

Planning Proposal Report

Strathfield Triangle Precinct

City of Canada Bay Council

Final | November 2020

Contents

1.0	Introduction	4
1.1	Background	5
2.0	The Precinct	6
2.1	Precinct description	6
2.2	Existing development	7
2.3	Surrounding development	7
2.4	Transport and access	8
3.0	Existing planning controls	10
3.1	Canada Bay Local Environmental Plan 2013	10
3.2	Development Control Plans	13
4.0	Concept Proposal	14
4.1	Lot amalgamation	15
4.2	Public domain	15
4.3	Built form and massing	18
4.4	Vehicular access and parking	19
5.0	Planning Proposal	21
5.1	Objectives and intended outcomes	21
5.2	Explanation of provisions	21
5.3	Site-specific Development Control Plan	32
5.4	Contributions framework	33
6.0	Strategic justification	36
6.1	The need for a Planning Proposal	36
6.2	Relationship with the strategic planning framework	37
6.3	Environmental, social and economic impacts	54
6.4	State and Commonwealth interests	55
6.5	Community consultation	55
6.6	Project timeline	55
7.0	Assessment of planning issues	57
7.1	Building form and heights	57
7.2	Residential Amenity	58
7.3	Public domain	58
7.4	Economic impact and development feasibility	60
7.5	Affordable housing	61
7.6	Community needs analysis	61
7.7	Traffic and transport	62
7.8	Urban Tree Canopy	62
7.9	Heritage	64
7.10	Site suitability and public interest	64
8.0	Conclusion	65

Contents

Figures

Figure 1	Strathfield Triangle Precinct	6
Figure 2	Existing built form typology at the Precinct	7
Figure 3	Parramatta Road streetscape	8
Figure 4	Low density opposite Leicester Avenue	8
Figure 5	High density development across the railway corridor	8
Figure 6	Transport and access network	9
Figure 7	Existing land zoning map	10
Figure 8	Existing height of building map	11
Figure 9	Existing floor space ratio map	12
Figure 10	Existing heritage map	12
Figure 11	Existing Land Reservation Acquisition map	13
Figure 12	Strathfield Triangle Precinct Indicative Concept Proposal	14
Figure 13	Proposed lot configuration	15
Figure 14	Public Domain Concept Plan	17
Figure 15	Proposed building massing strategy	19
Figure 16	Proposed vehicular access and circulation plan	20
Figure 17	Proposed Land Use Zoning Map	22
Figure 18	Proposed Land Acquisition Reservation Map	23
Figure 19	Proposed Height of Buildings Map	24
Figure 20	Proposed Floor Space Ratio Map	25
Figure 21	Proposed Community Infrastructure Floor Space Ratio Map	27
Figure 22	Proposed Key Sites Map	28
Figure 23	Proposed Design Excellence Map	31
Figure 24	Proposed Affordable Housing Contributions Map	32
Figure 25	Location of the Homebush precinct within the Parramatta Road Corridor priority area	41
Figure 26	Public Domain Concept Plan	59
Figure 27	Solar overshadowing under the indicative concept	60
Figure 28	Existing Tree Retention Value	63
Figure 29	Indicative Tree Canopy Plan	64

Tables

Table 1	Summary of schedule of works for Strathfield Triangle Precinct	34
Table 2	Summary of costs/revenue for Strathfield Triangle Precinct	35
Table 3	Assessment of the Planning Proposal with the Greater Sydney Region Plan	38
Table 4	Consistency of the Planning Proposal with the Eastern City District Plan	39
Table 5	Assessment of the Proposal against the 'Out of Sequence' Checklist of Parramatta Road Corridor Implementation Plan Tool Kit	41

Contents

Table 6	Assessment of the Planning Proposal against the Land Use Vision of the City of Canada Bay Draft LSPS	45
Table 7	Assessment of the Planning Proposal against the planning priorities of the City of Canada Bay LSPS	47
Table 8	Assessment of the Planning Proposal against the City of Canada Bay's local strategies	48
Table 9	Consistency with State Environmental Planning Policies	49
Table 10	Consistency with Section 9.1 Directions	50
Table 11	Anticipated project timeframe	55

Appendices

A	Urban Design and Planning Review <i>Group GSA</i>
B	Draft Strathfield Triangle Precinct Development Control Plan
C	Draft Infrastructure Strategy – Strathfield Triangle Precinct
D	Draft Section 7.11 Contributions Plan – Strathfield Triangle Precinct
E	Land Economics Analysis <i>AEC</i>
F	Transport and Traffic Study <i>JMT Consulting</i>
G	Community Needs Analysis <i>Ethos Urban</i>
H	Urban Tree Canopy Coverage Assessment <i>Arterra</i>
I	Affordable Housing Contributions Analysis <i>Atlas Urban Economics</i>
J	QS Cost Estimates <i>Mitchell Brandtman</i>

1.0 Introduction

This planning proposal explains the extent of, and justification for, proposed amendments to Canada Bay Local Environmental Plan 2013 (Canada Bay LEP 2013) as it applies to sites collectively known as the Strathfield Triangle Precinct.

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

Furthermore, 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 and limits the ability to deliver on key infrastructure needs within the Precinct. Accordingly, a review of the planning controls and infrastructure delivery arrangements has been undertaken to establish a mechanism for the viable delivery of essential infrastructure for existing and future residents of the Precinct, with this Planning Proposal seeking to amend the Canada Bay LEP 2013 to support the outcome.

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 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 lot size 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 lot size provisions for residential flat buildings and shop top housing in Strathfield Triangle Precinct.

This Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and includes the requirements as set out in 'A Guide to Preparing Planning Proposals' published by the Department of Planning and Environment (DPE) in August 2016. Section 6.0 sets out the strategic justification for the Planning Proposal and provides an assessment of the relevant strategic plans,

State Environmental Planning Policies, ministerial directions and the environmental, social and economic impacts of the proposed development. This report should be read in conjunction with the relevant supporting technical information appended to the report (refer to Table of Contents).

1.1 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 Parramatta Road Corridor Urban Transformation Strategy (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 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 places a 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 the planning controls and infrastructure delivery arrangements has been undertaken to establish a mechanism for the viable delivery of essential infrastructure for existing and future residents of the Precinct.

The renewal of the Precinct for additional growth will place greater demand on infrastructure and services in this area. This will require a mix of appropriate public domain elements that will contribute toward creating a resilient and high-amenity urban environment that integrates with the finer grain, lower scale residential character to the east 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; and
- delivery of essential service infrastructure (including sewerage, stormwater, water supply and electricity) in a responsible manner, incorporating environmentally sensitive and sustainable measures.

The infrastructure identified for the Precinct is to be seamlessly integrated in the proposed urban fabric. Certain infrastructure components (e.g. public open space, footpaths and shared zones) are located within the boundaries of individual sites, but are generally intended to serve the broader community. This requires infrastructure to be planned, designed and constructed in an integrated and coordinated way. It should be funded in an equitable manner, reflecting the overall benefit resulting from future development in the precinct.

This Planning Proposal seeks to achieve this outcome through amendments to the planning controls of the Canada Bay LEP 2013, which have been informed by a robust urban design and land economics review.

2.0 The Precinct

2.1 Precinct description

The Precinct located in the suburb of Strathfield, within walking distance of Strathfield Railway Station, being approximately 300m to the northwest of the station at its nearest point, in the Local Government Area (LGA) of Canada Bay. Strathfield is strategically located midway between the Sydney CBD and Parramatta, being approximately 10km to both Central and Parramatta stations. The station is located at the junction of the T1 Western, T2 Inner West/Leppington and T9 Northern Line services, and is one of Sydney's major public transportation hubs. Strathfield Station recorded an average of 49,910 passengers daily in 2018, with this number expected to continue to grow. Strathfield is also to be located close to the future alignment of the Sydney Metro West corridor between the Sydney CBD and Parramatta, with the exact alignment yet to be confirmed.

The Precinct 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.



Figure 1 Strathfield Triangle Precinct

Source: Group GSA

2.2 Existing development

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.

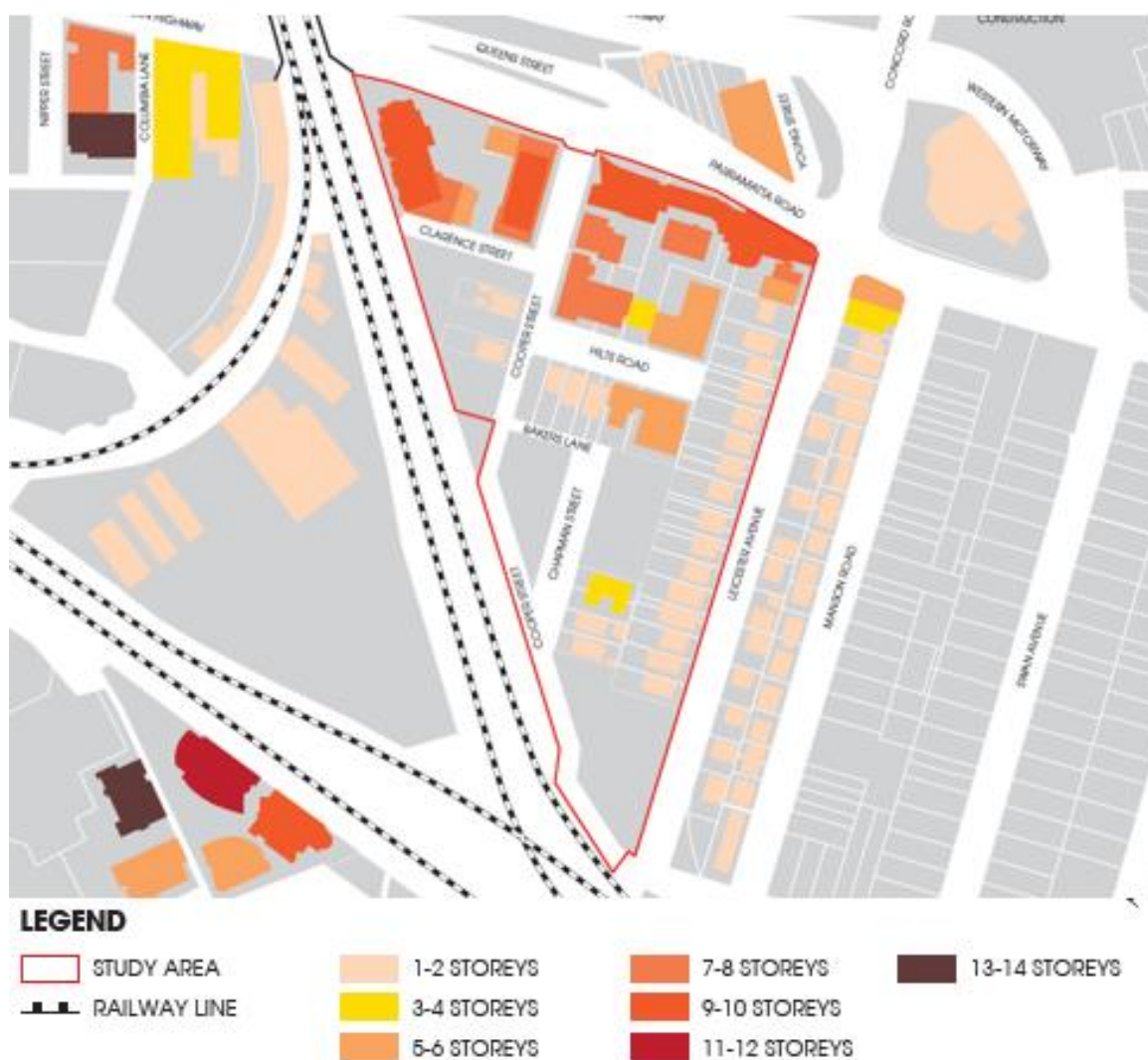


Figure 2 Existing built form typology at the Precinct

Source: Group GSA

2.3 Surrounding development

The surrounding development is typically characterised by existing residential uses and rail infrastructure activities to the south-west. Key characteristics of the surrounding area, include:

- To the north is Parramatta Road (Figure 3), opposite of which is a 5 storey mixed use development with an unactivated ground floor and Homebush City Motors, which is surrounded by surface parking. Beyond this is the M4 Motorway corridor.
- To the east are low scale residential properties across Leicester Avenue (Figure 4). These predominantly present their back fences to the road, while there are two heritage items fronting Leicester Avenue on 5-7 Leicester Avenue (Local item - I284 and I285).

- To the west of the Precinct beyond the rail corridor are employment industrial lands featuring low rise shed structures. Beyond the rail corridor is an area zoned for higher density residential uses.
- To the south of the Triangle is the Main Western railway line, with some high density residential development further afield (**Figure 5**).

The closest local centres are Strathfield Town Centre and the Bakehouse Quarter. Both are located within an approximately 10-minute walk from Strathfield Triangle. The Bakehouse Quarter is a diverse commercial and retail Precinct; however, pedestrian routes to the Bakehouse Quarter are limited and characterised by poor amenity.



Figure 3 Parramatta Road streetscape



Figure 4 Low density opposite Leicester Avenue



Figure 5 High density development across the railway corridor

2.4 Transport and access

Strathfield Triangle has excellent access to the greater strategic road network of Sydney via Parramatta Road (A44), from where the M4 Motorway can be accessed (**Figure 6**). This includes the recently opened M4 extension completed as part of the WestConnex project, which will then eventually link it to the M5 South Western Motorway. Cooper Street is currently the main thoroughfare of the Precinct, which runs north-south between Parramatta Road and Leicester Avenue. At Parramatta Road, the access into the Precinct is via a 'left-in' and 'left-out' intersection. At the southern end, Cooper Street connects to Leicester Avenue via an unsignalised intersection.

The Precinct has good access to public transport. Both Strathfield and Homebush railway stations are within a five minute walk from the Precinct, as well as being well served by the following bus routes:

- Route 458: Ryde to Burwood along Leicester Avenue;

- Route 525: Parramatta to Burwood via Sydney Olympic Park along Leicester Avenue and Parramatta Road; and
- Route 526: Burwood to Rhodes Shopping Centre along Leicester Avenue and Parramatta Road.

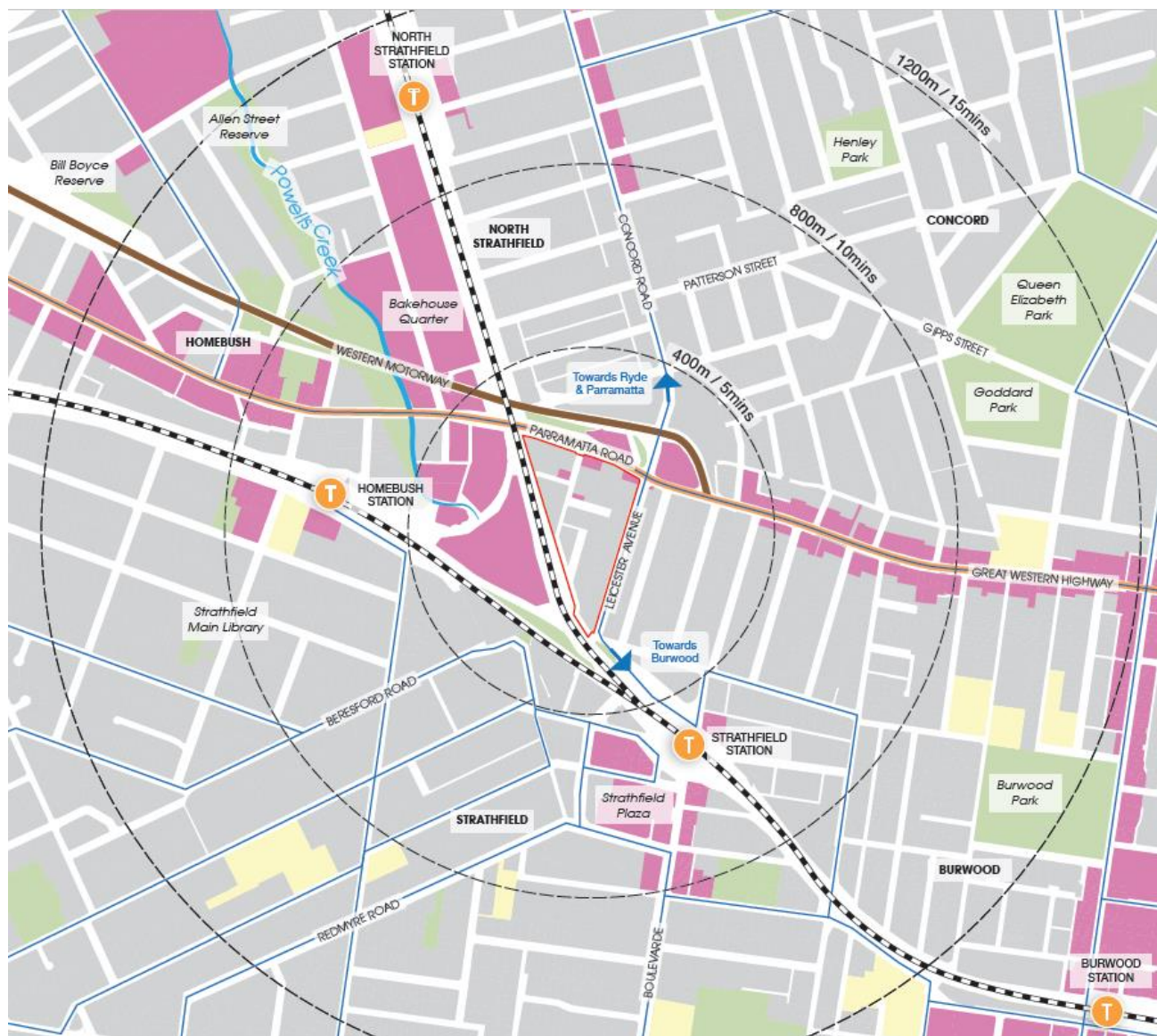


Figure 6 Transport and access network

Source: Group GSA

3.0 Existing planning controls

3.1 Canada Bay Local Environmental Plan 2013

The Canada Bay Local Environmental Plan 2013 (Canada Bay LEP 2013) is the principal environmental planning instrument that applies to the Precinct. The relevant provisions of the Canada Bay LEP 2013 as they apply to the Precinct are outlined below.

3.1.1 Zoning

The Precinct is predominately zoned R4 High Density Residential under the Canada Bay LEP 2013. This is with exception to certain lands in the Precinct that are intended to serve a public purpose (i.e. public open space and roads), which are zoned RE1 Public Recreation and SP2 Infrastructure (Local Road).

The current Land Zoning Map is shown in **Figure 7** below.

