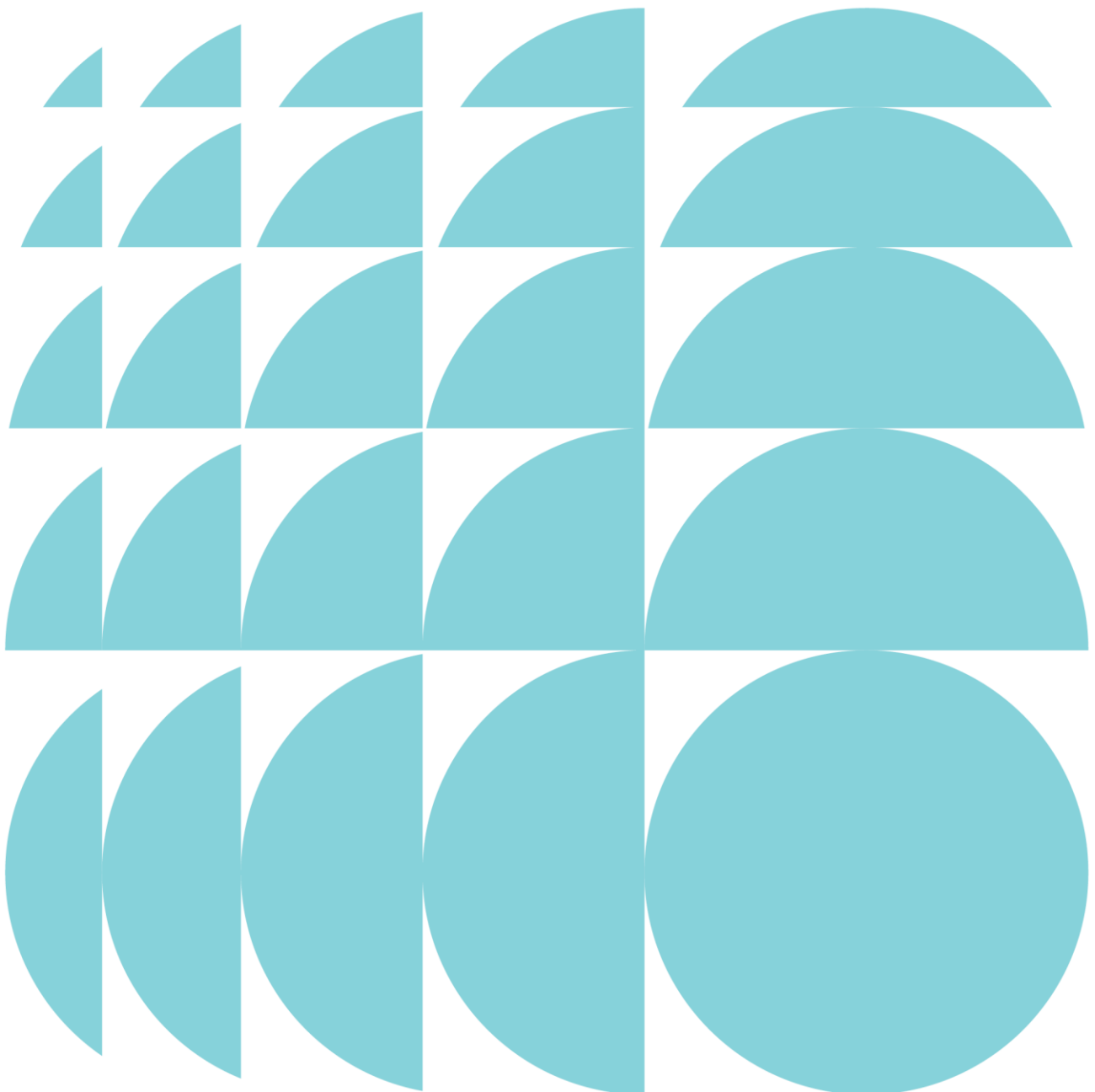




CONTACT

Paul Robilliard Director probilliard@ethosurban.com 9409 4988

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This document has been prepared by:

This document has been reviewed by:



Alysha Tse, Junior Urbanist

12 April 2021

David Attwood, Principal

13 April 2021

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Ethos Urban Pty Ltd
ABN 13 615 087 931.
www.ethosurban.com
173 Sussex Street, Sydney
NSW 2000 t 61 2 9956 6952

Contents

1.0	Introduction	3
2.0	The precinct	5
3.0	Overview of the planning proposal	6
3.1	The concept proposal	6
3.2	The proposed planning and contributions framework	8
4.0	Parramatta Road Urban Transformation Corridor Strategy	11
4.1	Planning and design guidelines	12
4.2	Infrastructure schedule	14
5.0	Assessment of better planning outcome	15
5.1	Vision for Parramatta Road	15
5.2	Principle 1: Housing choice and affordability	15
5.3	Principle 2: Diverse and resilient economy	16
5.4	Principle 3: Accessible and connected	16
5.5	Principle 4: Vibrant community and places	17
5.6	Principle 5: Green spaces and links	17
5.7	Principle 6: Sustainability and resilience	18
5.8	Principle 7: Delivery	18
5.9	Out of sequence checklist	19
6.0	Other matters for consideration	21
6.1	Improved urban design outcome	21
6.2	Economic benefits	22
7.0	Conclusion	25

Figures

Figure 1	Strathfield Triangle Precinct	5
Figure 2	Strathfield Triangle Precinct Concept Proposal	6
Figure 3	Strathfield Triangle Precinct Public Domain Plan	7
Figure 4	Proposed building massing strategy	8
Figure 5	Location of the Homebush Precinct	11
Figure 6	Land use zones under PRCUTS (left) and Canada Bay LEP 2013 (right)	12
Figure 7	Maximum building heights under PRCUTS (left) and Canada Bay LEP 2013 (right)	13
Figure 8	Maximum densities (floor space ratio) under PRCUTS (left) and Canada Bay LEP 2013 (right)	13
Figure 9	Homebush Precinct open space and active transport	14
Figure 10	Solar overshadowing under the indicative concept	22

Tables

Table 1	Costs/revenue of local infrastructure in Strathfield Triangle Precinct	10
Table 2	'Out of Sequence' checklist assessment	19
Table 3	Direct and indirect jobs during construction	23
Table 4	Estimated Retail Expenditure by on-site residents	24

1.0 Introduction

In May 2020, the City of Canada Bay Council provided in-principle support for the Strathfield Triangle planning proposal (PP-2020-3843) to be forwarded to the NSW Department of Planning, Industry and Environment (DPIE) for Gateway review.

The objective of this planning proposal is to support a change to the planning controls applying to Strathfield Triangle Precinct to facilitate its renewal into a vibrant and sustainable high density residential neighbourhood. Specifically, this planning proposal seeks to:

- support a land use zoning change for certain lands from RE1 Public Recreation and SP2 Infrastructure to R4 High Density Residential
- increase the maximum building heights within the precinct to heights ranging between 3 metres and 100 metres
- apply a maximum FSR ranging from 1.2:1 to 5.2:1, as a base FSR for development sites where inadequate provision for recreation areas and an access network has been made
- reduce existing land reservations of land for public purposes
- introduce local provision for design excellence for certain development in the Strathfield Triangle Precinct
- require a minimum 5% of total gross floor area in the Precinct to be for purposes of affordable housing
- include site-specific provisions for Strathfield Triangle Precinct, including:
 - incentive FSRs where the objectives for the provision of community infrastructure has been satisfied
 - minimum site area provisions for residential flat buildings and shop top housing
 - a clause allowing floorspace of dedicated land on a development site to be harvested so that the site's overall development capacity is not reduced
 - exclusion of gross floor area (up to 100sqm) for a community facility to be excluded from calculating FSR
- amendment to Clause 4.6(8) of the Canada Bay LEP.

As part of DPIE's review, it was identified that the planning proposal is Out-of-Sequence and inconsistent with Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). To address the inconsistency with Direction 7.3 of the Section 9.1 Directions, the planning proposal is to be amended to provide a study that demonstrates the planning proposal will deliver better outcomes than PRCUTS, consistent with the requirements of 7.3(5)(b) outlined below.

Consistency (5)

A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning & Environment (or an officer of the Department nominated by the Secretary) that the planning proposal is:

- (a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016), or
- (b) ***justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016) having regard to the vision and objectives, or***
- (c) *of minor significance.*

The purpose of this Better Planning Outcomes Study is to provide an assessment of the Strathfield Triangle planning proposal and demonstrate the planning proposal's ability to deliver a better outcome than the outcomes anticipated in the PRCUTS.

Background

With Strathfield Triangle Precinct's strategic position north-east of Strathfield Station and Strathfield Town Centre, and forming part of the Homebush Precinct under the PRCUTS (2016), it has long been recognised as an appropriate area to transition into a high-density residential Precinct, which capitalises on its access to services, jobs and public transport.

