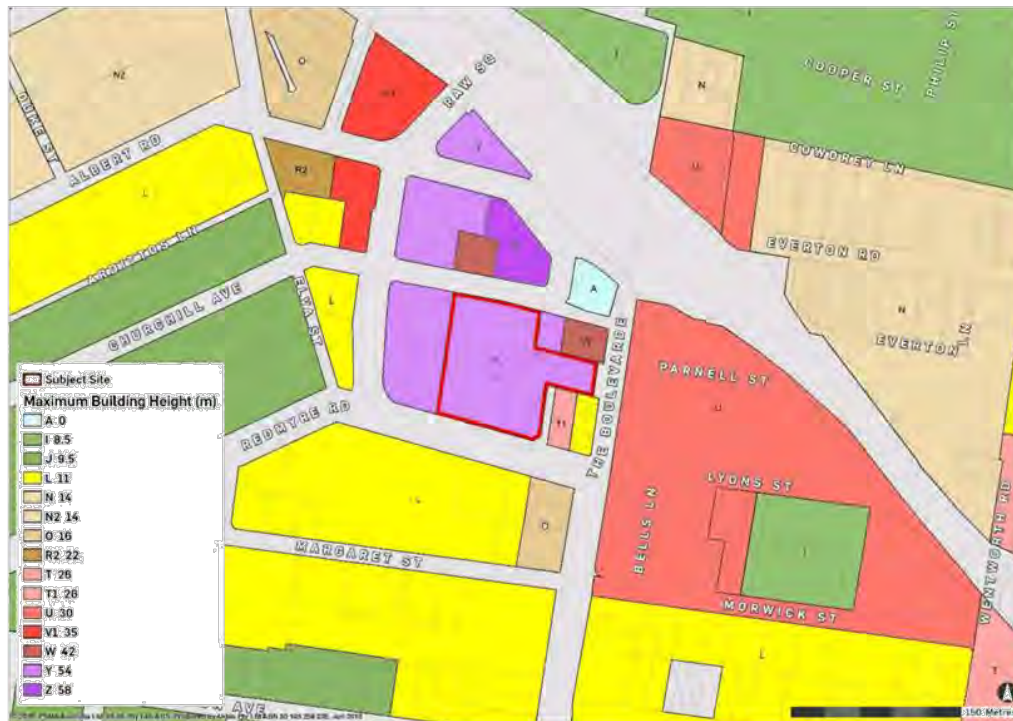


Source: NSW Legislation

#### 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.

#### 4.1.4. Heritage Conservation

- 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

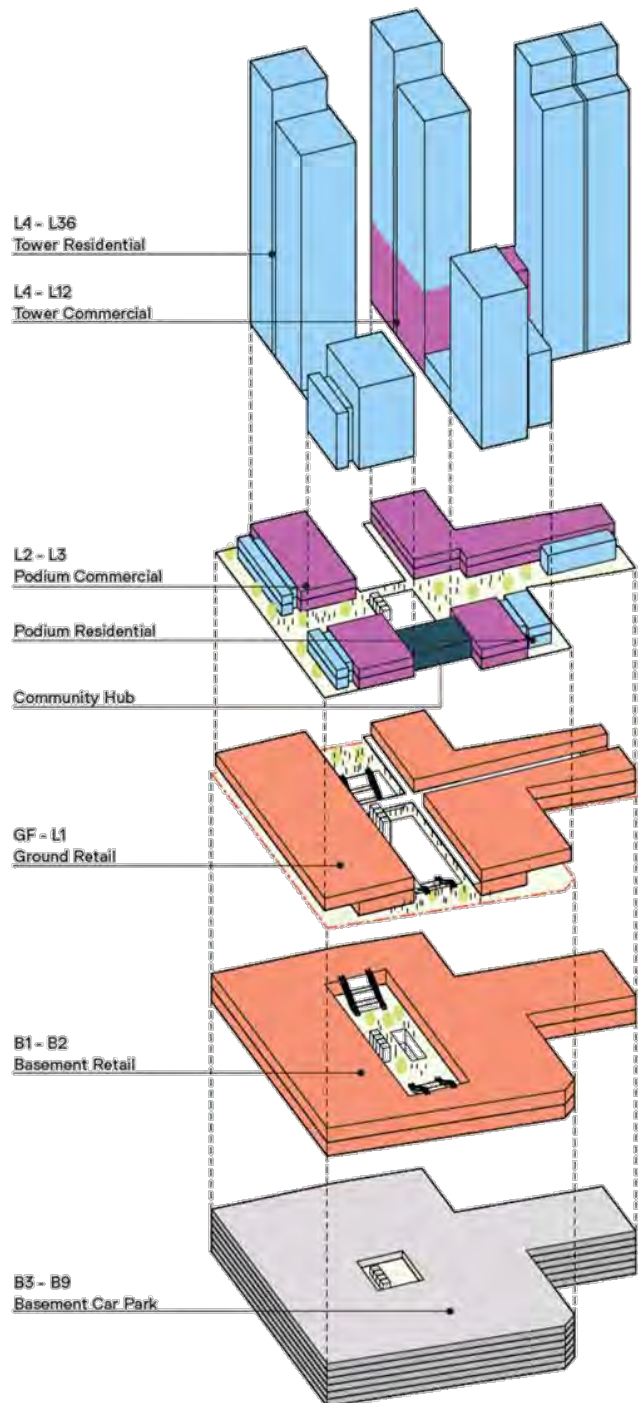
An indicative development concept has been prepared by *Grimshaw Architects* and is detailed in the Urban Design Report at **Appendix A**. The key components of the concept design include:

- 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 700m<sup>2</sup> 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	16,860 sqm	15.6%
Residential	70,456 sqm	65.8%
Community	700 sqm	0.85%
<b>Total</b>	<b>107,007 sqm</b>	<b>100%</b>
<u>Apartment</u>		
Studio	38	5%
One Bedroom	186	22%
Two Bedroom	406	54%
Three Bedroom	131	17%
Four Bedroom	12	2%
<b>Total</b>	<b>753</b>	<b>100%</b>

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 19,185m<sup>2</sup> 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



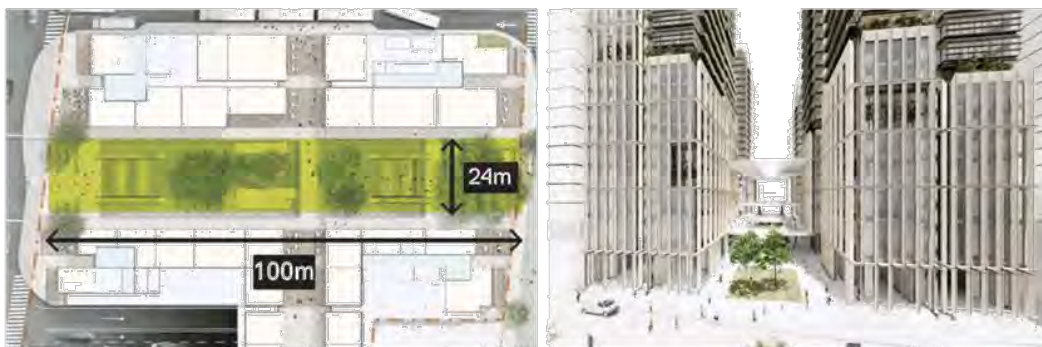
Source: Grimshaw

### 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 16,666m<sup>2</sup> 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 700m<sup>2</sup> 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

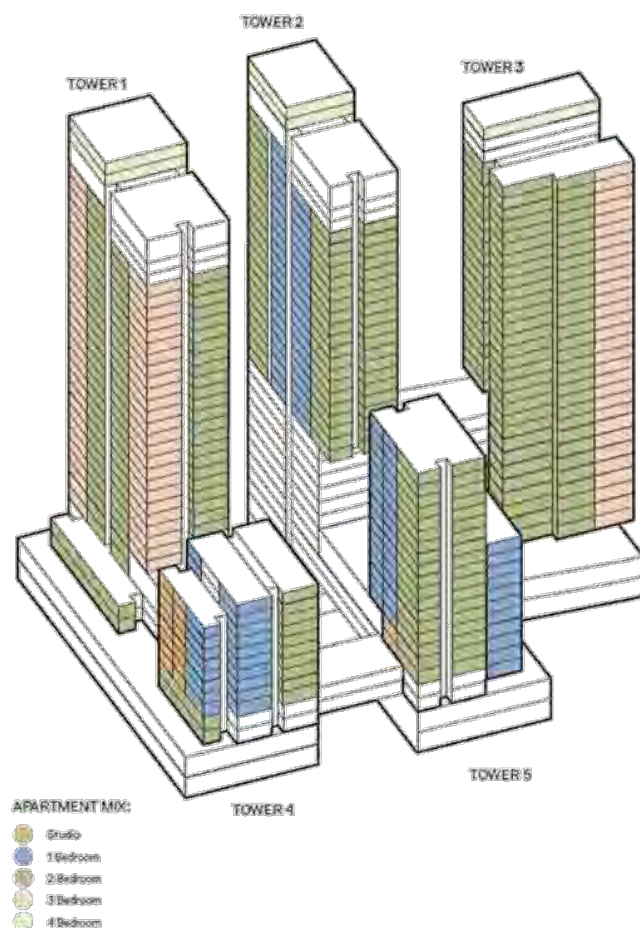
The residential component is located within five towers which extend beyond the retail and commercial podium. The towers range in height from 13-storeys to 38-storeys and are separated by a minimum of 24 metres in order to achieve visual and acoustic privacy.