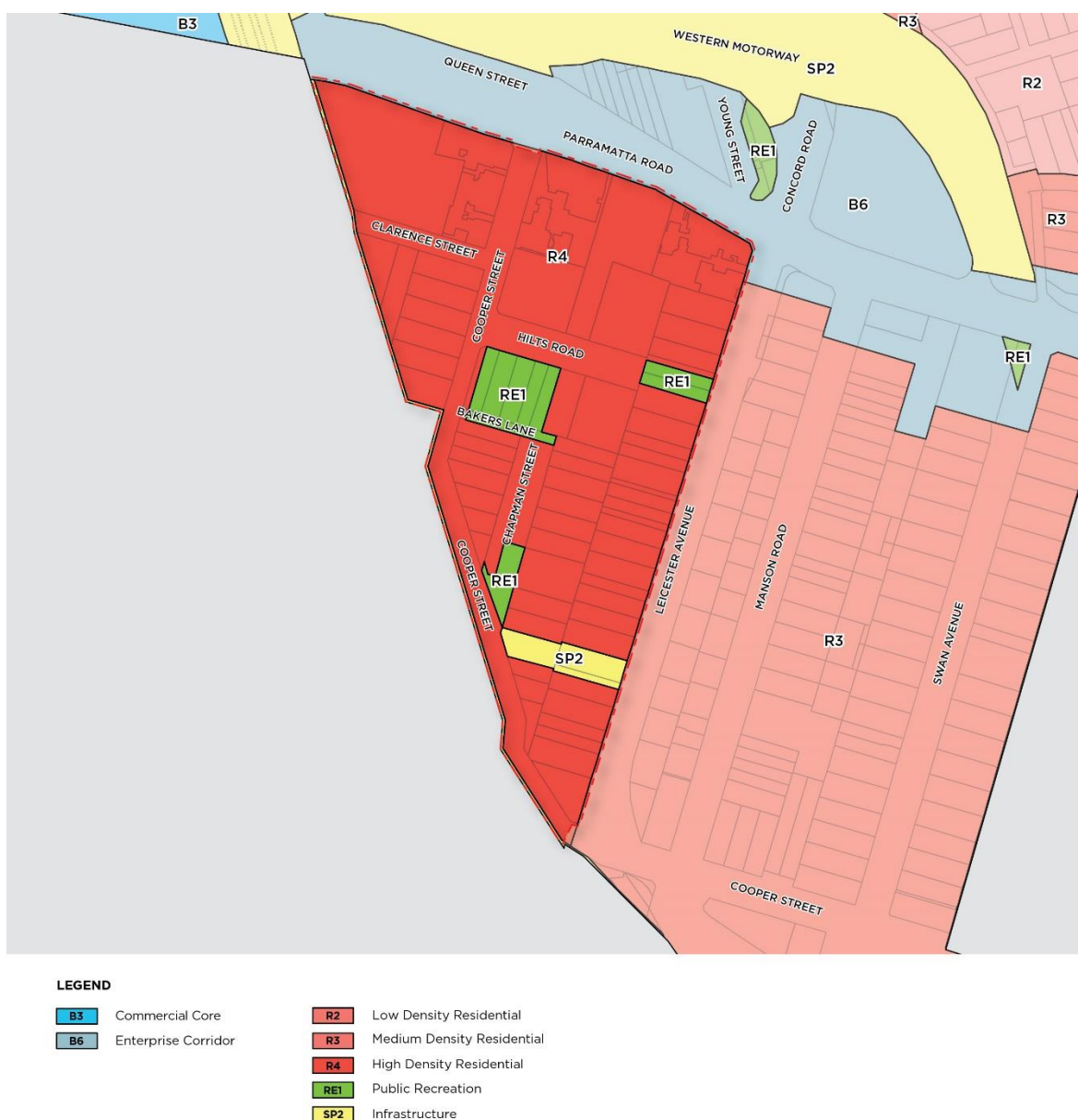


Figure 7 Existing land zoning map

3.1.2 Height of buildings

Under the Canada Bay LEP 2013, maximum building heights range between 17 metres to 59 metres. Lands currently zoned RE1 Public Recreation or SP2 Infrastructure do not have height limits.

The current Height of Buildings Map is shown in **Figure 8** below.

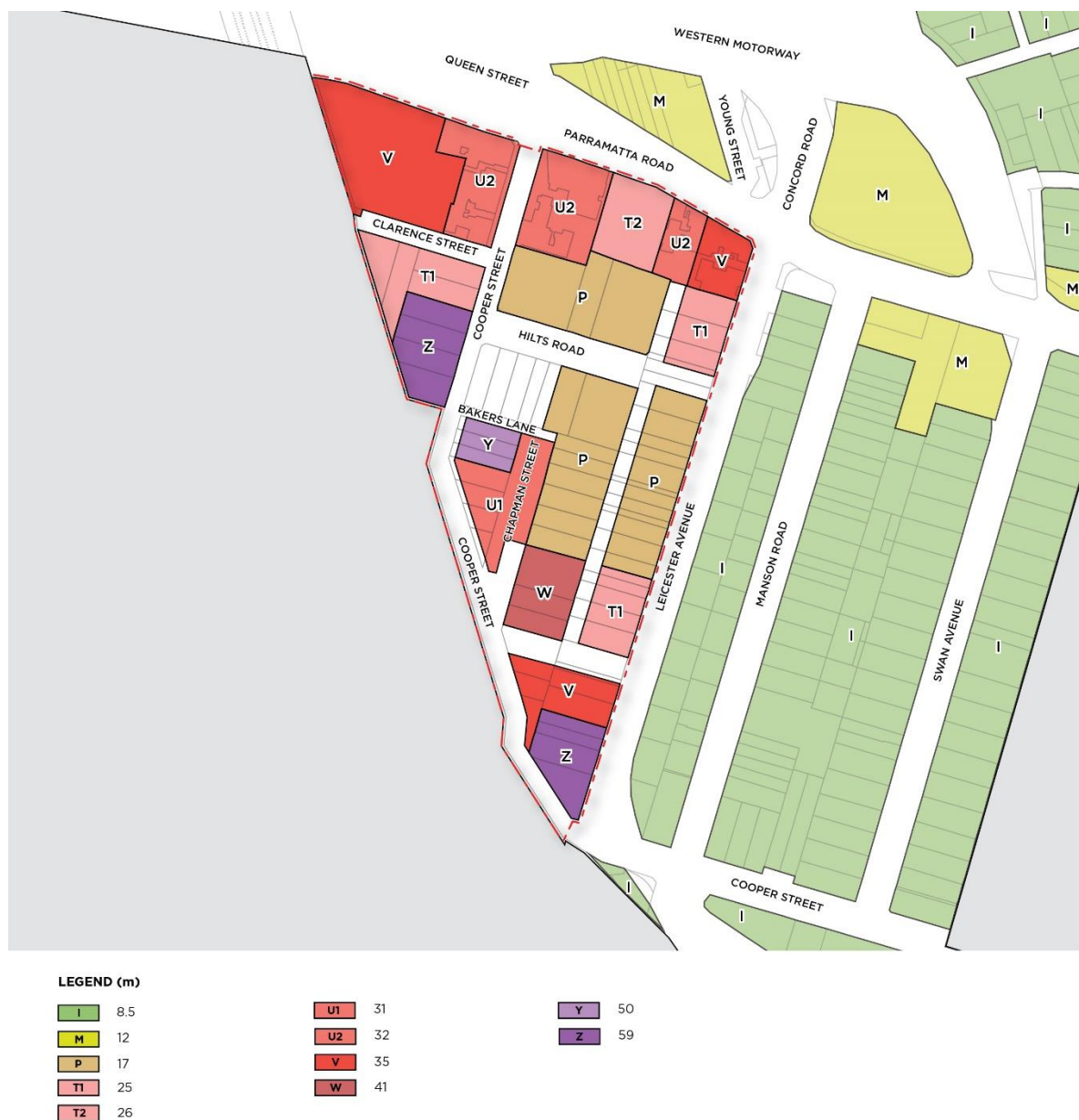


Figure 8 Existing height of building map

3.1.3 Floor space ratio

There is no maximum floor space ratio that applies to the Precinct. The current Floor Space Ratio Map is shown in **Figure 9** below.

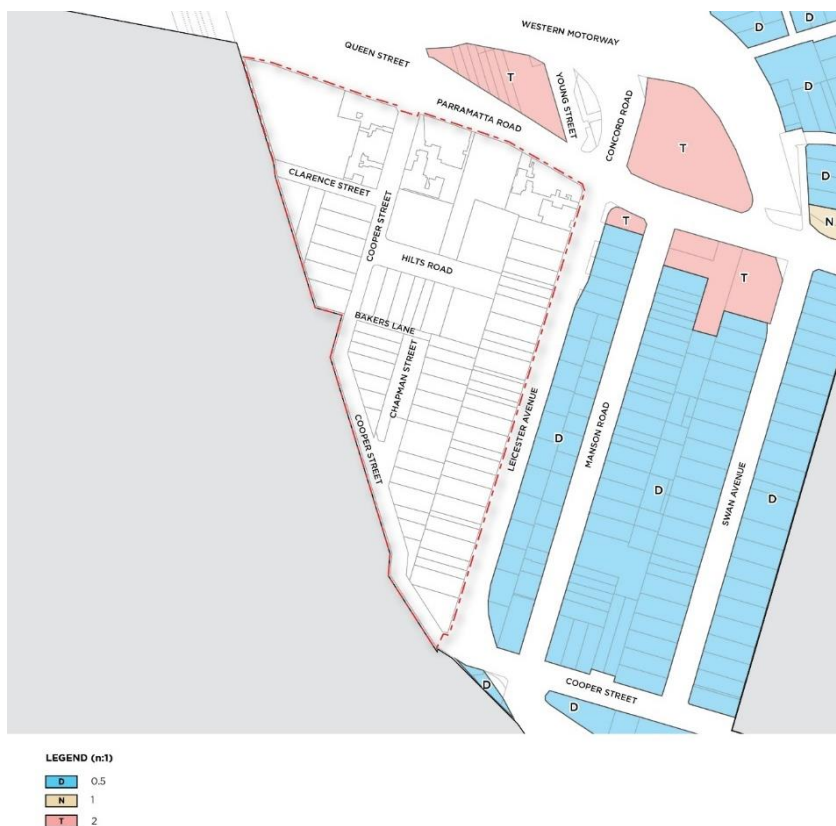


Figure 9 Existing floor space ratio map

3.1.4 Heritage

No heritage items are located within the Precinct, although a number of locally significant heritage items are found on the eastern side of Leicester Avenue opposite. All are detached dwelling houses considered to be of local heritage significance. This is shown in **Figure 10** below.

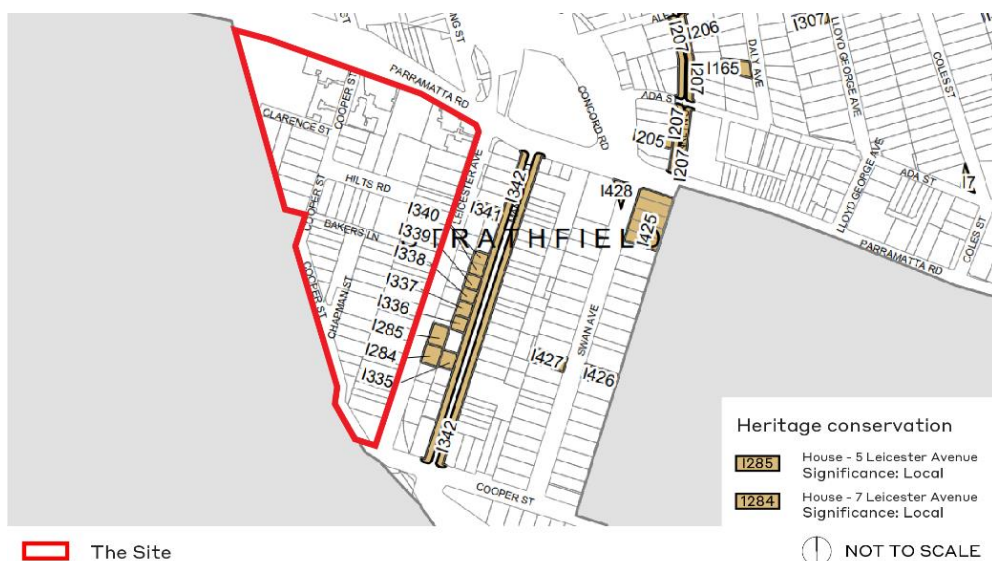


Figure 10 Existing heritage map

3.1.5 Land reservation acquisition

As further described in Section 5.2.2 below, this Planning Proposal seeks to reduce existing zonings or reservations of land for public purposes within Strathfield Triangle Precinct. The following sites are currently identified for land reservation acquisition (as shown in **Figure 11**) under the existing planning controls:

- land currently zoned RE1 Public Recreation (Local Open Space) and SP2 Infrastructure (Local Roads) on 8-14 Hiltz Road and the southern portion of the Chapman Street;
- land current zoned RE1 Public Recreation (Local Open Space) on 36 Leicester Avenue; and
- land currently zoned SP2 Infrastructure zone on the proposed Cooper Street extension.

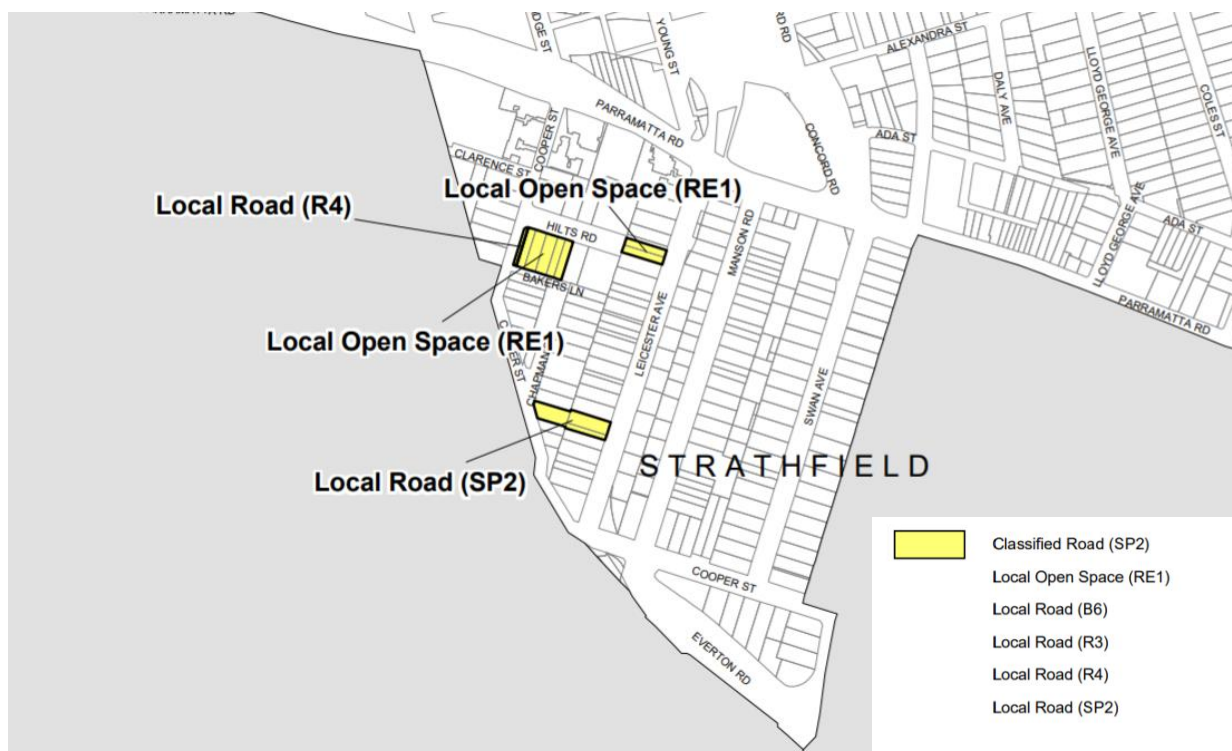


Figure 11 Existing Land Reservation Acquisition map

3.2 Development Control Plans

Strathfield Triangle Development Control Plan provides objectives and detailed guidelines for future development within the Precinct. A draft DCP for the Strathfield Triangle Precinct has been prepared as part of this Planning Proposal to align with proposed LEP Amendments. This is provided at Appendix B.

4.0 Concept Proposal

This Planning Proposal is supported by a comprehensive Urban Design and Planning Review prepared by Group GSA (refer to Appendix A). The Urban Design Review presents a recommended Concept Proposal for the Strathfield Triangle Precinct (refer to **Figure 12**), which has been informed by land economic investigations undertaken by AEC. The Concept Proposal is indicative and seeks to demonstrate how the Precinct might be developed under revised planning controls 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 without needing to acquire land.
- 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; and
- 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.

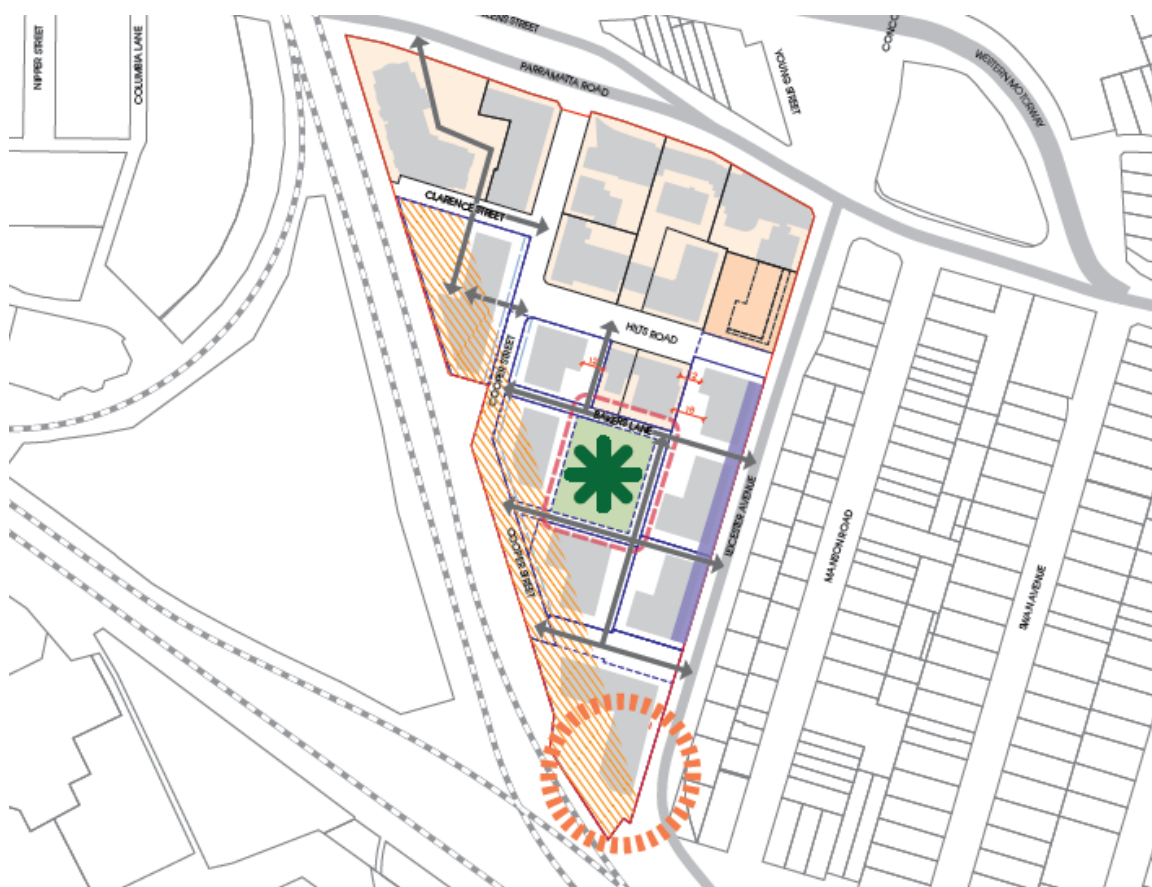


Figure 12 Strathfield Triangle Precinct Indicative Concept Proposal

Source: Group GSA

4.1 Lot amalgamation

The proposed built form amalgamates all existing allotments into 7 (seven) lots to facilitate future development (**Figure 13**). This amalgamation has been informed by ownership patterns, development feasibility, and maximising the potential of Council-owned land, as further discussed in the Urban Design Report prepared by Group GSA at Attachment A.