Strathfield Triangle has been subject to ongoing development over the past fifteen (15) years, with a number of residential flat buildings constructed toward the northern portion of the Precinct. Despite this, development activity in the Precinct has stagnated with approximately 54% of the Precinct being undeveloped, remaining as low-density housing or vacant land (primarily the southern portion of the precinct).

Since inception of the current planning controls for Strathfield Triangle under the Canada Bay LEP 2013 and the Strathfield Triangle section 94 (s.7.11) Contributions Plan (adopted in 2013), land valuations and infrastructure costs have increased, causing the planning and contributions framework to be unfeasible to complete the regeneration of the area. This places the risk to a future delivery of key public domain features envisioned for Strathfield Triangle, such as a new public open space, through-site links and pedestrian pathway improvements. Accordingly, a review of planning controls and infrastructure delivery arrangements has been undertaken to identify a mechanism for the viable delivery of essential infrastructure for existing and future residents of the Precinct.

The revised planning framework for the Strathfield Triangle Precinct (including this Infrastructure Strategy) aims to establish a viable framework that will support the Precinct's transition into high-density residential precinct, which capitalises on its access to services, jobs and public transport. This will necessitate the creation of a new high amenity urban environment, encompassing the following:

- revised road arrangements including road closures, street widening, upgraded intersections, shared zones and through site links
- the introduction of a new centrally located open space that is critical to providing amenity for the new and existing communities of the high-density residential precinct
- delivery of essential service infrastructure (including sewerage, stormwater, water supply and electricity) in a responsible manner, incorporating environmentally sensitive and sustainable measures.

The planning proposal seeks to achieve this outcome through amendments to the planning controls of the Canada Bay LEP 2013 and amendments to the Precinct's contributions plan and Development Control Plan, which have been informed by a robust urban design and land economics review.

2.0 The precinct

The Strathfield Triangle Precinct is located in the suburb of Strathfield and Local Government Area (LGA) of Canada Bay. It is an 'island', bounded by major roads on two sides and a railway line on the third. This includes Parramatta Road to the north, Leicester Avenue to the east, and the T9 railway tracks to the south and east. It is primarily triangular in shape, and consists of a large number of legal land allotments. The conditions of the Precinct are generally reflective of the gentle topography found throughout the area, sloping down from RL22m (approx.) at the Parramatta Road/Leicester Avenue intersection to 11m (approx.) along the railway line. The locational context of the Precinct is shown in **Figure 1** below.

The Precinct is predominantly characterised by residential land uses of varying scale and building typologies. Relatively recent high density residential and mixed-use developments at the north end of the Precinct comprise a built form of up to 10 storeys, gradually stepping down in height towards the central part of the Precinct (refer to **Figure 2**).

The remaining areas to the south and along Leicester Avenue consist of low-density dwellings and large portions of vacant land that are fenced off areas that do not contribute to the recreational value of the local area.



Figure 1 Strathfield Triangle Precinct

Source: Group GSA

3.0 Overview of the planning proposal

3.1 The concept proposal

The concept proposal is indicative and seeks to demonstrate how the Precinct might be developed under the proposed planning controls of the planning proposal whilst meeting a high standard of urban design and planning outcomes. The concept proposal for the Precinct is driven by the following design outcomes:

- consolidation of open space into a Central Park that is easily accessible from the rest of the Precinct, addressing both existing properties and future development through a shared and inclusive space
- moving the park away from privately-owned land (as proposed under the current DCP) onto land that is partially Council-owned creates an opportunity to deliver the park less land needing to be acquire/dedicated
- inheriting the Cooper Street re-alignment from the current Strathfield Triangle DCP to secure the connectivity and safety benefits of having a signalised intersection at Leicester Avenue
- the establishment of a connected network of streets, shared zones and through-site links that create clear paths of travel throughout the Precinct, drawing pedestrians to the heart of the Precinct and integrating with existing developments
- an arrangement of the urban form to maximise passive surveillance of streets, with building forms distributed to minimise overshadowing and amenity impacts onto existing and future development
- the provision of clear sightlines that are open to the sky, linking together existing areas to new development to improve legibility, reducing perception of density and avoiding the sense of an enclosed enclave.

A brief overview of the elements of the concept proposal is provided below in **Figure 2**. Further description of the concept proposal provided in the planning proposal report and the Urban Design Review prepared by Group GSA (refer to **Appendix A** of the Planning Proposal).



Figure 2 Strathfield Triangle Precinct Concept Proposal

Source: Group GSA

Public domain

The establishment of a high-quality public domain is one of the key priorities of the indicative development concept. The following key improvements to the public domain have been envisioned for the Precinct (as shown in **Figure 3**). The key elements of the public domain that will be delivered as part of the planning proposal include:

- **Central Park** - a new park will be located in the core of the Strathfield Triangle Precinct, providing a large public open space in an area that currently lacks this amenity. The park will be 2,470 square metres and will provide much needed open space amenity to the area with opportunities for play, leisure, recreation and exercise.
- **Urban Plaza** - A portion of this new public domain (140 square metres) will form a small plaza at the southern end of the new shared zone on the corner of former Chapel Street and Cooper Street.
- **Through-Site Links** - Five shared pedestrian and cycle through-site links are proposed to facilitate 2x north-south and 3x east-west connections across the Precinct. Each corridor requires a 6m wide land dedication. The proposed through site links will increase permeability and accessibility across the Precinct.
- **Bakers Lane Shared Zone** - Bakers Lane Shared Zone will be an extension of existing Bakers Lane to create a one-way loop along the periphery of Central Park.
- **Widening of Cooper Street** - Much of Cooper Street is currently 10 to 12m wide and the Public Domain Plan proposes to widen the street to 13-16m. This improves the existing streetscape by enabling the introduction of street trees, on-street parking, and shared pedestrian / bicycle ways. The northern end of Cooper Street will be widened to create space for street tree plantings, shared paths and on-street carparking.
- **Realignment of Cooper Street to Leicester Avenue** - The southern end of Cooper Street is proposed to be closed, with Cooper Street being realigned to provide a new intersection with Leicester Avenue. The new intersection will be provided with traffic lights. This will enable both left and right-hand turning movements.



Figure 3 Strathfield Triangle Precinct Public Domain Plan

Source: Group GSA

Built form and massing

The proposed building massing (as shown on **Figure 4**) is designed to:

- define a context-sensitive urban environment that provides good levels of amenity.
- reduce the perception of density.
- achieve the FSRs required to make development feasible.

The majority of built form ranges between four and eight storeys. These heights are consistent with the scale of existing development within the Precinct. Four towers, located along the railway line, exceed this typical height range to introduce massing diversity into the Precinct. The tallest tower that will be introduced to the Precinct will comprise of 31 storeys with the other three buildings varying storey heights of 25, 29 and 19. The varying heights across the Precinct aims to create a visually interesting skyline and to maximise views and amenity.

