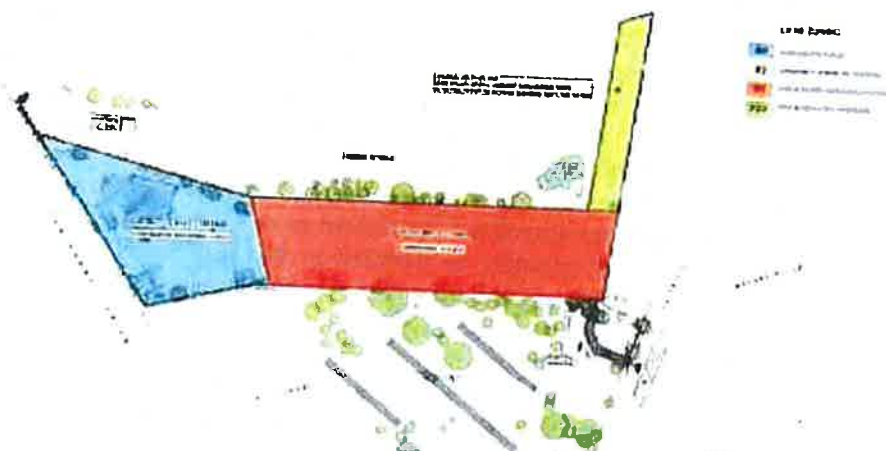


Objectives of the RE2 - Private Recreation Zone are as follows:

- To enable land to be used for private open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.

The proposed Land Zoning Map is shown in Figure 9 below.

FIGURE 9 – PROPOSED LAND ZONING MAP



The B4 – Mixed Use Zone was chosen for the Clubhouse, as redevelopment will include function centre, motel and other uses that value add to the site. The B4 Zone provides for the following uses permissible with development consent, there being no other appropriate zone under the Standard Instrument that allows the proposed uses. The RE2 does not permit some of the uses proposed and reliance on existing use rights provisions has limitations:

Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home industries; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Multi dwelling housing; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Serviced apartments; Shop top housing;

4 Part 2 – Explanation of Provisions

The Strathfield Local Environmental Plan 2012 will be amended in the following way:

- Amendment of Strathfield LEP 2012 Land Zoning Map – Strathfield LZN _ 002 B4 Mixed Use, R3 Medium Density Residential and RE2 – Private Recreation.
- Amendment of Strathfield LEP 2012 Lot Size Map – Strathfield LSZ _ 002 to reflect the requirements of the Lot Size Map to U – 1000m².
- Amendment of Strathfield LEP 2012 Heights of Building Map – Strathfield HOB_002 to comply with Figure 6.

- Amendment of Strathfield LEP 2012 Floor Space Ratio Map - Strathfield FSR_002 - S3 (R3 sites) and T (B4 site).

It is considered that the proposed amendments are consistent with the prevailing LEP 2012. Annexure E provides Maps showing the above amendments to LEP 2012.

5 Part 3 - Justification

5.1 INTRODUCTION

This overview establishes the case for the zoning change proposed in the LEP amendment. It should be noted that the level of justification is commensurate with the impact of the rezoning proposal, traffic and transport assessment and an acknowledgement of the need for future preparation of the specific studies, if required by the Gateway Determination.

The strategic justification for the site has been demonstrated by the previous planning work undertaken by Strathfield Council. More recently the DoPI's Metropolitan Strategy and Draft Inner West Subregional Strategy have identified Strathfield as a major centre for housing, with employment within in a number of suburbs, as detailed in the SGS Study addressed in this submission. Consequently the location of the land satisfies specific objectives of these strategies by:

- Proposing a large percentage of the forecasted residential targets in the shorter term that will provide the opportunity for densities to increase, consistent with regional residential targets;
- By proposing a carefully quantified urban structure that reflects current market demand while accommodating opportunities for future growth; and
- Delivering outcomes that are proportionate to the area under these strategies.

The justification for higher densities can also be understood in the context of recent trends towards population growth, decreasing household size and an anticipated increase in demand for this form of accommodation, particularly within a parkland setting.