The amalgamations will result in a more efficient built form, being particularly true of corner sites in the Precinct which would be integrated with adjoining land to maximise development potential and provide an enhanced level of amenity for building occupants and users of public, communal and private open space.



Figure 13 Proposed lot configuration

Source: Group GSA

4.2 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 (**Figure 14**).

4.2.1 Central Park (Item 1)

Central Park will be located within the core of the Strathfield Triangle Precinct, providing a large public open space in an area that currently lacks this amenity. The park area 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. The park also provides a green outlook for surrounding residents while stitching together the streetscape for greater permeability. The park design will accommodate necessary services (e.g. irrigation lines, electrical services) and may integrate with the stormwater drainage and management systems. The park will include a children's playground area, and park furniture such as seating, signage, barbeque facilities and rubbish bins appropriate to encourage passive enjoyment of the space.

The final design will be subject to further detailed design development, including but not limited to details such as materiality, safety measures, lighting details and park amenities. For the purposes of this infrastructure strategy, assumptions have been made to reflect the anticipated detailed design.

4.2.2 Urban Plaza at the southern end of Bakers Lane shared zone (Item 1)

Under the plan proposed in the Strathfield Triangle DCP, Chapman Street is no longer required for access, allowing it to be closed and the road reserve converted into public domain. 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. The urban plaza will largely consist of a hardstand area finished with feature unit pavement offering amenity features such as public benches, bins and lighting. The small plaza will be embellished and enclosed by areas of garden bed containing shrub and shade tree planting.

4.2.3 Through-Site Links (Item 2)

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 through site links will be finished with permeable unit pavement and potentially embellished with garden bed and tree plantings as well as street furniture such as lighting and seating. The proposed through site links will increase permeability and accessibility across the precinct.

4.2.4 Bakers Lane Shared Zone (Item 3)

Bakers Lane Shared Zone will be an extension of existing Bakers Lane to create a one-way loop along the periphery of Central Park. The shared zone will be finished with permeable unit pavement. Street signage, safety bollards and mounded soft landscaping will also be incorporated into the design to define the separation between the shared zone and adjacent Central Park.

4.2.5 Widening of Cooper Street (Item 4)

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. It will require a 3m wide land dedication on one or both sides of the street. The widened road reserve will allow for 2.3m wide on-street carparking with tree blister plantings every 2-3 car spaces and a 3m wide shared pedestrian and cycle path on the eastern side of the street.

4.2.6 Realignment of Cooper Street where it meets Leicester Avenue (Item 6 & 7)

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.

The new road will be constructed over part of 10 Leicester Avenue, 12 Leicester Avenue and 27 Cooper Street. The road will be 15.0-18.5 metres wide and comprise three lanes - two lanes exiting the precinct and one lane providing entry. A pedestrian footpath will be provided on the southern side of the new road and a shared pedestrian/bicycle pathway will be provided on the northern side. The purpose of the new intersection is to provide improved accessibility and safety outcomes for pedestrians accessing Strathfield station and town centre.



Figure 14 Public Domain Concept Plan

4.3 Built form and massing

The proposed building massing (as shown on **Figure 15**) 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 key elements of the building massing strategy is described below.

4.3.1 Built Form Interface with Central Park

Proposed built form around the park is arranged to maximise outlook from apartments around the park. Buildings are to be setback from the park where possible, and where taller form (four storeys plus) face the park, the extent of this frontage is reduced. This approach reduces the perception of density by:

- Creating a greater sense of openness around the park.
- Increasing separation distances for buildings around the park to facilitate resident privacy.

4.3.2 Mid-rise buildings

Where buildings are proposed to address Leicester Avenue, a four-storey street wall is defined to present a pedestrian-friendly scale and respond to the one to two storey built form on the other side of the road. While levels above four storeys are proposed to be setback further from the road. Where possible, these buildings are oriented so that the narrow end faces the road as opposed to the longer elevation in order to reduce the extent of building frontage facing Leicester Avenue that exceeds four storeys.

4.3.3 Taller buildings

The tallest tower is 31 storeys, located on Lot 5. Variety is introduced into the tower skyline by having the towers on Lots 4 and 7 slightly lower at 25 and 29 storeys, and dropping the tower height on Lot 6 down to 19 storeys. Furthermore, taller buildings are offset from each other, avoiding towers that face each other directly and opens up views from apartments and provides more privacy for residents.

The mix and range of tall buildings aim to create a visually interesting skyline, with slender forms, achieved through small floor plates, that respond to higher levels of solar access for apartments and reduces overshadowing impacts. The majority of the towers are located as far away from Leicester Avenue as possible. Apart from reducing their visibility from existing low rise areas to the east, this also allows the introduction of four to eight storey built form that provides a transition in scale between the towers and the existing low-rise built form on the other side of Leicester Avenue.

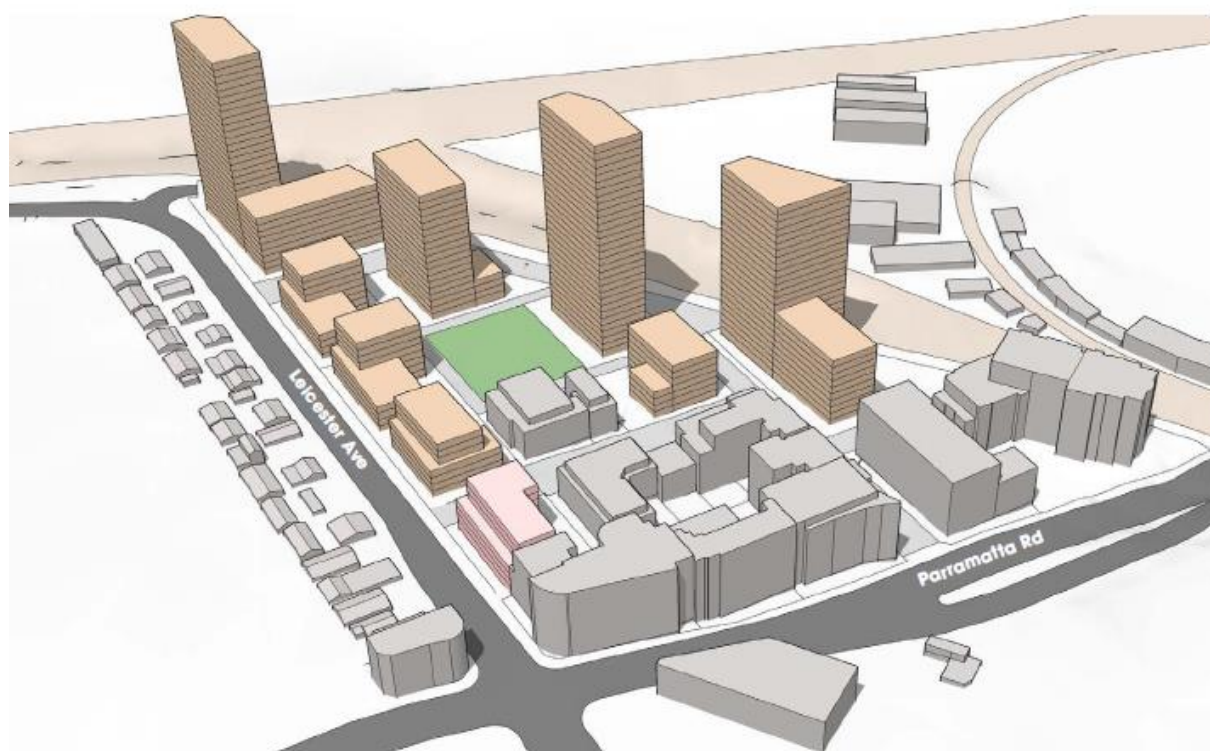


Figure 15 Proposed building massing strategy

Source: Group GSA

4.4 Vehicular access and parking

Under the proposed scheme, vehicular access to Strathfield Triangle will be provided from Parramatta Road and Leicester Avenue. Vehicular movements will be minimised within the shared zone around the Central Park, primarily supporting vehicular access to buildings to Lot 1 and or service/emergency vehicles. However, multiple through-site pedestrian links will be provided between Leicester Avenue and the interior of the Precinct, improving site permeability and allowing for easy access to the Central Park from surrounding areas, including non-residents of Strathfield Triangle looking to utilise the area (refer to **Figure 16**).

The recommended plan therefore leaves vehicular access arrangements to and from the Precinct largely unchanged. Access to the individual allotments proposed will be through the Strathfield Triangle internal road network, including that of Clarence Street, Cooper Street and Hilts Road.



Figure 16 Proposed vehicular access and circulation plan

5.0 Planning Proposal

This Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act, 1979 (EP&A Act) and 'A Guide to Preparing Planning Proposals' prepared by the NSW Department of Planning, Infrastructure and Environment, which requires the following matters to be addressed:

- the objectives and intended outcomes of the amendment to the LEP;
- explanation of provisions;
- justification, including:
 - relationship to strategic planning frameworks;
 - environmental, social and economic impact; and
 - State and Commonwealth interests;
- draft LEP Maps;
- project timeframe; and
- community consultation.

The following section outlines the objectives and intended outcomes of this Planning Proposal and provides an explanation of provisions in order to achieve those outcomes, including relevant mapping. The justification and evaluation of impacts is set out in Section 6.0 of this report.

5.1 Objectives and intended outcomes

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 intends to:

- enable the orderly redevelopment of the Strathfield Triangle Precinct for residential uses;
- facilitate the delivery of housing and services in an area with good access to public transport, social infrastructure, employment opportunities, goods and services;
- ensure that new development responds appropriately to the surrounding built form context;
- facilitate the delivery of public infrastructure including a new local park, a new plaza, new streets and pedestrian through-site links;
- ensure the amenity of existing and future neighbouring properties and the public domain receive appropriate solar access.

5.2 Explanation of provisions

In order to implement the intended outcomes of this Planning Proposal, the following amendments are proposed to the Canada Bay Local Environmental Plan 2013.

5.2.1 Land Use Zoning

The existing predominant R4 High Density Residential zoning of the Precinct will be retained under the revised planning framework to continue to facilitate the orderly development of high-density residential uses in the Precinct.

It is noted that 'development for the purpose of commercial premises is permitted with development consent on the ground floor of residential flat buildings' under Schedule 1 – Additional permitted uses of the CBLEP 2013. This will permit retail and business premises uses that provide a range of local services for residents living in the neighbourhood.

The key change proposed for land use zoning is the removal of RE1 Public Recreation zone on 8-14 Hilts Road and the SP2 Infrastructure zone on the proposed Cooper Street extension. These sites are proposed to be zoned R4 High Density Residential and will be given a floor space ratio (refer to Section 5.2.4) providing a theoretical development potential to be harvested in exchange for delivery of local infrastructure.

36 Leicester Avenue will also be rezoned to part RE1 Public Recreation and SP2 Infrastructure, which is proposed to undergo an acquisition process to support a new through site link between Leicester Avenue and Hilts Road.

The proposed land use zoning map for the Precinct is shown in **Figure 17** below.

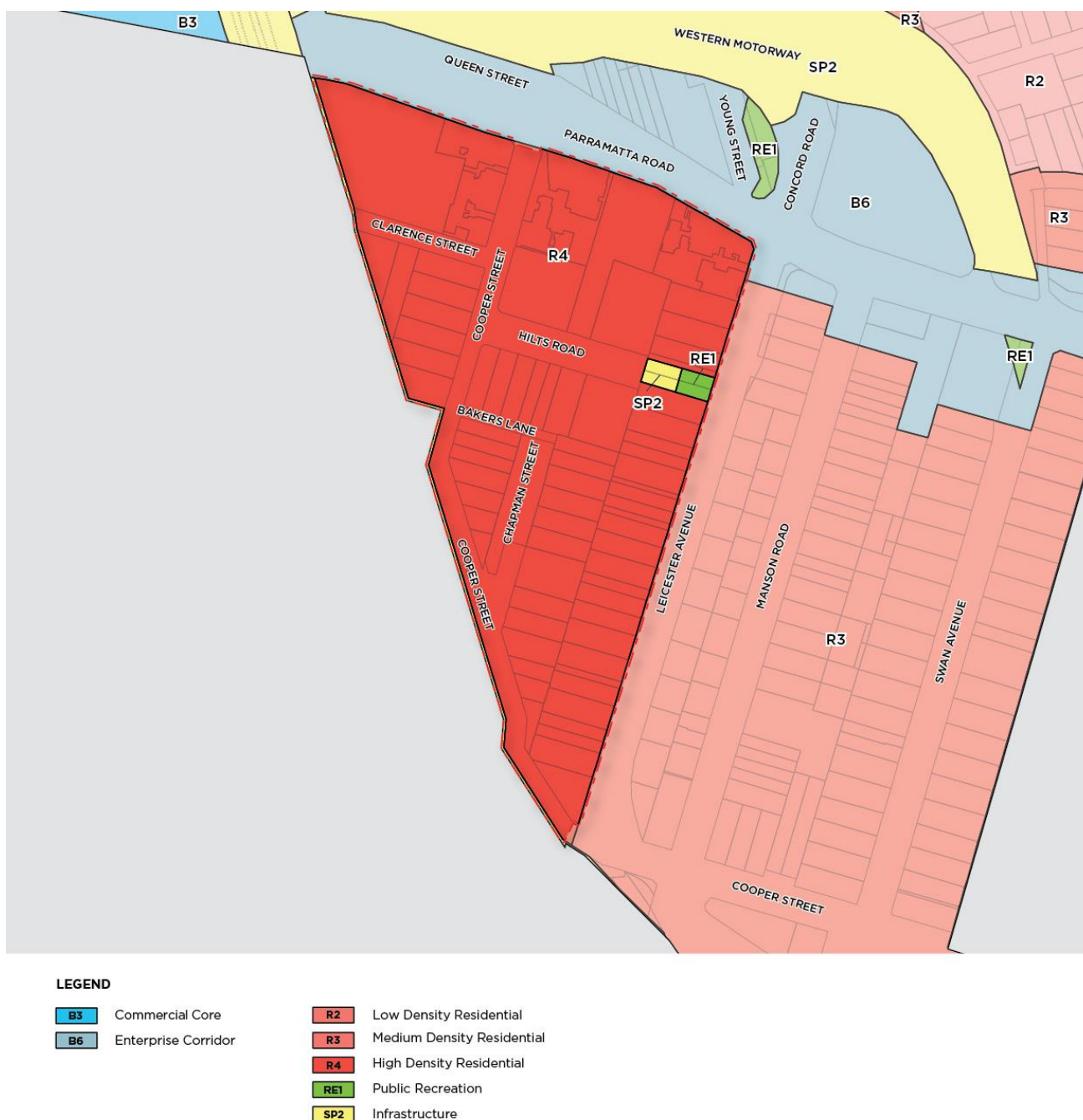


Figure 17 Proposed Land Use Zoning Map

5.2.2 Land reservation acquisition

As noted in Section 3.1.5 above, This Planning Proposal seeks to reduce existing zonings or reservations of land for public purposes within Strathfield Triangle Precinct. As per the recommendations of the Urban Design and Planning Review, the proposed planning and contribution framework for Strathfield Triangle Precinct seeks to secure land required for public infrastructure through land dedications instead of land acquisitions. As such, the following sites will be removed from the Land Reservation Acquisition Map:

- land currently zoned RE1 Public Recreation (Local Open Space) and SP2 Infrastructure (Local Roads) on 8-14 Hilts Road and the southern portion of the Chapman Street; and
- land currently zoned SP2 Infrastructure zone on the proposed Cooper Street extension.

36 Leicester Avenue will remain identified by the Land Acquisition Reservation Map, as it will remain zoned for a public purpose (i.e. RE1 and SP2).

The proposed land reservation acquisition map for the Precinct is shown in **Figure 18** below.



Figure 18 Proposed Land Acquisition Reservation Map

5.2.3 Maximum building height

Maximum building heights within the precinct are proposed to be increased to allow for a built form that is commensurate with the indicative development concept prepared by Group GSA.

There has been generally an increase in maximum permissible building heights across the Precinct; building height envelopes have been defined with basis on assumed floor-to-floor heights as consistent with the Apartment Design Guide (ADG), with ground floor heights being 3.7 metres to allow for non-residential uses and upper residential levels to be 3.1 metres. A further additional height of 2.5 metres is then provided to allow for architectural elements such as lift overruns and roof articulation, as required.

A height limit of 3 metres will apply to areas intended for public open space, through-site links or other public infrastructure within the precinct. This will limit any structural elements from being built on these lands, apart from potential public amenities (i.e. public toilet facilities).

The proposed Height of Buildings map is shown in **Figure 19** below.



Figure 19 Proposed Height of Buildings Map

5.2.4 Maximum floor space ratio

This Planning Proposal seeks to implement a maximum floor space ratio (FSR) under the Canada Bay LEP 2013. This FSR reflects the existing development potential of sites within the Strathfield Triangle Precinct under the current planning controls of the Canada Bay LEP 2013, and are intended to be a base maximum FSR for development sites within the precinct, where inadequate provision for recreation areas and an access network has been made. The 'Base' FSR control is intended to maintain the status quo of current planning controls, or an equivalent potential GFA where sites currently zoned for a public purpose are proposed to be rezoned to a residential zone.

This aims to further incentivise the provision for recreation areas and an access network for development sites, where an Incentive FSR may be applied to support an increased development outcome that is likely to be more financially feasible (refer to Section 5.2.5 below).

The proposed maximum FSRs will range between 1.2:1 to 5.2:1, with the highest density focussed toward the rail corridor, where amenity impacts on surrounding land uses are minimised. Lower densities will be focussed along Leicester Avenue to manage the scale and bulk of building that have an interface with heritage items across Leicester Avenue.