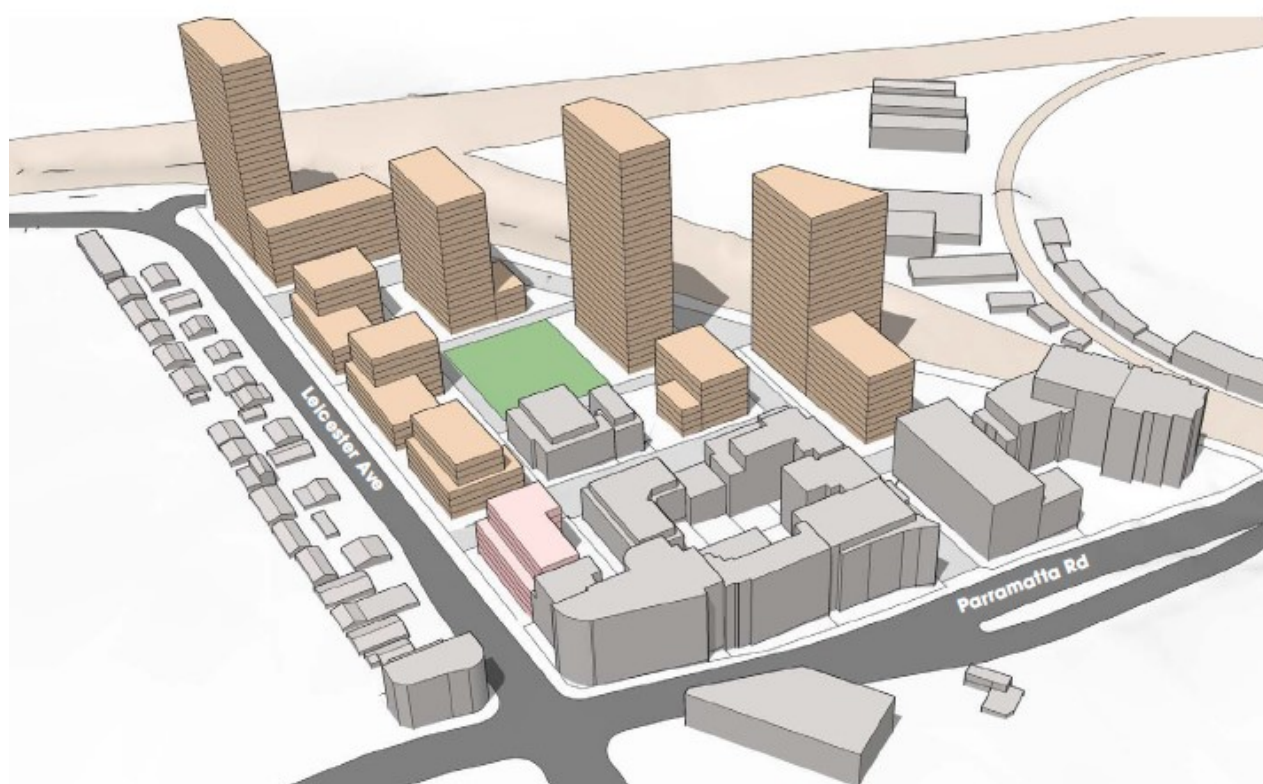


Figure 4 Proposed building massing strategy

Source: Group GSA

3.2 The proposed planning and contributions framework

3.2.1 Proposed amendments to Canada Bay LEP 2013

The proposed amendments to the Canada Bay LEP 2013 are to support the change in planning controls applying to Strathfield Triangle Precinct to facilitate its renewal into a vibrant and sustainable high-density residential neighbourhood. As outlined in the planning proposal report, the key amendments to the Canada Bay LEP 2013, include:

- support a land use zoning change for certain lands from RE1 Public Recreation and SP2 Infrastructure to R4 High Density Residential
- increase the maximum permissible building heights within the Precinct to heights ranging between 3 metres and 100 metres

- apply a maximum FSR ranging from 1.2:1 to 5.2:1, as a base FSR for development sites where inadequate provision for recreation areas and an access network has been made
- reduce existing land reservations of land for public purposes
- introduce local provision for design excellence for certain development in the Strathfield Triangle Precinct
- require a minimum 5% of total gross floor area in the Strathfield Triangle Precinct to be for purposes of affordable housing
- include site-specific provisions for Strathfield Triangle Precinct, including:
 - an Incentive FSR ranging between 2:1 to 5.5:1, which applies where the objectives for the provision of community infrastructure has been satisfied
 - minimum site area provisions for residential flat buildings and shop top housing
 - a clause allowing floorspace of dedicated land on a development site to be harvested so that the site's overall development capacity is not reduced
 - the exclusion of gross floor area (up to 100 square metres) for the purposes of a community facility from the calculation of FSR
- amend to Clause 4.6(8) of the Canada Bay LEP to prevent development consent to be granted for development that would contravene:
 - the maximum FSR under clause 4.4 of the LEP by more than 10%
 - the minimum site area provisions for residential flat buildings and shop top housing in Strathfield Triangle Precinct.

3.2.2 Revised Development Control Plan

Amendments to the Strathfield Triangle site-specific DCP (refer to **Appendix B** of the Planning Proposal) are proposed to align with the concept proposal prepared by Group GSA and will support the proposed planning and contributions framework, in particular reflecting changes to building typologies and the location and function of public domain infrastructure. The intent of the site-specific DCP is to provide detailed guidance for development to give effect to the LEP and to achieve a balance between a range of outcomes, including:

- protecting residential amenity
- protection and enhancement of valued character, streetscapes and heritage
- a high quality of urban design
- a high level of environmental performance.

The application of these guiding principles within the methodology has resulted in a DCP that has the following key characteristics:

- a high level of integration between the objectives and the controls, with controls directly relating to one or more objectives
- a new section that focuses on the public domain elements of the revised urban design outcomes for the Precinct, specifically addressing key public domain elements and their specifications (e.g. pathway and cycleway widths), and tree canopy coverage requirements for future development
- inclusion of updated figures and diagrams to enhance understanding of the revised urban design scheme for the Precinct.

3.2.3 Revised Infrastructure Strategy

To support the delivery of infrastructure within the Precinct, an Infrastructure Strategy has been prepared to describe and explain need for key public infrastructure items in the Precinct and how these are intended to be funded and delivered over the course of renewal (refer to **Appendix C** of the Planning Proposal). A summary of the proposed strategy for the delivery of infrastructure for the Strathfield Triangle Precinct is based on the following mechanisms:

- **Funds for physical Infrastructure** - The estimated costing of the infrastructure, as of 2020, amounts to approximately \$21.4 million which has been independently costed by a quantity surveyor. The sources of funds include the monies paid under the revised Strathfield Triangle Section 7.11 Contributions Plan (refer to **Appendix D** of the Planning Proposal). This overall cost of infrastructure excludes the cost of land required for the public domain, which has been assumed to be dedicated without payment (refer to Section 7.2 below).
- **Land Dedications** - This delivery of the public domain for Strathfield Triangle relies on the dedication of private land to provide new and widened street reserves, multiple through-site links and a central public open space. This infrastructure strategy and nominated areas for land dedication is based on the premise that the floorspace of the dedicated land is harvested so that the site's overall development capacity is not reduced. The floorspace associated with the dedicated land is transferred and developed on the remaining site. Land that is nominated for dedication is to be dedicated to Council (at nominal cost to Council). It is anticipated that dedication will be negotiated through a planning agreement in accordance with the City of Canada Bay Voluntary Planning Agreement Policy.
- **Sale of Council lands** - Some lands with Strathfield Triangle Precinct that are owned by Council are proposed to be allocated a maximum floor space ratio under the proposed planning framework. This will enable the developable GFA associated to the lands to be harvested as part of an overall development within the identified sites. With these lands having a nominal value based on its theoretical development floorspace, the funds gathered from the sale of Council lands (estimated at \$16.7 million) will be allocated toward public domain improvements within the Strathfield Triangle Precinct and has been factored into the contributions rates of the revised Section 7.11 Contribution Plan – Strathfield Triangle Precinct.

Based on the above costs and source of revenue the costs to be levied by the proposed Strathfield Triangle Section 7.11 Contributions Plan is a total of \$6,214,946 (refer to **Table 1**). This has been used to inform the revised contribution rates for the Strathfield Triangle Section 7.11 Contributions Plan (refer to **Appendix D** of the Planning Proposal).

Table 1 Costs/revenue of local infrastructure in Strathfield Triangle Precinct

	Cost Estimate
Total Estimated Cost of Civil Works	\$21,404,946
Compulsory Acquisition of 36 Leicester Avenue	\$3,500,000
Estimated Income Collected and/or Expected Under Existing Contributions Plan	\$2,000,000
Estimated revenue from proposed sale of Council-owned lands	\$16,690,000
Estimated Total Costs to be Levied under the Plan	\$6,214,946

4.0 Parramatta Road Urban Transformation Corridor Strategy

The Parramatta Road Corridor spans 20 kilometres from Granville in the west to Camperdown in the east. The PRCUTS was adopted in 2016 by the NSW Government to facilitate the transformation of the Parramatta Road over the next 30 years, seeking to improve the amenity of Parramatta Road and adjacent communities. PRCUTS provides a long-term framework for the future growth and development of the corridor, additionally a suite of documents including the corresponding Parramatta Road Corridor Implementation Plan, Infrastructure Schedule and Planning and Design Guidelines will support the delivery of a renewed and revitalised corridor.