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

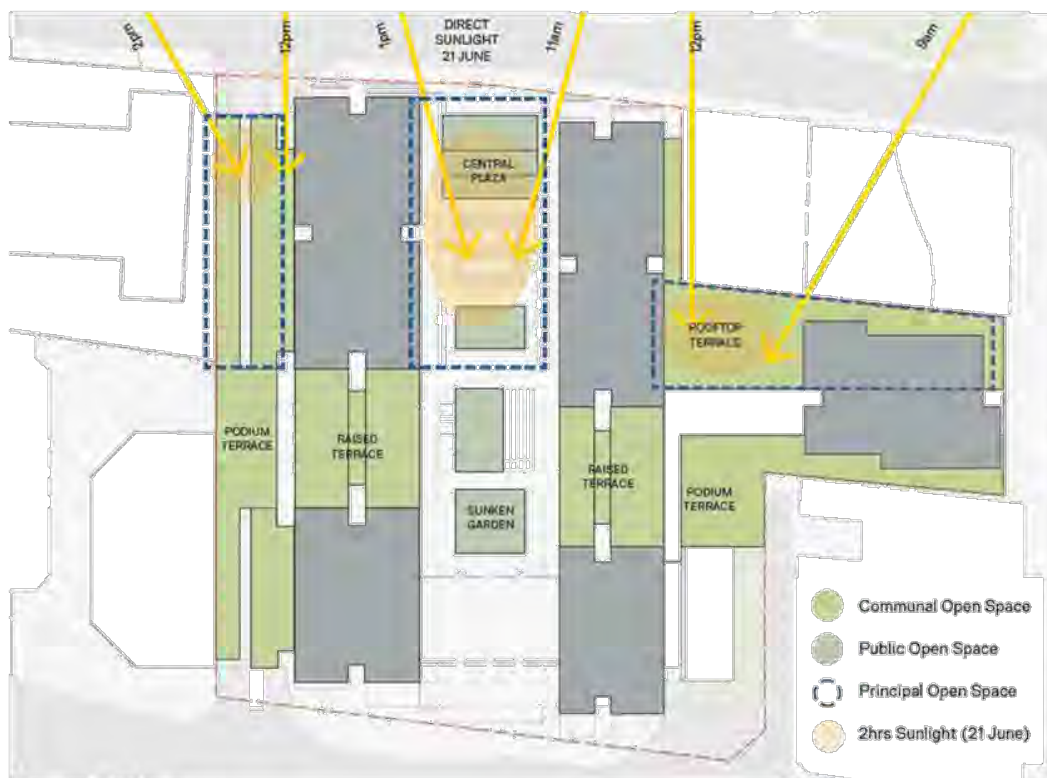


Source: Grimshaw

## 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



Source: Grimshaw

## 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 700m<sup>2</sup> 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. >50,000m<sup>2</sup>) 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 700m<sup>2</sup> 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 700m<sup>2</sup> 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
<i>A Metropolis of Three Cities: Greater Sydney Region Plan (2018)</i>	<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"> <li>• Provide and embellish infrastructure to support a 30-minute city (Direction: A city supported by infrastructure);</li> <li>• Provide services and infrastructure to meet communities' changing needs, such as a 700m<sup>2</sup> 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);</li> <li>• 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);</li> <li>• Create a community hub to bring people together (Direction: A city of great places);</li> <li>• Contribute to a 30-minute city and integrates land use and transport to create a walkable environment (Direction: A well-connected city); and</li> <li>• 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)</li> </ul>
<i>Eastern City District Plan (2018)</i>	<p>The Planning Proposal is consistent with <i>Eastern City District Plan</i>, as it would:</p> <ul style="list-style-type: none"> <li>• Provides services and social infrastructure to meet people's changing needs (Planning Priority E3);</li> <li>• Fosters healthy, creative, culturally rich and socially connected communities (Planning Priority E4);</li> <li>• Provides housing supply, choice and affordability with access to jobs, services and public transport (Planning Priority E5);</li> <li>• Creates and renews great places and local centres, and respects the District's heritage (Planning Priority E6); and</li> <li>• Delivers integrated land use and transport planning and a 30-minute city (Planning Priority E10).</li> </ul>
<i>Greater Parramatta Interim Land Use and Infrastructure Implementation Plan (2017)</i>	<p>The Planning Proposal is consistent with the interim LUIMP 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"> <li>• 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.</li> <li>• Provide Strathfield's residents with a safe and easily accessible infrastructure that will ease traffic congestion and promote pedestrian activation.</li> <li>• Foster Strathfield's strong sense of community by providing accessible and high-quality public amenities at the heart of town.</li> <li>• Provide Strathfield with accessible leisure and community facilities that will help celebrate diversity and support tolerance within the population.</li> <li>• Revitalise the town centre with a public space that can provide Strathfield with a nucleus for the community and reinforce sense of place.</li> <li>• Provide a diverse range of modern apartments with communal gardens and shared amenities.</li> <li>• Create a strong and resilient commercial core supporting a diversity of business.</li> <li>• Provide Strathfield with its own distinct identity as a retail destination.</li> </ul>
<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"> <li>• 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.</li> <li>• 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"> <li>◦ Envisioned built form: B4 Mixed Use Residential</li> <li>◦ Floor Space Ratio: 3.1 + 3.4 bonus</li> <li>◦ Height: 22 storeys (90m)</li> </ul> </li> </ul> <p>These planning control recommendations reflect the opportunities to leverage off Strathfield's strategic location and increase residential capacity.</p>

<b>Local Council Plans and Studies</b>	<b>Consistency</b> <ul style="list-style-type: none"> <li>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 21<sup>st</sup> 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.</li> </ul>
<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"> <li>• Cement Strathfield Town Centre as the primary centre in the LGA.</li> <li>• Provides a diversity of mixed uses and variety of retail.</li> <li>• Improves local transport connections with the bus interchange and intermodal connections.</li> <li>• Provides opportunities for additional commercial uses such as office.</li> </ul>

#### 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
<b>Direction 1.1 Business and Industrial Zones</b>	
<p><i>(f) The objective of this direction are to:</i></p> <ul style="list-style-type: none"> <li><i>a. encourage employment growth in suitable locations,</i></li> <li><i>b. protect employment land in business and industrial zones, and</i></li> <li><i>c. support the viability of identified centres.</i></li> </ul>	<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 <b>Appendix B</b>). The assessment confirms the Planning Proposal will result in:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The value added to the local economy is \$135.7 million every year.</li> </ul> <p>The planning proposal complies with Direction 1.1 as it presents an opportunity to revitalise the Strathfield Town Centre.</p>
<b>Direction 2.3 Heritage Conservation</b>	
<p><i>(2) 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 <b>Appendix E</b>). 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>
<b>Direction 3.1 Residential Zones</b>	
<p><i>(f) The objectives of this direction are:</i></p> <ul style="list-style-type: none"> <li><i>a. to encourage a variety and choice of housing types to provide for existing and future housing needs,</i></li> <li><i>b. to make efficient use of existing infrastructure and services and ensure that new housing has</i></li> </ul>	<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>(f) 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>(f) 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>	
<b>Direction 4.3 Flood Prone Land</b>	
<p>(f) <i>The objectives of this direction are:</i></p> <ul style="list-style-type: none"> <li>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></li> <li>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></li> </ul>	The Infrastructure Services Assessment prepared by Cardno and including at <b>Appendix D</b> 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.
<b>Direction 7.1 Implementation of A Plan for Growing Sydney</b>	
(f) <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>	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.

### 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 Rodmyre 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 Rodmyre 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 C16.8 applies additional provisions for development in the Strathfield Town Centre. Specifically C16.8 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 C16.8 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 C16.8 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
<b>During Construction (1)</b>				
Economic Activity		Nil	\$2bil	+\$2bil
Jobs during construction		Nil	1,333	+1,333
Total jobs years from Construction		Nil	5,285	+5,285
<b>Post construction</b>				
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: HillPD

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.

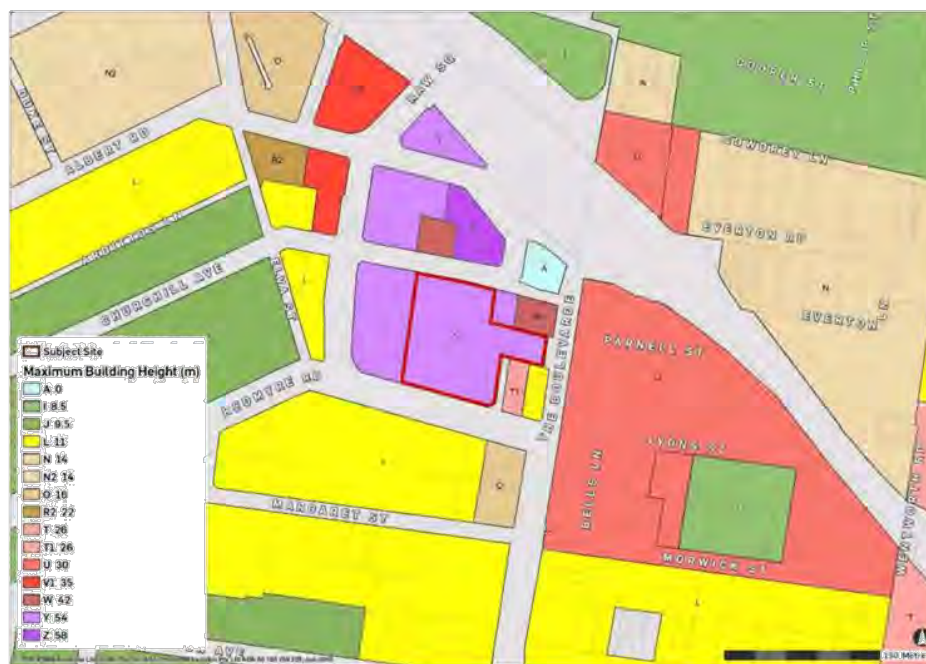
**Q11. What are the view of State and Commonwealth public authorities consulted in accordance with the Gateway determination?**

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

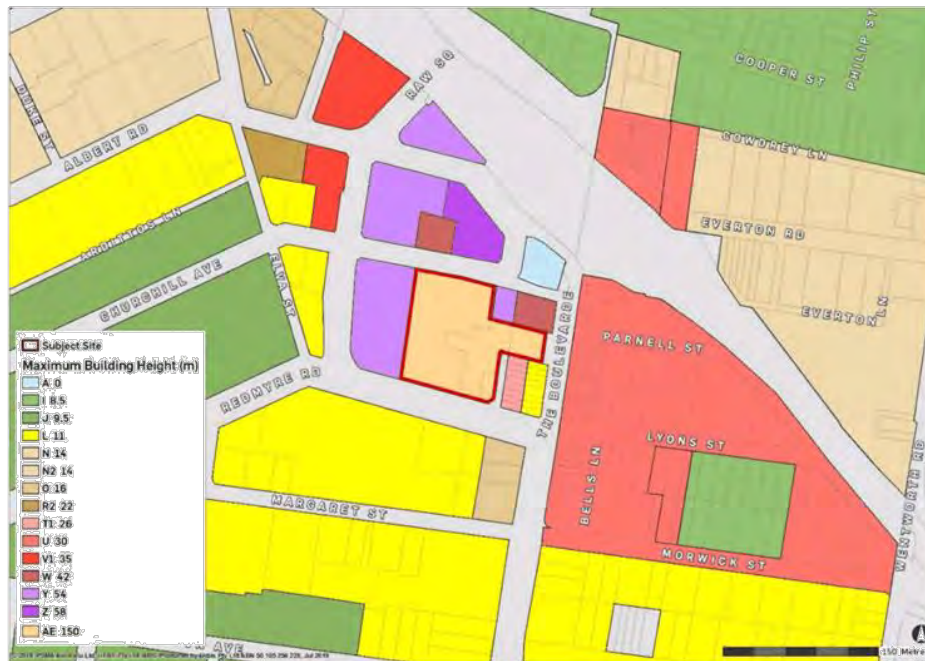
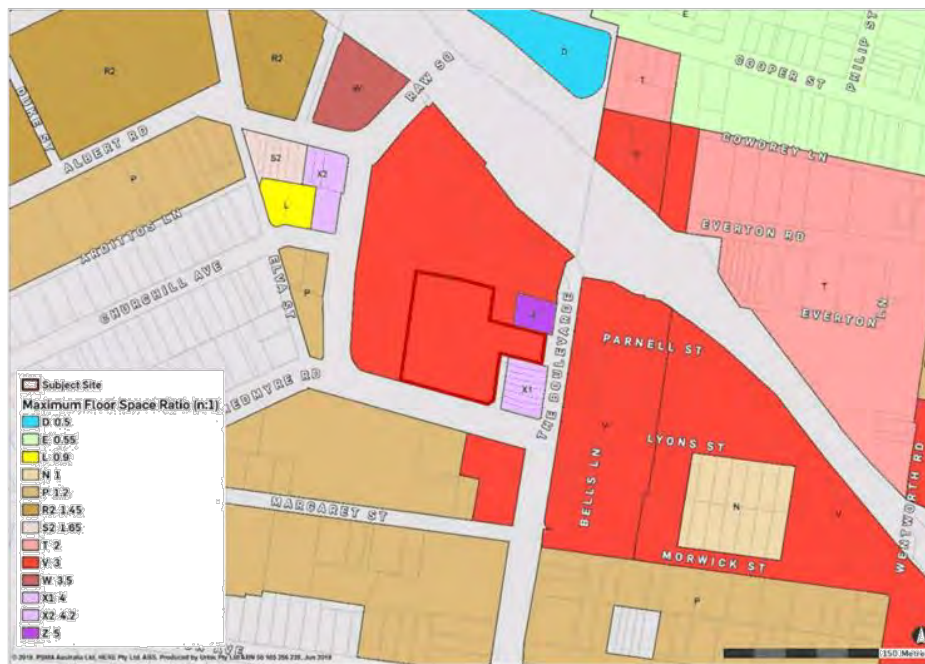
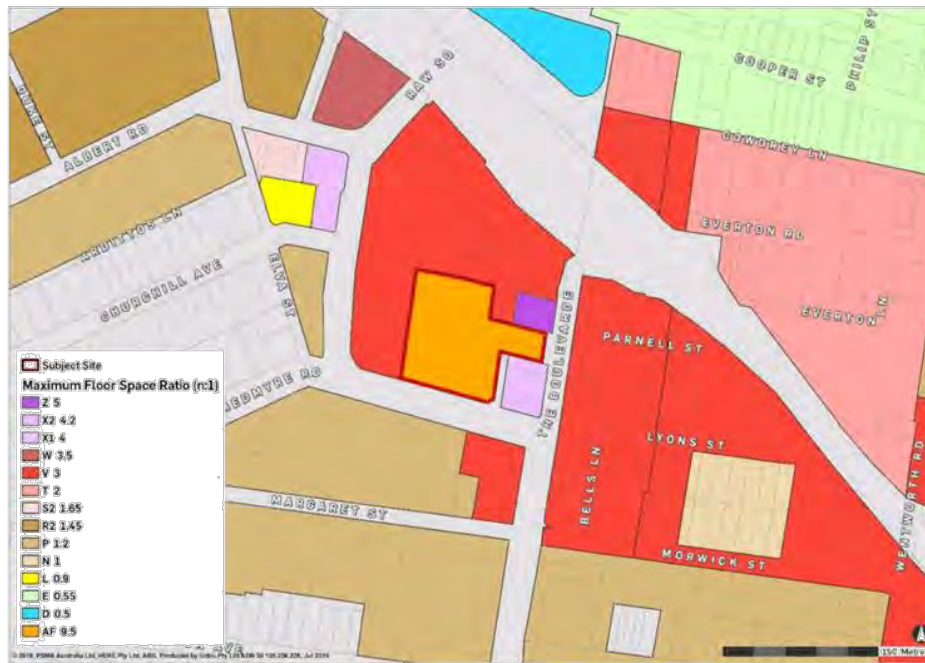


Figure 28 – Existing Floor Space Ratio Map



**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
<b>Total</b>	<b>18 Months</b>

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

## DISCLAIMER

This report is dated 24 September 2019 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Memocorp Australia (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.