The proposed Floor Space Ratio map is shown in **Figure 20** below.

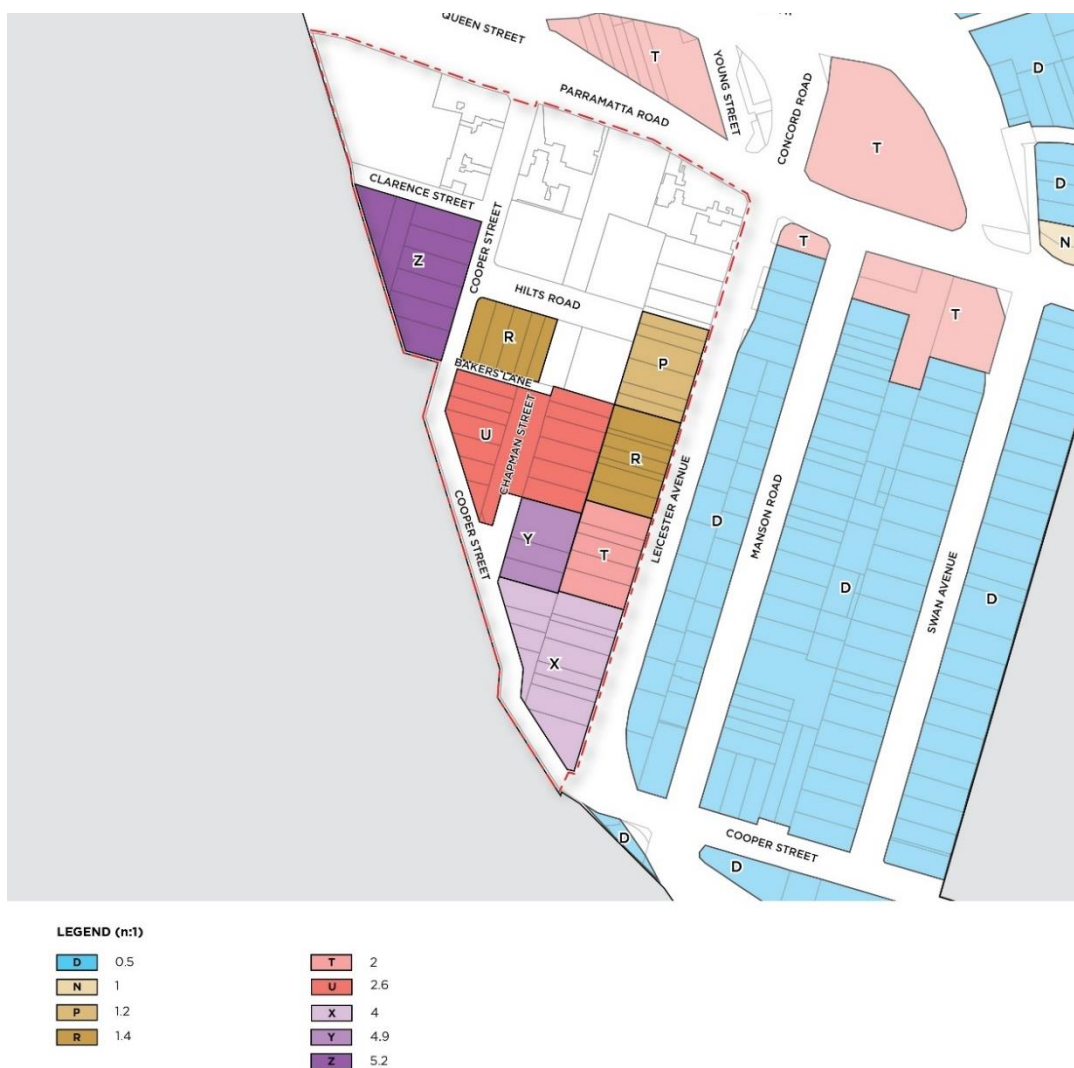


Figure 20 Proposed Floor Space Ratio Map

5.2.5 Amendments to Clause 4.6 Variations

This planning proposal will seek to prevent Clause 4.6 variations from applying to development that contravenes the base FSR under clause 4.4 of the LEP by more than 10%. This aims to limit the extent to which a developer could use clause 4.6 to achieve FSRs in excess of the base FSR, without relying in the proposed incentive FSR clause and without having to provide community infrastructure.

This planning proposal also seeks to amend the existing provision under Clause 4.6(8) of the Canada Bay LEP 2013 to prevent development consent from being granted for development that would contravene the minimum site area provisions for residential flat buildings and shop top housing in Strathfield Triangle Precinct (explained in **section 5.2.6**).

5.2.6 Site-specific provisions

Community infrastructure floor space at Strathfield Triangle Precinct

An incentive floor space ratio clause is proposed for the Strathfield Triangle Precinct which reflect the Recommended Plan prepared by Group GSA. The purpose of this clause is to implement a floorspace incentive for landowners/developers to provide adequate provision of community infrastructure in the form of recreation areas and improvements to the access network. The function of the clause will allow developers to access a higher floor space ratio, where adequate provision for community infrastructure is provided. The increase to the floor space ratio from the base floor space ratio is proportional to the amount of lands to be dedicated for a public purpose as calculated by Group GSA in its Urban Design and Planning Review. The proposed community infrastructure FSRs will range between 2:1 to 5.5:1.

Where a development application within the Precinct proposes dedication of the necessary lands for recreation areas and/or the access network (as identified in the draft DCP and Infrastructure Strategy), Council may be satisfied that adequate provision of community infrastructure will be made for recreation areas and an access network, and the development is able to utilise the incentive FSR.

To support this provision, a new Community Infrastructure Floor Space Ratio Map is proposed to be inserted into the Canada Bay LEP 2013 that will identify the incentive FSR to applicable sites within the Precinct (refer to **Figure 21**). The proposed LEP amendments will also include a Key Sites Map to reference 'Areas' that identify the boundaries of the key site that may be subject to the community infrastructure floor space provision (refer to **Figure 22**). Supporting these maps will be a site-specific clause outlining the provisions relating to unlocking the community infrastructure floor space ratio. The proposed clause (subject to final legal drafting) is:

(1) The objectives of this clause are as follows—

- (a) to allow more dense residential development on land in Strathfield Triangle Precinct where community infrastructure is also provided,*
- (b) to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure,*
- (c) to provide a range of development that supports community and visitor needs.*

(2) This clause applies to land shown as Area A, Area B, Area C, Area D, Area E, Area F or Area G on the Key Sites Map.

(3) The consent authority may approve development with a floor space ratio that does not exceed the Community Infrastructure floor space ratio identified on the Community Infrastructure Floor Space Ratio Map, but only if the consent authority is satisfied that the development meets the following community infrastructure objectives—

- (a) For land on Area A or Area B – development includes pedestrian access that provides a suitable level of connectivity between Leicester Avenue and the recreational area on Area E.*
- (b) For land on Area C – development includes vehicular and pedestrian access that provides a suitable level of connectivity between Leicester Avenue and Cooper Street,*
- (c) For land on Area D – development includes pedestrian access that provides a suitable level of connectivity between the vehicular and pedestrian access connectivity between Leicester Avenue and Cooper Street on Area C and the recreational area on Area E,*
- (d) For land on Area E – development includes a recreational area of a minimum 2,470 square metres and*

- (e) For land on Area F – development includes pedestrian access that provides a suitable level of connectivity between Hilts Road and Bakers Lane, and along Cooper Street,
- (f) For land on Area G - development includes pedestrian access that provides a suitable level of connectivity along Cooper Street.
- (4) In deciding whether to grant development consent, the consent authority—
- (a) must be satisfied that the development is consistent with the objectives of this clause, and
- (b) must be satisfied that the community infrastructure is reasonably necessary at the Strathfield Triangle Precinct.

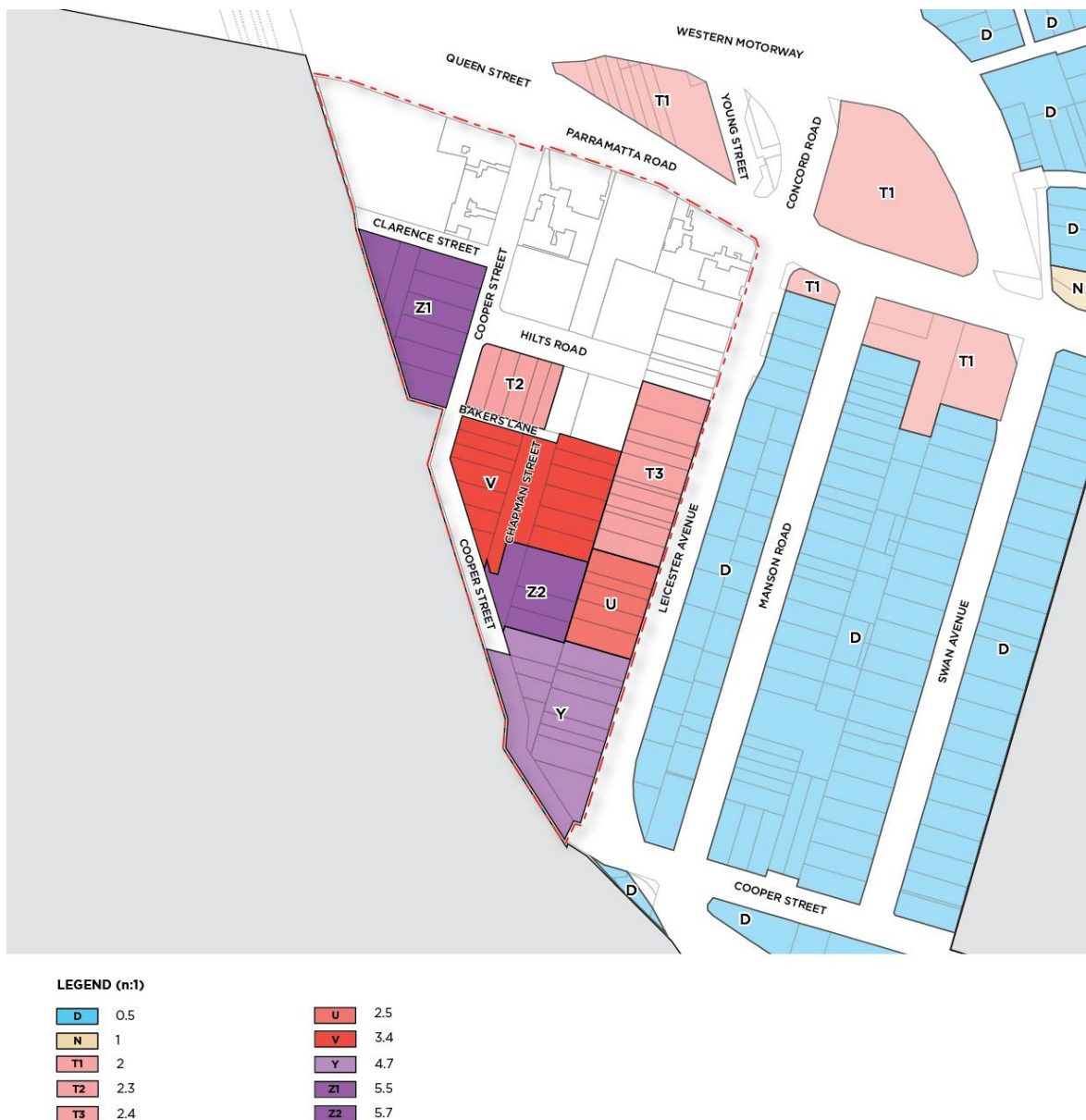


Figure 21 Proposed Community Infrastructure Floor Space Ratio Map



Figure 22 Proposed Key Sites Map

Community facilities floor space

A local provision is proposed to apply to the Strathfield Triangle Precinct which will allow gross floor area for the purpose of a community facility (up to 100 square metres) to be excluded from the calculation of floor space ratio. The aim of this clause is to provide for additional community floor space to be granted as an incentive for certain development and aims to support the delivery of new community facilities within the Strathfield Triangle Precinct.

Minimum site area for residential flat buildings and shop top housing

The implementation of the revised urban design scheme to enable the successful transformation to a high-density residential cluster will require the delivery of supporting infrastructure to enhance the amenity of the Precinct. To ensure development is progressively implemented in a coordinated manner without impeding the function of adjacent sites, and secures key public infrastructure for the precinct, a minimum lot size provision is proposed for residential flat buildings and shop top housing within the Precinct.

The proposed minimum lot sizes align with the recommended lot configuration plan prepared by Group GSA, which was informed by ownership patterns, development feasibility, and maximising the potential of Council-owned land. The rationale behind the proposed lot configuration is explained on a lot-by-lot basis within the Urban Design Review Report prepared by Group GSA (refer to Attachment A).

The proposed LEP amendments include the introduction of a Key Sites Map to reference 'Areas' that identify the boundaries of the proposed minimum lot configurations (refer to **Figure 22**). Supporting the Key Sites Map will be

a site-specific clause inserted into the Canada Bay LEP 2013. The suggested drafting of the proposed clause is provided below:

"Despite any other provision of this Plan, development consent must not be granted for development within the Strathfield Triangle Precinct for the purposes of a residential flat buildings and shop top housing, unless the site area of the 'Area' shown in Column 1 is equal to or greater than the area specified for that purpose and shown in Column 2 of the table.

Column 1	Column 2
'Area A' on the Key Sites Map	4,000 square metres
'Area B' on the Key Sites Map	2,000 square metres
'Area C' on the Key Sites Map	5,800 square metres
'Area D' on the Key Sites Map	2,200 square metres
'Area E' on the Key Sites Map	5,600 square metres
'Area F' on the Key Sites Map	4,100 square metres
'Area G' on the Key Sites Map	1,700 square metres

This planning proposal also seeks to amend the existing provision under Clause 4.6(8) of the Canada Bay LEP 2013 to prevent development consent from being granted for development that would contravene the minimum site area provisions for residential flat buildings and shop top housing in Strathfield Triangle Precinct.

Site area of proposed development includes dedicated land

A new site-specific clause is proposed to be inserted to allow floorspace of dedicated land on a development site to be harvested so that the site's overall development capacity is not reduced as a result of land being dedicated for public infrastructure. The provision allows the floorspace associated with the dedicated land to be transferred and developed on the remaining site.

This recommended clause seeks to encourage the provision of new roads, through-site links and public open space to be delivered by developers and dedicated to Council. The provision would enable the calculation of site area of a proposed development, for the purposes of applying a floor space ratio, to include land that has been dedicated to Council, or a public authority, for a public purpose.

This clause has been proposed to provide a degree of flexibility with the distribution of maximum gross floor area to future development lots that may require public works to be undertaken, such as the construction of a new road or new open space. The proposed clause is drafted below:

"The site area of proposed development on land within the Strathfield Triangle Precinct is, for the purpose of applying a floor space ratio under clause 4.5, taken to include land that—

(a) is, or has been, dedicated to the Council or a public authority for a public purpose (including roads, through-site links, drainage or open space), and

(b) would have been part of the site area if it had not been so dedicated."

5.2.7 Design Excellence

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 achieved and allows for a broad spectrum of design expertise to inform future developments in the precinct. Architectural design competitions are proposed to be conducted in accordance with the NSW Government Architect's draft Design Excellence Competition Guidelines (exhibited 2018), in anticipated that these guidelines will be adopted prior to the finalisation of this planning proposal.

The clause is proposed to be a local provision to be applicable to any site in the LGA is mapped by a Design Excellence Map (refer to **Figure 23**). The proposed clause is drafted below:

Design excellence

- (1) *The objective of this clause is to deliver the highest standard of architectural, urban and landscape design.*
- (2) *This clause applies to the following development that is the erection of a new building on land bounded by a heavy black line on the **Design Excellence Map**.*
- (3) *Development consent must not be granted to development to which this clause applies unless the consent authority considers that the development exhibits design excellence.*
- (4) *In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters—*
 - (a) *whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*
 - (b) *whether the form, arrangement and external appearance of the development will improve the quality and amenity of the public domain,*
 - (c) *the requirements of any development control plan made by the Council and as in force at the commencement of this clause,*
 - (d) *how the development addresses the following matters—*
 - (i) *the suitability of the land for development,*
 - (ii) *the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*
 - (iii) *bulk, massing and modulation of buildings,*
 - (iv) *street frontage heights,*
 - (v) *environmental impacts such as sustainable design, overshadowing, wind and reflectivity,*
 - (vi) *the achievement of the principles of ecologically sustainable development,*
 - (vii) *public open space requirements*
 - (viii) *pedestrian, cycle, vehicular and service access, circulation and requirements,*
 - (ix) *the impact on, and any proposed improvements to, the public domain,*
 - (x) *achieving appropriate interfaces at ground level between the building and the public domain,*
 - (xi) *excellence and integration of landscape design.*
- (5) *In addition, development consent must not be granted to development to which this clause applies unless—*
 - (a) *if the development is in respect of a building that is, or will be, higher than 12 metres or 3 storeys (or both) but not higher than 28 metres or 8 storeys (or both)—*
 - (i) *a design review panel reviews the development, and*
 - (ii) *the consent authority takes into account the findings of the design review panel, or*
 - (b) *if the development is in respect of a building that is, or will be, higher than 28 metres or 8 storeys (or both)—*
 - (i) *an architectural design competition is held in relation to the development, and*
 - (ii) *the consent authority takes into account the results of the architectural design competition.*
- (6) *Subclause (5) (b) does not apply if—*
 - (a) *the NSW Government Architect certifies in writing that an architectural design competition need not be held but that a design review panel should instead review the development, and*
 - (b) *a design review panel reviews the development, and*
 - (c) *the consent authority takes into account the findings of the design review panel.*
- (7) *An architectural design competition conducted in accordance with Design Excellence Guidelines that were in force when the competition was conducted is taken to have been conducted in accordance with the Design Excellence Guidelines.*
- (8) *In this clause—*

architectural design competition means a competitive process conducted in accordance with the NSW Government Architect's Design Excellence Competition Guidelines

design review panel means a panel of 3 or more persons established by the consent authority for the purposes of this clause and approved by the NSW Government Architect.



Figure 23 Proposed Design Excellence Map

5.2.8 Affordable housing contributions for Strathfield Triangle Precinct

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 recommend 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.

The proposed affordable housing contribution requirement is to be applied to 'Areas C-G' (as shown on **Figure 22**) and is mapped by an Affordable Housing Contribution Map (refer to **Figure 23**). It is noted that 'Area A' and 'Area B' do not have the tolerance to provide affordable housing contributions from a development feasibility perspective. These sites are proposed to be excluded from paying levies for the purpose of affordable housing.

Further detail on the affordable housing contribution is provided in **Section 5.2.5**).