The Strathfield Triangle Precinct is located within the Parramatta Road Corridor, specifically within the Homebush precinct (**Figure 5**). The Strathfield Triangle Precinct is recognised as a priority area for long-term growth and improvement of Sydney, however sits outside of the 2016-2023 release area. The vision for Homebush outlined by the PRCUTS is to be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations

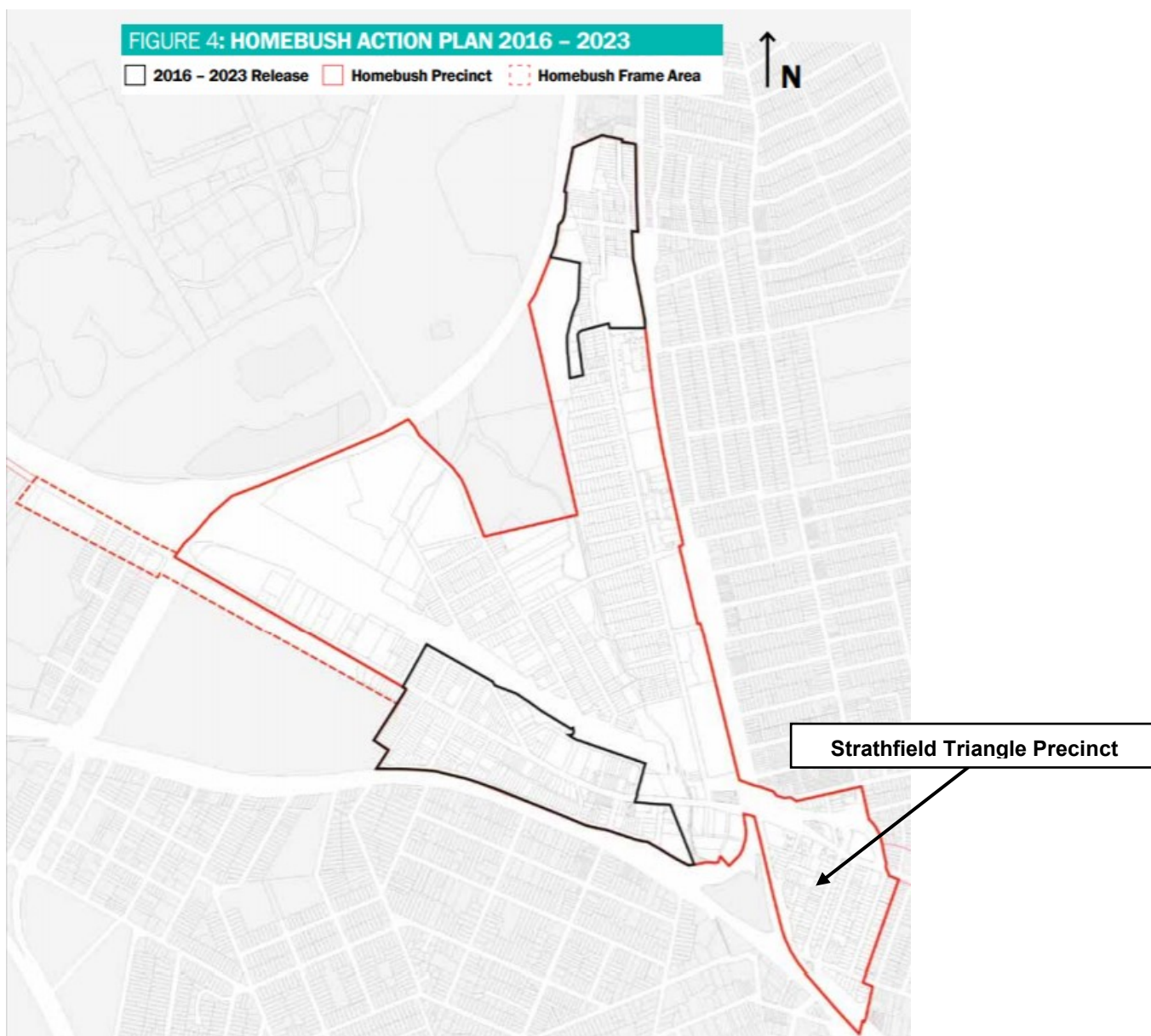


Figure 5 Location of the Homebush Precinct

Source: UrbanGrowth NSW

4.1 Planning and design guidelines

The Parramatta Road Corridor Urban Transformation Planning and Design Guidelines (the Guidelines) are a supportive document of the PRCUTS, with the primary purpose being to:

- describe the priorities and principles that will ensure future development achieves high quality design and design excellence
- guide the rapidly changing character of the Corridor whilst ensuring future development responds to the distinct character and identity along different parts of the Corridor
- recommend planning and development controls that should be complied with, as controls differ across local government areas that make up the Corridor.

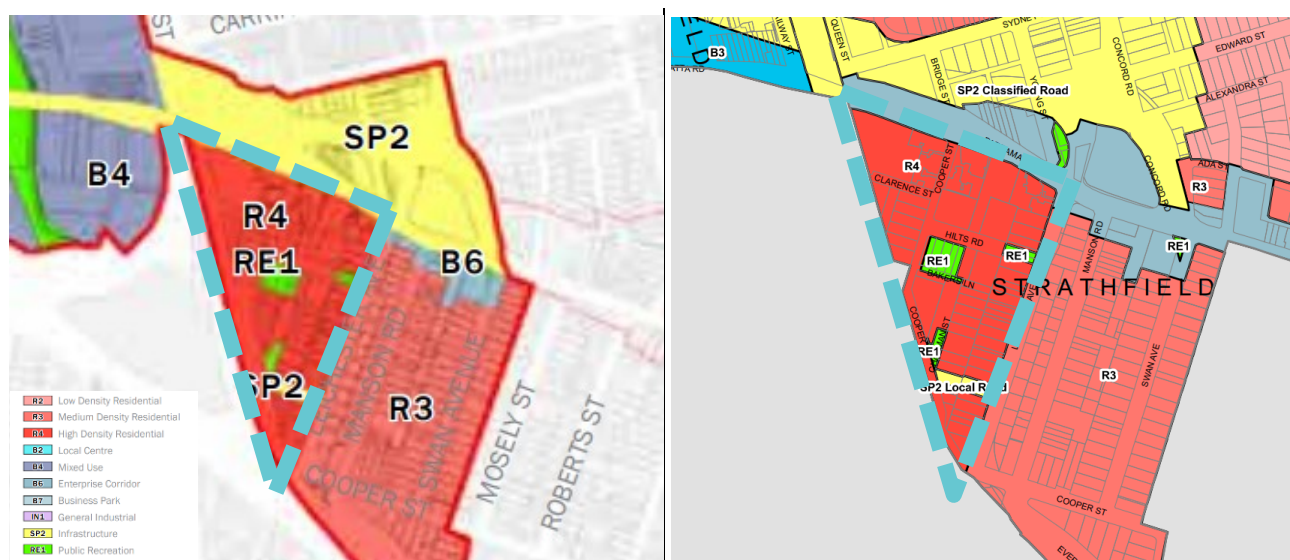
It is important to note that the recommended planning controls for the Homebush Precinct under the PRCUTS are largely a translation of the existing planning controls of the Canada Bay LEP 2013 which have been in place since 2013. The recommended planning controls presented in the Guidelines and comparison with the existing planning controls of the Canada Bay LEP 2013 are outlined below.

4.1.1 Land use zoning

As shown on **Figure 6**, the recommended land use zones of the PRCUTS, include:

- R4 High Density Residential
- RE1 Public Recreation
- SP2 Infrastructure.

The recommended land use zones intended for the Strathfield Triangle Precinct are a reflection of the existing land use zones under the Canada Bay LEP 2013, retaining the desired outcome for Strathfield Triangle Precinct to be primarily a residential-focused precinct.



Recommended land use zoning of PRCUTS

Current land use zoning of Canada Bay LEP 2013

Figure 6 Land use zones under PRCUTS (left) and Canada Bay LEP 2013 (right)

Source: Landcom & Legislation NSW

4.1.4 Public domain improvements

The PRCUTS identifies improvement to public domain to enhance the amenity along the Parramatta Road corridor. This includes new public open spaces and improvements to existing parks and reserves, along with improved pedestrian and cyclist connections to support the transformation of the Homebush Precinct. As shown in **Figure 9**, the proposed public domain improvements presented by the PRCUTS, include:

- a new cycling link adjacent to the railway corridor and Cooper Street between Strathfield Station and Parramatta Road
- a potential intersection upgrade at the Cooper Street and Parramatta Road intersection, to improve local and active transport access to Strathfield.

Notwithstanding above, it is noted that the indicative location for the new open space within the Strathfield Triangle Precinct (refer to **Figure 9**) is shown on land that is currently zoned RE1 Public recreation.



Figure 9 Homebush Precinct open space and active transport

Source: Landcom

4.2 Infrastructure schedule

The PRCUTS includes an infrastructure schedule for the Corridor and Homebush Precinct, identifying transport, open space, community, education and health facilities required to support the proposed growth. Each infrastructure type is divided into a list of priority works, proposed responsibility and funding mechanism as well as an estimated cost of works.

Specific projects outlined in the schedule that are related to the Strathfield Triangle Precinct, include:

- **Short term Active Transport Network** – Prioritised cycling link, Cooper Street. Costing applied to both sides of road - single lane, on road cycleway, including surface treatment and signage – without kerb separation. Will be funded from Developer Contribution Plan – estimated cost of work \$71,200.
- **Short term Road/Intersection Upgrade** – Cooper Street/Parramatta Road, provide new signals with pedestrian and cycle crossings to improve access to Strathfield.