5.2 SECTION A - NEED FOR THE PLANNING PROPOSAL

5.2.1 IS THE PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT

Strathfield Council has prepared a number of strategy documents that inform the future of Strathfield's growth and are addressed below.

5.2.1.1 STRATHFIELD 2025 COMMUNITY STRATEGIC PLAN

This document provides a strategic plan to guide the development of Strathfield until the year 2025.

The Directions of the Plan are divided into five Key areas; namely connectivity, community wellbeing, prosperity and opportunities, liveable neighbourhoods and responsible leadership. In terms of these Key areas, the following is provided:

5.2.1.1.1 CONNECTIVITY

The property is located close to high level forms of public transport. The property is currently vacant and the proposed development is sustainable and likely to have minimal impact on the locality. Potential traffic impacts are addressed below in Section 5.2.1.3 and Annexure C.

5.2.1.1.2 COMMUNITY WELLBEING

Safety aspects of the development will be addressed in the more detailed planning of the site. It is considered that the proposal will increase public safety by providing a development with secured access within the site in the form of secured carparking and access to apartments. The four principles espoused under Crime Prevention Through Environmental Design (CPTED) will be considered in the design of the development.

The site is essentially located within a golf course estate and close to all services and amenities. The development capitalises on this opportunity that is not available within the area or within the surrounding LGAs. Such estates are generally located outside in the inner Sydney areas and therefore a unique opportunity exists to provide for a new community within a parkland estate. This development will provide housing for a variety of age groups and cultures.

5.2.1.1.3 PROSPERITY AND OPPORTUNITIES

The proposed development will support local businesses with increased housing close to amenities, as detailed in Section 2.3 above. The provision of a hotel and clubhouse complex, with conference facilities will capitalise on the proximity of the site to Sydney Olympic Stadium. There are no golf courses within the immediate catchment of the Stadium that will be able to offer accommodation and conference facilities. The development of these facilities will provide Strathfield with an opportunity to increase economic growth and spending within the LGA, particularly given the cultural diversity of the area.

5.2.1.1.4 LIVEABLE NEIGHBOURHOODS

As stated above, the proposal will essentially be an in-fill development on this vacant land. It will provide for increased housing close to all services and amenities. The goals and strategies will be met by ensuring diversity of housing and improved quality of medium density housing. As stated above, the site offers a unique opportunity in Strathfield to provide housing within a parkland setting. The development site has a northerly aspect with the principles of Ecological Sustainable Development at the forefront of the planning of the estate.

5.2.1.1.5 RESPONSIBLE LEADERSHIP

As stated above in Section 1, community consultation has already occurred at the initial planning process to gauge public comment to the proposal. It is clear from this process that there is general support for the development.

5.2.1.2 STRATHFIELD RESIDENTIAL LANDUSE STRATEGY

This document Strathfield Residential Land Use Study (SRLUS) was prepared by JBA Urban Planning Consultants in 2011. The SRLUS was prepared to assist Council to accommodate 8,300 new dwellings over the next 25 years.

The Strategy states that:

“Strathfield’s population is growing at a faster rate than average in the Sydney Statistical Division (SSD) and other parts of the Inner West Subregion. In 2006, there were approximately 33,200 residents, with the population growing, rate of approximately 2% each year since 1996.

The population is also ageing and household size is falling, however both are occurring at slower rates than other parts of the Inner West and the SSD generally. In the future, families will remain the dominant household type in the LGA, with non-English born residents continuing to comprise a significant proportion of the population.

Housing supply has grown at a similar rate to the population, and there is some approved, but yet not constructed, supply remaining in the LGA which will satisfy demand in the short term. However, to meet the demand for the expected 13,900 new residents in Strathfield by 2031, between 6,840 new dwellings (if 2.5 persons per dwelling) and 11,550 (if 2.0 persons per dwelling) will be required to meet demand.

Despite this, fewer brownfield sites remain in the LGA, so demand for new housing supply in the medium to long terms will need to be met from existing suburban areas undergoing renewal.

The Strategy identified 11 precincts. The subject property is located within the Strathfield Precinct, but on the boundary of the Liverpool Road Precinct and is addressed below.

