



# STRATHFIELD MEDIUM DENSITY

Appendix B:  
Urban Design Report

# HOUSING STRATEGY



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We pay our respects to Elders, past and present.

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# INTRODUCTION 1



# Introduction

### Purpose

SGS Economics & Planning, Architectus and Micromex team has been engaged to develop a Medium Density Housing Strategy for Strathfield Council. Architectus has provided urban design inputs for this strategy, including a review of alternative medium density housing scenarios, opportunities and constraints, and recommendations for changes to the Strathfield Consolidated Development Control Plan (DCP). This report documents those inputs. It should be read in conjunction with the Strathfield Medium Density Housing Strategy report authored by SGS Economics & Planning, which provides the complete methodology for the strategy and the context and framework for these urban design inputs.

### Subject area

The subject area for this strategy is the Strathfield Local Government Area (LGA). It is focused on areas zoned for predominantly residential land use (R2 Low Density Residential, R3 Medium Density Residential, and R4 High Density Residential).

The Strathfield LGA sits within Wann Country and within the area of the Metropolitan Local Aboriginal Land Council.

### Scope

This report documents urban design inputs into the following components of the methodology for this strategy:

- Project inception
- Background & materials review
- Review of alternatives, opportunities and constraints
- Yield analysis
- Draft strategy
- Survey scoping session
- Consultation reporting and outcomes workshop
- Updated strategy
- Recommended DCP changes

### Structure

This report is organised into chapters with each chapter comprising inputs into various tasks along the timeline for this strategy in methodological order. These chapters are as follows:

#### 1. Introduction (this chapter)

#### 2. Local character

This chapter provides illustrations of various aspects of the local character of R2, R3 and R4 zones with emphasis on the qualities of their streetscapes and the built form of a typical block within them. These inputs informed the development of planning scenarios documented in chapter 4 below.

#### 3. Dwelling typology

This chapter identifies the medium-density housing types that may be permitted in the various residential zones, and illustrated the impacts of introducing each of these types in these zones on the built form of a typical block within them. These inputs also informed the development of planning scenarios in the following chapter.

#### 4. Planning scenarios

This chapter maps a series of potential scenarios for changes to planning controls based on their implications in terms of changes to permitted uses and minimum lot sizes and to the range of forms of medium-density housing made possible as a result. These scenario maps informed the development of the consolidated scenarios in the following chapter.

#### 5. Consolidated scenarios

This chapter condenses and streamlines the planning scenarios mapped in the previous chapter into a sequence of consolidated scenarios for further analysis. Each consolidated scenario comprises a concise set of changes to planning controls in the Strathfield LEP with the potential to unlock medium-density housing capacity in the LGA with increasing effectiveness. These consolidated scenarios formed the basis for the yield analysis undertaken by SGS Economics & Planning.

#### 6. Planning control changes

As a result of the yield analysis and subsequent discussions, potential changes to R3 and R4 zones were not pursued further in favour of changes to R2 zones. The consolidated scenarios in the previous chapter are revised here into final scenarios. These final scenarios are described and their relevant recommended LEP changes outlined.

#### 7. Development control changes

This chapter draws lessons from previous chapters to identify principles that should govern the revision of development controls and sets out recommendations for the substantial revision of the residential parts of the Strathfield Consolidated DCP.

#### 8. Conclusions & recommendations

This chapter reiterates the core argument threading its way through the various inputs in this report, and provides a concise summary of recommendations emerging from it.



# LOCAL CHARACTER

2

URBANDDESIGN  
REVIEW



# Study area

## Purpose

This chapter provides urban design inputs into a review of local character across R2, R3 and R4 areas. It focuses on R2 areas being the most extensive across the LGA, with a high-level review of R3 and R4 areas.