It is noted that items outlined in the Infrastructure Schedule relating to Strathfield Triangle Precinct are short term projects, without any further actions to promote long term growth and development.

5.0 Assessment of better planning outcome

This section of the study undertakes an assessment of the outcomes of the planning proposal against the vision and principles of the PRCUTS and seeks to demonstrate how it would deliver a better planning outcome compared to the planning and design guidelines and infrastructure schedule set out by the PRCUTS.

As part of this assessment, it is important to recognise that the recommended planning outcomes for Strathfield Triangle Precinct set out by the PRCUTS largely echoes the existing planning controls of the Canada Bay LEP 2013 and Strathfield Triangle Precinct DCP. Notably, these planning controls and supporting section 7.11 contributions plan were gazetted/adopted in 2013, prior to the endorsement of the PRCUTS in 2016. Since the inception of existing planning and contributions framework (adopted in 2013), land valuations and infrastructure costs have increased, causing the framework to be unfeasible to complete the regeneration of the area. This has placed a significant risk to the future delivery of key public domain features envisioned for Strathfield Triangle, such as a new public open space, through-site links and pedestrian pathway improvements.

At the outset, the failure of the existing planning and contributions framework clearly demonstrates that the planning and design guidelines and infrastructure schedule set out by the PRCUTS will fail to deliver a positive planning outcome for the Strathfield Triangle Precinct.

The assessment against the vision and principles of the PRCUTS are as follows.

5.1 Vision for Parramatta Road

The vision for Parramatta Road Corridor is to be high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs. In addition to the broader Parramatta Road Corridor vision, the PRCUTS sets a vision for the Homebush Precinct which is for the Precinct to be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

The proposed amendments of the planning proposal seeks to deliver a framework that ensures the delivery of public infrastructure and public open spaces to establish a high amenity residential environment at the Strathfield Triangle Precinct, whilst balancing the requirements for a feasible development outcome for developers. This will necessitate the creation of a new high amenity urban environment, encompassing the following:

- revised road arrangements including road closures, street widening, upgraded intersections, shared zones and through site links
- the introduction of a new centrally located open space that is critical to providing amenity for the new and existing communities of the high-density residential precinct
- delivery of essential service infrastructure (including sewerage, stormwater, water supply and electricity) in a responsible manner, incorporating environmentally sensitive and sustainable measures.

As the planning and design guidelines and infrastructure schedule of the PRCUTS largely reflect the current planning controls of the Canada Bay LEP 2013, issues currently faced by the Precinct in relation to development feasibility, its poor amenity environment and securing land and funds to deliver key pieces of public infrastructure are likely to continue under the PRCUTS.

Given the above, it is evident that the planning proposal will better deliver a better planning outcome that would realise the vision for the Homebush Precinct and the broader Parramatta Road Corridor.

5.2 Principle 1: Housing choice and affordability

This principle is focused on a plan for diversity housing types to accommodate a wide range of community needs, including affordable housing, family housing, student housing and seniors housing.

The PRCUTS also outlines a strategic action to deliver a minimum of 5% of new housing as Affordable Housing (or in line with Government policy of the day). In regard to Strathfield Triangle, the planning proposal will be consistent with the PRCUTS in delivering housing choice and affordability.

It is noted that Canada Bay Council is proposing to introduce a new contribution scheme for the purpose for affordable housing in the LGA as part of its LEP Review. This is anticipated to apply to the Strathfield Triangle Precinct and will allow Canada Bay Council to collect any monetary or in-kind contributions for affordable housing. In the event Council introduces a new affordable housing provision into the LEP, it is proposed that the clause apply to the Strathfield Triangle Precinct and require 5% of total Gross Floor Area of new development to be for the purpose of affordable housing (where feasible). This is consistent with the directions of the Greater Sydney Region Plan which outlines an affordable housing target of 5-10%, subject to viability.

Given the above, the planning proposal is consistent with Principle 1 of the PRCUTS. Notwithstanding this, it is argued that given the revised planning framework of the planning proposal is aimed at establishing a viable delivery mechanism for essential infrastructure (incl. affordable housing), it will better support the delivery of affordable housing in the Precinct compared to the PRCUTS.

5.3 Principle 2: Diverse and resilient economy

This principle seeks to establish a diverse and resilient economy and position the Corridor to attract new businesses and to support existing businesses to create a diversity of jobs and promote jobs closer to homes.

The planning proposal and the PRCUTS will achieve a similar outcome in respect to this principle, with both envisioning the Strathfield Triangle as residential-focused Precinct.

Although, once the renewal of the Precinct is complete and fully occupied, the additional resident population would generate additional expenditure on retail goods and services. These residents may generate around \$32 million on retail goods and services each year. This includes spending on food, liquor and groceries, food catering, non-food items and services. Further discussion on the economic benefits of the planning proposal is outlined in **Section 6.2** of this report.

5.4 Principle 3: Accessible and connected

This principle aims to reshape places to be better connected and associated movement networks to better serve customers and encourage sustainable travel. The planning proposal seeks to improve accessibility and connectivity through the following interventions to the existing movement network:

- **Realignment of Cooper Street to Leicester Avenue** - The southern end of Cooper Street is proposed to be closed, with Cooper Street being realigned to provide a new intersection with Leicester Avenue. The new intersection will be provided with traffic lights. This will enable both left and right-hand turning movements.
- **Through-Site Links** - Five shared pedestrian and cycle through-site links are proposed to facilitate 2x north-south and 3x east-west connections across the Precinct. Each corridor requires a 6m wide land dedication. The proposed through site links will increase permeability and accessibility across the Precinct.
- **Bakers Lane Shared Zone** - Bakers Lane Shared Zone will be an extension of existing Bakers Lane to create a one-way loop along the periphery of Central Park.
- **Widening of Cooper Street** - Much of Cooper Street is currently 10 to 12m wide and the Public Domain Plan proposes to widen the street to 13-16m. This improves the existing streetscape by enabling the introduction of street trees, on-street parking, and shared pedestrian / bicycle ways. The northern end of Cooper Street will be widened to create space for street tree plantings, shared paths and on-street carparking.

This is compared to the limited public domain improvements proposed by the PRCUTS, including a new cycling link adjacent to the railway corridor and Cooper Street between Strathfield Station and Parramatta Road and a potential intersection upgrade at the Cooper Street and Parramatta Road intersection. Notably, the planning proposal will achieve the desired outcomes relating to access and connectivity set out by the PRCUTS, including a shared cycleway along Cooper Street, and the realignment of Cooper Street to enhance connections to Strathfield Town Centre.

The realignment of Cooper Street and upgraded signalised intersection at Leicester Avenue will enable both left and right-hand turning movements at the intersection and will importantly provide greater safety for pedestrians to cross Leicester Avenue and allow for a more direct connection for commuters to access Strathfield Station from its eastern entry point.

While the PRCUTS identifies a potential intersection upgrade at Cooper Street and Parramatta Road to provide new signals for pedestrian and cycle crossings to improve access the Strathfield, recent development has already occurred to this portion of Precinct allowing only left-in left-out vehicular access from Cooper Street. It would be difficult to foresee an outcome where an upgraded intersection is delivered at this location given this constraint.

Given the above considerations, it is demonstrated that the planning proposal will deliver a better planning outcome to support Principle 3: Accessible and connected.

5.5 Principle 4: Vibrant community and places

This principle is focused on the promotion of quality places and built form outcomes that will transform the Corridor over time.

The planning proposal and PRCUTS support the vision for the Strathfield Triangle Precinct to be residential-focused Precinct. However, the planning proposal provides a better solution and plan that will ensure vibrancy within the Precinct. A key intervention is the proposed delivery of a central open space which is intended to be the focal point of the Precinct. This will new public open space will also be supported by:

- a pavilion within the planned local park, which would constitute a landscaping embellishment that enhances the use of the park, by providing covered shelter and storage for chairs, tables, equipment etc., which could be hired by the community for small, localised gatherings
- provision of a small community space (min. 40 square metres) on the ground floor of a residential building and facing onto the park, co-located with food and beverage or other retail activation at ground level
- the construction of an adjacent urban plaza at the southern end of Bakers Lane shared zone.

The above initiatives are supported by a planning and contribution framework which seeks to establish a viable delivery strategy for new residential development that is supported by the necessary infrastructure to support a vibrant community and place.

In contrast, the PRCUTS relies on the existing planning and contributions framework to deliver initiatives to support a vibrant community and place. This includes the two areas intended for public open space currently zoned RE1 Public Recreation adjacent to Cooper Street and over a portion of Chapman Street. These two areas of future public open space have yet to be delivered due to the failure of the existing planning and contributions framework to levy sufficient funds to acquire these lands for a public purpose and deliver necessary embellishments. Given the constraints on development feasibility in the Precinct, any further development and additional contribution funds levied is unlikely to be delivered. The failure to deliver this critical piece of infrastructure will further exacerbate the poor amenity environment and the open space needs of residents currently living in the Precinct.