Figure 24 Proposed Affordable Housing Contributions Map

5.3 Site-specific Development Control Plan

Amendments have been proposed to the Strathfield Triangle DCP to align with the Indicative Concept Scheme 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 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; and
- 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;
- removal of unnecessary background information that does not add significant value to the development application and assessment process;
- removal of unnecessary repetition in the current DCP;
- removal of unnecessary duplication of the Apartment Design Guide, in particular in respect of objectives, design criteria and design guidance for the following, where provisions of a DCP are of no effect (cl. 6A of SEPP 65):
 - visual privacy,
 - solar and daylight access,
 - common circulation and spaces,
 - apartment size and layout,
 - ceiling heights,
 - private open space and balconies,
 - natural ventilation,
 - storage.
- 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, 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.

5.4 Contributions framework

5.4.1 Strathfield Triangle 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). A summary of the proposed strategy for infrastructure for the Strathfield Triangle Precinct is described below.

Funds for physical Infrastructure

The estimated costing of the infrastructure (as identified above), as at 2020, amounts to approximately \$21.4 million. The sources of funds include the monies paid under the revised Strathfield Triangle Section 7.11 Contributions Plan (refer to Appendix D). 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.

5.4.2 Revised Section 7.11 Contribution Plan – Strathfield Triangle Precinct

As part of the revised planning framework for the Strathfield Triangle Precinct, the City of Canada Bay Council is updating its Section 7.11 Contributions Plan for the Strathfield Triangle Precinct (refer to Appendix D). The update aims to enable Council to levy a contribution under the Environmental Planning and Assessment Act 1979 to fund the proposed infrastructure works identified within the updated Strathfield Triangle DCP.

The facilities required as a consequence of, and to serve the demand generated by, the anticipated development, together with the estimated cost of the identified works attributed to the s7.11 are summarised in **Table 1**. This table also indicates the staging of the works and priorities for expenditure and has been independently costed by a quantity surveyor.

Table 1 Summary of schedule of works for Strathfield Triangle Precinct

	Cost Estimate
Phase 1 - Central Park Works	\$2,208,418
Phase 2 - Bakers Lane Shared Zone (including North-South Through-site Links)	\$3,824,504
Phase 3 - Through-Site Links (including Leicester Street)	\$1,731,875
Phase 4 - Cooper Street North (including Clarence Street & Hilts Road)	\$4,987,335
Phase 5 - Cooper Street South	\$4,746,494
Phase 6 - Cooper Street & Leicester Street Intersection	\$3,906,320
Total (excluding GST)	\$21,404,946

Source: Mitchell Brandtmann and City of Canada Bay, April 2020

Funds for capital works

Based on the Public Domain Plan, the estimated costing of the capital works of infrastructure, as at 2020, amounts to approximately \$21.4 million. The cost of infrastructure excludes the cost of land required for the public domain, which has been assumed to be dedicated without payment.

Funds received from development that was subject to the preceding Section 7.11 Contributions Plan for Strathfield Triangle have been carried forward and deducted from the total cost of this plan – approximately \$2 million. The assumed total cost of acquisition of 36 Leicester Avenue for the purposes of the public domain under the current Section 7.11 Contribution Plan – Strathfield Triangle Precinct has also been carried forward and added the total cost of this plan – assumed \$3,500,000. Council will also contribute the sum of funds retrieved from the sale of Council-owned lands (estimated at \$16,690,000) toward deducting from the total cost of the contribution plan.

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 2**). This has been used to inform the revised contribution rates for the Strathfield Triangle Section 7.11 Contributions Plan.

Table 2 Summary of costs/revenue for 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

Once adopted, the updated Section 7.11 Contributions Plan for the Strathfield Triangle Precinct will repeal the City of Canada Bay Contributions Plan - Strathfield Triangle adopted by Council on the 16 April 2013.

6.0 Strategic justification

6.1 The need for a Planning Proposal

Q1 – Is the Planning Proposal a result of an endorsed Local Strategic Planning Statement, strategic study or report?

This Planning Proposal aims to give effect to the vision and planning priorities identified within the Canada Bay Local Strategic Planning Statement (LSPS), which was adopted by Council on 15 October 2019. How the Planning Proposal gives effect to the vision and planning priorities of the LSPS is discussed in detail in **Section 6.2**.

This planning proposal has been prepared by the City of Canada Bay Council to provide greater certainty and clarity on future development and infrastructure delivery in the Strathfield Triangle Precinct and continue to implement the aims of the Canada Bay LEP 2013.

Since the inception of the existing planning and contributions framework for the Precinct adopted in 2013, land valuations and infrastructure costs have increased significantly. This has led to the existing framework to become unfeasible, resulting in a stagnation of development activity and compromising the delivery of key public domain features envisioned for Strathfield Triangle Precinct.

Accordingly, a review of the planning controls and infrastructure delivery arrangements has been undertaken to establish a mechanism for the viable delivery of this essential infrastructure, and complete the renewal of the Strathfield Triangle Precinct. Thus, this Planning Proposal is supported by the following strategic studies and reports:

- Urban Design Report prepared by Group GSA, AEC and City of Canada Bay Council (Appendix A);
- Land Economics Analysis prepared by AEC Group (Appendix E); and
- Traffic Study prepared by JMT Consulting (Appendix F).

These studies address these constraints and provides a recommended development scenario for the Strathfield Triangle Precinct, identifying:

- the infrastructure required to be delivered and the total anticipated cost of the essential infrastructure,
- the viability of the existing planning controls,
- the planning and non-planning mechanisms that could assist with the delivery of infrastructure

The LEP amendments sought by this Planning Proposal represent the reports' findings to allow the delivery of the public infrastructure and completion feasible while maintaining an adequate level of amenity for the precinct.

Q2 – Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal is considered to be the best way of achieving the objectives and intended outcomes. In preparing this Planning Proposal, the following options were considered to facilitate the intended outcomes:

- a. Option 1: Do nothing;
- b. Option 2: Reduce the level of public domain infrastructure proposed for the Precinct; and
- c. Option 3: Prepare a Planning Proposal to enable the delivery of public domain infrastructure through development incentives.

Option 1: Do nothing

A do nothing approach (i.e. continue to utilise the existing planning and contributions framework adopted in 2013) will continue to result in a lack of development activity in the precinct and would prevent the delivery of key public infrastructure. When applying existing contribution rates to the development lots considered feasible to develop,

against the revised cost of delivering the public domain plan and rise in land prices, there remains a funding shortfall of approximately \$28.2 million to deliver identified local infrastructure within the existing section 7.11 Contribution Plan. Therefore, doing nothing is not considered to be a feasible means of ensuring that the envisioned public domain benefits are delivered at the Precinct.

Option 2: Reducing the level of public domain infrastructure

Reducing the level of public domain infrastructure and hence the rate of development contributions payable is not considered to be an appropriate means of facilitating development at Strathfield Triangle. Such an outcome is not in the public interest and will have a negative impact on amenity and pedestrian permeability at the Precinct.

Option 3: Prepare a Planning Proposal to enable the delivery of public domain infrastructure through development incentives.

Preparing a Planning Proposal to enable the delivery of public domain infrastructure through development incentives is considered the only identifiable and realistic alternative for the Precinct, as well as being the option most consistent with public interest outcomes. It is also considered to be the most efficient and time-effective approach to delivering the desired outcome for the Precinct. The Planning Proposal, as well as the proposed DCP and Contributions Plan will promote the delivery of a high standard of public domain infrastructure at the Precinct in line with that originally envisaged under the existing planning framework, whilst promoting housing growth in a key opportunity area in close proximity to Strathfield station and the greater Sydney public transport network.

6.2 Relationship with the strategic planning framework

Q3 – Will the Planning Proposal give effect to the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

A) Does the proposal have strategic merit?

Yes. As detailed below, the Planning Proposal will give effect to the applicable State, regional, district and local plans and strategies.

Premier's Priorities

In June 2019, the NSW Government released 14 Premier's Priorities. These priorities represent the NSW Government's commitment to improving the quality of life of the NSW population.

This planning proposal will support the priority for greener public spaces, which aims to increase the proportion of homes in urban areas within 10 minutes' walk of quality green, open and public space by 10% by 2023. The opportunity to deliver a new central park within the Precinct will directly respond to this priority and deliver green public spaces and social infrastructure to respond to the needs of the future population/

This planning proposal will support the priority for greening our city, which targets to increase the tree canopy and green over across Greater Sydney by planting one million trees by 2022. The renewal of the Precinct will contribute to this priority through the delivery of new street trees that will increase the tree canopy coverage in the precinct in excess of 25%.

Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan – A Metropolis of Three Cities (GSRP) is the current strategic plan for the Greater Sydney metropolitan area, having been last updated in March 2018. It represents the most up to date strategic framework and sets out the Government's vision for Sydney to 'enhance its status as one of the most liveable global cities' through the provision of 40 Planning Objectives, broken down into five themes for:

- a. Infrastructure and collaboration;
- b. Liveability;
- c. Productivity;
- d. Sustainability; and

e. Implementation.

The Greater Sydney Region Plan aims to restructure economic activity and access across Greater Sydney into three separate 'cities', being that of the Eastern Harbour City, the Central River City and the Western Parkland City. Strathfield is located within the Eastern Harbour City (a review of the Eastern City District Plan is provided further below).

This planning proposal will give effect to several relevant Directions and Objectives of the Regional Plan. An assessment of how the Planning Proposal will give effect to the Planning Objectives identified in the GSRP is provided in **Table 3** below.

Table 3 Assessment of the Planning Proposal with the Greater Sydney Region Plan

Objective	Consistency
Objective 2: Infrastructure aligns with forecast growth – infrastructure growth compact	This Planning Proposal will align future growth with the delivery of infrastructure. The Strathfield Triangle Precinct is located in close proximity to Strathfield railway station, a significant station in the Sydney Trains and NSW TrainLink network, as well as being close to the future Sydney Metro West corridor. Strathfield Triangle has long been identified as a strategically important site for key housing growth.
Objective 4: Infrastructure use is optimised	This Planning Proposal optimises the use of existing railway and other transport infrastructure through locating new homes in immediate proximity to Strathfield railway station, a significant interchange point on the Sydney Trains and NSW TrainLink network. It will therefore facilitate housing uplift in the right locations in addition to providing upgrades to the existing bus interchange next to the station.
Objective 7: Communities are healthy, resilient and socially connected	<p>This Planning Proposal is part of a broader planning and contributions framework designed to realise public infrastructure envisioned within the Precinct, including a new public open space, through-site links and pedestrian pathway improvements; which are no longer feasible to deliver due to rising land prices and a lack of development.</p> <p>The provision of a large Central Park in an area currently known for its lack of open space, will contribute improving the health, resilience and social connection of the local community.</p>
Objective 10: Greater housing supply	This Planning Proposal will promote urban renewal at Strathfield Triangle Precinct, significantly contributing to the meeting of housing targets within the Eastern City District at the right locations. It will provide strong accessibility to jobs within both the Sydney CBD and Parramatta, in addition to strong accessibility to regional transport, and strong accessibility to existing and future services provided at the Strathfield Town Centre.
Objective 11: Housing is more diverse and affordable	<p>The building envelopes under the indicative development concept are capable of facilitating a diversity of apartment types, sizes and pricing points that can help alleviate housing unaffordability in Strathfield.</p> <p>An affordable housing scheme is currently being investigated by Council for the LGA. It is anticipated that any adopted affordable housing scheme would apply to future development in the Strathfield Triangle Precinct requiring a minimum 5% of gross floor area to be for the purposes of affordable housing (refer to Section 7.5 for further discussion).</p>
Objective 12: Great places that bring people together	This Planning Proposal has been designed to facilitate high quality public domain and public open space improvements within the Strathfield Triangle Precinct, providing an opportunity to establish a strong sense of character. The proposed Central Park provides a high degree of amenity to the surrounding proposed building envelopes, with its central location within the Precinct providing a central community meeting space for residents of both existing and future buildings.
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	As aforementioned, Strathfield is strategically located at the crossroads of the Sydney Trains network and is within a 20 minute express train to the Sydney CBD and 12 minutes to the Parramatta CBD. The Precinct is therefore well integrated into the Sydney public transport network, and future residents at Strathfield Triangle will be able to take full advantage of the '30 minute city' concept.

Objective	Consistency
Objective 30: Urban tree canopy cover is increased	The indicative development concept proposed by this Planning Proposal provides a key opportunity to increase urban tree canopy cover at the Precinct and encourage sustainable living. An Urban Tree Canopy Coverage Assessment (refer to Appendix H) has been prepared to support this Planning Proposal and outlines strategies to increase tree canopy cover in the Strathfield Triangle Precinct that will deliver a canopy coverage in excess of 25%. These strategies are contained within the revised Strathfield Triangle DCP to ensure future development explores ways for adequate canopy cover to be delivered.
Objective 31: Public open space is accessible, protected and enhanced	As aforementioned, the key objective of this Planning Proposal is to establish a framework for the provision of key public domain improvements, including that of a Central Park, at the Strathfield Triangle Precinct. It will significantly enhance public open space in the area, improve walkability/permeability and improve accessibility to open space, for both existing and future residents.

Eastern City District Plan

The Eastern City District Plan (ECDP) details a range of opportunities, priorities and actions relevant to the Eastern Harbour City that assists and facilitates the implementation of the GSRP's vision, through the provision of 22 Planning Priorities that respond to the objectives raised in the GSRP across the five themes of Infrastructure and collaboration, Liveability, Productivity, Sustainability and Implementation.

The Eastern City District Plan nominates a 0-5 year target for City of Canada Bay Council of 2,150 new dwellings by 2021. The Planning Proposal will significantly contribute to Council achieving current and future dwelling targets, with an estimated total yield of 1,122 units within a Precinct that has already been identified as a key opportunity to deliver housing growth and is located in close proximity to public transport connections.

The Planning Priorities and Actions that are relevant to the Planning Proposal have been assessed for consistency in **Table 4** below.

Table 4 Consistency of the Planning Proposal with the Eastern City District Plan

Planning Priority	Consistency
E4 – Fostering healthy, creative, culturally rich and socially connected communities	<p>As aforementioned, this Planning Proposal is part of a broader planning and contributions framework designed to realise public infrastructure envisioned for the Precinct, including a new public open space, through-site links and pedestrian pathway improvements; which are no longer feasible to develop under the existing framework due to rising land prices and a lack of development leading to insufficient contributions paid.</p> <p>Therefore, its implementation will support the provision of a large Central Park in an area currently known for its lack of open space, usable by both residents of the Triangle and those further beyond; thereby contributing to the health, resilience and social connection of the local community.</p>
E5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport	This Planning Proposal will, through urban renewal, significantly contribute to delivering housing targets in the Eastern City District at the right locations, with strong accessibility to jobs at both the Sydney CBD and Parramatta, strong accessibility to regional transport, and strong accessibility to existing and future services provided at the Strathfield Town Centre.
E6 – Creating and renewing great places and local centres, and respecting the District's heritage	<p>This Planning Proposal will assist in facilitating urban renewal of the identified Strathfield Triangle Precinct, including the provision of public infrastructure, thereby resulting in a 'great place' characterised by a well-designed built environment with fine grain urban form and including a new public open space, through-site links and pedestrian pathway improvements. The Precinct is to be highly accessible with strong connectivity and a high level of public amenity.</p> <p>The Planning Proposal meets the 'principles of local centres' as identified under this Planning Priority, including accommodating additional housing in an appropriate location, providing a public realm and open space focus, and improving/increasing local infrastructure and open space.</p>

Planning Priority	Consistency
E10 – Delivering integrated land use and transport planning and a 30-minute city	As aforementioned, Strathfield is located at the crossroads of the Sydney Trains network and is within a 20 minute express train to the Sydney CBD and 12 minutes to the Parramatta CBD. The Precinct is therefore highly accessible for existing and future residents and by transitioning the Precinct into a true high-density mixed-use precinct, Strathfield Triangle's potential for allowing workers and residents to access many of Sydney's key employment areas and recreation destinations within 30 minutes (the '30-minute city') will be unlocked.
E17. Increasing urban tree canopy cover and delivering Green Grid connections	Renewal of the Precinct provides a key opportunity to increase urban tree canopy cover at the Precinct and encourage sustainable living. An Urban Tree Canopy Coverage Assessment (refer to Appendix H) has been prepared to support this Planning Proposal and outlines strategies to increase tree canopy cover in the Strathfield Triangle Precinct that will deliver a canopy coverage in excess of 25%. These strategies are contained within the revised Strathfield Triangle DCP to ensure future development explores ways for adequate canopy cover to be delivered.

Future Transport 2056

The Future Transport Strategy 2056 is a 40 year strategy to achieve the Government's vision for the city's transport system, supported by the GSRP and relevant District Plans. The Planning Proposal is consistent with the Strategy as it will:

- Integrate land use and transport by increasing density directly adjacent to the Strathfield railway station;
- Improve liveability by providing housing and jobs close to high quality, reliable public transport; and
- Improve sustainability by locating jobs and homes close to public transport which will reduce reliance on private motor vehicles and encourage active transportation.

Parramatta Road Corridor Urban Transformation Strategy

The Strathfield Triangle Precinct is located within the Parramatta Road Corridor, specifically within the Homebush precinct (Figure 24). The NSW Government is looking to renew through urban transformation the corridor over the next 30 years, improving the amenity of Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity.

Strathfield Triangle represents a priority area for the long-term growth and improvement of Sydney.