## Study area

The image on this page shows the outline of the Strathfield LGA. The subject area of this study consists of the residential zones within it, shown in red, namely:

### R2 Low Density Residential

These zones constitute the largest land use in the Strathfield LGA, composed of:

- a large area spanning Homebush and Strathfield between the Main Suburban rail line and the Hume Highway
- an area in Strathfield South between the Hume Highway and the Cooks River
- an area of Belfield between the Cooks River and Punchbowl Road
- an area of Greenacre between the Enfield rail yard and Juno Parade

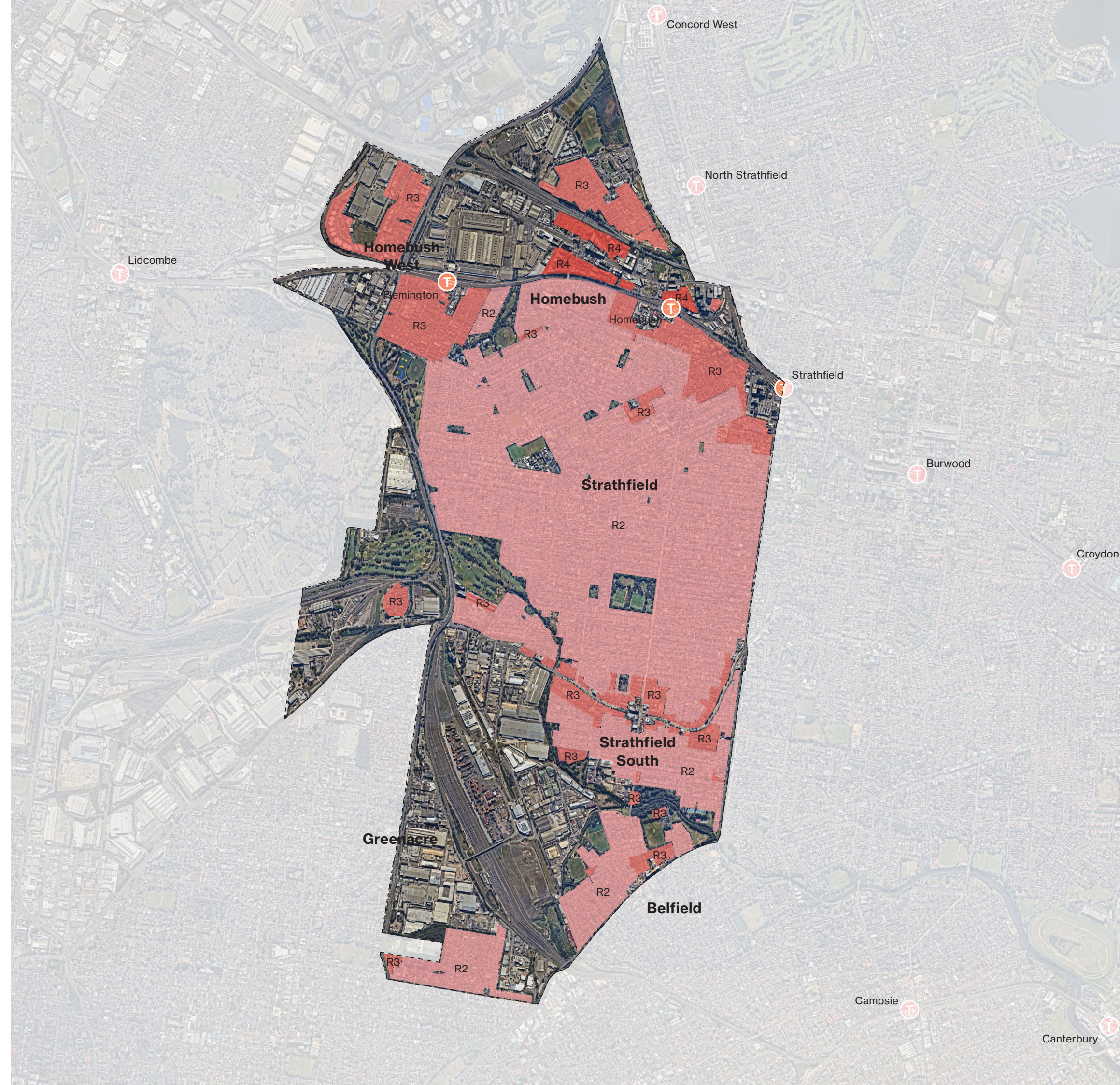
### R3 Medium Density Residential

These zones are distributed in the vicinity of major road and rail infrastructure including:

- significant precincts in Homebush West, Homebush and Strathfield lying on and around the Main Suburban rail line and Parramatta Road
- a significant corridor along the Hume Highway straddling Strathfield and Strathfield South
- scattered pockets in Greenacre, Strathfield South and Belfield

### R4 High Density Residential

These zones comprise three small precincts in Homebush between Parramatta Road and the Main Suburban rail line.





# Study area

## Intensity areas

Higher density residential zones are primarily oriented around train stations and their associated mixed use centres (indicated here by 800m radius circles around each station) and secondarily around local commercial centres on main roads served by bus connections (indicated by 400m radius circles), as follows:

### Strathfield centre

Densification of the Strathfield LEP's most important mixed use centre is constrained by extensive heritage conservation areas and heritage items within 800m of the station. Areas within this radius less affected by heritage controls have been zoned R3 Medium Density Residential. Additional R3 areas are challenging to obtain because of these heritage constraints.

### Homebush centre

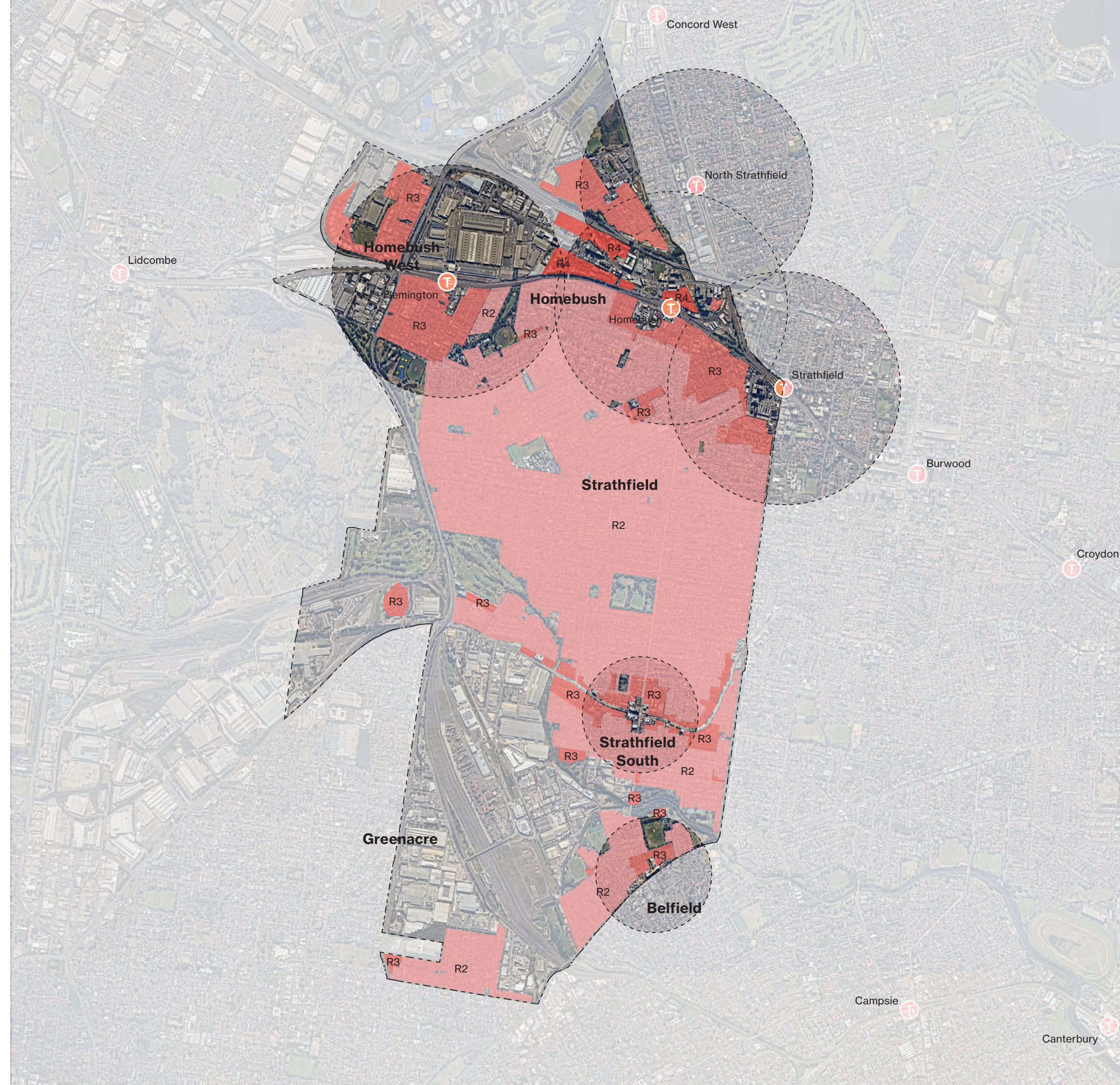
Areas north of the Main Suburban rail line have been zoned R4 High Density Residential, and those further north beyond the M4 Motorway have been zoned R3 (benefiting also from proximity to North Strathfield station). On the south side of the rail line, limited pockets of land have been zoned R3, and additional R3 areas are likely to be possible outside of areas with heritage constraints.