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# **ATTACHMENT 2**


**STRATHFIELD LOCAL PLANNING PANEL MEETING  
6 FEBRUARY 2020**

**TO:** Strathfield Local Planning Panel Meeting - 6 February 2020  
**REPORT:** SLPP – Report No. 2  
**SUBJECT:** 2019/010/1 - PLANNING PROPOSAL: 11-23 THE BOULEVARDE,  
STRATHFIELD - LOT 102 IN DP 597302 & LOT 21 IN DP 623899  
**DA NO.** 2019/010/1

**SUMMARY**

**Proposal:** Planning proposal to amend the height of buildings (clause 4.3) and floor space ratio (Clause 4.4) development standards applicable to the site under SLEP 2012, and increase the cap on residential accommodation permitted on the site under Clause 6.8 of SLEP 2012.

**Applicant:** Memocorp Australia  
**Owner:** Memo Corporation Australia Pty Ltd  
**Date of lodgement:** 24/09/2019  
**Assessment officer:** PF  
**Zoning:** B3 Commercial Core - SLEP 2012  
**Heritage:** Not a heritage item or located within a conservation area.  
 Located in the vicinity of the following listed items:  
 i) State Heritage Listed Strathfield Railway Station Group (SHR01252; Item I199 under Schedule 5 of SLEP 2012) and Strathfield rail underbridges (SHR01055)  
 ii) Two storey shops at 35-39 The Boulevarde (Item I200 under SLEP 2012)  
 iii) Victorian Shop ("Keary's Corner") at 39 The Boulevarde (Item I201 under SLEP 2012)  
 iv) The Boulevarde Retail Conservation Area ("C15" on SLEP Heritage Map)

**Flood affected:** No

**RECOMMENDATION OF OFFICER:** **THE PLANNING PROPOSAL SHOULD NOT PROCEED TO A GATEWAY DETERMINATION.**

**1. EXECUTIVE SUMMARY**

- On 24 September 2019, a planning proposal was lodged (Application No. 2019/010/1) in respect of land at 11-23 The Boulevarde, Strathfield.
- The site is irregular in shape and has an area of 11,253m<sup>2</sup>. The site has frontages to Churchill Avenue to the north, Redmyre Road to the south, and sectional frontages to Orso Lane and The Boulevarde to the east. The site is within walking distance of Strathfield train station and bus interchange and is located in close proximity to schools, health facilities, and services.
- The site is currently developed with an eight-storey commercial office tower on the eastern portion of the site and commercial shopping centre ("Strathfield plaza") comprised of ground floor retail and two levels of car parking above for 500 cars.



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4. The site is located in the Strathfield Town Centre, which encompasses land in Strathfield, Burwood, and Canada Bay LGA's. Council's existing site-specific DCP for the Strathfield Town Centre is obsolete. While there is currently no Masterplan for the Town Centre, the preparation of a Masterplan is a short-term action adopted in Council's *2030 Community Strategic Plan* and identified in Council's Draft Strategic Planning Statement in response to community consultation.
5. The site is currently zoned B3 Commercial Core. The planning proposal does not seek to alter this.
6. A maximum building height of 54m (Clause 4.3, SLEP 2012) and maximum floor space ratio (FSR) of 3:1 (Clause 4.4, SLEP 2012) applies to the site.
7. By virtue of the site being included in "Area 2" on the FSR Map, the provisions of *Clause 4.4B: Exceptions to floor space ratio (Strathfield Town Centre)*, *Clause 6.7: Design Excellence for Strathfield Town Centre*, and *Clause 6.8: Additional provisions for development in Strathfield Town Centre* under SLEP 2012 apply to the site.
8. Under Clause 4.4B, a bonus FSR of up to 5:1 applies to the site. The FSR may be increased to 7.5:1 if the building meets the design criteria specified in Clause 6.7. Clause 6.8 prescribes that the part of the building used for residential accommodation is not to exceed 35% of the floor space of the building.
9. The proposal seeks to amend *Strathfield Local Environmental Plan 2012*, as follows:
  - Amend *Clause 4.3: Height of Buildings* to increase the maximum permitted building height to 156m.
  - Amend *Clause 4.4: Floor Space Ratio* to increase the maximum permitted FSR to 9.5:1.
  - Remove the application of *Clause 4.4B: Exceptions to floor space ratio (Strathfield Town Centre)* to the site.
  - Amend *Clause 6.8: Additional provisions for development in Strathfield Town Centre* to increase the maximum part of the building permitted to be used for residential accommodation to 70% of the floor space.
10. A concept development scheme has been submitted with the planning proposal for a mixed-use development comprised of five towers of varying heights made up of 65.8% residential, 33.5% commercial (17.9% retail, 15.6% office space), and 0.65% dedicated as community space. The mix of uses is distributed across the towers and stacked to provide retail activation at the ground plane, commercial offices above, and residential located at the upper levels. A public plaza with through site links that connects to a new transport hub and the existing train station is also proposed.
11. The form and massing of the concept scheme is considered excessive and incongruous with the built form of the surrounding area. Concerns are also raised regarding the suitability of the proposed land use mix in the Strathfield Town Centre zoned B3 Commercial Core.
12. The planning proposal is generally aligned with the overarching vision of the Greater Sydney Region Plan, *A Metropolis of Three Cities*, to create a 30-minute city that connects people from where they live to jobs, business, schools, health facilities, and services. The proposal would deliver additional housing supply in accordance with *A Metropolis of Three Cities* and the *Eastern City District Plan*.

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13. However, there are no mitigating circumstances or unique site attributes that support consideration of the planning proposal on a piecemeal basis without a Masterplan for the Strathfield Town Centre. To do otherwise, would result in a sub-optimal planning outcome.
14. The absence of planned government investment in Strathfield Train Station at this time further reinforces the need to pool resources together to revitalise the Centre through a planned and coordinated approach to improve connectivity to rail, investigate new opportunities for sustainable transport options, and upgrade the public domain through effective placemaking with fine grain fabric and human scale. This sentiment is echoed in short-term actions in Council's *2030 Community Strategic Plan* and Draft Strategic Planning Statement to revitalise the Strathfield Town Centre and integrate transport services.
15. As such, the proposal is not supported to proceed to a Gateway determination because it lacks strategic and site-specific merit.

## 2. PURPOSE

The purpose of this Report is to inform the Strathfield Local Planning Panel of a Planning Proposal submitted by Memo Corporation Australia Pty Ltd for 11-23 The Boulevarde Strathfield. A copy of the Planning Proposal is included at **Attachment 1**.

## 3. BACKGROUND

### 3.1 SITE DESCRIPTION

#### Location

The site known as 11-23 The Boulevarde, Strathfield comprises two lots (Lot 21 in DP623899 and Lot 102 in DP597302), is irregular in shape, and has a total area of approximately 11,253m<sup>2</sup>. The site has frontages to Churchill Avenue, The Boulevarde, Redmyre Road, and Orso Lane.

The site is located within the Strathfield Town Centre (**Figure 1**), which encompasses land within the Strathfield, Burwood and Canada Bay Local Government Areas (LGA's). The municipal boundary between Strathfield and Burwood LGA's runs down the centre line of The Boulevarde with the bulk of the commercial centre falling in Strathfield Council area. The site is located on the southern side of Strathfield Railway Station, approximately 10km west of the Sydney CBD and 12km from Parramatta CBD. The site is within walking distance of Strathfield train station and bus interchange (**Figures 2 & 3**).

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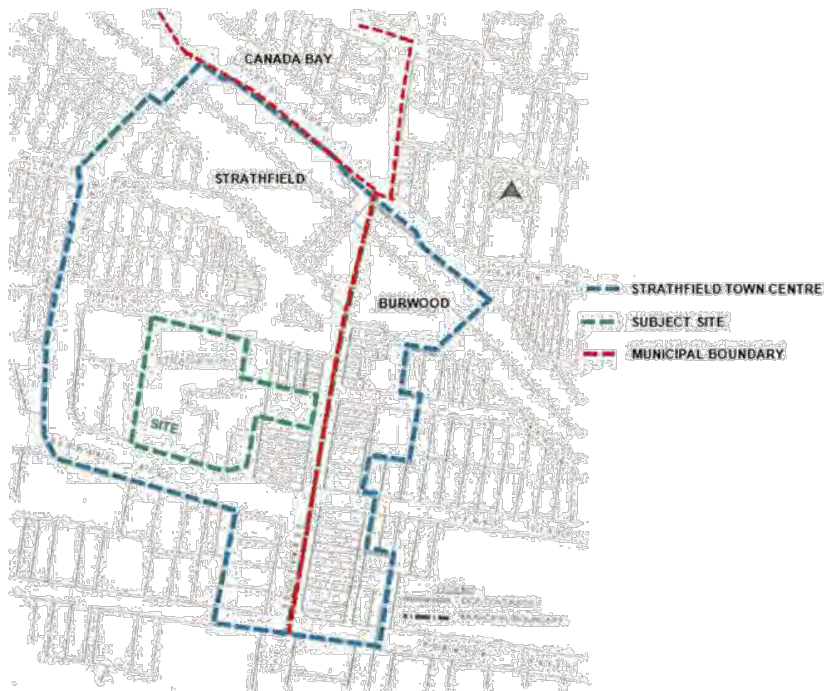


Figure 1. Location of subject site within the Strathfield Town Centre as defined in DCP 13: Strathfield Town Centre.



Figure 2. Aerial view showing the location of the subject site (Source: Google Maps).



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Figure 3. Subject site (Source: Google Maps).

## Existing buildings

The site is currently developed with an eight-storey commercial office tower on the eastern portion of the site and commercial shopping centre ("Strathfield plaza") comprised of ground floor retail and two levels of car parking above including at roof level (500 spaces). Pedestrian access is obtained from Redmyre Road and The Boulevard and vehicular access from Churchill Avenue and Redmyre Road via Orso Lane.



Figure 4. Subject site (Source: Grimshaw – Urban Design Report).

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*Figure 5. Pedestrian entry to Strathfield Plaza from Churchill Avenue and commercial tower on the eastern portion of the site in the background.*



*Figure 6. Churchill Avenue pedestrian entry to Strathfield Plaza looking south.*



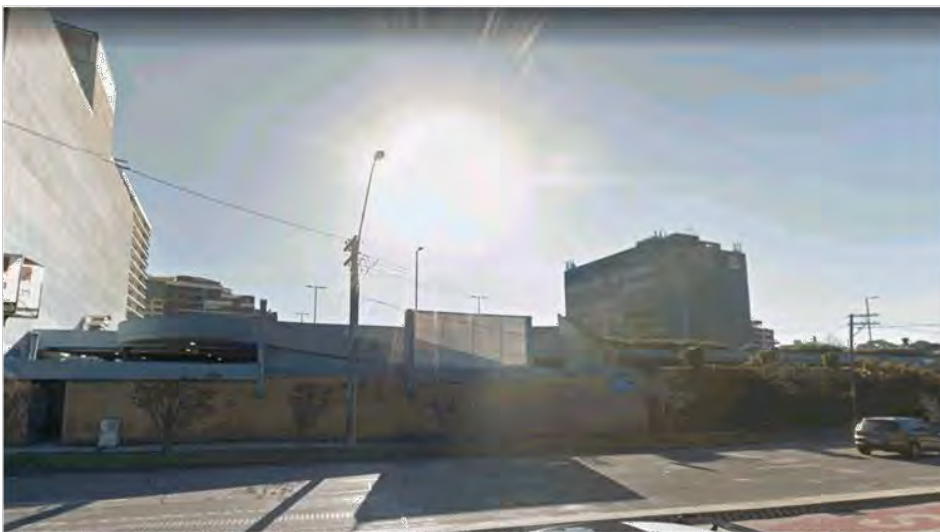
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*Figure 7. Pedestrian entry to Strathfield Plaza from The Boulevarde and commercial office tower above, on the eastern portion of the site.*



*Figure 8. Rear of the subject site fronting Redmyre Road. Vehicular access to the plaza car park is obtained from Redmyre Road via Orso Lane.*



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*Figure 9. Existing loading dock and vehicular access to Strathfield Plaza from Churchill Avenue. A survey plan has not been submitted; however, it appears that an easement has been obtained over the adjoining land for access.*

**To the north**

Existing development to the north of the site on land at 1, 3-9 The Boulevard & 2-10 Churchill Avenue, Strathfield is comprised of 2-storey commercial buildings (Figure 10). Approval has been granted by the Sydney Central Planning Panel for the construction of an 11-storey commercial/retail development on the site (Figure 11).