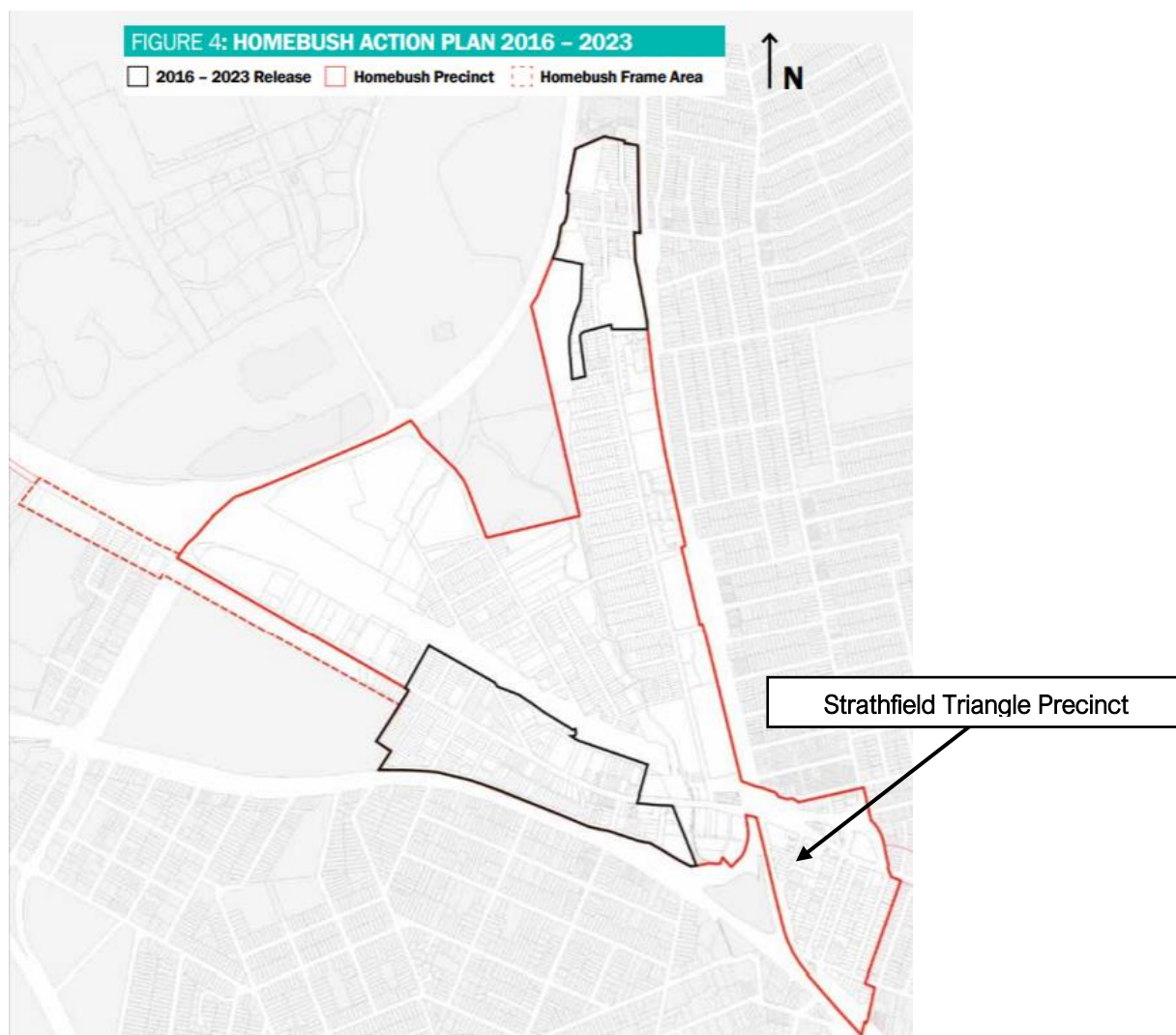


Figure 25 Location of the Homebush precinct within the Parramatta Road Corridor priority area

The corresponding Parramatta Road Corridor Implementation Plan 2016 – 2023 forms part of the Implementation Tool Kit and is supported by a Section 117 Ministerial Direction. Therefore, this Planning Proposal must demonstrate consistency with the Strategy and Toolkit.

As Strathfield Triangle 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' provided within the Implementation Plan Tool Kit. This assessment is provided at Table 5 below.

Table 5 Assessment of the Proposal against the 'Out of Sequence' Checklist of Parramatta Road Corridor Implementation Plan Tool Kit

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.	<p>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:</p> <ul style="list-style-type: none"> • 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.

Out of Sequence Checklist	Assessment of Proposal
	<p>This 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.</p>
<p>The planning proposal satisfies the Strategy's seven land use and transport planning principles and fulfills the relevant Strategic Actions for each Principle.</p>	<p>This 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 that was originally intended for this Precinct in 2013, with consideration of the market viability of development in this location.</p> <p>Overall, the Planning Proposal is generally consistent with the Strategy's seven land use and transport planning principles.</p> <ul style="list-style-type: none"> • Principle 1: Housing choice and affordability – The Planning Proposal seeks to unlock latent housing supply in this location, which has stagnated due the current planning controls and s7.11 Contribution Plan. This planning proposal seeks to implement a revised planning and contributions framework that will support development in the location in order to contribute to the LGA's housing supply. A varied mix of bedroom types will be delivered in order to accommodate a diverse range of household types in this location. • Principle 2: Diverse and resilient economy – The renewal of Strathfield Triangle Precinct will accommodate new residents in this location to support greater demand for retail and commercial services within surrounding centres, including the Bakehouse Quarter and Strathfield Town Centre. • Principle 3: Accessible and connected – The Planning Proposal will support the delivery of key transport infrastructure improvements, including the upgrade of the Cooper Street/Leicester Ave intersection and delivery of new through-site link to enhance the permeability of the precinct. • Principle 4: Vibrant communities and places – The Planning Proposal aims to deliver new places for residents and community member to visit and enjoy. This includes a new Central Park of approximately 2,500 square metres and an urban plaza which will support a range of recreational activities. • Principle 5: Green spaces and links – As highlights above, a new Central Park of approximately 2,500 square metres is intended to be delivered as part of the renewal of the Precinct. New through-site link will also enhance pedestrian movements within the precincts. • Principle 6: Sustainability and resilience – 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 this Planning Proposal will be considered post-Gateway Determination and will inform new provisions of the revised draft Strathfield Triangle DCP. • Principle 7: Delivery - Supporting this Planning Proposal is a revised Infrastructure Strategy and s7.11 Contributions Plan for Strathfield Triangle Precinct which outlines key improvements to: <ul style="list-style-type: none"> – active transport – road upgrades and intersection improvements – open space and public domain improvements.
<p>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.</p>	<p>This Planning Proposal delivers a number of community, economic and environmental benefits for the Corridor, including the delivery of much needed public recreational infrastructure, housing growth and diversity as well as improved street planting.</p>

Out of Sequence Checklist	Assessment of Proposal
<p>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.</p>	<p>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.</p> <p>This 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.</p> <p>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 relevant Precinct or Frame Area of the Parramatta Road Corridor Urban Transformation Strategy.</p>
<p>The planning proposal demonstrably achieves outcomes aligned to the desired future character and growth projections identified in the Strategy.</p>	<p>This Proposal seeks to facilitate development in line with the built form demonstrated within the Urban Design and Planning Review prepared by Group GSA included at Appendix A. The intended outcomes illustrated within this report demonstrates alignment with the desired future character and growth projections identified in the Strategy, particularly open space, linkages and connections, public domain requirements, and road upgrades.</p>
<p>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).</p>	<p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>
Criteria 2 - Integrated Infrastructure Delivery Plan	
<p>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.</p> <p>Infrastructure to be considered includes:</p> <ul style="list-style-type: none"> • public transport • active transport • road upgrades and intersection improvements 	<p>This 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.</p> <p>Supporting this Planning Proposal is a revised Infrastructure Strategy and s7.11 Contributions Plan for Strathfield Triangle Precinct which outlines key improvements to:</p> <ul style="list-style-type: none"> • active transport • road upgrades and intersection improvements • open space and public domain improvements.

Out of Sequence Checklist	Assessment of Proposal
<ul style="list-style-type: none"> open space and public domain improvements community infrastructure, utilities and services. 	
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 this 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 this Planning Proposal will be considered post-Gateway Determination and will inform new provisions of the revised draft Strathfield Triangle DCP.
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.	<p>This 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.</p> <p>Supporting this Planning Proposal is a revised Infrastructure Strategy and s7.11 Contributions Plan for Strathfield Triangle Precinct identifying likely costs of infrastructure and the proposed funding arrangements.</p>
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 this 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 ensure an acceptable level of amenity retained and public infrastructure is delivered.

Draft GOPP Place-based Infrastructure Compact (PIC)

The Strathfield Triangle Precinct is also located at the very south-eastern corner of the Greater Parramatta and the Olympic Peninsula (GOPP) strategic growth area specifically, in the Homebush-North Strathfield sub-precinct. It is therefore covered by the Draft GOPP Place-based Infrastructure Compact (PIC).

The Homebush-North Strathfield precinct has been identified for future growth as part of 'Phase 2', where uplift is to be aligned with future city-shaping infrastructure, including that of Sydney Metro West and Parramatta Light Rail stage 2. Specifically, Metro West will connect to the T9 Northern Line at North Strathfield and provide significant additional public transport capacity.

The proposed amendments of this Planning Proposal seek to refine and update the existing planning controls which aim to deliver a high density residential environment within Strathfield Triangle. This will largely retain the development capacity of the existing planning controls under the Canada Bay LEP 2013 as the base set of provisions, while implementing an incentive floor space ratio for development which adequately dedicates land for purposes of new connections and public open space.

Therefore, this Planning Proposal will not contravene the objectives of the Draft GPOP PIC to align future city-shaping infrastructure with future growth. Should future city-shaping infrastructure be committed to in the Homebush-North Strathfield sub-precinct, the planning controls for Strathfield Triangle Precinct will be considered as part of any future plan-making process.

Greater Parramatta Interim Land Use and Infrastructure Implementation Plan

This Planning Proposal is also consistent with the Greater Parramatta Interim Land Use and Infrastructure Implementation Plan (LUIIP). In the LUIIP, Strathfield Triangle has been identified as being within the Homebush Precinct. The proposed amendments will not preclude the realisation of the Key Actions identified within the document, including the declaration of Greater Parramatta as a 'Priority Growth Area', promoting regional connectivity and activity, enhancing transport and connectivity infrastructure, and allowing for collaboration with the City of Parramatta.

This Planning Proposal will also directly assist with the implementation of the 'Deliver Key Infrastructure' Key Action, by providing much-needed public open space and facilities within the Strathfield Triangle site. It will also help deliver part of the 72,000 additional homes forecast in Greater Parramatta by 2036, including 9,450 homes within the Homebush Precinct by 2050.

Q4 – Will the Planning Proposal give effect to a Council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

The Planning Proposal will give effect to the following local strategic planning documents prepared by Canada Bay Council:

Canada Bay Local Strategic Planning Statement

The Canada Bay Local Strategic Planning Statement (LSPS) is the primary strategic planning document that defines Council's long term vision for land use and infrastructure provision within the LGA, and gives guidance to its future character. It was adopted by Council on 15 October 2019. Local Strategic Planning Statements are statutory requirements under the EP&A Act (updated at least every seven years), giving effect to the Greater Sydney Region Plan, Eastern City District plan and other strategies such as Future Transport 2056 and the State Infrastructure Strategy.

The LSPS sets out a land use vision to shape how growth will occur in the City of Canada Bay LGA. An assessment of how the Planning Proposal for the Strathfield Triangle Precinct will give effect to the vision of the LSPS is provided in **Table 6**.

Table 6 Assessment of the Planning Proposal against the Land Use Vision of the City of Canada Bay Draft LSPS

Land use vision	Strathfield Triangle Precinct response
Create great streets, places and buildings for people	<p>The planning proposal and supporting site-specific DCP aims to deliver a high-quality public domain that is structured around a new public spaces (including central park and the plaza), and streets and lanes to make a more connected place in all senses.</p> <p>Future buildings within the precinct will need to demonstrate that it achieves the highest standard of architecture and urban design that will ensure a high amenity experience for residents and the broader community.</p>
Plan for a diversity of housing types and affordability	The building envelopes under the indicative development concept are capable of facilitating a diversity of apartment types, sizes and pricing points that can help alleviate housing unaffordability in Strathfield.

	<p>Furthermore, City of Canada Bay Council was recently included into SEPP70, expediting its ability to investigate and develop an affordable housing contributions scheme for the LGA. An affordable housing scheme under SEPP 70 for inclusionary zoning for the provision of affordable housing as part of the rezoning of Strathfield Triangle Precinct. An affordable housing scheme under SEPP 70 for inclusionary zoning for the provision of affordable housing is currently being investigated for the LGA by Council. On the event Council introduces a new affordable housing provision into the LEP, it is recommended 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. It is anticipated that any outcome from an affordable housing scheme would apply to future development in the Strathfield Triangle Precinct.</p> <p>The exploration of a provisions to support the delivery of affordable housing as part of the rezoning of Strathfield Triangle Precinct will be explored once Gateway Determination has been received for this planning proposal.</p>
Protect and enhance local character	<p>Strathfield Triangle Precinct has a predominantly residential character. Its proximity to the Strathfield town centre and railway station has led to the precinct being identified as an area suitable for urban renewal, and over the past decade, a number of key developments have been approved and constructed within the Precinct. These developments have transformed the character of Strathfield Triangle Precinct into an area of medium and high density residential development. This emerging residential character is expected to continue to evolve.</p> <p>This planning proposal seeks to ensure future development delivers a high quality building design and public domain improvements to ensure residents enjoy appropriate levels of amenity and enhance the existing local character in the precinct. This will be ensured through the proposed design excellence provisions that form part of the planning proposal.</p>
Connect and strengthen neighbourhoods and centres	<p>This Planning Proposal will promote urban renewal at Strathfield Triangle Precinct, significantly contributing to the meeting of housing targets within the Eastern City District at the right locations. It will provide strong accessibility to jobs within both the Sydney CBD and Parramatta, in addition to strong accessibility to regional transport, and strong accessibility to existing and future services provided at the Strathfield Town Centre.</p> <p>Furthermore, City of Canada Bay Bike Plan (reviewed in 2014) shows a range of cycling routes across the LGA, including a cycle route proposed along Cooper Street. A 3-metre wide shared path (for cyclists and pedestrians) along Cooper Street and the future Cooper Street extension is proposed as identified by draft DCP for the Strathfield Triangle. The shared path will contribute toward completing the cycling route network across the LGA and will enhance the precinct's connections to surrounding neighbourhoods and centres.</p>
Align growth with the delivery of infrastructure	<p>This 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.</p> <p>Supporting this Planning Proposal is a revised Infrastructure Strategy and s7.11 Contributions Plan for Strathfield Triangle Precinct which outlines key improvements to commensurate the anticipated growth of the precinct to:</p> <ul style="list-style-type: none"> • active transport • road upgrades and intersection improvements • open space and public domain improvements.
Facilitate sustainable development and renewal	<p>The renewal of the Strathfield Triangle Precinct will improve sustainability by locating new homes close to public transport which will reduce reliance on private motor vehicles and encourage active transportation.</p> <p>Future development in the Strathfield Triangle Precinct will also present opportunities to incorporate Ecologically Sustainable Development (ESD) principles as part of the design process. Sustainability targets for this Planning Proposal will be considered post-Gateway Determination and will inform new provisions of the revised draft Strathfield Triangle DCP.</p>
Increase biodiversity and the urban tree canopy	<p>The Urban Tree Canopy Strategy targets an increase of its tree canopy cover across the LGA to at least 25% by 2040. This increase in canopy cover will occur primarily in streets and parks</p>

	<p>on public land and by working with private land holders. The indicative development concept proposed by this Planning Proposal provides a key opportunity to increase urban tree canopy cover at the Precinct and encourage sustainable living. An Urban Tree Canopy Coverage Assessment (refer to Appendix H) has been prepared to support this Planning Proposal and outlines strategies to increase tree canopy cover in the Strathfield Triangle Precinct that will deliver a canopy coverage in excess of 25%. Through increasing tree canopy cover in the Strathfield Triangle Precinct will expand the provision of potential wildlife habitat for native fauna, such as birds and insects.</p> <p>These strategies are contained within the revised Strathfield Triangle DCP (refer to Appendix B) to ensure future development explores ways for adequate canopy cover to be delivered.</p>
Improve access to the Parramatta River foreshore	The Strathfield Triangle Precinct is not located along the Parramatta River foreshore.
Ensure Sydney Metro West delivers “density done well”	A Sydney Metro West station will not be located in proximity to the Strathfield Triangle Precinct.

In addition to the response to the LSPS Land Use Vision, an assessment of the Planning Proposal against the relevant Planning Priorities of the LSPS is given in **Table 7** below.

Table 7 Assessment of the Planning Proposal against the planning priorities of the City of Canada Bay LSPS

Planning Priority	Consistency
P3 – Provide community services and facilities to meet people’s changing needs	As aforementioned, this Planning Proposal is part of a broader planning and contributions framework designed to realise public infrastructure envisioned for the Precinct, including a new public open space, through-site links and pedestrian pathway improvements; which are no longer feasible to develop under the existing framework due to rising land prices and a lack of development leading to insufficient contributions paid.
P4 – Foster safe, healthy, creative, culturally rich and socially connected communities	The existing area and its surrounds are currently characterised by a lack of public open space, with none located within 800m radius of the Precinct. Therefore, this Planning Proposal will be key in providing for new community services and facilities that will help foster safe, healthy, creative, culturally rich and socially connected communities.
P5 – Provide housing supply, choice and affordability in key locations	<p>The Planning Proposal will provide additional high-quality and diverse housing supply at Strathfield Triangle, part of the Homebush renewal precinct – a key location for growth as identified in the Parramatta Road Corridor Urban Transformation Strategy. The indicative concept design building envelopes will provide for a range of apartment types in close proximity to a major public transportation hub.</p> <p>An affordable housing scheme is currently being investigated by Council for the LGA. It is anticipated that any adopted affordable housing scheme would apply to future development in the Strathfield Triangle Precinct (refer to Section 7.5 for further discussion).</p>
P6 – Provide high quality planning and urban design outcomes for key sites and precincts	Strathfield Triangle is identified as a key site and precinct under this Planning Priority. This Planning Proposal meets all criteria for Strathfield Triangle under Action 6.1, with the indicative concept scheme to deliver an improved public domain including a new public open space of approximately 2,500 m ² , safe and convenient connections through a robust funding mechanism, and exhibits design excellence with the building envelopes capable of providing a high amenity experience for residents.
P11 – Identify land use opportunities and implications arising from Sydney Metro West	As aforementioned, the Precinct is located close to a potential Metro West station at North Strathfield, which will interchange with the existing T9 railway line. This will allow Strathfield Triangle residents even greater access to convenient public transport options, thereby further meeting the outcomes of the ‘30 minute city’.
P12 – Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport	Strathfield Triangle is located in close proximity to Strathfield station. There are strong opportunities under the indicative concept design for the Precinct to embody strong transit-oriented development principles, thereby reducing overall car dependency within the LGA. Furthermore, the provision of key pedestrian pathway improvements and new through-site links will encourage active transportation within the area.

Planning Priority	Consistency
P17 – Delivery high quality open space and recreation facilities	High quality open space and recreation facilities will be provided at Strathfield Triangle, including a new public open space, through-site links and pedestrian pathway improvements. This will be consistent with Action 17.1 to consider and implement the Canada Bay Social Infrastructure (Open Space and Recreation) Strategy, including plans to deliver a new local park in the Strathfield Triangle.
P18 – Reduce carbon emissions and manage energy, water and waste efficiently	The renewal of the Precinct for a transit-orientated mixed use development will contribute to a low-carbon city by reducing the reliance on private motor vehicles. In addition, there exists a strong opportunity for future buildings within the Precinct to embody the latest Ecologically Sustainable Development (ESD) principles. Sustainability targets for this Planning Proposal will be considered post-Gateway Determination and will inform new provisions of the revised draft Strathfield Triangle DCP.

Consistency with relevant local strategies

An assessment against the relevant local strategies is outlined in **Table 8** below.