### Homebush West (Flemington) centre

Extensive areas near Flemington station are zoned R3, though there remain many areas within 800m of the station where additional R3 areas are likely to be possible.

### Strathfield South & Belfield

Small areas surrounding these two local centres have been zoned R3, with some additional areas of R3 possible within a 400m radius albeit likely constrained by limited market demand in these locations.





# R2 Low Density Residential

R2 Low Density Residential areas comprise the largest land use in the Strathfield LGA, including the following significant areas:

## A. Strathfield – Homebush

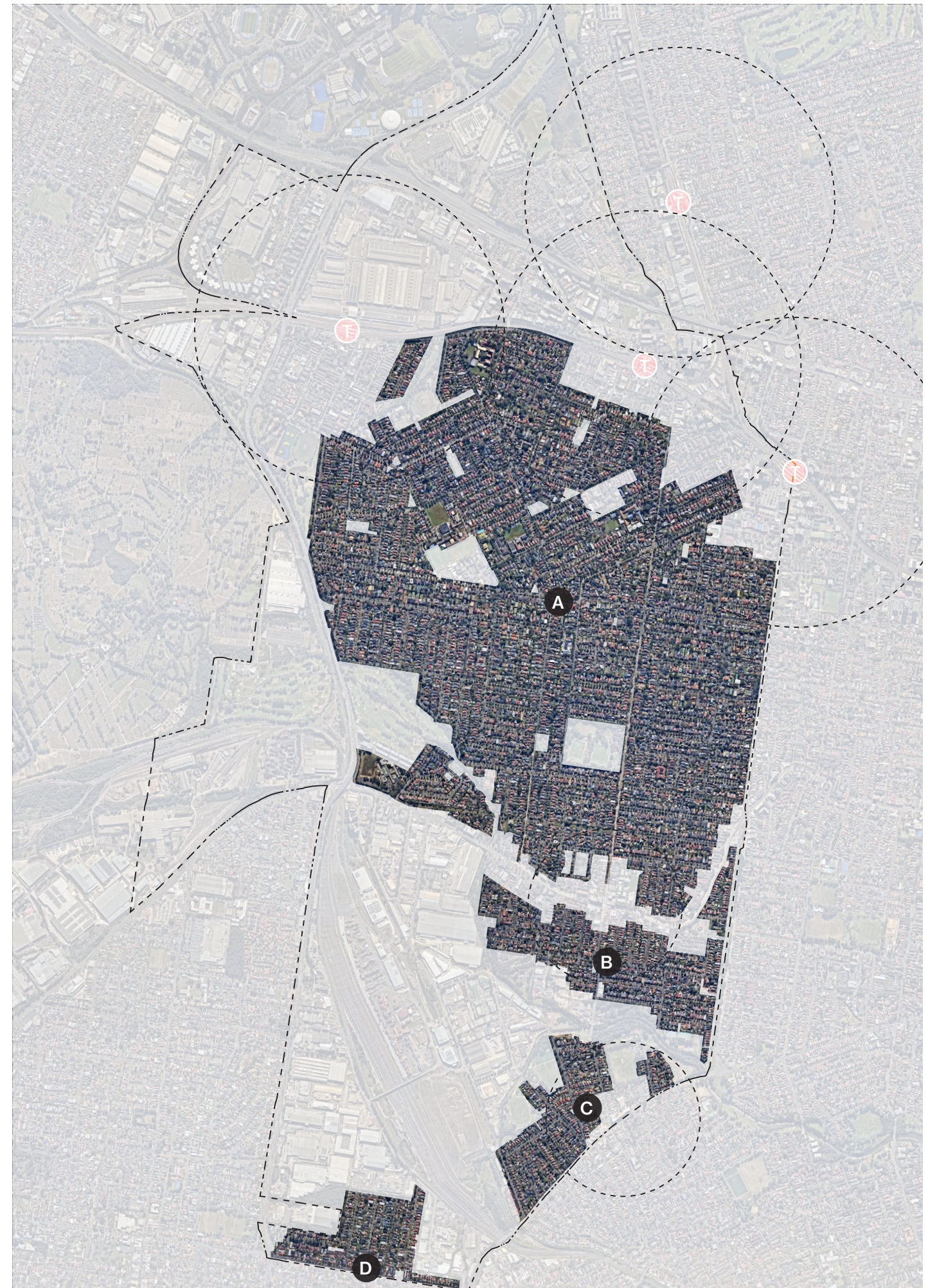
A large, reasonably homogenous area spanning the majority of the suburb of Strathfield and extending into Homebush and Homebush West to the north. Bounded to the north by the Flemington (Homebush West), Homebush and Strathfield station precincts, to the east by the Boulevard, to the south by the Hume Highway and the Strathfield South local centre, and to the west by Centenary Drive.

## B & C. Strathfield South

Two areas within the suburb of Strathfield South, divided into north and south portions by the Cooks River. Together they are bound by Liverpool Road (the Hume Highway) to the north, Coronation Parade to the east, Punchbowl Road to the south, and the Strathfield South industrial precinct to the west.

## D. Greenacre

A small eastern portion of the suburb of Greenacre, bound by the Greenacre industrial estate and the Enfield rail yards to the north, Punchbowl Road to the east, Juno Parade to the south, and Roberts Road to the west.





# R2 Low Density Residential

Within each area identified on the previous page, a gradient of local character is discernible as one moves farther away from the Strathfield town centre towards the west and south.

The following pages provide views that demonstrate this subtly changing character from north to south, as described below.

## A. Strathfield – Homebush

Close to Strathfield and Homebush stations are a number of historic streets with several heritage items and heritage conservation areas applied across them, notably Churchill Avenue, Redmyre Road and Homebush Road in Strathfield close to Strathfield station, Abbotsford Road in Homebush, and Merley Road and Marion Street further west in Strathfield (near the ACU campus). These streets are noted for their housing quality as well as for streetscapes characterised by significant mature street tree planting (such as Queensland brush box) albeit of variable consistency from street to street. See 1. **Churchill Avenue, Strathfield**, identified at right and of which views have been provided on the following pages.

Other neighbourhoods in the northern half of Strathfield may have fewer heritage items but have streetscapes also characterised by significant mature street trees. See 2. **Agnes Street, Strathfield**, below.

Farther to the south and east, closer to Liverpool Road and the Cooks River, street, housing is younger with post-war and late twentieth-century styles becoming more common, and street tree plantings becoming less consistent and mature. See 3. **Wilson Street, Strathfield**, below.