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Figure 10. Existing 2-storey commercial buildings adjoining the site to the north at 1, 3-9 The Boulevard and 2-10 Churchill Avenue, Strathfield.



Figure 11. Artist impression of the approved development at 1, 3-9 The Boulevard and 2-10 Churchill Avenue, Strathfield and land use breakdown inset (Source: Integrated Design Group Architects).



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Development further to the north of the site comprises the public domain of Strathfield Square providing connection to Strathfield train station and bus interchange (Figure 12).



Figure 12. Strathfield square public domain to the north of the site, providing connection to Strathfield train station and bus interchange.

Existing development to the north-east on the eastern side of The Boulevard (Burwood LGA) is characterized by existing 2-storey traditional commercial/shop-top housing development (Figure 13). This land is zoned B4 Mixed Use.



Figure 13. Existing development on the eastern side of The Boulevard (Burwood LGA) and Strathfield Train Station in background.

Existing development to the north of Strathfield Plaza comprises a public at-grade car park and 2-storey commercial buildings (Figure 14). To the rear of the commercial buildings, approval has

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been granted for the construction of a 9-storey mixed use development at 4-10 Albert Road comprised of car parking at ground, mezzanine and Level 1, commercial uses at levels 2-3 and serviced apartments at levels 4-7 (Figures 15 & 16).



Figure 14. At-grade public parking area and adjoining 2-storey commercial development to the north of Strathfield Plaza.



Figure 15. Existing development (restaurant) on land at 4-10 Albert Road.



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*Figure 16. Artist impression of the approved 9-storey mixed use development on a triangular shaped allotment at 4-10 Albert Road (Albert Road elevation).*

To the north-east of the site is the bus interchange (Figure 17). This continues to Albert Road (Figure 18).



*Figure 17. Southern portion of the bus interchange to the north-east of the site.*

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**Figure 18.** Bus interchange on Albert Road.

Existing development to the north-west of Strathfield Plaza significantly increases in density as it approaches the prominent corner site at the intersection of Churchill Avenue and Raw Square (Figure 19).



**Figure 19.** Existing development to the north-west of Strathfield Plaza increased in density towards the intersection of Churchill Avenue and Raw Square.

The gateway to Strathfield Town Centre where Raw Square intersects with Churchill Avenue and Albert Road to the north-west and west of the site is defined by high-rise mixed-use towers (predominantly residential) with 3-storey podiums to the street alignment and ground floor retail uses (Figure 20).



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**Figure 20.** The Gateway to Strathfield Town Centre on the Corner of Albert Road and Raw Square. Traffic flow is restricted to one-way movements through the Centre. The prominence of the built-form at the entry (estimated construction early 1990s) is clearly visible.

Outside of the Centre, 11 storey mixed-use developments have been constructed on land at 38-10 Albert Road and 23-25 Churchill Avenue, Strathfield on land zoned B4 Mixed Use (Figure 21).



**Figure 21.** 11-storey mixed use developments constructed outside the Town Centre at the intersection of Raw Square and Albert Road.

To the west

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To the immediate west of the site is an existing 16-storey residential tower at 30-34 Churchill Avenue, Strathfield (*Strathfield Plaza Tower*) (**Figure 22**). While no survey has been submitted, it appears that access to the shopping centre car park is obtained over the adjoining land at 30-34 Churchill Avenue. To the rear of Strathfield Plaza Tower and to the west of the site fronting Redmyre Road are commercial office buildings of 6 and 7-storeys (**Figure 23**).



**Figure 22.** *Strathfield plaza tower on the adjoining land to the west.*



**Figure 23.** *Existing commercial buildings to the west of the site fronting Redmyre Road.*

Churchill Avenue to the west of Raw Square is generally characterised by low-density residential development. The prominence of existing built-form on the corner of Churchill Avenue and Raw Square is visible from the top of Churchill Avenue to the west of Raw Square (**Figure 24**).



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*Figure 24. The prominence of existing built-form on the corner of Churchill Avenue and Raw Square (pedestrian Gateway to Strathfield Town Centre) is visible from the top of Churchill Avenue to the west of Raw Square.*

**To the south**

The site adjoins two-storey shop-top housing to the south, which form The Boulevarde Retail Conservation Area (**Figure 25**). The two corner sites on the corner of Redmyre Road and The Boulevarde are listed as heritage items of local significance. On the southern side of Redmyre Road to the south-west of the site is Meriden school (**Figure 26**). Low-density residential development is located further to the south-west.

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Figure 25. Development fronting the Boulevard within 'The Boulevard Retail Conservation Area to the immediate south of the site.



Figure 26. Meriden School

#### To the east

Land to the east of the site on the eastern side of The Boulevard is located within Burwood LGA and is zoned B4 Mixed Use. These sites are occupied by traditional 1 and 2-storey commercial buildings fronting The Boulevard (Figure 27).



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Figure 27. Existing development to the east of the site.

## 3.2 RELEVANT APPLICATION HISTORY

Planning Proposals			
Ref	Address	Description	Status
PP_2017_STRAT_004_001	2-6 Pilgrim Avenue, 9 & 11-13 Albert Road, Strathfield	Planning proposal to amend SLEP 2012 to increase the height and FSR standards applying to the site (280 dwellings). Proposed to increase FSR from 3.5:1 to 5:1 and increase maximum height from 35m to 54m. Site is zoned B4 mixed use. Concept development scheme includes four buildings ranging from 10 to 15 storeys. Predominantly residential with ground floor commercial tenancies.	Post Exhibition
Development Applications			
DA No	Address	Description	Status
Sydney Central Planning Panel Ref. 2016SYE067	1, 3-9 The Boulevard & 2-10 Churchill Avenue, Strathfield	Demolition of existing buildings and construction of an 11-storey mixed-use development containing 1,853m <sup>2</sup> retail floor space, 4,951m <sup>2</sup> commercial floor space, one level containing plant (Level 10) and 24 residential units.	Approved 16/11/2017 by Sydney Central Planning Panel – 2016SYE067)
DA138/2017	4-10 Albert Road, Strathfield	Demolition of existing structures and construction of a 9-storey mixed use development. Ground floor retail; parking at-grade, mezzanine and level 1; office space at levels 2 and 3; 12 x 2-bed serviced apartments in total across levels 5-7.	Approved 05/07/2018 by the Strathfield Local Planning Panel

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The relevant planning proposal and development application history relied upon by the applicant is shown on the plan of Strathfield Town Centre, below (Figure 28). The most recent approval within the Town Centre is for an 11-story commercial development on the adjoining land to the north at 1, 3-9, and 2-10 Churchill Avenue, Strathfield.

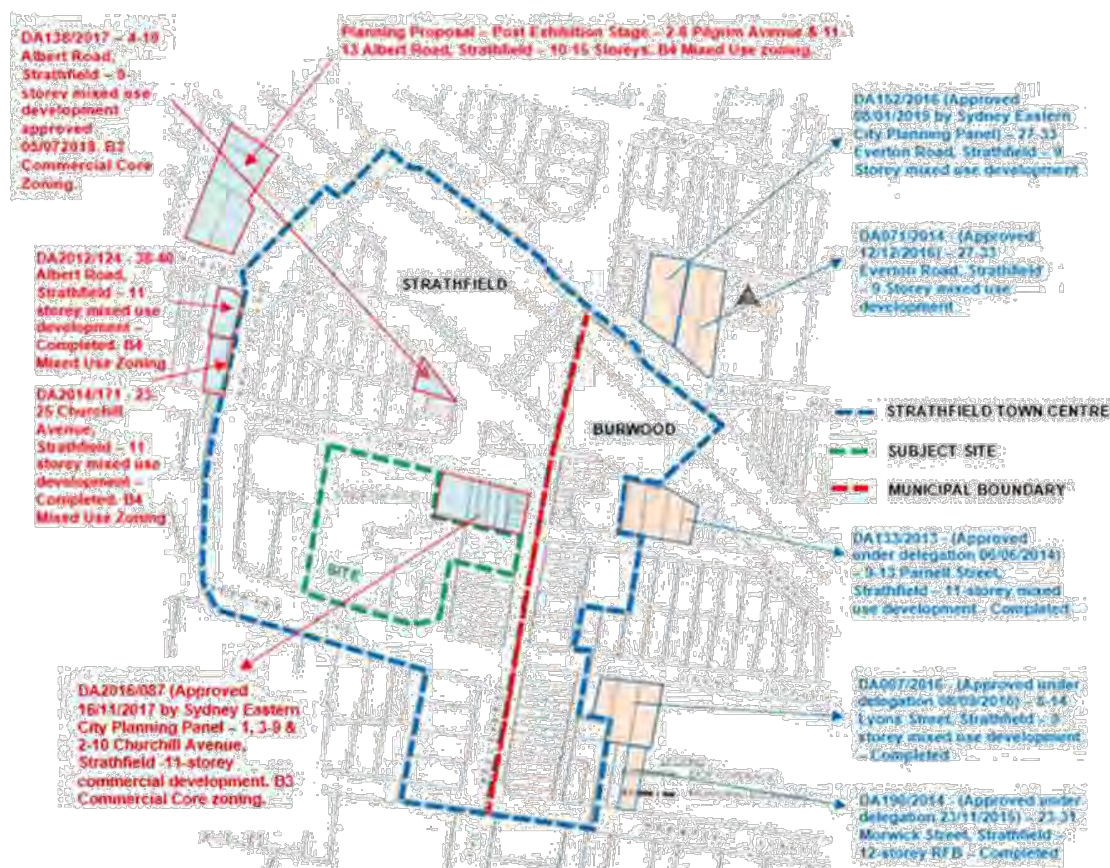


Figure 28. Recent development applications and planning proposals relied upon by the Applicant to demonstrate the transition occurring in proximity to the site. Note: The sites are described in the applicant's statement as being located within the Strathfield Town Centre. Only, the approved development at 1, 3-9 The Boulevard & 2-10 Churchill Avenue, Strathfield is located within the Town Centre.

### 3.3 CURRENT PLANNING CONTROLS

#### 3.3.1 Strathfield Local Environmental Plan (SLEP) 2012

##### Land Use Table

SLEP 2012	Zoning	Objectives	Figure
Land Use Table	B3 Commercial Core	<ul style="list-style-type: none"> <li>To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.</li> </ul>	29



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		<ul style="list-style-type: none"> <li>To encourage appropriate employment opportunities in accessible locations.</li> <li>To maximise public transport patronage and encourage walking and cycling.</li> </ul>	
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Figure 29. Land Zoning Map – SLEP 2012 (Source: [www.planningportal.nsw.gov.au](http://www.planningportal.nsw.gov.au)).

#### Part 4: Principal development standards

SLEP 2012	Development Standard	Control	Figure
Clause 4.3	Height of Buildings	54m	30
Clause 4.4	Floor Space Ratio	3:1	31
Clause 4.4B	Exceptions to Floor Space Ratio ("Area 2" Strathfield Town Centre)	FSR may exceed 3:1 if the size of the lot exceeds 1,500m <sup>2</sup> , but: (a) Must not exceed 5:1, or (b) If the building meets the design excellence criteria specified in clause 6.7, must not exceed 7.5:1.	32

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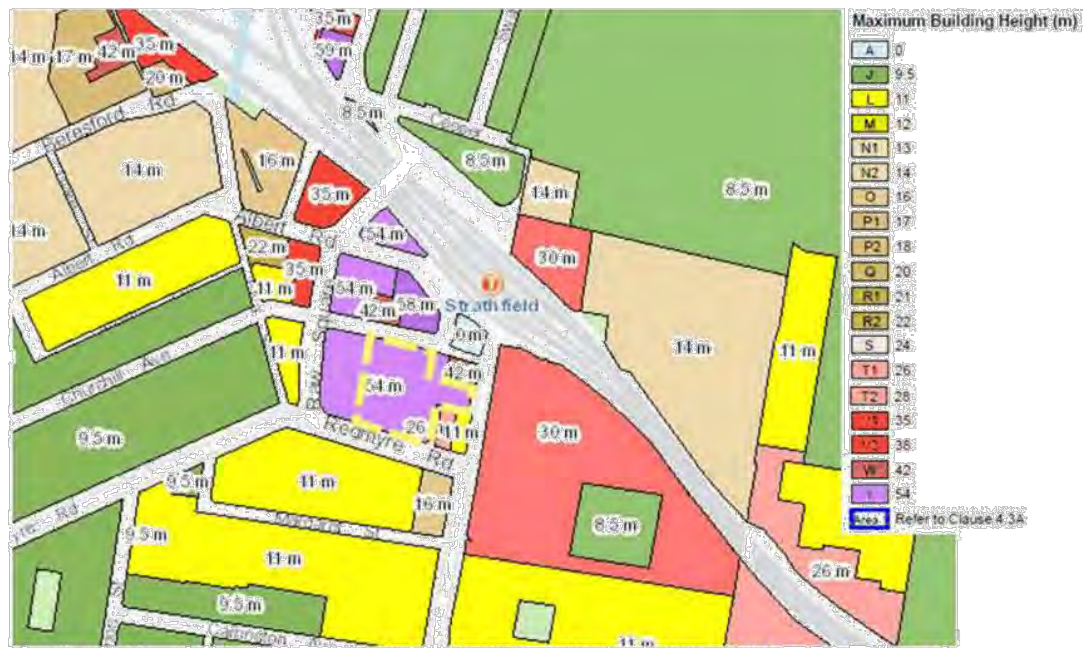


Figure 30. Height of Buildings Map – SLEP 2012 (Source: [www.planningportal.nsw.gov.au](http://www.planningportal.nsw.gov.au)).