Based on the above considerations, it is demonstrated that the planning proposal will deliver a better planning outcome to support Principle 4: Vibrant community and places.

5.6 Principle 5: Green spaces and links

This principle is committed to the embellishment of existing open spaces and to provide new active and passive open spaces to support the recreational needs of the community and to encourage healthy and active lifestyles.

As highlighted in **Section 3.1**, the planning proposal seeks to viably support the delivery of new open spaces and links to support the recreational needs of the community. This includes the delivery of a new central park of a minimum size of 2,470sqm, a new urban plaza, new through-site links and improvements to the road layout in the Precinct.

When compared to the outcomes of the PRCUTS, the planning proposal will deliver a larger Central Park (2,470sqm compared to 2,310sqm of RE1 zoned land under the current Canada Bay LEP 2013) in a suitable location that can be enjoyed by the local community. Additionally, new through-site links and the Leicester Avenue/Cooper Street intersection upgrade will enhance permeability in the Precinct, while the widening of Cooper Street will improve the existing streetscape, enabling the introduction of street trees, on-street parking, and a shared pedestrian / bicycle way.

It can be concluded the planning proposal will deliver a superior planning outcome to support 5.6 Principle 5: Green spaces and links to provide for the recreational needs of the community and encourage healthy and active lifestyles.

5.7 Principle 6: Sustainability and resilience

This principle aims to guide the creation of liveable local Precincts along the Corridor that are sustainable, resilient and which make Sydney a better place.

The Proposal is consistent with PRCUTS in that it will support and implement adaptive sustainability practices in potential new development of the Precinct, such as best practice BASIX energy and water targets, and providing increased open space and green infrastructure to mitigate the effects of urban heat. Furthermore, the planning proposal seeks to increase of tree canopy coverage in the Precinct to a minimum 25%, which will contribute to Premier's priority for greener places and to plant over 1 million trees.

5.8 Principle 7: Delivery

This principle seeks to drive and facilitate action that will help realise the Corridor's transformation.

This planning proposal is the result of a planning and design review which identified that land valuations and infrastructure costs have increased, causing the current planning and contributions framework to be unfeasible to complete the regeneration of the area and limits the ability to deliver on key infrastructure needs within the Precinct. Accordingly, this planning proposal seeks to implement a revised framework to allow for the viable delivery of new homes and essential infrastructure for existing and future residents of the Precinct.

The proposed planning and contributions framework detailed in the planning proposal presents a tailored approach to address funding shortfalls of the current section 7.11 contributions plan by creating development incentives that are tied to the delivery of public infrastructure and importantly, the dedication of land as part of future development.

This is compared to the PRCUTS funding framework which states the delivery of public infrastructure is to be provided by development and funded through section 7.11 contributions or Special Infrastructure Contributions (SIC) levy. Notably this relies on section 7.11 contribution plans to fund the acquisition of land for new public open space, however with the increase of land valuations and infrastructure costs have increased, funds capable of being levied by a local contributions plan would be unfeasible to complete the regeneration of the area. Continuing with the current planning and infrastructure contributions framework for Strathfield Triangle risks renewal not occurring (and the supply of new, well located housing not eventuating), or renewal occurring without sufficient funds to deliver local infrastructure required to ensure residents enjoy appropriate standards of amenity, infrastructure and access to services.

It is therefore considered that the revised planning and contributions framework of the planning proposal provides a viable solution to support the regeneration of the Strathfield Triangle Precinct while securing the necessary infrastructure to support this growth.

5.9 Out of sequence checklist

As the Strathfield Triangle Precinct is not located within staging and sequencing identified for 2016-2023 within the Homebush Precinct, as outlined by the Strategy Implementation Plan. This proposal must therefore be considered against the 'Out-of-Sequence Checklist'. Despite this, assessment against the out-of-sequence checklist is provided at **Table 2** below.

Table 2 'Out of Sequence' checklist assessment

Out of Sequence Checklist	Assessment of Proposal
Criteria 1 - Strategic objectives, land use and development	
The planning proposal can demonstrate significant delivery or contribution towards the Strategy's Corridor wide and Precinct specific vision.	The Strategy identifies the need for the provision of critical regional level infrastructure to support major housing and job growth over the next 30 years. This includes: - transport networks, such as bus routes and services, heavy and potentially light rail, and active transport connections - social and community infrastructure - open space and public domain. Refer to Section 5.1 of this study for further discussion.
The planning proposal satisfies the Strategy's seven land use and transport planning principles and fulfills the relevant Strategic Actions for each Principle.	The planning proposal seeks to update the existing planning controls for the site, which were gazetted prior to the formalisation of the PRCUTS, and already sought to deliver a high density environment in this location. Specifically, this seeks to implement an incentive-based scheme in order to deliver key public infrastructure within the Precinct that was originally intended for this Precinct in 2013, with consideration of the market viability of development in this location. Overall, the planning proposal is generally satisfies the PRCUTS's seven land use and transport planning principles. This is explained in Sections 5.1-5.8 of this study.
The planning proposal can demonstrate significant net community, economic and environmental benefits for the Corridor and the Precinct or Frame Area within which the site is located.	The planning proposal is consistent with the Strategy in that it seeks to facilitate housing growth connected to an existing transport network, whilst ensuring significant community open space and public domain improvements. The public open spaces sought to be incentivised by this proposal will deliver these public benefits for surrounding existing and future residents within the identified Parramatta Road Corridor.
The planning proposal is consistent with the recommended land uses, heights, densities, open space, active transport and built form plans for the relevant Precinct or Frame Area.	The planning proposal is generally consistent with recommended land uses, with departures made to heights, densities, open spaces and built form plans. Notwithstanding, this Proposal is not inconsistent with the general principles of the recommended land uses, height transitions, density, and design considerations, which is supported by a Planning and Urban Design Review undertaken by Group GSA. The planning proposal seeks to update the existing planning controls for the Precinct, which were gazetted prior to the formalisation of the Parramatta Road Strategy, and already sought to deliver a high-density environment in this location. Specifically, this seeks to implement an incentive-based scheme in order to deliver key public infrastructure within the Precinct, with consideration of the market viability of development in this location. Overall, there is merit in the proposed departures from the recommended land uses, heights, densities, open space, active transport and built form plans for the Homebush Precinct of the Parramatta Road Corridor Urban Transformation Strategy as demonstrated by this study.
The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy.	The planning proposal seeks to facilitate development in line with the built form demonstrated within the Urban Design and Planning Review prepared by Group GSA (refer to Appendix A of the planning proposal). The intended outcomes illustrated within this report demonstrates alignment with the desired future character and growth projections

Out of Sequence Checklist	Assessment of Proposal
	identified in the Strategy, particularly open space, linkages and connections, public domain requirements, and road upgrades.
The planning proposal demonstrates design excellence can be achieved, consistent with councils adopted design excellence strategy or the design excellence provisions provided in the Parramatta Road Corridor Planning and Design Guidelines (Planning and Design Guidelines).	To facilitate design excellence and the highest standard of architectural, urban and landscape design in the Strathfield Triangle Precinct, a new clause is proposed to be inserted into the Canada Bay LEP 2013. The proposed clause will require design excellence to be demonstrated through a design review panel process or a competitive design process for development of a certain scale. Specifically, the planning proposal recommends, with respect to planning controls and design excellence, the following provisions: • development of a height greater than 28 metres would be subject to a competitive design process • development of a height of 28 metres or below would be subject to a review by the design review panel. This aims to ensure that design excellence is considered and allows for a broad spectrum of design expertise to be involved and contribute to developments in the Precinct.
Criteria 2 - Integrated Infrastructure Delivery Plan	
An Integrated Infrastructure Delivery Plan, which identifies advanced infrastructure provision and cost recovery for the local and regional infrastructure identified in the Infrastructure Schedule, must support the planning proposal. The Integrated Infrastructure Delivery Plan must demonstrate a cost offset to council and agency costs for a set period that aligns with the anticipated timing for land development identified in the Implementation Plan 2016 – 2023. Infrastructure to be considered includes: • public transport • active transport • road upgrades and intersection improvements • open space and public domain improvements • community infrastructure, utilities and services.	The planning proposal seeks to update the existing planning controls for the site, which were gazetted prior to the formalisation of the Parramatta Road Strategy, and already sought to deliver a high-density environment in this location. Specifically, this seeks to implement an incentive-based scheme in order to deliver key public infrastructure within the Precinct, with consideration of the market viability of development in this location. Supporting the planning proposal is a revised Infrastructure Strategy and s7.11 Contributions Plan for Strathfield Triangle Precinct which outlines key improvements to: • active transport • road upgrades and intersection improvements • open space and public domain improvements.
Criteria 3 - Stakeholder engagement	
Consultation and engagement with relevant stakeholders (council, government agencies, business, community, adjoining properties and user or interest groups, where relevant) have been undertaken, including any relevant pre-planning proposal engagement processes required by local council.	Consultation and engagement with relevant stakeholders will occur as part of the planning proposal process, including formal public exhibition post-Gateway Determination.
An appropriate level of support or agreement is documented. Provision of documentary evidence outlining the level of planning or project readiness in terms of the extent of planning or business case development for key infrastructure projects.	A summary of submissions received during the public exhibition of the planning proposal (post-Gateway) will be undertaken as part of the planning proposal. This will consider the key issues raised by the community and key agencies during the exhibition process, with amendments to the proposal made (if required) prior to finalisation.
Criteria 4 - Sustainability	
The planning proposal achieves or exceeds the sustainability targets identified in the Strategy.	Future development in the Strathfield Triangle Precinct will present opportunities to incorporate Ecologically Sustainable Development (ESD) principles as part of the design process. Sustainability targets for the planning proposal will be considered post-Gateway Determination and will inform new provisions of the revised draft Strathfield Triangle DCP.