The Strategy assessed the character of this Precinct and existing planning controls (Strathfield Planning Scheme Ordinance 1969) and concluded that there were limited opportunities for increasing densities, with two sites considered being the Caves Road shops and 43 Mackenzie Street, which would potentially yield 10 dwellings.

The subject site was not considered due to the zoning of the land for open space purposes. It is considered that the Caves Road shops site provides little potential, unless there is a total redevelopment of the properties, which would include demolition. This would cause disruption to businesses during the time of construction phase including potential cessation for that period. The potential 10 dwellings also do not contribute to meeting residential targets, as discussed in this submission.

In terms of the Liverpool Road Precinct, the Strategy identified a likely increase in 462 dwellings. Notwithstanding that the subject site was not included, there is a potential for some 100 apartments to be developed, which is consistent with the Strategy.

The potential 100 dwellings on the subject site will have a significant impact on meeting these targets and on a site that is relatively free of constraints such as purchasing properties, amalgamating such properties, demolition of buildings etc. The development of the apartments can be undertaken with relatively minimal impacts on adjoining properties, given the location of buildings to the site. .

5.2.1.3 STRATHFIELD AT THE CROSSROADS OF SYDNEY

Strathfield Council engaged SGS to prepare an Economic Land Use and Employment Study to inform the preparation of the comprehensive LEP (now LEP 2012). The purpose of the study was to improvements to Strathfield’s economic base and issues facing Strathfield. The Strathfield Golf Club site is not identified in this document and it is assumed as it is not a major economic driver, with low employment within the club facility. Notwithstanding, the proposal is not inconsistent with the document, particularly having regard to Directions 3 and 6.

It is noted that Direction 5 encourages commercial and housing growth in the Parramatta Road Corridor. Whilst is an important corridor, being a major transport route, the subject site is located to high levels of employment within the Strathfield South employments lands, generally concentrated around the Enfield Intermodal Terminal.

5.2.1.4 TRAFFIC AND TRANSPORT

A more specific study has been undertaken in respect of traffic related issues and is addressed below. A copy of the Traffic and Transport Study is provided at **Annexure C**. This report assesses and documents the potential parking, traffic and transport impacts of the development on the surrounding road network in terms of traffic efficiency and safety. Particular consideration has been given to the following specific issues:

- Likely traffic generated by the rezoning;
- The impact of this additional traffic on the existing surrounding road network;
- The extent and timing of infrastructure upgrading works (related to all road users being vehicles, pedestrians and cyclists in conjunction with public transport considerations) required within and adjoining the subject land to adequately accommodate the proposal; and
- The proposed development access arrangements and suitability with respect to existing environmental and traffic conditions.

Based on the assessment undertaken in the Study, the following conclusions are provided:

- The rezoning primarily proposes the provision of a series of residential apartment buildings, capable of accommodating approximately 100 dwellings, within the portion of the course currently accommodating a practice fairway.
- The residential buildings are proposed to be serviced by a new internal access road, running along the southern Golf Course boundary, providing external vehicular access to / from Hedges Avenue whilst connectivity to / from the southbound Centenary Drive off ramp to Liverpool Road is also to be facilitated by a right of carriageway through the existing Golf Course car parking area and access driveway. Vehicular connectivity between the Course car parking area and the internal access road servicing the residential buildings is proposed to be governed by boom gate control or similar to ensure there is no unauthorised public or golf course related access to / from the residential development or indeed, Hedges Avenue.
- Further to the residential component, the proposal involves the redevelopment of the existing Golf Course clubhouse, potentially to incorporate a minor accommodation function. The clubhouse redevelopment is proposed to be serviced by the existing Golf Course car parking area and thereby accessed via the existing driveway connecting with the southbound Centenary Drive off ramp to Liverpool Road. The extent of this redevelopment is unknown at this stage, however it is understood that it will be of minor traffic generating consequence, being primarily ancillary to the existing overall Golf Course function of the land. Any minor traffic generation associated with this component of the proposal is expected to be outside of commuter peaks of the adjoining public road network. Accordingly, this assessment provides primary focus on the traffic and transportation impacts associated with the residential component.