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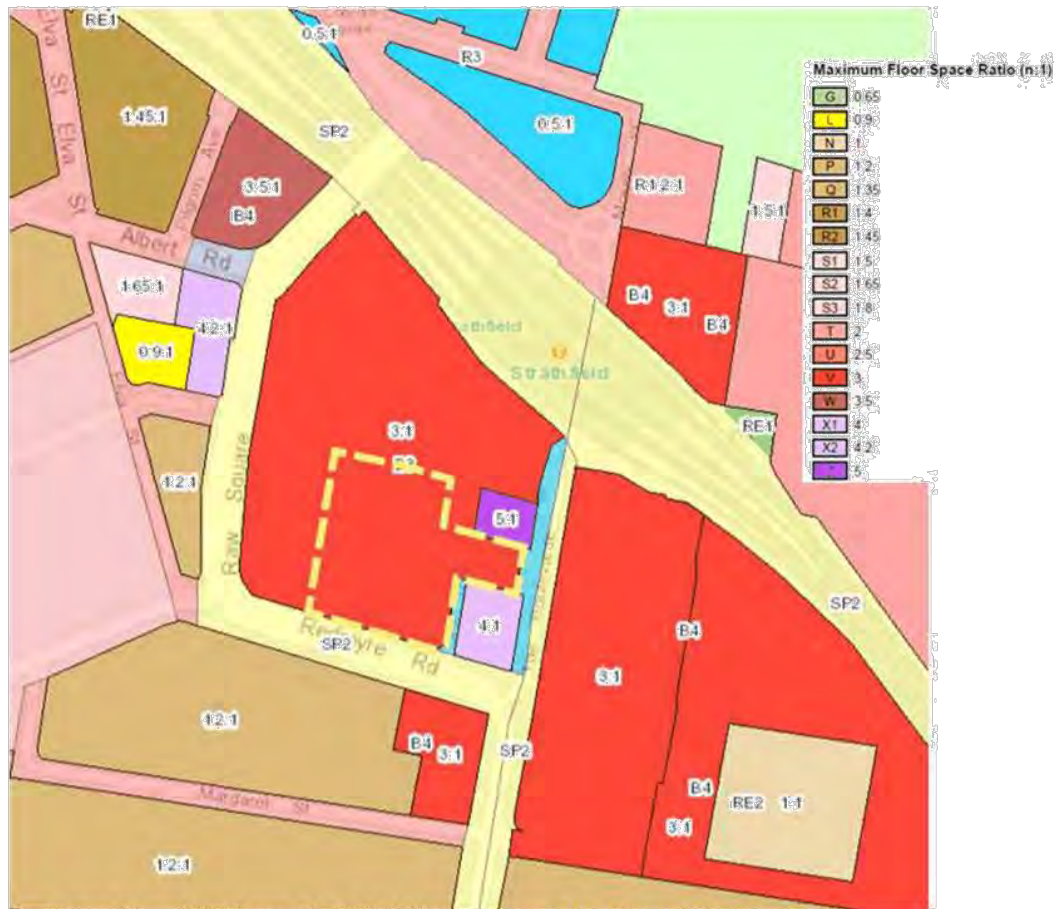


Figure 31. FSR Map – SLEP 2012 (Source: [www.planningportal.nsw.gov.au](http://www.planningportal.nsw.gov.au)).



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Figure 32. FSR Map showing the subject site within Area 2 (Source: [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au)).

### Part 5: Miscellaneous Provisions

#### Clause 5.10 – Heritage conservation

The site is located within the vicinity of land within a heritage conservation area (The Boulevard Retail Conservation Area), listed items of local significance at 35-39 The Boulevard, and state significant Strathfield Railway Station (Figure 33).

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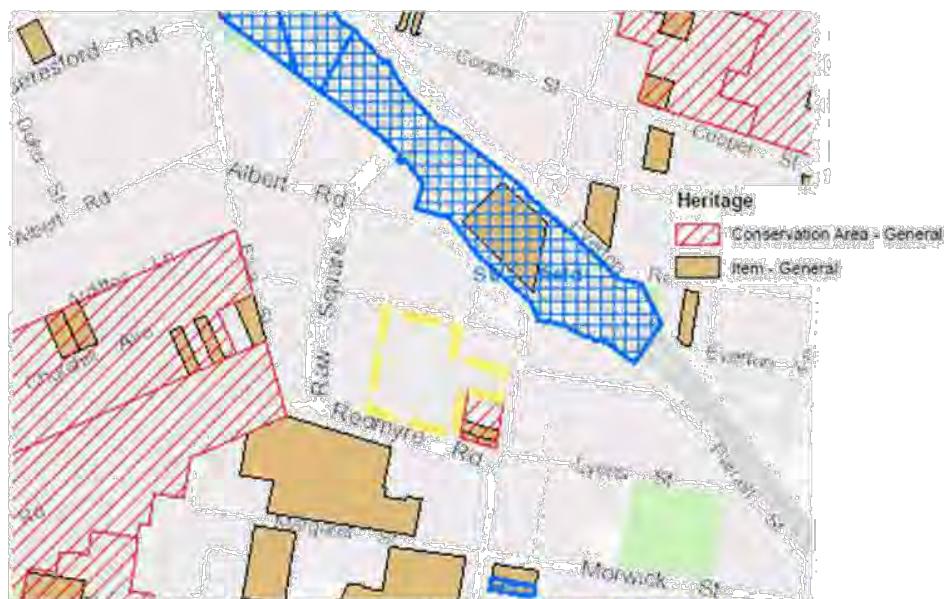


Figure 33. Heritage Map – SLEP 2012 (Source: [www.planningportal.nsw.gov.au](http://www.planningportal.nsw.gov.au)).

#### Part 6: Additional Local Provisions

##### Clause 6.7 - Design excellence for Strathfield Town Centre

- 1) The objective of this clause is to deliver the highest standard of architectural and urban design.
- 2) Applies to "Area 2" on the FSR Map.
- 3) Consent must not be granted unless the consent authority is satisfied that the proposal:
  - 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 the 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.



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- 5) Consent must not be granted unless an architectural design competition that is consistent with the Design Excellence Guidelines has been held in relation to development that is greater than 30m in height and has a capital value of more than \$20,000,000.
- 6) The indicative concept scheme does not meet the architectural design competition exemption criteria under subclause (6).

Note: *Design Excellence Guidelines* means the Design Excellence Guidelines adopted by the Council before the commencement of this Plan, or if none have been adopted by the Council, the Design Excellence Guidelines issues by the Director-General and in force as at the commencement of this Plan. Council has not adopted any design excellence guidelines.

**Clause 6.8: Additional provisions for development in Strathfield Town Centre**

Clause 6.8 of SLEP 2012 applies additional provisions for development in the Strathfield Town Centre. Specifically, clause 6.8 requires that the part of the building that will be used for residential accommodation will not exceed 35% of the floor space of the building.

### 3.4 STRATEGIC PLANNING CONTEXT

#### 3.4.1 Greater Sydney Region Plan: A Metropolis of Three Cities (March 2018)

The planning proposal is generally aligned with the overarching vision of the Greater Sydney Region Plan, *A Metropolis of Three Cities* (the Plan), to create a 30-minute city that connects people from where they live to jobs, business, schools, health facilities, and services (Figures 34 & Figure 35).

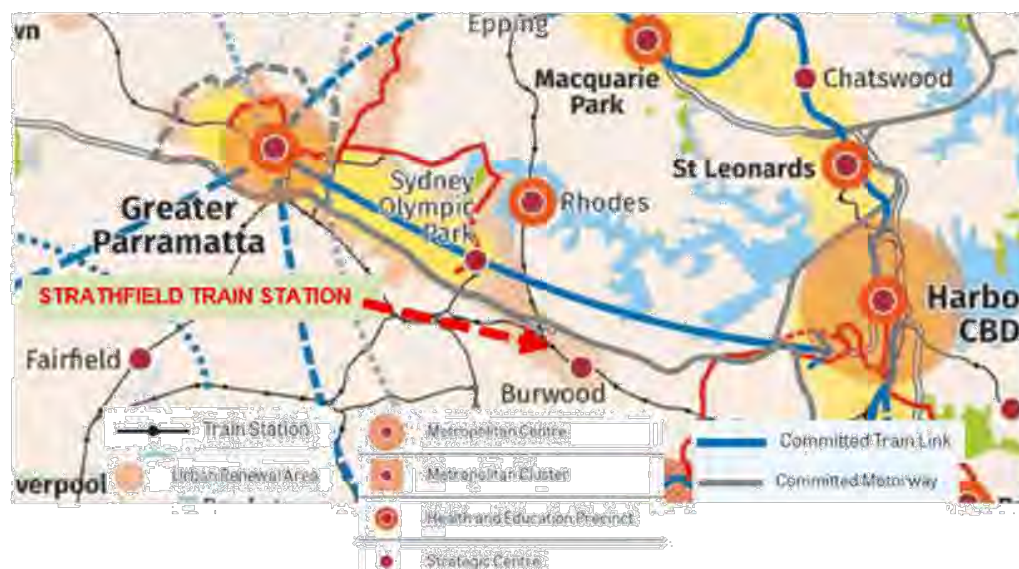


Figure 34. Spatial characteristics and connectivity in the 'Metropolis of Three Cities' (Source: Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting people).

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**Figure 35. Strathfield Train Station's location within an 'Urban Renewal Area' between the two Metropolitan Centres of the Harbour/CBD and Greater Parramatta.**

The subject site is located within an 'Urban Renewal Area' between the two (2) 'strategic centres' of Burwood and Sydney Olympic Park. In established areas like Strathfield Train Station and surrounds, the focus of urban renewal is transformative as sites are redeveloped to transition from suburban to walkable urban centres connected by high frequency public transport services with enhanced interchanges.

The subject site is located within walking distance of Strathfield Train Station and bus interchange. These attributes support additional density on the site under the planning proposal. However, in my opinion, redeveloping the site in isolation and allowing the planning proposal to proceed to a Gateway determination without a Masterplan for the Strathfield Town Centre as a whole, would deliver a sub-optimal planning outcome. There is no public benefit to be gained by accelerating this process.

Alignment with investment in infrastructure is another key feature of *Urban Renewal Areas*. No upgrades are planned for Strathfield Station. A new Metro Station is planned at 'Strathfield North' and is intended to improve connections to key employment and education precincts and take existing pressure off Strathfield Station as well as help service the growing Homebush Precinct.

The absence of planned government investment in Strathfield Train Station at this time further reinforces the need to pool resources together to revitalise the Centre through a planned and coordinated approach to improve connectivity to rail, investigate new opportunities for sustainable transport options, and upgrade the public domain through effective placemaking with fine grain fabric and human scale. This sentiment is echoed in short-term actions in Council's *2030 Community Strategic Plan* and Draft Strategic Planning Statement to revitalise the Strathfield Town Centre and integrate transport services.

While the strongly weighted residential component of the indicative concept scheme is aligned with the Plan's vision to create liveable and connected communities, the current B3 *Commercial Core* zoning of the site does not accord with this. A B4 Mixed Use zoning is likely to be more appropriate.

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### 3.4.2 Eastern City District Plan (March 2018)

The Eastern City District Plan (March 2018) (the District Plan) provides a short-term (20 year) plan to manage growth and implement the Greater Sydney Region Plan at the district level.

Strathfield along with Homebush and Burwood is identified as a *Planned Precinct* to deliver additional capacity for housing supply. In this regard, the planning proposal aligns with the District Plan. Albeit, the planning proposal has not demonstrated site-specific merit for delivering additional housing supply, noting housing targets are set for the precinct as a whole.

Strathfield Town Centre, of which the site is only part of, is the gateway to high-frequency rail and bus interchanges with access generally via the public domain of Raw Square. The overarching goal for redevelopment of the Centre should be to create a seamless transition to public transport for residents within the Centre and the surrounding area. As such, to consider planning proposals on a piecemeal basis without a coordinated approach would deliver a sub-optimal planning outcome.