Table 8 Assessment of the Planning Proposal against the City of Canada Bay's local strategies

Local Strategy	Response
Urban Tree Canopy Strategy	<p>An action of the Urban Tree Canopy Strategy is for the preparation of Tree Management Guidelines to reflect the outcomes of the Strategy, which are to provide guidance on the types of trees that should be retained and removed and how to achieve the minimum number of canopy trees required to meet the provisions of the Canada Bay DCP 2013. Any future development application within the Strathfield Triangle Precinct would be subject to any provisions relating to urban tree canopy in the Canada Bay DCP 2013.</p> <p>The Urban Tree Canopy Strategy also targets an increase of its tree canopy cover across the City to at least 25% by 2040. This Planning Proposal provides a key opportunity to increase urban tree canopy cover at the Precinct and encourage sustainable living. An Urban Tree Canopy Coverage Assessment (refer to Appendix H) has been prepared to support this Planning Proposal and outlines strategies to increase tree canopy cover in the Strathfield Triangle Precinct that will deliver a canopy coverage in excess of 25%. These strategies are contained within the revised Strathfield Triangle DCP (refer to Appendix B) to ensure future development explores ways for adequate canopy cover to be delivered.</p>
City of Canada Bay Local Housing Strategy	This Strathfield Triangle Precinct has been identified in the Local Housing Strategy for significant apartment development to the tune of over 1,300 dwellings over the next 20 years. This Planning Proposal will support additional capacity to deliver approximately 1,122 additional dwellings within the Precinct.
Local Employment and Productivity Strategy	Strathfield Triangle Precinct is not identified as a key area for employment and productivity within the LGA. Despite this, growth in the number residents living within Strathfield Triangle will support additional demand for services provided within Bakehouse Quarter which supports a range of commercial, retail and entertainment activities.
Recreation and Open Space Strategy	<p>Strathfield Triangle Precinct is identified as an area zoned for medium to high density (R3, R4, B4), but is not within 200m easy walking distance of open space. Action 2.13 of the Recreation and Open Space Strategy highlights the need to identify opportunities to deliver new, high quality open space of approximately 0.3ha to address current and forecast undersupply (currently there is 0.9m² per person declining to 0.6m² by 2036).</p> <p>This planning proposal seeks amendments to the planning and contribution framework to support the delivery of approximately 0.27ha of new public open space (comprising Central Park and the proposed plaza) within the Strathfield Triangle Precinct. This is consistent with the Recreation and Open Space Strategy. While below the approximately target of 0.3ha, this is consistent with the LSPS which outlines Strathfield Triangle Precinct is to deliver new public open space of approximately 2,470m².</p>

Local Strategy	Response
Local Movement Strategy	No specific actions are identified for Strathfield Triangle. The strategy identifies Leicester Avenue as a 'Movement' road and all other streets within precinct as 'local' roads. The proposed movement network under the revised draft DCP is consistent with these movement functions. It is anticipated that the movement network within Strathfield Triangle will consistent with any LGA-wide transport policy decisions that give effect with the Local Movement Strategy.
Social Infrastructure Community Strategy	<p>Action 2.9 of the Social Infrastructure Community Strategy require developers to undertake a community benefits analysis study to inform their planning proposals and identify how they will contribute to social infrastructure needs for the existing and incoming community through contributions to communal or public social infrastructure on their sites, or through contributions off-site.</p> <p>This Planning Proposal seeks to support the delivery of new public open space to contribute to social infrastructure needs (approx. 0.27 ha) within the Strathfield Triangle Precinct. This is largely consistent with the needs assessment undertaken as part of the Canada Bay Recreation and Open Space Strategy.</p>

Canada Bay Community Strategic Plan

Your Future 2030: Community Strategic Plan 2018-2030, in addition to the LSPS, provides direction to planning in the LGA and represents the Canada Bay community's long term vision for the LGA's future, identifying themes, goals and strategies that will provide direction for the delivery of this vision. The Planning Proposal is consistent with its vision to build a LGA that is 'Inclusive, involved and prosperous', 'Environmentally responsible', 'Easy to get around', 'Engaged and future focused', and 'Visionary, smart and accountable', as it will:

- provide critical public infrastructure, including the provision of new community public open space, to ensure that all residents have access to high-quality facilities that facilitate inclusion and participation in community life, as well as furthering opportunities for recreation, health and wellbeing;
- increase opportunities for active and passive recreation in the LGA, in addition to providing an indicative development concept that allows for opportunities for Ecologically Sustainable Development;
- provide opportunities for transport-oriented development in close proximity to Strathfield station and Sydney's public transport network; and
- assist in planning for the future by providing uplift, renewal and growth in Strathfield Triangle, which is identified as a key site under the Canada Bay LSPS and Local Housing Strategy.

Q5 – Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal is considered to be consistent with the applicable Statement Environmental Planning Policies (SEPPs). An assessment of the Planning Proposal against the relevant SEPPs is set out in **Table 9** below.

Table 9 Consistency with State Environmental Planning Policies

SEPP	Consistency		N/A	Comment
	Yes	No		
SEPP (State and Regional Development) 2011			✓	Not relevant to proposed LEP amendment.
SEPP (Affordable Rental Housing) 2009			✓	Not relevant to proposed LEP amendment.
SEPP (Exempt and Complying Development Codes) 2008			✓	Not relevant to proposed LEP amendment. May apply to future development at the Precinct.
SEPP No. 64 Advertising and Signage			✓	Not relevant to proposed LEP amendment. May apply to future development at the Precinct.

SEPP	Consistency		N/A	Comment
	Yes	No		
SEPP No. 65 Design Quality of Residential Apartment Development (SEPP 65)	✓			Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application. Nonetheless, the Urban Design Review undertaken by Group GSA has factored SEPP65 ADG considerations at a high level.
State Environmental Planning Policy No. 70 – Affordable Housing (Revised Schemes)	✓			<p>City of Canada Bay Council was recently included into SEPP70, expediting its ability to investigate and develop an affordable housing contributions scheme for the LGA.</p> <p>An affordable housing scheme under SEPP 70 for inclusionary zoning for the provision of affordable housing as part of the rezoning of Strathfield Triangle Precinct. An affordable housing scheme under SEPP 70 for inclusionary zoning for the provision of affordable housing is currently being investigated for the LGA by Council. It is anticipated that any outcome from an affordable housing scheme would apply to future development in the Strathfield Triangle Precinct.</p> <p>An Affordable Housing Contributions Analysis (the Study) has been undertaken to identify the tolerance of development in the Precinct to an affordable housing contribution.</p>
SEPP (Building Sustainability Index: BASIX) 2004			✓	Not relevant to proposed LEP amendment but will apply to future development at the Precinct.
SEPP (Infrastructure) 2007	✓			<p>Any future development is likely to be considered traffic generating development under the relevant thresholds of Schedule 3 and referral to RMS would be required.</p> <p>The western portion of the Precinct is immediately adjacent to the T9 Northern Line rail corridor. Any future development application will, in accordance with clauses 85, 86 and 87 of the SEPP, seek that written notice is given to the chief executive office of the railway authority for the rail corridor; address the potential effects of any excavation on the rail corridor, and assess the potential impact of rail noise or vibration on the future residential uses.</p>
SREP (Sydney Harbour Catchment) 2005			✓	The Precinct is not located directly in the Sydney Harbour Catchment foreshore.

Q6 – Is the Planning Proposal consistent with applicable Ministerial Directions (Section 9.1 Directions)?

The Planning Proposal is consistent with the relevant applicable Ministerial Directions for Local Environmental Plans under Section 9.1 of the EP&A Act, as set out in **Table 10** below.

Table 10 Consistency with Section 9.1 Directions

Direction	Consistency		N/A	Comment
	Yes	No		
1. Employment and Resources				
1.1 Business and Industrial Zones			✓	Not applicable.
1.2 Rural Zones			✓	Not applicable.

Direction	Consistency		N/A	Comment
	Yes	No		
1.3 Mining, Petroleum Production and Extractive Industries			✓	Not applicable.
1.4 Oyster Aquaculture			✓	Not applicable.
1.5 Rural Lands			✓	Not applicable.
2 Environment and Heritage				
2.1 Environmental Protection Zones			✓	Not applicable.
2.2 Coastal Protection			✓	Not applicable.
2.3 Heritage Conservation			✓	Not applicable. The Precinct does not contain any local or State heritage items, nor is it located within a heritage conservation area. Heritage is further addressed in Section 7.6 below.
2.4 Recreational Vehicle Area			✓	Not applicable.
2.6 Remediation of Contaminated Land	✓			Land contamination was addressed as part of the planning proposal preparation for the current planning framework for Strathfield Triangle (adopted in 2013), where it was found to not be an issue.
3. Housing, Infrastructure and Urban Development				
3.1 Residential Zones	✓			The Planning Proposal is consistent with this direction. It will increase housing diversity in the Strathfield locality and is located strategically close to a public transport hub, thereby making efficient use of existing infrastructure and services.
3.2 Caravan Parks and Manufactured Home Estates			✓	Not applicable.
3.3 Home Occupations			✓	Not applicable.
3.4 Integrating Land Use and Transport	✓			This Planning Proposal will provide new homes in close proximity to Strathfield railway station and thus will integrate land use with existing transport infrastructure.
3.5 Development Near Licensed Aerodromes			✓	Not applicable.
3.6 Shooting Ranges			✓	Not applicable.
4. Hazard and Risk				
4.1 Acid Sulfate Soil			✓	Not applicable.
4.2 Mine Subsidence and Unstable Land			✓	Not applicable.
4.3 Flood Prone Land			✓	Not applicable.
4.4 Planning for Bushfire Protection			✓	Not applicable.

Direction	Consistency		N/A	Comment
	Yes	No		
5. Regional Planning				
5.1 Implementation of Regional Strategies			✓	Not applicable.
5.2 Sydney Drinking Water Catchments			✓	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast			✓	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast			✓	Not applicable.
5.8 Second Sydney Airport Badgerys Creek			✓	Not applicable.
5.9 North West Rail Link Corridor Strategy			✓	Not applicable.
6. Local Plan Making				
6.1 Approval and Referral Requirements	✓			This Planning Proposal is consistent with this Direction in that it does not introduce any provisions that require any additional concurrence, consultation or referral.
6.2 Reserving Land for Public Purposes	✓			<p>This Planning Proposal seeks to reduce existing zonings or reservations of land for public purposes within Strathfield Triangle Precinct. This relates to lands zoned RE1 Public Recreation (Local Open Space) and SP2 Infrastructure (Local Roads) (described further in Section 5.2.1).</p> <p>City of Canada Bay Council is currently is designated public authority for acquisition of these lands, and have outlined that the reservation of these lands for a public purpose under the Canada Bay LEP 2013 will not be required, subject to the progression of this Planning Proposal.</p> <p>The delivery of lands for public purposes within Strathfield Triangle Precinct will be in accordance with an alternative infrastructure strategy which relies on land dedications, rather than acquisitions. This is outlined within the Strathfield Triangle Infrastructure Strategy (refer to Appendix C).</p> <p>Approval from the Secretary of DPIE (or an officer of the DPIE nominated by the Secretary) will be sought as part of the Gateway Determination for this Planning Proposal.</p>
6.3 Site Specific Provision	✓			<p>This Planning Proposal seeks to introduce site specific planning controls, beyond those already contained within the Canada Bay LEP 2013 to ensure the successful delivery of the Strathfield Triangle masterplan.</p> <p>Specific provisions proposed to relate to Strathfield Triangle Precinct, include a minimum site area requirement for residential flat buildings and shop top housing; the ability to include dedicated portions of land in the calculation of site area; and an incentive FSR for proposals that provide adequate provision for recreation areas and an access</p>

Direction	Consistency		N/A	Comment
	Yes	No		
				network. These proposed provisions are described in Section 5.2.5.
7. Metropolitan Planning				
7.1 Implementation of A Plan for Growing Sydney	✓			The Planning Proposal is consistent with the current Metropolitan Plan, as discussed in Section 6.2 above.
7.2 Implementation of Greater Macarthur Land Release Investigation			✓	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	✓			The Planning Proposal is consistent with the Parramatta Road Corridor Urban Transformation Strategy, as discussed in Section 6.2 above.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan			✓	Not applicable.
7.5 Implementation of the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	✓			The Planning Proposal is consistent with the Greater Parramatta Priority Growth Area Interim LUIIP, as discussed in Section 6.2 above.
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	Not applicable.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor			✓	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan			✓	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan			✓	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct			✓	Not applicable.

B) Does the proposal have site-specific merit?

The Proposal demonstrates site-specific merit in this regard, as it:

- a. Will provide a framework for the provision of new public infrastructure, including a new public open space, through-site links and pedestrian pathway improvements, to be delivered in a financially sustainable way;
- b. Will alleviate the currently identified significant lack of public open space in the area;
- c. Will allow housing growth to occur in a strategically advantageous area of Sydney well served by public transport and earmarked for growth under the Parramatta Road Corridor Urban Transformation Strategy;
- d. Provides for an indicative development concept that will facilitate high amenity outcomes and will not compromise the amenity of surrounding residential properties, including through adverse overshadowing and other environmental impacts;
- e. Provides opportunities for transit-oriented, ecologically sustainable and diverse housing in line with the principles of the '30 minute city'; and
- f. Will not result in outstanding environmental or ecological impacts that will preclude its implementation.

Therefore, this Planning Proposal achieves the assessment criteria as it demonstrates both strategic merit and site-specific merit, thereby meeting the Strategic Merit Test.

6.3 Environmental, social and economic impacts

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

The Planning Proposal is located in a highly urbanised area and will not impact on any critical habitat or threatened species, populations or ecological communities or other habitats. If required, these matters can be appropriately considered at the DA stage.

Q8 – Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The Planning Proposal is not envisioned to result in any other additional impacts on the environment. Consideration of relevant environmental effects have been addressed in Section 7 of this report.

Q9 – Has the Planning Proposal adequately addressed any social and economic impacts?

The Planning Proposal will result in generally positive social and economic impacts. The significant public open space and infrastructure benefits facilitated by this Planning Proposal will enhance the amenity, vibrancy and connectivity outcomes of Strathfield Triangle, in an area long identified as a strategically advantageous uplift opportunity in close proximity to a major public transport hub.

Furthermore, it is expected to result in positive economic effects, including through the delivery of new public infrastructure in the form of open space and through-site links, and employment opportunities during the construction of the Precinct. The housing and population growth as a result of the proposal will further improve the economy of Strathfield and the Canada Bay LGA.

Ethos Urban has prepared a Community Needs Analysis, which is provided at **Appendix G**. It has assessed the need for social infrastructure through a gap analysis of current and planned supply, and current and future demand arising from population growth and change. This is further detailed in Section 6.2 of this Planning Proposal.

6.4 State and Commonwealth interests

Q10 – Is there adequate public infrastructure for the Planning Proposal?

With regards to public transport infrastructure, the Precinct is well served by three frequent bus routes (458, 525, 526) in addition to being located in close proximity to Strathfield station, one of Sydney's most important transport hubs with suburban, Intercity and regional train services.

The primary purpose of this Planning Proposal is to provide adequate public open space infrastructure. As noted above, the area is currently noted for its lack of open space, with no significant public open space within a 800m radius of the Precinct. Although the existing planning and contributions framework at Strathfield Triangle aims to deliver key public open space, this is no longer feasible given the current lack of development within the Precinct, coupled with rising land prices. Therefore, this Planning Proposal forms part of a broader revised planning framework aimed at establishing a viable delivery mechanism for this essential infrastructure, and is the result of a comprehensive review of the planning controls and infrastructure delivery requirements.

The Strathfield Triangle Precinct is currently serviced by utilities including electricity, telecommunications, water, sewer and stormwater. It is expected that these services would be upgraded by the developer, where required, to support future development. Consultation with relevant authorities during public exhibition of the planning proposal will confirm the capacity of current utilities to service the precinct.

Q11 – What are the views of State or Commonwealth public authorities consulted in accordance with the Gateway determination?

The views of State and Commonwealth public authorities will be known once consultation has occurred in accordance with the Gateway determination of the Planning Proposal. The Precinct adjoins Parramatta Road (A44) and the T1 North Shore, Northern & Western Railway Lines. Accordingly, it is anticipated that consultation with Transport for NSW (TfNSW) will be required for the Planning Proposal.

6.5 Community consultation

Confirmation of the public exhibition period and requirements for consultation will be detailed as part of the Gateway determination. Community consultation will be conducted in accordance with Schedule 1 of the EP&A Act and *A Guide to Preparing Planning Proposals*.

Any future DA within the Precinct would also be exhibited in accordance with Council's requirements, at which point the public and any government agencies and authorities would have further opportunity to make comment on this planning proposal.

6.6 Project timeline

A primary goal of the plan making process is to reduce the overall time taken to produce LEPs. The Gateway determination will confirm the level of information necessary to support a planning proposal and the consultation requirements. In order to meet this goal, the inclusion of a project timeline with the planning proposal will provide a mechanism to monitor the progress of the planning proposal through the plan making process.

Table 11 provides the project timeline anticipated for the subject Planning Proposal which is predicated on the nature and scale of the Planning Proposal.

Table 11 Anticipated project timeframe

Action	Timeframe
Council Endorse Planning Proposal and submit planning proposal to DPIE seeking a Gateway Determination	November 2020
Receive Gateway Determination	January 2021
Completion of required technical information for Gateway Determination	March 2021

Action	Timeframe
Public exhibition and public authority consultation of Planning Proposal, DCP Amendment and Section 7.11 Contribution Plan	April 2021
Review of submissions received during public exhibition and public authority consultation	May 2021 to June 2021
Consideration of a proposal post-exhibition	June 2021
Council approval of Planning Proposal, DCP Amendment and Section 7.11 Contribution Plan	July 2021
Submission to the Department to finalise the LEP	August 2021
Drafting of instrument and finalisation of mapping	September 2021
Forward to the Parliamentary Counsel's Office (PCO) to publish the amendment to Canada Bay LEP 2013	September 2021

7.0 Assessment of planning issues

This section considers the key planning issues associated with the Planning Proposal as well as those associated with a future development.

7.1 Building form and heights

With the projected population and employment growth in Sydney over the next 40 years, well-located housing, high-quality greener public spaces, transport access, local infrastructure will be key to ensuring that the liveability of the Greater Sydney is enhanced. The strategy for growth seeks to locate higher densities in well-connected centres that will bring greater vibrancy, reduced travel times and increased economic opportunities by locating people closer to where they work and study. This has been reflected across Greater Sydney, with changing heights and densities along transit corridors that are seeing emerging heights ranging between 15 to 50 storeys (outside of the Sydney CBD and Parramatta CBD).

While Strathfield Triangle Precinct has already amongst the tallest maximum building heights in its locality, many of the precinct's surrounding centres have not had their planning controls reviewed for some time. Notwithstanding this, it is noted that Burwood, Strathfield and Homebush were nominated as planned precincts where their planning controls (incl. height) would be investigated to reflect their position around transport corridors or strategic centres and to deliver broad social, economic and environmental benefits for the community. However, since its initial investigation in 2017, no draft plans have been exhibited to understand what the future height and scale of these locations are likely to be.