Out of Sequence Checklist	Assessment of Proposal
Criteria 5 - Feasibility	
The planning proposal presents a land use and development scenario that demonstrates economic feasibility with regard to the likely costs of infrastructure and the proposed funding arrangements available for the Precinct or Frame Area.	The planning proposal seeks to update the existing planning controls for the site, which were gazetted prior to the formalisation of the PRCUTS, and already sought to deliver a high-density environment in this location. Specifically, this seeks to implement an incentive-based scheme in order to deliver key public infrastructure within the Precinct, with consideration of the market viability of development in this location. Supporting the planning proposal is a revised Infrastructure Strategy (refer to Appendix C of the Planning Proposal) and s7.11 Contributions Plan (refer to Appendix D of the Planning Proposal) for Strathfield Triangle Precinct identifying likely costs of infrastructure and the proposed funding arrangements.
Criteria 6 - Market viability	
The planning proposal demonstrates a land use and development scenario that aligns with and responds to market conditions for the delivery of housing and employment for 2016 to 2023. Viability should not be used as a justification for poor planning or built form outcomes.	A key aim of the planning proposal is to respond to market conditions within this Precinct. The planning proposal demonstrates a balanced land use and development scenario that responds to market conditions, while ensuring that an acceptable level of amenity is retained and public infrastructure is delivered.

6.0 Other matters for consideration

6.1 Improved urban design outcome

The Strathfield Triangle Urban Design Review (refer to **Appendix A** of the Planning Proposal) was prepared by GroupGSA to recommend amendments to the existing planning framework that would enable regeneration and delivery of the required public domain infrastructure. This review has led to an enhanced urban design strategy that will improve amenity outcomes for existing and future residents of the Precinct when compared to the current planning controls of the Canada Bay LEP 2013 and the recommended planning controls outlined in the PRCUTS. This is described further below.

ADG compliance

The built form of the concept proposal have been simplified to create a more legible Precinct, whilst the proposed building envelopes in the Strathfield Triangle DCP have been adjusted by breaking them up to better achieve compliance with key ADG criteria. Key ADG criteria that have been met through the adjustment of building envelopes include improved solar access to apartments and building separation.

Improved solar access

Adjustments were made to the proposed building envelopes and footprints in the Strathfield Triangle DCP (refer to **Appendix B** of the Planning Proposal) to improve solar access across the development, specifically the footprints that may struggle to achieve the ADG requirement for 70% of units to have compliant solar access. The built form and massing strategy of the proposed scheme will contribute to the improvement of solar access for apartments and ensure ADG compliance. This is through the mix and range of tall buildings intended for the site, which aims to respond to higher levels of solar access for apartments and reduce overshadowing impacts, achieved through small floor plates and slender forms. As a result of the mix and range of building heights across the Precinct, improved solar access will be delivered to key public spaces, which is further discussed below.

Improved sunlight to public open space

As mentioned above the proposed scheme has been designed to maximise solar access to key public spaces. The indicative location and built form of the towers and buildings ensure that overshadowing on the Central Park is minimised. The adjustments to the proposed building envelopes and footprints have enabled the entirety of the Central Park, with the exception of a small area in the north eastern corner, to receive more than two hours of

sunlight between 9am to 3pm (21 June). Communal open space within the development has been designed to open up to the north to maximise solar access (refer to **Figure 10**).

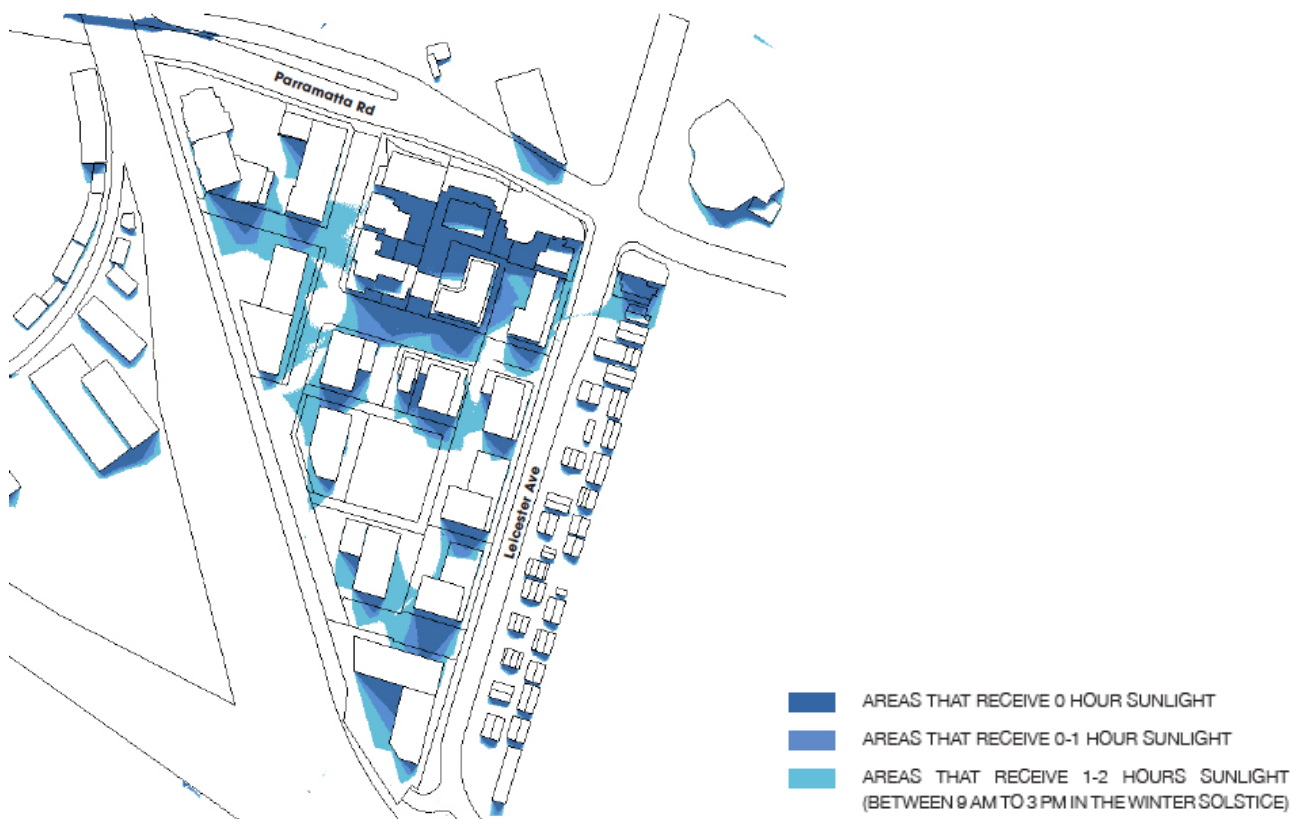


Figure 10 Solar overshadowing under the indicative concept

Source: Group GSA

Improved public domain

The proposed scheme will deliver an improved public domain through assistance of the Strathfield Triangle Public Domain Plan, which was adopted concurrently with the Strathfield Triangle DCP in April 2013. The Plan provides guidance on the design of public domain within the Strathfield Triangle to be:

- an inviting and pedestrian-oriented public domain through the provision of a permeable and convenient network of streets and pedestrian links
- a landscaped urban environment that will help soften the built environment by providing street trees and a new public park located in the heart of the Precinct
- a high quality design that will contribute to the overall attractiveness and urban amenity.