One of the principles for local centres under the District Plan is to “*protect or expand retail and/or commercial floor space*”. The Strathfield Town Centre is the major commercial centre within the Strathfield LGA. The proposal to replace the 35% cap on residential with 70% residential in a B3 Commercial Core zone site does not accord with this.

### 3.4.3 Strathfield Residential Land Use Study (2011)

The Strathfield Residential Land Use Study (2011) is a local government strategy that identifies opportunities to increase capacity for housing in the Eastern City District. While the study was prepared in 2011, it identifies the need for a review of Council's planning controls in the Town Centre.

A key finding of the study is the identification of land around the Parramatta Road corridor and rail line corridors as the most suitable to deliver additional housing supply.

The Land Use Study recommends the portion of the site occupied by Strathfield Plaza for increased residential capacity in the Strathfield Town Centre. The Study recommends rezoning of the Strathfield Plaza Site to B4 Mixed Use Residential, and allowing a maximum FSR up to 6.5:1 (FSR of 3:1 + 3.4 bonus) and maximum building height of 22 storeys (90m).

Development constraints identified in the Study to residential development in the Strathfield Town Centre include rail noise and traffic noise from The Boulevard.

### 3.4.4 Strathfield 2030 Community Strategic Plan (Adopted 7/05/2019)

#### *Key comments:*

- The major commercial centre is in the Strathfield Town Centre (s5.6).
- The Strathfield Plaza site is a large, relatively underutilised site that provides the opportunity for renewal.
- Development constraints include a substantial number of heritage items and conservation areas to the immediate south and west of the town centre.

#### *Demography*

- As at 30 June 2017, the estimated residential population of the Strathfield Council area was 43,585. It is estimated that by 2031, the population will number over 60,000 people. The



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areas of highest population increase are in the transport corridors of Homebush, Homebush West and Strathfield Town Centre due to the building of new units on land rezoned for medium to high-rise development.

**Issues that are important to the Community**

**Transport**

- "Traffic congestion and local traffic movement is creating difficulties moving around, particularly around the Strathfield Town Centre."

**Town Centres**

- The community identified that town centres and villages need to be revitalised and more engaging and welcoming as residents travel outside of the LGA for shopping and eating experiences due to lack of diversity in shops and businesses and there are perceptions of limited activation of commercial or retail strips. It was regularly commented that Strathfield Town Centre needs revitalisation and integrated transport."
- Strathfield 2030 **Goal 3.1: Engaging and activated public places.** Action endorsed in the 2018/2019 Operational Plan to "Develop plans for upgrading Strathfield Town Centre and integrating transport services".

**3.4.5 Strathfield 2040 Draft Local Strategic Planning Statement (October 2019)**

Council's 2040 Draft Strategic Local Planning Statement defines the 20-year land use vision for the LGA following public consultation with the community and aims to give effect to the *City Eastern District Plan*. The Statement has not been formally endorsed at this stage.

Relevant Actions (0-5 years) under the Strategic Planning Statement as they relate to the Strathfield Town Centre are listed below:

Action	Description	Timing for Delivery
A5	Work collaboratively with Burwood Council, Transport for NSW, RMS, and the Department of Planning and Environment to identify opportunities for infrastructure upgrades within the Strathfield Town Centre such as active travel paths, electric vehicle charging stations, energy efficient lighting, water bubblers and shade.	Medium term
A6	Work collaboratively with Burwood Council in the planning and future direction of the Burwood Strategic Centre to ensure that future land uses do not compete with the function of the Strathfield Town Centre and Strathfield residents benefit from jobs provided within the Burwood Strategic Centre.	Medium term
A17	Prepared a Pedestrian Access and Mobility Plan (PAMP) for Strathfield Town Centre	Short term
A50	Ensure that high density residential development is limited to the Parramatta Road Urban Transformation Corridor, Liverpool Road Corridor and the Strathfield Town Centre.	Immediate term

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A61	Investigate options to attract and retain a mix of retail and office development in the Strathfield Town Centre	Immediate term
A63	<p>Work collaboratively with Burwood Council and key landowners to prepare a Masterplan for Strathfield Town Centre to fulfil its potential and strengthen its economic role within the LGA and District. In particular to:</p> <ul style="list-style-type: none"> <li>• Capitalise on its unique offerings as a cultural centre and day/night time capacity</li> <li>• Focus on human (fine grain) scale public place that encourages diversity and social connectivity</li> <li>• Embrace the Centre's cultural offering</li> <li>• Deliver diverse service/retail/dining/entertainment and commercial options</li> <li>• Enhance the Centre's night time economy</li> <li>• Attract and retain high quality office space</li> <li>• Improve pedestrian and mobility accessibility</li> <li>• Ensure development to the heritage of Strathfield Station</li> <li>• Deliver parking that can be adapted to other future uses.</li> <li>• Provide well-designed built and natural shade</li> </ul>	Immediate to Medium term
A79	Work collaboratively with Burwood Council to develop a Place Strategy (in conjunction with a Masterplan) for the Strathfield Town Centre with a focus on enhancing the Centre's food and entertainment offering (diversity), while still providing services to meet the community's needs.	Short to Medium term

**Key comments**

- *"Strathfield Town Centre is shared amongst Strathfield, Canada Bay and Burwood LGAs. Future planning for the Town Centre should be in collaboration with Canada Bay and Burwood Councils to ensure that it fulfils its potential by providing a greater diversity of uses, services, dining, and entertainment choices, which complement the adjoining strategic centres of Burwood and Rhodes. It is important that these centres provide the services that our residents need and that they are activated to provide additional jobs and services in the future, with improved connectivity to nearby housing and open space."*
- *"Our community supports a revitalised Strathfield Town Centre with a diversified range of uses and better integrated transport options. Council to work collaboratively with neighbouring Councils and land owners to ensure that the Strathfield Town Centre fulfils its potential as an active, vibrant and well-designed centre."*

**Upcoming studies and Strategies**

- Strathfield Town Centre Masterplan
- Strathfield Town Centre Place Strategy

**3.4.6 Strathfield – An Economic Land Use and Employment Strategy (June 2010)****Key comments:**



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- Spatial strategy identified for Strathfield town centre - To consolidate retail, commercial and service provision; encourage entertainment and recreation facilities.
- Strathfield Town Centre has the potential to play a more prominent role as a hub for local cultural and business activity - Opportunities include extending the centre beyond its current boundaries, diversifying the mix of uses and variety of retailing available within the Centre and improving local transport connections with surrounding suburbs and employment lands.
- Strathfield Town Centre is divided between Strathfield, Canada Bay and Burwood LGAs. Within Strathfield's portion of the centre there is Strathfield Plaza, main street retailing and some high -density housing development. Strathfield is hemmed in by low density residential development. Strathfield Town Centre is focused on the railway station. Road connections are strong to other parts of Sydney. Bicycle accessibility is weak.
- Implement a coordinated approach to planning – Council should work with Canada Bay and Burwood Councils to ensure an integrated approach is pursued for Strathfield Town Centre to address cross-boundary issues.

### 3.4.7 DCP 13 - Strathfield Town Centre

The provisions contained in the site-specific DCP for the Strathfield Town Centre (Adopted September 2005) are obsolete.

## 4. PLANNING PROPOSAL

### 4.1 PROPOSED AMENDMENTS TO SLEP 2012

#### Part 4: Principal development standards

SLEP 2012	Standard	Existing Control	Proposed
Clause 4.3	Height of Buildings	54m	156m
Clause 4.4	Floor Space Ratio	3:1	9.5:1
Clause 4.4B	Exceptions to Floor Space Ratio ("Area 2" Strathfield Town Centre)	FSR may exceed 3:1 if the size of the lot exceeds 1,500m <sup>2</sup> , but: (c) Must not exceed 5:1, or (d) If the building meets the design excellence criteria specified in clause 6.7, must not exceed 7.5:1.	Remove the application of Clause 4.4B
6.7	Design excellence for Strathfield Town Centre		The planning proposal seeks to amend Clause 6.7 to include "Area 4" However, no amendments are required to clause 6.7 as the site is located in "Area" 2 to which this clause already applies.
6.8	Additional provisions for development in Strathfield Town Centre		Amend Clause 6.8 to increase the cap on residential

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	accommodation permitted on the site up to 70%.
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#### 4.2 OBJECTIVES

*Key components of the concept development scheme:*

- *"A vibrant and active retail plaza at the ground and lower floors with provision for supermarkets, specialty 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 wider precinct.*
- *A commercial office campus, with versatile floorplates to support a broad range of market requirements, interconnected by landscape terraces and communal meetings spaces.*
- *Five (5) 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 GFA to be dedicated as 'key worker' subsidised rental housing for a period of 10 years.*
- *Dedication of a 700m<sup>2</sup> 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."*

#### 4.3 NUMERICAL BREAKDOWN OF INDICATIVE DEVELOPMENT CONCEPT

Site Area: 11,253m²		
Component	GFA (m²)	Percentage
Retail	19,185m²	17.9%
Commercial	16,666	15.6%
Residential	70,456m² (753 units)	65.8%
Community	700m²	0.65%
<b>Total</b>	<b>107,007m²</b>	<b>100%</b>
Tower	Storeys	
1	36 (143m)	
2	38 (156m)	
3	38 (156m)	
4	22 (95.6m)	
5	14 (57.2m – 67.46m)	
Car parking (7 Basement Levels)		
Component	Spaces	Percentage
Retail/commercial	964	54%
Residential	825 residential / residential visitor spaces	46%
Public parking spaces	Nil	0%
<b>Total</b>	<b>1,789 spaces</b>	<b>100%</b>
Bicycle parking	TBC	TBC
Motorbike spaces	TBC	TBC

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Apartment mix		
Studio	38	5%
1-bed	166	22%
2-bed	406	54%
3-bed	131	17%
4-bed	12	32%

#### 4.4 PUBLIC BENEFIT

No Draft Voluntary Planning Agreement has been submitted with the planning proposal.

The proponent is prepared to enter into discussions with Council, subject to Gateway approval, 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 700m<sup>2</sup> 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.”*

### 5. ASSESSMENT OF THE PLANNING PROPOSAL

#### 5.1 SECTION A – NEED FOR THE PLANNING PROPOSAL

**Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?**

The planning proposal aims to give effect to an action in Council's 2030 *Community Strategic Plan* (Adopted 6 June 2018) to upgrade Strathfield Town Centre, as follows:

Theme	Civic Pride and Place Management
Goal	Engaging and activated public places
Strategy	Revitalize Town and Village centres, develop and implement place promotion strategies and support productive and well managed local businesses.
Action (Operational Plan 2018-2019)	Develop plans for upgrading Strathfield Town Centre and integrating transport services.

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The planning proposal seeks to give effect to relevant objectives and directions contained in *Greater Sydney Region Plan: A Metropolis of Three Cities* (GSC, March 2018) and *Eastern City District Plan* (GSC, March 2018), specifically to deliver additional housing supply, choice and affordability, with access to jobs, services and public transport.

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

Due to the significance of Strathfield Town Centre as the LGAs major commercial centre and public transport gateway to access jobs, schools, and services, and inclusion of land contained in Canada Bay and Burwood LGA's, a planned and collaborative approach is needed to upgrade Strathfield Town Centre and integrate transport services. This approach is consistent with Planning Priority E2 under the *Eastern City District Plan*.

A masterplan to establish an appropriate mix of land use and fine grain design for the Strathfield Town Centre as a whole is required to ensure its redevelopment occurs in a planned and coordinated way. The masterplan should be informed by detailed economic, social and environmental studies which consider the cumulative impacts of redevelopment of the centre as a whole, having regard to housing and job supply targets set by state-led strategic planning documents, and alignment with Council's 2030 *Community Strategic Plan* and Council's strategic planning statement. A collaborative approach to integrating and improving existing transport services is also required.

Following this, the SLEP 2012 would need to be updated to implement the Strathfield Town Centre Masterplan including amendments to land use zoning, maximum floor space ratio (FSR), building height, and site-specific provisions. The existing site-specific DCP for the Strathfield Town Centre would also need to be updated.

The preparation of a masterplan for the Strathfield Town Centre and integration of transport services has been brought to the forefront as a short-term action under Council's Community Strategic Plan and Draft Strategic Planning Statement. In this regard, the planning proposal is not considered to be the best, most efficient and the most effective approach to delivering the desired outcome.

**5.2 SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK**

**Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?**

**Assessment Criteria**

**(a) Does the proposal have strategic merit?**

The planning proposal is generally aligned with the overarching vision of the Greater Sydney Region Plan, *A Metropolis of Three Cities* (the Plan), to create a 30-minute city that connects people from where they live to jobs, business, schools, health facilities, and services. This is primarily due to the site's strategic location within the Strathfield Town Centre around an existing transport node. As such, the suitability of site to deliver additional housing supply (Objectives 10 and 11 under *A Metropolis of Three Cities*, and Planning Priority E5 under the *Eastern City District Plan*) is acceptable under the planning proposal.