- Despite considerable traffic demands within Liverpool Road, motorists have been observed to be able to enter and exit Hedges Avenue, particularly via left turns, with a reasonable level of safety and efficiency. Efficient connectivity to the Hedges Avenue precinct is also facilitated by signalised intersection control at the junction of Liverpool Road and Wallis Avenue.
- The existence of a long deceleration lane servicing the existing Golf Course access driveway results in site access movements from the southbound Centenary Drive off-ramp to Liverpool Road being able to be undertaken without being impacting or being impacted by traffic flows within the off-ramp. Further, the separation of the access driveway results in vehicles being able to exit the site generally without being impacted by vehicle queues on approach to Liverpool Road.
- The residential component of the proposal is projected to generate approximately 30 additional peak hour vehicle trips to and from the site. This generation takes into consideration the proximity of the site to public transport infrastructure, the likely parking provision within the site and the likelihood that the residences will be occupied by primarily aged persons.
- A majority of the abovementioned additional traffic is projected to be assigned to / from Hedges Avenue, in preference to the southbound Centenary Drive off-ramp to Liverpool Road.
- The minor level of additional traffic is not envisaged to result in any noticeable impacts on existing road network levels of service, with road links only expected to accommodate a maximum of one additional vehicular movement every four minutes.
- Whilst it is acknowledged that the Golf Clubhouse redevelopment has the potential to result in some additional traffic demand to / from the southbound Centenary Drive this access, this additional demand is envisaged to be minor and largely generated outside of normal commuter peak periods. Accordingly, traffic impacts associated with this component are likely to be minimal. In any case, the existing Golf Course access arrangements provide for safe and efficient connectivity between the subject site and the adjoining State Road network.

5.2.1.5 POTENTIAL HEADLIGHT GLARE

The new vehicle access onto Hedges Avenue may cause a potential for headlight glare from vehicles exiting the site at night. This aspect will need to be considered in detail at the development application stage and in consultation with the residents of those properties.

5.2.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

The current zoning permits recreational use, with the club facilities being also permissible. The proposed rezoning is importantly stylised as an amendment to Strathfield LEP 2012, notably adopting relevant zoning, minimum lot size and maximum height of building provisions, etc. It represents the most logical way of achieving the intended objective and outcomes, with there being no readily available and better alternative under the prevailing legislation.

5.2.3 IS THERE A NET COMMUNITY BENEFIT?

The following Table 1 addresses the evaluation criteria for conducting a "net community benefit test" assessed under the criteria set out in the Department of Planning and Infrastructure's Draft Centres Policy (2009), as required by the guidelines for preparing a Planning Proposal.

There is unlikely to be a negative community benefit arising out of these circumstances as pre-community consultation has been undertaken to evaluate the nearby community reaction to the land being rezoned as proposed by this Planning Proposal. The other community benefits have been espoused in a number of sections of this PP.

TABLE 1 – COMMUNITY BENEFIT CRITERIA

Evaluation Criteria	Y/N	Comment
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800m of a transit node)?	Y	The proposed rezoning is compatible with the Metropolitan Plan, the Subregional Plan, the Strathfield Residential Land Use Study (refer to 5.1 above).
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	N	The subject Site is not identified within a key strategic centre or corridor but is contiguous with areas identified for growth.
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landowners?	N	The proposed rezoning is unlikely to create a precedent within the locality or change the expectations in respect of the land, particularly having regard to the Strategy addressed above.
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	Y	All other spot rezonings before Council in the Strathfield Local Government Area generally comply with Council's strategic direction.
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	Y	The site currently facilitates employment, and will it result in the creation of further employment on the land. The proposal will create employment through the construction jobs to install the infrastructure and build the homes therefore delivering an economic benefit to the community. Full-time jobs will be created in the hotel complex, providing for a raft of skill levels.
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	N	The proposal will have a positive impact on the residential supply by adding to the amount of available