The upgrades and actions that will improve the public domain are shown in the Public Domain Concept Plan in **Figure 3** Error! Reference source not found..

6.2 Economic benefits

Renewal of the Strathfield Triangle Precinct will contribute to employment and increased activity within the economy. The following analysis provides high level projections, that take into account total employment and economic benefit based on completion of the project, rather than the net gain associated with the redevelopment of existing facilities on the site. A summary of estimated economic benefits associated with the construction and operational phases of the Strathfield triangle project are discussed below.

Construction Employment

Jobs supported by the project will accrue through direct and indirect employment generated during the construction and operational phases of the development.

Indirect, or flow on, employment will also be supported in other industries, for example, suppliers of materials and financial and legal services. Employment estimates in the wider economy are derived from ABS national accounts input-output analysis, specifically, employment multipliers.

Direct employment in the construction industry depends on the nature of the building, in particular, the capital intensity of the project. It is estimated 1.96 FTE direct construction industry job years¹ per \$1 million of expenditure (or 1.0 FTE job year per \$510,000) will be generated by the construction activity, based on research and the type of work expected to be undertaken in the construction phase.

In addition, these direct construction industry jobs lead to demand for employment in supplier industries in the wider economy. The ABS construction multiplier is 2.6 - that is, for every single FTE job in the construction industry a further 1.6 FTE jobs are supported elsewhere in the economy.

Renewal of the Strathfield Triangle Precinct is still in the planning stages, however, indicative estimates of direct construction costs are in the order of \$400 million. At this level, construction activity would support **780 jobs in the construction industry and support a further 1,250 jobs in related (supplier) industries over the development period** (refer to **Table 3** below).

Table 3 Direct and indirect jobs during construction

Metric	Value
Direct Jobs	
Construction cost estimate	\$400 million
Estimated direct jobs	780 FTE jobs
Indirect Jobs	
Indirect jobs per construction job	Approximately 1.6
Estimated indirect jobs	1,250 FTE jobs
Total FTE Construction Jobs	2,030 FTE jobs

Source: ABS 2015; Ethos Urban

Ongoing Employment

Upon completion, it is likely that the Strathfield Triangle Precinct will support ongoing jobs once the development is complete and fully occupied. While the final composition is yet to be determined, ongoing employment may include employment associated with retail or community uses as well as ongoing maintenance and operations. The large residential component will also likely support employees who are sole traders or who choose to work from home, an increasing trend in the post COVID-19 environment.

Increased expenditure from residents

Once complete and fully occupied, the development will support additional residents in the Precinct. This resident population would generate additional expenditure on retail goods and services. It is estimated that spending per capita on retail items by residents within the Greater Sydney region is in the order of \$14,900 each year on average. This includes spending on food, liquor and groceries, food catering, non-food items and services.

Based on the concept proposal, it is understood that some 1,122 apartments could be provided at the Strathfield Triangle Precinct and as such, around 2,136 additional residents could be accommodated on the site*. Overall, these residents may generate around \$32 million on retail goods and services each year (refer **Table 4** below).

¹ Direct employment in the construction industry is expressed as FTE job years. A 'job year' is a full-time job for one year.

Overall, the increase in retail expenditure from new residents at the Precinct will benefit the local and regional community, providing additional activity, and directing a substantial amount of retail expenditure towards existing and future local operators.

Table 4 Estimated Retail Expenditure by on-site residents

Metric	Value
Expected Number of New Residents*	2,136
Est. Per Capita Expenditure on Retail Items per Annum**	\$14,900
Est. Increase in Retail Expenditure per Annum (\$m)**	\$32,000,000

Source: Ethos Urban, Marketinfo

*As referenced in the community needs analysis

**Figures rounded

Other Economic Benefits

Other economic benefits likely to be associated with the proposed Strathfield Triangle development include:

- Supporting economic growth and development at a critical time of economic recovery, with potential for the development to contribute meaningfully to the recovery of the local community through investment activity and the provision of new homes
- The additional 2,136 residents at Strathfield Triangle has the potential to contribute around 6.7% to Canada Bay Council's population growth target of +32,000 new residents by 2036, and the delivery of +1,122 apartments likely to contribute approximately 10% to Canada Bay Council's housing target of +11,800 new dwellings by 2036
- The development will add to housing diversity in the area, providing a range of household sizes that will support both downsizers as well as young persons aged 25-34, which are projected to be the most dominant age group over the next 20 years
- A greater number of residents at the site will activate the local area, enhance local amenity, and create opportunities for a more vibrant Precinct, including supporting a night-time economy
- The increased population at the site will support economic activity along Parramatta Road and the broader local area, particularly through an additional \$32 million of retail expenditure estimated to be injected into the economy as a result of the proposed development. Additional retail expenditure in the local area will likely result in new and expanded business and employment opportunities for the local and regional community
- The project will improve the public realm and help attract greater levels of investment activity in the local area
- Construction jobs and additional retail expenditure supported by the development will assist in a post pandemic recovery and align with broader local and regional planning policies, including the Greater Sydney Commission's aspiration for 30-minute cities, and supporting walkable neighbourhoods and vibrant local centres.

The above analysis demonstrates that the proposed works at Strathfield Triangle will likely result in significant economic benefits within the local and regional area.

7.0 Conclusion

This Better Planning Outcomes Study demonstrates the superior planning outcomes that can be achieved by the planning proposal for the Strathfield Triangle Precinct when assessed against the PRCUTS. Specifically, a better planning outcome is achieved by:

- the implementation of a revised planning and contributions framework that will support development feasibility, a viable pathway to securing the delivery of key public infrastructure and the realisation of the vision for the Homebush Precinct and the broader Parramatta Road Corridor
- establishing a viable mechanism for the delivery of affordable housing, compared to the PRCUTS. A minimum 5% of total Gross Floor Area of new development (subject to feasibility) will be required for the purpose of affordable housing (delivering a better planning outcome for **Principle 1** of the PRCUTS)
- it will enable the regeneration of the remaining undeveloped parts of the Precinct. Once complete and fully occupied, the additional resident population would generate around \$32 million of additional expenditure on retail goods and services each year (delivering a better planning outcome for **Principle 2** of the PRCUTS)
- the planning proposal will deliver an improved accessibility and connectivity outcome through revised road arrangements including road closures, street widening, upgraded intersections, new shared zones, new shared cycleways and through site links (delivering a better planning outcome for **Principle 3** of the PRCUTS)
- the planning proposal provides a better solution to ensuring the Precinct supports a vibrant community and place, including the following (delivering a better planning outcome for **Principle 4** of the PRCUTS):
 - delivery of a central park of 2,470sqm which is intended to be the focal point of the Precinct
 - a pavilion within the planned local park, which would constitute a landscaping embellishment that enhances the use of the park, by providing covered shelter and storage for chairs, tables, equipment etc., which could be hired by the community for small, localised gatherings
 - provision of a small community space (min. 40 square metres) on the ground floor of a residential building and facing onto the park, co-located with food and beverage or other retail activation at ground level
 - the construction of an adjacent urban plaza at the southern end of Bakers Lane shared zone
- the planning proposal will deliver a larger Central Park (2,470sqm compared to 2,310sqm of RE1 zoned land under the current Canada Bay LEP 2013) in a suitable location that can be enjoyed by the local community. Additionally, new through-site links and the Leicester Avenue/Cooper Street intersection upgrade will enhance permeability in the Precinct, while the widening of Cooper Street will improve the existing streetscape, enabling the introduction of street trees, on-street parking, and a shared pedestrian / bicycle way (delivering a better planning outcome for **Principle 5** of the PRCUTS)
- the planning proposal will support and implement adaptive sustainability practices in new development, such as best practice BASIX energy and water targets, while increasing green open space and tree canopy coverage to mitigate the effects of urban heat (delivering a better planning outcome for **Principle 6** of the PRCUTS)
- the revised planning and contributions framework of the Planning Proposal provides a viable solution to support the regeneration of the Strathfield Triangle Precinct while securing the necessary infrastructure to support this growth (delivering a better planning outcome for **Principle 7** of the PRCUTS)
- the revised planning framework provides an enhanced urban design strategy that will improve amenity outcomes for existing and future residents of the Strathfield Triangle Precinct
- the ability to renew the remaining undeveloped parts of the Precinct will contribute to employment and increased activity within the economy. This includes 780 jobs in the construction industry and support a further 1,250 jobs in related (supplier) industries over the development period, and an increase of approximately \$32 million in expenditure on retail goods and services each year.

This fulfils the requirement to clearly demonstrate better outcomes are delivered by the planning proposal than identified in the PRCUTS, where there is an inconsistency with Direction 7.3 of the Section 9.1 Directions. It is requested that the Secretary (or delegate) of DPIE agree to the proposed inconsistency and progress the planning proposal through the Gateway review process.