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Concerns are raised, however, regarding the suitability of the land use mix and proposed building envelope under the indicative concept scheme. As per previous comments, a planned and coordinated approach is needed to establish a Masterplan for the Centre as a whole to ensure that growth is aligned with infrastructure (Planning Priority's E1 and E2, *Eastern City District Plan*; Objectives 3, 4 & 5, *A Metropolis of Three Cities*) and opportunities for place-making are maximised (Planning Priority's E3, E4, E5 and E6, *Eastern City District Plan*; Objectives 6, 7, 12 & 13, *A Metropolis of Three Cities*). To do otherwise, would deliver a sub-optimal planning outcome.

As such, the proposal is not considered to demonstrate strategic planning merit.

**(b) Does the proposal have site-specific merit, having regard to the following?**

- *the natural environment (including known significant environmental values, resources or hazards); and*
- *the existing uses, approved uses, and likely uses of land in the vicinity of the proposal; and*
- *the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision*

There are no known significant environmental values, resources or hazards that would preclude the provision of additional density on the site. Noise impacts from traffic to residential accommodation is noted as a potential development constraint, albeit, mitigation measures can be incorporated at the design phase to address this issue.

No change is proposed to the B3 Commercial Core zoning of the site, which applies to all land within the Strathfield Town Centre. The indicative concept development scheme is considered to be inconsistent with the objectives of the B3 Zone, in the following manner:

- the concept scheme does not provide an appropriate mix of land uses to meet the needs of the local and wider community;
- the proposal does not maximise employment opportunities in an accessible location; and
- the proposed provision of off-street parking (1,789 spaces) does not maximise public transport patronage and encourage walking and cycling.

The planning proposal seeks to amend clause 6.8 of the SLEP 2012 to increase the cap on residential accommodation from 35% to 70%. Under the concept scheme, the planning proposal would facilitate delivery of a mixed-use development comprised of five towers made up of 65.8% residential, 33.5% commercial (17.9% retail, 15.6% office space), and 0.65% dedicated as community space. The mix of uses will be distributed across the towers and stacked to provide retail activation at the ground plane, commercial offices above, and residential located at the upper levels (**Figure 36**).

Land surrounding the Centre is zoned B4 Mixed Use. Land zoned B4 on the Centre periphery may be more suitable to an uplift in residential density in order to retain the commercial focus and provision of retail and services within the Town Centre.



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Figure 36. Indicative development concept under Planning Proposal (Source: Grimshaw).

The form and composition of the concept development scheme relative to existing buildings within the Strathfield Town Centre is depicted in the photomontage at Figure 37. Existing gateway buildings of approximately 16-storeys, generally in accordance with the 54m LEP height control, would lose their prominence as the Gateway to the Centre.



Figure 37. Photomontage of the indicative development concept as viewed from the north.

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The form and massing of the concept scheme is excessive and incongruous with the built form of the surrounding area, particularly in relation to existing two-storey traditional commercial buildings to the south of the site in The Boulevard Retail Conservation Area (Figure 38).



Figure 38. Massing model – View from Redmyre Road looking North East (Source: Urban Design Report, Grimshaw)

In my opinion, there are no unique attributes of the site or sufficient planning grounds that support the proposed uplift in height and FSR ahead of the preparation of a Masterplan for the Strathfield Town Centre. The current scheme is not considered to promote a sustainable capacity for the Centre, particularly in terms of the demand on existing services and infrastructure provision. In this regard, the planning proposal lacks site-specific merit.

As noted in Council's Strategic Plan, priority concerns identified by the community following extensive public consultation includes existing traffic issues in the Strathfield Town Centre arising from the one-way flow of traffic, poor integration of existing public transport, lack of diversity in retail and services, and need to revitalise the Centre. This has led to Council adopting the short-term action in its 2030 *Community Strategic Plan* to prepare a Masterplan for Strathfield Town Centre in collaboration with Burwood and Canada Bay Councils. This is also identified as a priority action under Council's *Draft Strategic Planning Statement*. As such, it is recommended that the planning proposal does not proceed to a Gateway determination.

**Q4. Will the planning proposal give effect to a Council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?**

Council's Draft Strategic Planning Statement has not been formally endorsed at this stage.

The planning proposal aims to give effect to the strategy to revitalise the Strathfield Town Centre. As per previous comments, the sites strategic location around an existing centre and transport

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node makes it a suitable location to deliver additional housing supply and jobs. Albeit, the timing and approach is not supported ahead of a detailed Masterplan for the site.

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

**SEPP 65 – Design Quality of Residential Apartment Development & Apartment Design Guide (ADG)**

The submitted Urban Design Report provides an indicative ADG compliance assessment for the concept development scheme. This indicates that the proposal is generally able to satisfy the requirements of SEPP 65/ADG with regard to privacy, solar access, communal open space and cross ventilation.

Due to additional development constraints for residential development such as building separation requirements under the ADG, use of land within the Centre cannot be optimised without a Masterplan for the Strathfield Town Centre.

**SEPP (Infrastructure) 2007**

The Planning Proposal is capable of achieving consistency with SEPP (Infrastructure) 2007. The concept scheme is deemed traffic generation development under the ISEPP and is required to be referred to Roads and Maritime Services (Clause 104). The consent authority would also need to be satisfied of the relevant matters under Clause 101 as the site has frontage to a classified road.

**SEPP (Affordable Rental Housing) 2009**

The proposal includes provision of affordable rental housing for a period of 10 years. The provision of affordable rental housing is consistent with strategic planning documents *A Metropolis of Three Cities* and *Eastern City District Plan*.

**Q6. Is the planning proposal consistent with applicable Ministerial Directions (s9.1 directions)?**

**Direction 1.1 – Business and Industrial Zones**

The planning proposal is not considered to give effect to the objectives of this direction to:

- (a) *encourage employment growth in suitable locations* (the planning proposal does not seek to maximise opportunities for employment growth);
- (b) *protect employment land in business and industrial zones; and*
- (c) *support the viability of identified centre.*

**Direction 2.3 – Heritage Conservation**

The concept development scheme under the planning proposal is not considered to give effect to the objective of this direction to conserve items, areas and places of environmental heritage significance, specifically, in relation to The Boulevard Retail Conservation Area, listed items at 35-39 The Boulevard of local significance, and state significant Strathfield Railway Station.

The concept development scheme does not provide an appropriate visual and physical separation and transition in bulk and scale to the adjoining heritage conservation area and listed items to the south of the site. The form and massing of the concept scheme would dominate the landscape and detract from the listed items in the vicinity.



## STRATHFIELD LOCAL PLANNING PANEL MEETING

6 FEBRUARY 2020

2019/010/1 - PLANNING PROPOSAL: 11-23 The Boulevard, Strathfield - Lot 102 in DP 597302 & Lot 21 in DP 623899 (Cont'd)

**Direction 3.1 – Residential Zones**

Direction 3.1 does not apply as the planning proposal has not been prepared by a planning authority.

**Direction 3.4 – Integrating Land Use and Transport**

The planning objectives under Direction 3.4 are to:

- (a) improve access to housing, jobs and services by walking, cycling and public transport;*
- (b) increase the choice of available transport and reduce dependence on cars;*
- (c) reduce travel demand including the number of trips generated by development and the distances travelled, especially by car;*
- (d) support the efficient and viable operation of public transport services; and*
- (e) provide for the efficient movement of freight.*

The concept development scheme makes provision for 1,789 car parking spaces (Levels B3-B7) and includes some motorcycle parking provision. 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 is also proposed.

Based on the land use mix under the concept development scheme, the car parking requirement is estimated to be 2,310 spaces comprised of 839 spaces for the residential component (825 proposed), and 1471 spaces for the commercial/retail component (964 proposed). No public parking or parking for the dedicated community space is proposed.

The submitted Traffic and Parking report prepared by Cardno (dated 24/09/2019) indicates that the planning proposal car parking provision exceeds the expected peak parking demand. The report also states that the location of the site within 100m of rail and bus networks will reduce the sites reliance on private motor vehicles while allowing future residents easy and efficient access into the rest of Sydney.

The car parking provision does not reflect the strategic location of the site serviced by high frequency public transport that can move large numbers of people. As such, the proposal undermines the intent of policies to reduce car dependence and connect Sydney, as per Direction 3.4.

A Masterplan is needed as part of a collaborative approach to investigating sustainable transport options and investment to upgrade existing transport services to meet future demand.

**Direction 7.1 – Implementation of A Plan for Growing Sydney**

Direction 7.1 applies to land in Strathfield LGA. The Plan's primary objective is to investigate the potential for growth and future infrastructure needs of land that will shape the growth of Sydney. In Strathfield LGA application of the Plan is generally limited to growth in former industrial areas, specifically between Concord West, Strathfield and Flemington Railway stations.

In established precincts close to existing transport nodes, the focus of transformative urban renewal is to revitalise existing centres. The proposal is generally consistent with this.

**5.3 SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT**

## STRATHFIELD LOCAL PLANNING PANEL MEETING

6 FEBRUARY 2020

2019/010/1 - PLANNING PROPOSAL: 11-23 The Boulevard, Strathfield - Lot 102 in DP 597302 & Lot 21 in DP 623899 (Cont'd)

**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 subject site is not affected by critical habitat or threatened species, populations or ecological communities, or their habitats.

**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 would not give rise to any environmental effects including flooding, land slip, bushfire hazard and the like. The infrastructure report prepared by Cardno identifies that the subject site and surrounding land and roads are affected by the 1% AEP flood, however, this is not a constraint to future redevelopment.

An acoustic report has not been submitted with the concept development scheme. The impact of noise from Strathfield railway station and surrounding roads on residential accommodation can be adequately resolved through appropriate floor layouts away from high noise sources and inclusion of noise mitigation measures.

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

A Social and Economic Assessment Report accompanies the planning proposal.

The lack of a Masterplan for the Centre undermines the validity of the Report in terms of assessing the cumulative economic and social impacts arising from the planning proposal.

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

The increase in density on the site and land use composition will generate additional demand on infrastructure including public transport, roads, utilities, waste management and recycling services, essential services such as health, education and emergency services.

In terms of the localised traffic network, concerns are raised over congestion and parking. Traffic is restricted to one-way flow within the Centre from Albert Road along Churchill Avenue to Raw Square. It is not considered sufficient for the planning proposal to identify where there may be an expected shortfall in service provision and what studies may be required to identify the extent of that shortfall and what agencies to consult as part of that process, pre-Gateway Determination.

A needs analysis to identify gaps in service provision needs to inform preparation of a Masterplan for the Strathfield Town Centre.

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

Not applicable at this time.

## 6. CONCLUSION

The location of Strathfield Town Centre within walking distance of Strathfield train station and bus interchange and close proximity to schools, retail, facilities, and services supports its location for increased density in alignment with the *Eastern City District Plan* (March 2018) and *Greater Sydney Region Plan: A metropolis of Three Cities*.



**STRATHFIELD LOCAL PLANNING PANEL MEETING****6 FEBRUARY 2020**

**2019/010/1 - PLANNING PROPOSAL: 11-23 The Boulevard, Strathfield - Lot 102 in DP 597302 & Lot 21 in DP 623899 (Cont'd)**

However, a coordinated approach is required to ensure redevelopment of the LGAs major commercial centre occurs in a planned and coordinated way. A Masterplan which establishes the vision and fine-grain scale for the Centre is required along with collaboration between Strathfield, Burwood, and Canada Bay Councils. The masterplan should be informed by detailed economic, social and environmental studies which consider the cumulative impacts of redevelopment of the centre as a whole having regard to housing and job supply targets and planning priorities and objectives under *A Metropolis of Three Cities* and the *Eastern City District Plan*.

There are no mitigating circumstances or unique site attributes that support the planning proposal at this time, ahead of immediate actions endorsed in Council's *2030 Community Strategic Plan* and identified in Council's *Draft Strategic Planning Statement*, to revitalise the Strathfield Town Centre including the preparation of a Masterplan, and integrate transport services. To do otherwise, would result in a sub-optimal planning outcome.

As such, the planning proposal is not supported to proceed to a Gateway Determination.

**RECOMMENDATION**

- A. The planning proposal should not proceed to a Gateway determination because the proposal lacks both strategic and site-specific merit.