Evaluation Criteria	Y/N	Comment
		medium density land that is needed in the LGA, as detailed in the Residential Land Use Study. The proposal will contribute to meeting local residential targets and is supported by Council's Residential Land Use Study.
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future transport?	Y	The existing public infrastructure is adequate to meet the needs of the proposal. The development and subsequent housing will support Strathfield businesses. The site is accessible to the Railway Stations. Local buses service the area; although an infrequent service and mainly operating during peak periods (refer to Section 2.4 for details).
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	N	The Planning Proposal is seeking to increase housing opportunities in an area reasonably served by higher order transit nodes (trains). It is envisaged that public transport would be used by residents of the development.
Are there significant Government investments in infrastructure or services in the area where patronage will be affected by the proposal? If so, what is the expected impact?	N	The proposal does not require significant further investment in public infrastructure and will utilise the existing infrastructure and services. The developer will extend and upgrade infrastructure to service the development at no cost to government and Council.
Will the proposal impact on land that the Government has identified a need to protect (e.g. and with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?	N	The site has not been identified for conservation purposes. The land is not identified to be flood prone, although localised flooding may occur through the land in the creekline area, but can be controlled through engineering practices. Such will be further documented and is unlikely to be a significant constraint.

Evaluation Criteria	Y/N	Comment
Will the LEP be compatible or complementary with surrounding adjoining land uses? What Is the impact on the amenity in the location and wider community? Will the public domain improve?	Y	The proposal is generally compatible with adjoining land uses. The site is reasonably serviced by existing infrastructure. Community consultation has indicated that there is no general opposition to the proposal.
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	N/A	N/A
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	N/A	N/A
What are the public interest reasons for preparing the draft plan? What Are the implications of not proceeding at that time?	Y	The proposal will provide additional housing to assist in the delivery of meeting the housing growth from the Subregional and local strategies. If the rezoning was not supported, the site would remain in an undeveloped parcel and the provision of additional housing would not be realised. The golf course lands could be sold to the Rookwood Cemetery Trust for the extension of that facility or sold for an extension to the industrial lands in Weerrona Road. This would result in a nett community loss of a recreational facility in the Strathfield LGA.
Will the public domain improve?	Y	Section 94 Contributions or Voluntary Planning Agreement commitments will be required in respect of open space/community facilities and any road works. The owners are committed into entering into a VPA or making necessary contributions, once the land is rezoned.

Overall, the proposal will provide a net community benefit for the following reasons:

- It constitutes a balanced and appropriate use of land and is in keeping with the emerging residential character for medium density housing in the Strathfield LGA. Strathfield has been sought for housing due to the closeness to Sydney and schools.
- The proposal will contribute to Council's requirement to facilitate new dwelling growth in accordance with the Subregional Strategy targets.
- The proposal will provide housing choice and lifestyle to meet the needs of the community, particularly within this parkland setting.
- The proposal will not result in any significant adverse environmental impacts.
- The proposal will create a number of jobs, both short-term and long-term.

This is consistent with a number of Strategies discussed below.

5.3 SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

5.3.1 IS THE PLANNING PROPOSAL CONSISTENT WITH THE OBJECTIVES AND ACTIONS CONTAINED WITHIN THE APPLICABLE REGIONAL OR SUB-REGIONAL STRATEGY?

5.3.2 METROPOLITAN PLANNING

"The Metropolitan Strategy seeks to strategically locate employment, ensure good management of existing land resources, ensure there is sufficient supply of suitable commercial sites and employment lands and efficiently utilising existing infrastructure".

The Metropolitan Strategy City of Cities: A Plan for Sydney's Future was released in 2005 and set the overall strategic vision for the Growth Centres. In December 2010, the NSW Government released Metropolitan Plan for Sydney 2036 - updating the Metropolitan Strategy and integrating it with the \$50.2 billion Metropolitan Transport Plan. As a 25 year planning strategy, the aims and objectives of City of Cities remain integral to the delivery of new communities in the Growth Centres under the Metropolitan Plan:

- More jobs are expected to be located in the regional cities and specialised centres of Western Sydney, including areas that will have direct access to and from the Growth Centres.
- Major Centres, including Leppington in the South West Growth Centre and Rouse Hill in the North West Growth Centre, will be a focus for shopping, health and tertiary education and some medium and high density housing.
- Improved suburban towns, villages and neighbourhoods will provide healthier environments and access to high quality and suitable housing, jobs, transport choices and open space.
- The Sydney Metropolitan region's transport network will be expanded and improved to provide access to jobs and services. Investment in the rail network and strategic bus corridors will provide faster and direct public transport linking towns, villages and neighbourhoods to areas where jobs are concentrated.
- By concentrating the bulk of new development in the Growth Centres, valued rural and resource lands will be protected. Green areas will be preserved to provide habitat for native animals and recreational opportunities for residents and visitors.
- Subregional planning will incorporate the plans for the Growth Centres in the wider North West and South West subregions. Planning for new jobs and population growth in the Growth Centres will be considered alongside Sydney-wide objectives.

Strategic Direction B – Growing and Renewing Centres provides the following relevant aims for this Planning Proposal:

- Locating at least 80 per cent of all new housing within the walking catchments of existing and planned centres of all sizes with good public transport.
- Focusing activity in accessible centres.
- Planning for centres to grow and change over time.
- Planning for new centres in existing urban areas and greenfield release areas.
- Planning for urban renewal in identified centres where public transport capacity exists or is being expanded

In this context, Sydney is lagging behind in the provision of the highly desirable form of dwelling and recreational lifestyle mix compared to other States. The vision articulated by this PP seeks to add to the mixture of housing types available in the Strathfield LGA and create a socially cohesive environment, particularly for those who have a particular interest in social golf and living within a parkland setting.

This will better deliver social links into the broader community and the improved recreational and social facilities will secure a net public benefit, particularly in the employment sector.

The PP is broadly consistent with the intended outcomes and actions of the Metropolitan Strategy. The following Table 2 identifies the actions that are directly relevant to the PP and discusses whether the PP is consistent with those actions.

TABLE 2 – CONSISTENCY WITH METROPOLITAN STRATEGY

Actions	Consistency	Response
A – Economy and Employment		
A3 – Improve opportunities and access to jobs for disadvantaged communities	Y	The PP includes zones for a mix of housing types to help ensure diversity in the supply of local labour. The PP will also provide opportunities for a range of commercial employment within the proposed hotel and club facilities. The economic benefits that arise have been discussed throughout this report. The proposal is unlikely to impact on other centres within the area.
B – Centres and Corridors		
B4. Concentrate activities near public transport	Y	The PP supports development with transport infrastructure and services providing for higher residential densities, as discussed in Section 2.4 above.

Actions	Consistency	Response
C – Housing		
C1. Ensure adequate supply of land and sites for residential development	Y	The PP is based on the Residential Land Use Study which forecasts residential growth over the ensuing years.
C2. Plan for a housing mix near jobs, transport and services	Y	The PP will focus residential development on transit routes and access to services (refer to Section 2.4).
C4. Improve housing affordability	Y	The PP will provide for housing mix.
C5. Improve the quality of new development and urban renewal	Y	The development standards proposed for the PP in association with SEPP 65, will improve the quality of development.
D – Transport		
D1. Improve transport between Sydney's centres	Y	This action is not directly relevant to the PP.
E – Environmental, Heritage and Resources		
E3. Achieve sustainable use of natural resources	Y	The PP proposes new growth in an area well served by services and transport nodes.

5.3.3 SUB REGIONAL PLANNING

The Department of Planning & Infrastructure (DoPI) has reinforced its expectations of future urban growth over recent years and most recently in the Inner West Subregional Strategy. Subregional planning is an important aspect of the planning and implementation of the 2005 Metropolitan Strategy, *City of Cities: A Plan for Sydney's Future*. The metropolitan area is too large and complex to resolve all the planning aims and directions down to a detailed local level through one Metropolitan Strategy.

Subregional planning is an intermediate step in translating the Metropolitan Strategy to a local level, and recognises that some issues extend beyond local government boundaries and require a 'subregional' approach. The draft Subregional Strategies act as a broad framework for the long term development of the area, guiding government investment and linking local and state planning issues.