As part of the design process, an assessment of the current planning controls of the Canada Bay LEP 2013 and DCP 2013 indicated that there would be difficulty in achieving requirements for solar access and natural ventilation under the Apartment Design Guide. The massing of the proposed buildings for Strathfield Triangle Precinct has been designed to reduce the perception of density and bulk at the Precinct and provide a context-sensitive urban environment with high levels of amenity through enhance solar access and natural ventilation, whilst achieving the necessary FSRs to make development feasible.

Given the proposed heights for the Strathfield Triangle Precinct, it will be important that future buildings exhibit the highest standard of architectural, urban and landscape design. To support this outcome, this planning proposal includes a design excellence clause for future development in the precinct to go through a design excellence process. Specifically, the planning proposal recommends 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.

Through the design excellence process, future development in the precinct will deliver a positive renewal outcome for the precinct.

The Draft Strathfield Triangle Development Control Plan (refer to Appendix B) provides additional direction with regards to building bulk and heights within the Precinct. Further justification for the proposed building forms and height is outlined below.

Taller building forms

The proposed building form typologies within the Strathfield Triangle Precinct seeks to adopt slender tower forms comprising either freestanding buildings or combined with podiums. The proposed heights of tower forms in the precinct range between 19 to 31 storeys.

The mix and range of tall buildings will create a visually interesting skyline, with slender forms, achieved through small floor plates, that respond to higher levels of solar access for apartments and reduces overshadowing impacts. This will also allow future buildings to achieve the objectives and design criteria of the Apartment Design Guide, in particular for solar access to apartments and communal open space and natural ventilation. This will deliver a positive outcome when compared to the current planning controls of the Canada Bay LEP 2013 and DCP 2013 which are unlikely to promote achieving the minimum requirements for solar access and natural ventilation.

Taller buildings are primarily focused toward the rail corridor to minimise any overshadowing impacts to nearby properties, and are located as far away as Leicester Avenue as possible. This provides a stepped transition when viewed by pedestrians from Leicester Avenue and reduces their visibility from the low-density residential developments to the east. The towers have been designed to be offset and therefore not face each other directly, opening up views from apartments and providing more privacy to residents.

Mid-rise buildings

Another building typology within the precinct will be lower scale mid-rise buildings which address Leicester Avenue and Hilts Road. The proposed heights of mid-rise buildings in the precinct range between 5 to 8 storeys. For mid-rise buildings fronting Leicester Avenue, a 4-storey street wall is proposed to be adopted to provide a sensitive interface to existing dwelling houses across the avenue, in particular for existing heritage items.

7.2 Residential Amenity

The proposed building envelopes from the Urban Design Review prepared by Group GSA factors the Apartment Design Guide considerations at a high level, including minimum building separation, solar access, minimum ceiling heights and natural ventilation.

Future development applications within the Strathfield Triangle Precinct will be assessed against the objectives and design criteria of the Apartment Design Guide to ensure minimum residential amenity requirements are met for future development.

7.3 Public domain

As described in Section 4.2 above, establishing a high standard of public domain and open space throughout the Precinct remains a key objective of the revised planning framework. Key elements of the proposed public domain, include (refer to **Figure 25**):

- A Central Park (Item 1)
- An Urban Plaza at the southern end of Bakers Lane shared zone (Item 1)
- New Through-Site Links (Item 2)
- Establishing a Bakers Lane Shared Zone (Item 3)
- Widening of Cooper Street (Item 4)
- Realignment of Cooper Street where it meets Leicester Avenue (Item 6 &7).

The Draft Strathfield Triangle Development Control Plan and Infrastructure Strategy provides further guidance with regards to public domain and open space requirements. This includes controls to improve pedestrian movement, improve through-site links and site permeability, improve vehicular movement and access and improve tree canopy, in addition to controls to establish new public open spaces.



Figure 26 Public Domain Concept Plan

Public domain solar access

The indicative location and built form of the towers ensure that overshadowing onto the Central Park is minimised. The entirety of Central Park, with the exception of a small area in the very north eastern corner, receives more than two hours of sunlight between 9am to 3pm during the winter solstice (21 June). Communal open space within the development has been designed to open up to the north wherever possible, thereby maximising solar access (refer to **Figure 26**).

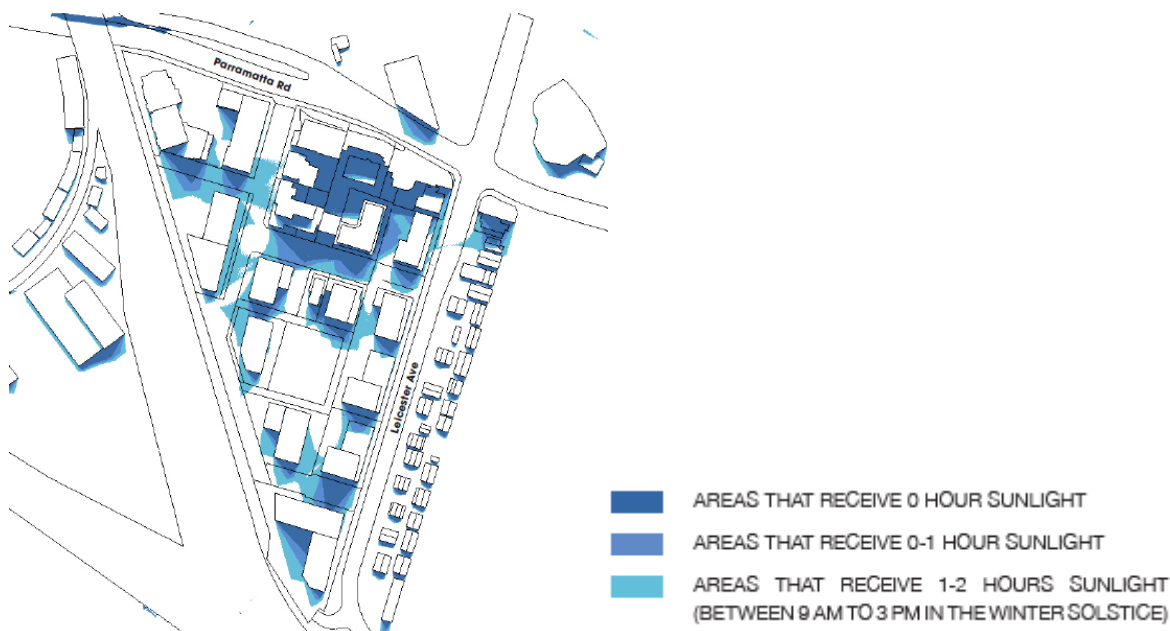


Figure 27 Solar overshadowing under the indicative concept

Source: Group GSA

7.4 Economic impact and development feasibility

A Land Economics Analysis has been prepared by AEC Group and is attached to this report at Attachment E. The objective of the document is to assist Council in understanding what planning mechanisms and development scenarios are necessary to assist with current challenges of public infrastructure delivery under the existing planning framework adopted in 2013.

The Land Economics Analysis identified the total cost of delivering the envisioned public domain infrastructure under the current planning framework to be at a cost of \$42.6 million in 2019 (compared to \$20.1 million in 2013). The analysis also highlighted that under the existing planning framework, not all lots would be feasible to develop. Of the lots that would be feasible, the existing Section 7.11 Contribution Plan for Strathfield Triangle would only be able to levy a total contribution amount of \$14.4 million (including the \$2 million already levied). This represents a shortfall of \$28.2 million required to deliver the envisioned public domain benefits. This is considered to be a substantial cost to Council to deliver this key public infrastructure for the Strathfield Triangle Precinct.

A floorspace transfer mechanism, as proposed as part of this Planning Proposal, was found to be the best method of delivering the envisioned public infrastructure (as described in the Infrastructure Strategy and revised Section 7.11 Contribution Plan at Attachments C and D). Alternate mechanisms, including further increasing development capacity and/or a reduction of public domain infrastructure within the Precinct, was found to generally not be in the public interest, with negative impacts on site amenity.

Development feasibility

Feasibility testing was undertaken to examine the viability of the Preferred Development Scenario. The key density threshold, or 'tipping point', was identified within the Analysis as being at FSR 2.3:1 or higher. This Planning Proposal seeks to increase the developable floorspace potential of sites within the Precinct through an Incentive

FSR provision, which can be accessed subject to adequate the provision for recreation areas and an access network. Accordingly, future development is likely to be feasible in the precinct.

7.5 Affordable housing

City of Canada Bay Council has been included into SEPP70, expediting its ability to investigate and develop an affordable housing contributions scheme for the LGA. An affordable housing scheme under SEPP 70 for inclusionary zoning for the provision of affordable housing is currently being investigated for the LGA by Council.

To identify the tolerance to support an affordable housing contribution as part of the renewal of Strathfield Triangle Precinct, an Affordable Housing Contribution Analysis was prepared by Atlas Urban Economics (refer to **Appendix I**). The analysis assessed the capacity of development to contribute to affordable housing based on the uplift proposed by incentive GFA resulting from the Planning Proposal, with the planning gain to be shared between a developer and Council to be used for the purpose of affordable housing.

The key findings from the analysis found that the majority of sites within the Strathfield Triangle Precinct (Area C-G) would have enough tolerance to support a 5% affordable housing contribution based on the additional residential GFA that could be achieved through the proposed incentive FSR. However, should affordable housing contributions be levied on total GFA, the feasible affordable housing contribution rate would range from between 0.4% to 1.9%.

Keeping in line with the Greater Sydney Commission's 5-10% affordable rental housing target, this planning proposal seeks to apply a minimum 5% of total Gross Floor Area of new development in Strathfield Triangle Precinct being required for the purposes of affordable housing.

7.6 Community needs analysis

Ethos Urban has prepared a Community Needs Analysis, which is provided at **Appendix G**. It has assessed the need for social infrastructure through a gap analysis of current and planned supply, and current and future demand arising from population growth and change.

The Community Needs Analysis has identified the need for community facilities, open space and recreational facilities within the Precinct. However, given the geographic and spatial context of the Precinct, Ethos Urban conclude that social infrastructure delivered within the Precinct is unlikely to be heavily accessed by the broader community. On this basis, the Precinct is not a suitable location for social infrastructure that meets the need of the broader community, such as libraries, multi-purpose facilities, and sport and recreation facilities.

Accordingly, Ethos Urban has identified the following social infrastructure priorities for the Precinct:

- Open space of at least 0.3ha; and
- A small local community facility.

The Planning Proposal, through amendments to the planning and contributions framework, will support the future delivery of approximately 0.27ha of new public open space in the Precinct (comprising the plaza and central park). While this below the 0.3ha of public open space recommended in the Community Needs Analysis, it remains consistent with the LSPS, which identified a target of 0.25ha of new public open space for the Precinct. While the draft Strathfield Triangle DCP, draft Infrastructure Strategy and draft s7.11 Strathfield Triangle Contributions Plan (refer to **Appendices B, C & D**) seek to support the future need for a small community facility in the precinct through the delivery of the following:

- 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, and
- 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 space would be delivered by a developer as part of the ground floor stratum, and either managed by the

body corporate of that development, or dedicated to Council on a leasehold basis and managed directly by Council.

7.7 Traffic and transport

A Transport Assessment of the indicative development concept has been prepared by JMT Consulting (refer to **Appendix F**). The report notes that the indicative concept design will result in a further modal shift away from private vehicles towards public transport and will not result in adverse impacts on the surrounding road network.

Overall, the Transport Assessment found that:

- the new signalised intersection at Cooper Street and Leicester Avenue with dedicated pedestrian crossing facilities, in addition to new pedestrian and cycling through-site links, will provide improved permeability and pedestrian safety through to Strathfield railway station with significant enhancements to the existing walking and cycling network;
- public transport connectivity and accessibility will be further enhanced as a result of the aforementioned pedestrian crossing interchange, through-site links, as well as the provision of the new North Strathfield station as part of the Sydney Metro West;
- there will be an expected further modal shift away from private vehicle usage towards public transportation, walking and cycling for future Strathfield Triangle residents, due to improved accessibility to public transport, enhancements to the walking and cycling network, in addition to reduced car parking rates;
- the redeveloped Precinct is expected to generate an additional 598 trips during the peak weekday hours of 8am-9am and 5pm-6pm. Of these 598 trips, 416 are expected to be made by public transport, 45 by active transportation, and 137 by car.

While the redevelopment of the Precinct is expected to result in a degree of increased traffic flow due to land use intensification, this is not expected to result in adverse impacts onto the surrounding road network. All intersections will retain their existing level of performance, with no additional measures required to accommodate future traffic demands.

Car parking and bicycle parking rates will be adopted to be consistent with that of the Parramatta Road Corridor. The car parking rate is to be lower than the DCP minimum to reflect the high degree of public transport and active transportation convenience afforded by the Precinct.

This has been adopted within the draft Strathfield Triangle DCP (refer to Appendix B).

7.8 Urban Tree Canopy

Arterra has prepared an Urban Tree Canopy Coverage Assessment (UTC Assessment), which is provided at **Appendix H**. The aim of the UTC Assessment is to determine whether development enabled by the Planning Proposal would be capable of achieving a target of 25% tree canopy cover across the Precinct, in accordance with Council's *Urban Forest Strategy*.

The UTC Assessment includes a review of existing trees within the Precinct to determine existing tree canopy cover and whether there are any significant trees that should be considered for retention or removal. The existing tree canopy cover across the Precinct is 13%. In total 275 trees have been identified and assessed within the Precinct. Of these, 67% were rated as having a 'Retention Value' of either Low (148) or Very Low/Remove (36), with just five (5) having a High Retention Value (refer to **Figure 28**).

Arterra concludes that the minimum target of 25% tree canopy cover established in Council's *Urban Forest Strategy* can be achieved through the adoption of minimum canopy coverage targets for private spaces, streets and parks. Arterra has also identified suitable tree species, and strategies for ensuring trees are located and planted to achieve the target canopy cover across the Precinct.

The draft DCP for the Precinct (refer to **Appendix B**) has included provisions to help ensure that future development of the Precinct achieves 25% canopy cover. The indicative Tree Canopy Plan is shown in **Figure 29** below.

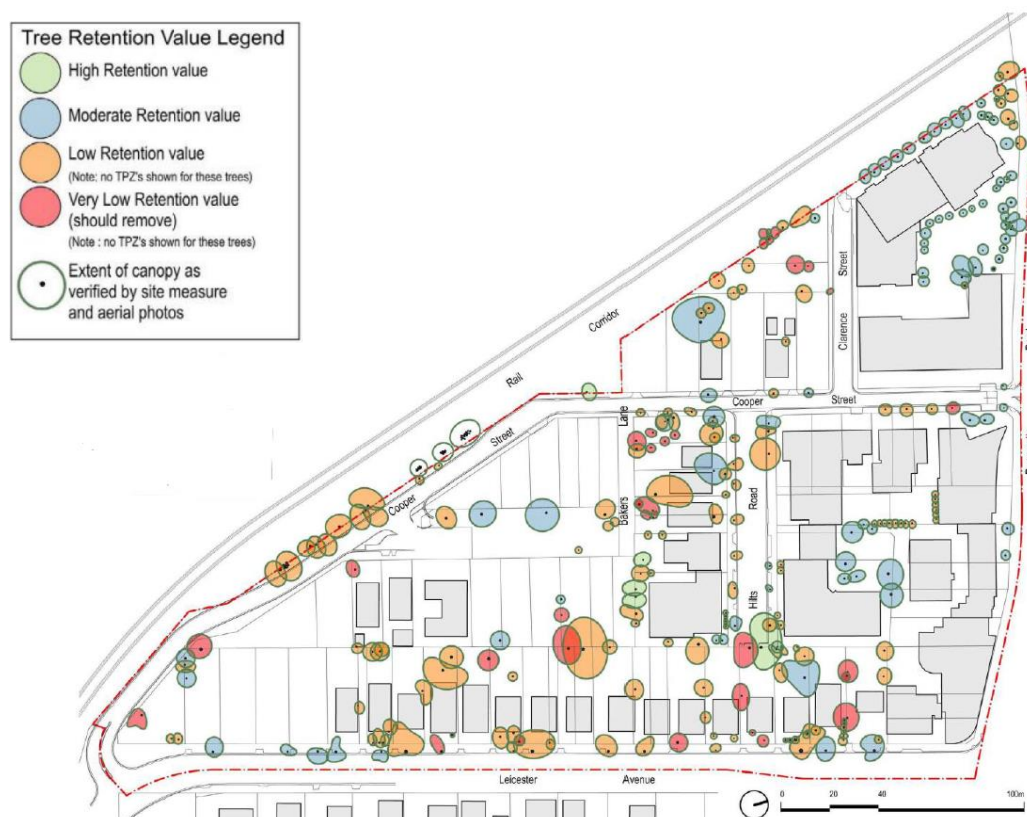


Figure 28 Existing Tree Retention Value

Source: Arterra



Figure 29 Indicative Tree Canopy Plan*Source: Arterra***7.9 Heritage**

As noted in Section 3.1.4 above, no heritage items are located within Strathfield Triangle itself; however, a number of locally significant dwelling houses are found on the eastern side of Leicester Avenue opposite the Precinct. The indicative concept design will not result in adverse environmental or amenity impacts on the interpretation of these items; additionally, the draft Strathfield Triangle DCP at Appendix B retains existing site-specific heritage controls to ensure local heritage is addressed in all future development within the Precinct.

As aforementioned, taller built forms are to be located towards the railway infrastructure towards the west of the Precinct, thus ensuring that building heights transition to lower built envelopes along Leicester Avenue, providing an appropriate response to the heritage low rise residential context opposite it. Furthermore, upper level setbacks will be employed to soften visual and bulk impacts and to provide appropriate height transitions to the heritage items east of Leicester Avenue.

7.10 Site suitability and public interest

As demonstrated in Section 6.2 above, the Planning Proposal demonstrates site-specific merit, and is therefore suitable for the site.

The Planning Proposal, planning framework and associated indicative development concept for the Precinct are in the public interest. Its primary intention is to ensure that 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, are feasibility facilitated within the precinct, and that their delivery is not precluded by lack of funding.

8.0 Conclusion

Continuing with the current planning and infrastructure contributions framework for Strathfield Triangle Precinct 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 and access to services.

This Planning Proposal seeks an amendment to the Canada Bay LEP 2013 with respect to land at the Strathfield Triangle Precinct, to implement a revised planning and contributions framework support the delivery of new homes and key public infrastructure for the Precinct and the Canada Bay LGA. Specifically, the 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 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 lot size 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 lot size provisions for residential flat buildings and shop top housing in Strathfield Triangle Precinct.

This Planning Proposal to amend the Canada Bay LEP 2013 has been prepared in accordance with the relevant provisions of the Environmental Planning & Assessment Act 1979, the regulations, applicable Local Planning Directions and the guidelines for the preparation of Planning Proposals. This Planning Proposal is justified for the following reasons:

- The proposal is consistent with the objects of the EP&A Act, in that it promotes the orderly and economic use and development of land;
- The proposal has demonstrated strategic and site-specific merit; and
- The proposal is consistent with the applicable SEPPs and Ministerial Directions.