**ATTACHMENTS**

1. Planning Proposal
2. Draft Concept Architectural Plans

# **ATTACHMENT 3**



## **Minutes**

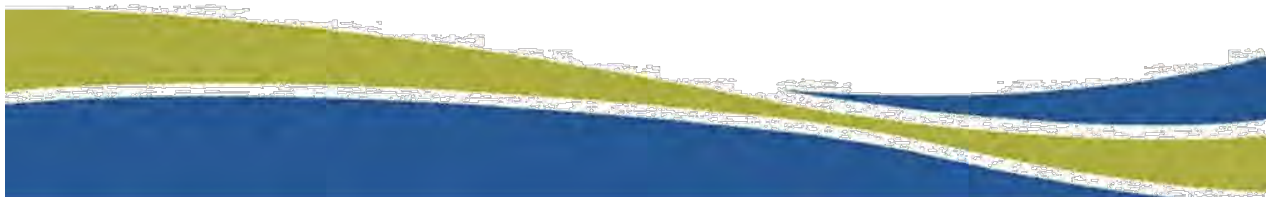
**Of the meeting of the:**

### **Strathfield Local Planning Panel Meeting**

**Held on:**

**Thursday, 6 February 2020**

Commencing at 10:00am at Town Hall (Supper Room),  
65 Homebush Road, Strathfield



STRATHFIELD LOCAL PLANNING PANEL MEETING

6 FEBRUARY 2020

MINUTES

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## STRATHFIELD LOCAL PLANNING PANEL MEETING

6 FEBRUARY 2020

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MINUTES

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The meeting of the Strathfield Local Planning Panel Meeting was held in the Town Hall (Supper Room), 65 Homebush Road, Strathfield on Thursday 6 February 2020.

The meeting commenced at 10:00am and closed at 12.48

The Public Meeting commenced at 10.00am and closed at 11.25am

The Panel Members conducted site inspections for the purpose of considering items included on the Agenda-

Site inspection time commenced: 8.00am

Site inspection time concluded: 9.45am

**PRESENT**

Vivienne Albin – Chair

Michael Ryan- Expert

Ashwin Chand- Community

**ALSO PRESENT**

Stephen Clements, Deputy CEO/General Manager Planning, Environment & Urban Services

Kandace Lindeberg, Executive Manager, Statutory Planning & Development

Lillian Nasser, Administration Assistant

Laura Gregory, Administration Assistant

**DECLARATIONS OF PECUNIARY INTEREST / CONFLICT OF INTEREST**

NIL



STRATHFIELD LOCAL PLANNING PANEL MEETING

6 FEBRUARY 2020

## MINUTES

**TO:** Strathfield Local Planning Panel Meeting - 6 February 2020  
**REPORT:** SLPP – Report No. 2  
**SUBJECT:** 2019/010/1 - PLANNING PROPOSAL: 11-23 THE BOULEVARDE,  
STRATHFIELD - LOT 102 IN DP 597302 & LOT 21 IN DP 623899  
**DA NO.** 2019/010/1

**RECOMMENDATION**

- A. The planning proposal should not proceed to a Gateway determination because the proposal lacks both strategic and site-specific merit.

**PANEL RECOMMENDATION:**

**Reason: The Panel Supports the officers Report and recommendation.**

The planning proposal should not proceed to a Gateway determination because:

1. The proposal lacks both strategic and site-specific merit.
2. The proposal is considered to be premature of the anticipated Strathfield Town Centre master plan – it been noted that this plan is scheduled for completion in 2020/2021.
3. No consideration as been given by the Proponent on the desired future character of the Strathfield Town Centre. From a strategic view point, this is considered a crucial first step when considering such an excessive increase in density and building height and change of character.
4. Considering the current context of the site, the proposed height, FSR and residential/commercial ratio is without basis.
5. There has been no visual impact assessment undertaken to address the appropriateness of the proposed built form when viewed from surrounding localities. This is considered to be a fundamental prerequisite when considering matters of this scale.
6. The planning proposal is not considered to be in the public interest for the reason that it does not support the current strategic planning process been undertaken by Council, notably the Local Strategic Planning Statement.
7. The proposal would establish a precedent for future tall buildings in the absence of a town centre master plan.
8. The proposal does not include any unique public benefits commensurate with the proposed increase in bulk and scale.

**FOR:** Vivienne Albin – Chair  
Michael Ryan- Expert  
Ashwin Garg- Community

**AGAINST:** NIL

\*\*\*\* End Minutes - Report No. 2\*\*\*\*

**DEU2 STRATHFIELD LOCAL STRATEGIC PLANNING STATEMENT 2040 -  
RESPONSE TO SUBMISSIONS**

**AUTHOR:** Kandace Lindeberg, Executive Manager, Statutory Planning and Development

**APPROVER:** Stephen Clements, Deputy CEO and General Manager Planning, Environment and Urban Services

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**RECOMMENDATION**

1. That Council note the submissions received in response to the public exhibition of the *Strathfield 2040 - Draft Local Strategic Planning Statement* and the feedback received through the Greater Sydney Commission's Health Check process.
2. That Council endorse the *Strathfield 2040 - Draft Local Strategic Planning Statement* and the supporting *draft Strathfield 2040 - Local Strategic Planning Statement Implementation Plan*, as amended in response to the issues raised during public exhibition, for submission to the NSW State Government for the purpose of Assurance.
3. That Council seek support from the Greater Sydney Commission in Final Assurance and the making of *Strathfield 2040, Local Strategic Planning Statement*.
4. That Authority be delegated to the Deputy Chief Executive Officer and General Manager Planning, Environment and Urban Services to undertake any further minor amendments, correct errors or technical revisions to *Strathfield 2040 - Local Strategic Planning Statement* and *draft Strathfield 2040 - Local Strategic Planning Statement Implementation Plan* as required following the Greater Sydney Commission's consideration of the LSPS for the purpose of Assurance.

**PURPOSE OF REPORT**

The purpose of this report is to inform Councillors of the feedback received during the exhibition of the draft Strathfield 2040 Local Strategic Planning Statement (LSPS) and provide Council with an updated draft for endorsement. This draft is supported by a comprehensive draft Strathfield 2040 LSPS Implementation Plan which is also presented for Council's endorsement. This is the final step for Council to take in order for the Greater Sydney Commission to consider the draft LSPS for the purpose of Assurance. The Commission requires that the draft LSPS be endorsed by Council prior to Final Assurance which is scheduled for the 4 March 2020. Pending the Commission's support, the LSPS will be made.

**REPORT**

**BACKGROUND**

Council's draft LSPS was placed on public exhibition over a 39 day period from 1 October 2019 to 5 November 2019. Council received considerable feedback on the draft LSPS during its exhibition from residents, key landholders, the Greater Sydney Commission, stakeholder and government agencies. This feedback has been used to refine the document to ensure it is more closely aligned with Government policy and priorities, community expectations and local context.

**Strathfield Local Strategic Planning Statement 2040 - Response to Submissions (Cont'd)**

Post exhibition the draft LSPS has been the subject of a preliminary Health Check on 11 November 2019 and a final Health Check on 29 January 2020 convened by the Greater Sydney Commission. This has provided an opportunity for the Eastern City District Commissioner North – Dr Deborah Dearing, the Commission and stakeholder Government agencies to provide their feedback and guidance on the direction of Council's draft LSPS. The objective of the Health Checks has been to progress the draft document for Final Assurance.

**COMMUNITY AND AGENCY FEEDBACK**

During the public exhibition period Council received a total of 55 submissions responding to the exhibited draft LSPS. The main themes from the submissions include:

- Protection and support of the functions of all industrial and urban services land, freight and transport infrastructure
- Additional land uses within industrial zones should not be at the disadvantage of freight lands which support the role of port operations
- Maintaining and enhancing open space that supports a variety of recreational and passive uses is important, along with achieving the Premier's targets for access to open space
- Design excellence should extend beyond high density development
- Provision should be made for emergency vehicles to high density development
- Additional provisions for affordable housing and a target greater than 5% for affordable housing in new developments
- The LGA's cultural diversity should be recognised and enhanced through increased access to creativity, arts and place initiatives
- Support the recognition, protection and enhancement of Aboriginal heritage and culture
- Additional consideration of actions to manage hazards and deliver sustainability outcomes
- Provision of well designed natural and built shade is required
- The draft LSPS should not pre-empt the future of key sites such as DFO and Sydney Markets without the relevant studies or collaboration with landowners
- Council should prioritise the completion of strategies and studies to ensure they inform LEP 2021 and articulate the timing for their finalisation

An overview of the key issues and recommendations within the submissions and the response to each is contained in **Attachment 3**.

Considerable feedback was received through the Greater Sydney Commission's extensive Health Check process. Consistent key messages throughout included:

- A recognition of Council's significant work in the development of the draft LSPS
- While the LSPS must reflect local aspirations and considerations in order for Assurance to be obtained it must also support the Eastern City District Plan's priorities and actions
- There needs to be clear strategic links between Council's LSPS and State Government priorities and policy
- A collaborative approach between Council and the State Government is favoured in the LSPS's implementation

The following action for refinement of key areas to support the finalisation of the LSPS were identified:

**Strathfield Local Strategic Planning Statement 2040 - Response to Submissions (Cont'd)**

- Identify local context and Council's current understanding of the LGA's capacity to cater for additional housing supply through existing approvals, planning proposals and significant State led initiatives such as the Burwood, Strathfield and Homebush Planned Precinct, Sydney Metro and Parramatta Road Corridor Urban Transformation Strategy
- Housing for very low, low, moderate income owners and connection of key workers and schools in LGA must be explicit
- Align LSPS with the District Plan's principles of retain and manage industrial and employment lands and remove specifics around employment lands until the Employment Lands Strategy is complete
- Identify and protect key external and internal freight corridors which play a vital role for the LGA, District and Region
- Strengthen the connection with the local Aboriginal community and identify areas of action to improve the self determination of Aboriginal communities and the protection of Aboriginal heritage
- Incorporate viability testing for the Water Street Employment Land Precinct (WSELP) and other key renewal precincts
- Articulate the current status and history associated with the WSELP
- Ensure the preservation of built environment does not pre-empt Council's response ahead of local character statements which should include existing and future character
- Clarify existing tree canopy and articulate issues around industrial and employment lands
- Identify Green Grid connections and corridors to be consistent with the District Plan
- Incorporate the mapping of heat vulnerability
- Elaborate on the requirement for consistency with State Environmental Planning Policies and Section 9.1 Directions under the Planning and Environment Act, 1979
- Clarify implementation processes, mechanisms, monitoring and reporting
- Focus on mapping such as accuracy, consistency, labelling, readability and addition of locational context

**COUNCIL'S RESPONSE**

Council has made amendments to the exhibited version of the draft LSPS which support the direction of the Greater Sydney Commission's, State agencies' and the community's expectations. These have included:

- A significant overhaul of mapping
- A refinement of LSPS text and actions
- Ideas, concerns, suggestions raised during exhibition that relate to LSPS have been addressed if considered appropriate and relevant
- The development of a stand alone Implementation Plan with clearer timeframes, mechanisms and responsibility for action
- Housing capacity and local targets have been clarified based on the data available and these will become clearer with the completion of Local Housing Strategy

Minor grammatical changes or enhancements to the text have also been made that serve to both enhance the original content and support the expectations presented during public exhibition and the Health Check process. There were no changes required to the draft LSPS Vision, Themes or Planning Priorities.

**PROCESS TO FINALISE LSPS**

**Strathfield Local Strategic Planning Statement 2040 - Response to Submissions (Cont'd)**

Other than Council endorsing the draft LSPS there is one additional Greater Sydney Commission process to finalise *Strathfield 2040*, which is Final Assurance by the Commission. Final Assurance is scheduled for consideration by the Assurance Panel on 4 March 2020. The documentation for this including the draft LSPS and Implementation Plan as presented to Council in this report was required to be submitted by 24 February 2020.

The Commission requires the LSPS to be endorsed by Council prior to Final Assurance. Assurance may at the discretion of the Commission require further conditions if the Assurance Panel deem them necessary. Pending the Commission's support, the LSPS can be made and uploaded to the Department of Planning, Infrastructure and Environment's portal.

Council's agreement is sought to grant the Deputy Chief Executive Officer General Manager Planning, Environment and Urban Services the delegation to make any inconsequential amendments to the draft LSPS if required by the Commission following Final Assurance.

**CONCLUSION**

The endorsement of the draft Strathfield 2040 and supporting Implementation Plan will place Council in a position to have the LSPS supported by the Commission's Assurance Panel with the intent of it being finalised and made.

**FINANCIAL IMPLICATIONS**

There are no financial implications.

**ATTACHMENTS**

1. Strathfield 2040 - Draft Local Strategic Planning Statement - *Circulated in Attachments document*
2. Strathfield 2040 - Draft Local Strategic Planning Statement Implementation Plan - *Circulated in Attachments document*
3. LSPS Submission Summary Table - *Circulated in Attachments document*