The aims of the subregional planning are:

- To provide a forum for councils to allocate the local distribution of housing and employment capacity targets based on the principles of the Metropolitan Strategy, and to work together on complementary future directions especially in centres crossing LGA boundaries.

- To provide for balanced growth among LGAs to build upon regional strengths and bolster opportunities.
- To identify the future role of Strategic Centres and Corridors, as well as Towns, Villages and Neighbourhood Centres in relation to the overall metropolitan structure.
- To focus coordinated State agency involvement and asset management with respect to Strategic Centres and corridors including providing a basis for the prioritisation of investment.
- To assist planning for regional facilities, within and between subregions.

Strathfield LGA is within the Inner West Subregion. The draft Subregional plan was published in 2008. Whilst the vision has emphasis on strengthening higher skilled jobs in the Burwood and Rhodes Centres, it also reinforces the need to diversify housing types in appropriate locations. Core to the subregional plan is ensuring that 'development must be managed sustainably, financially, economically environmentally and socially'.

The Key directions include:

- Dwelling targets
- Regional strengths
- Structure
- Infrastructure investment
- Regional facilities

The subject document does not specifically identify the subject land; however, Strathfield is identified as an area of population growth through the Residential Land Use Study. Consistency with the Strategy is addressed below in Table 3.

TABLE 3 - CONSISTENCY WITH THE INNER WEST DRAFT SUBREGIONAL STRATEGY

Strategic Direction	Objectives / Actions	Comment
Key Directions 'A' - Economy and Employment	IW A3.2 Integration of employment and housing markets	The future opportunity for development of housing will accommodate an increase in workforce close to employment areas.
Key Directions 'B' - Centres and Corridors	B2.1 Plan for housing in centres consistent with their employment role	The future opportunity for development of housing will accommodate an increase in workforce close to employment areas.
Key Directions 'C' - Housing	IW C1.3.1 Inner West Councils to plan for sufficient zoned land to accommodate their local government area housing targets through their Principal LEPs.	The Planning Proposal will contribute to the quantum of residential zoned land.

Strategic Direction	Objectives / Actions	Comment
	<i>IW C2.1.1 Inner West Councils to ensure the location of new dwellings maintains the subregion's performance against the target for the State Plan Priority E5 (jobs closer to home)</i>	State Plan Priority E5 states that: <i>"Increasing densities in centres and concentrating activities near public transport, together with an improved transport system, will strongly contribute to achieving "jobs closer to home".</i> The site is located close to the Sydney CBD. The site is in close proximity to public transport, including bus and rail services. Accordingly the proposal is considered consistent with State Plan Priority E5 (jobs closer to home).
	<i>IW C2.1.2 Councils to provide in their LEPs zoned capacity for a significant majority of new dwellings to be located in strategic and local centres.</i>	The site is proximate to a nearby neighbourhood centre (Caves Road). The Planning Proposal is considered to be consistent with the objective to locate new dwellings around existing centres and existing and future public transport routes.
	<i>IW C2.3.2 Inner West Councils to provide for an appropriate range of residential zoning to cater for changing housing needs.</i>	The Planning Proposal is consistent with the LEP 2012 with the R3 Residential Zone that allows for all forms of residential housing. The proposal is considered consistent with the objective.
<i>Key Directions 'E' – Environment, Heritage and Resources</i>	<i>E3.3 Use energy efficiency and reduce greenhouse intensity of energy supply</i>	Future dwellings will need to comply with ESD principles, including BASIX requirements and SEPP 65 principals.

5.3.4 METROPOLITAN PLAN FOR SYDNEY 2036

The New South Wales Government in December 2010 released a Metropolitan Plan for Sydney titled "Metropolitan Plan for Sydney 2036". The Plan outlines a vision for Sydney over the next twenty five (25) years and includes directions to achieve this vision. This Metropolitan Plan will address the challenges facing Sydney through an integrated, long-term planning framework based on the following strategic directions and key policy settings:

Strengthening a City of Cities

- *Make Sydney a more resilient, compact, connected, multi-centred and networked city*