## B. Strathfield South

These streets continue the character of the southern half of Strathfield itself. The landscape is slightly sloped down from Liverpool Road, and street tree plantings are younger and more inconsistent, however the massing and development controls to which housing has been built remain consistent with other parts of the Strathfield LGA. Many residential lots are somewhat smaller than those in Strathfield and below the minimum currently required by the Strathfield LEP. See 4. **Frances Avenue, Strathfield South**, below.

## C. Belfield

The residential area of this northern part of Belfield is characterised by more modest housing, with larger proportions of small-footprint, single-storey post-war houses on smaller lots. Streetscapes exhibit fewer tree plantings, however this is ameliorated by the significant number of tree-lined playing fields behind the backyards of many dwellings. See 5. **Patricia Street, Belfield**, below.

## D. Greenacre

This pocket of Greenacre continues the more modest character of Belfield, with a number of post-war weatherboard cottages as well as large numbers of single-storey late twentieth-century brick homes. See 6. **Pomona Street, Greenacre**, below.







1. Churchill Avenue, Strathfield, looking northwest towards Albert Road (location 7)



Looking northeast towards the Strathfield town centre



Looking southwest towards Redmyre Road



2. Agnes Street, Strathfield, looking south towards Llandilo Avenue



Looking west towards Cotswold Road



Looking north towards Albyn Road



3. Wilson Street, Strathfield, looking west towards Myee Avenue



Looking north towards Newton Road



Looking east towards Bareena Street





4. Frances Avenue, Strathfield South, looking west towards Manning Avenue



Looking south towards Dean Street



Looking east towards Edward Street



5. Patricia Street, Belfield, looking northeast towards Robinson Street



Looking southeast towards Punchbowl Road



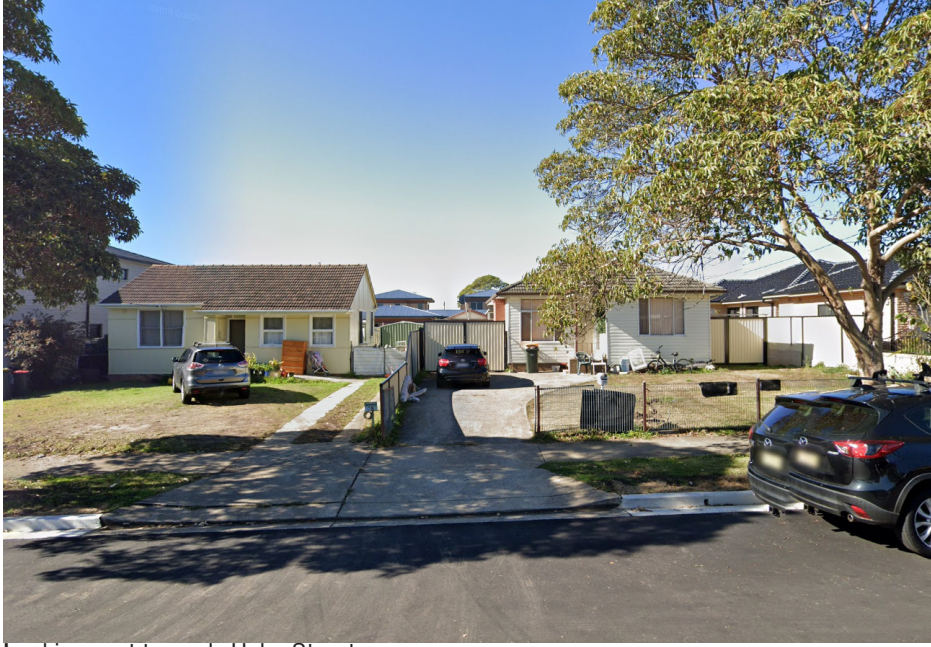
Looking southwest towards Cecily Street



6. Pomona Street, Greenacre, looking west towards Sylvanus Street



Looking north towards Drone Street



Looking east towards Hebe Street



# R2 Low Density Residential

## Planning considerations

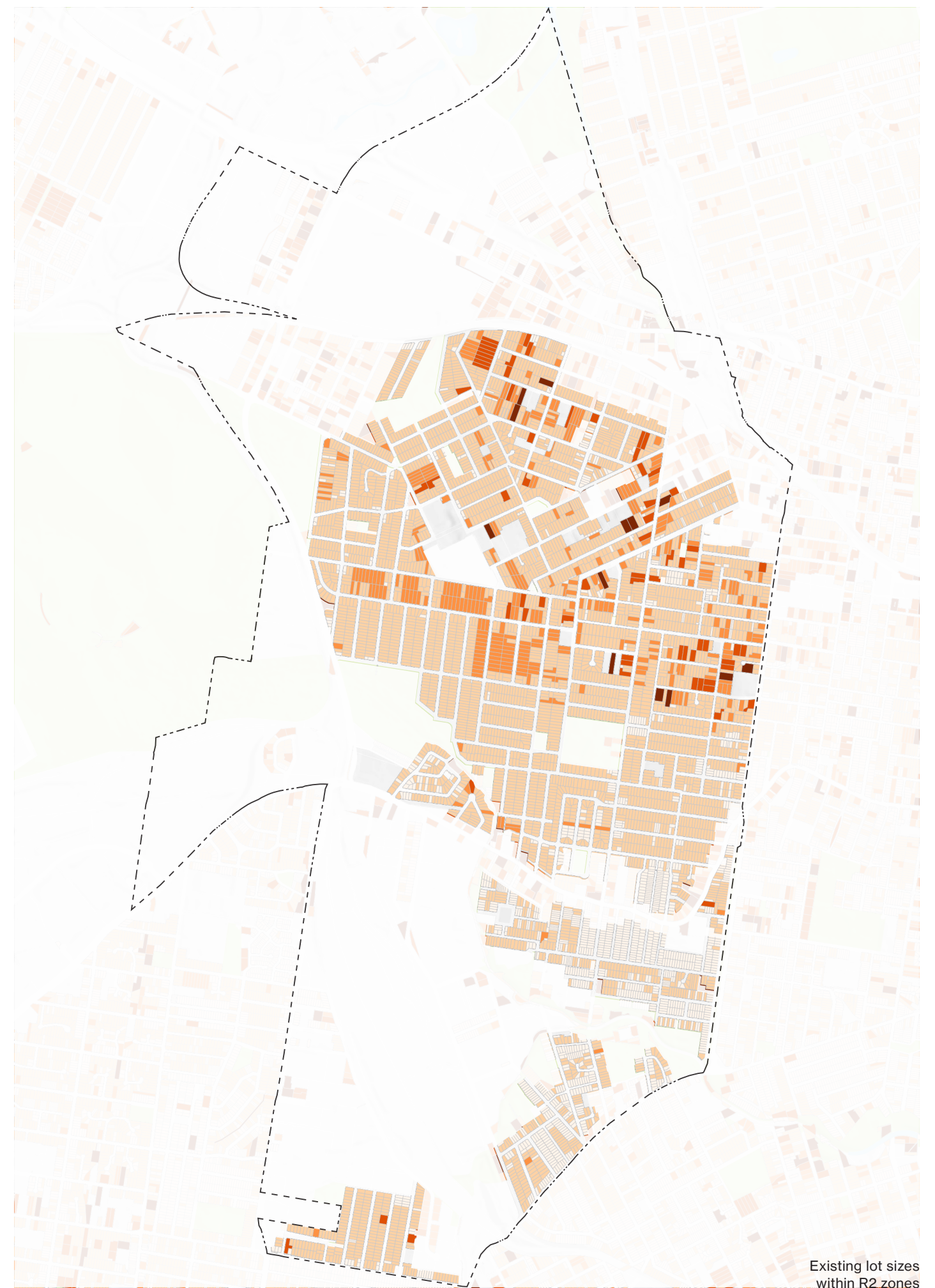
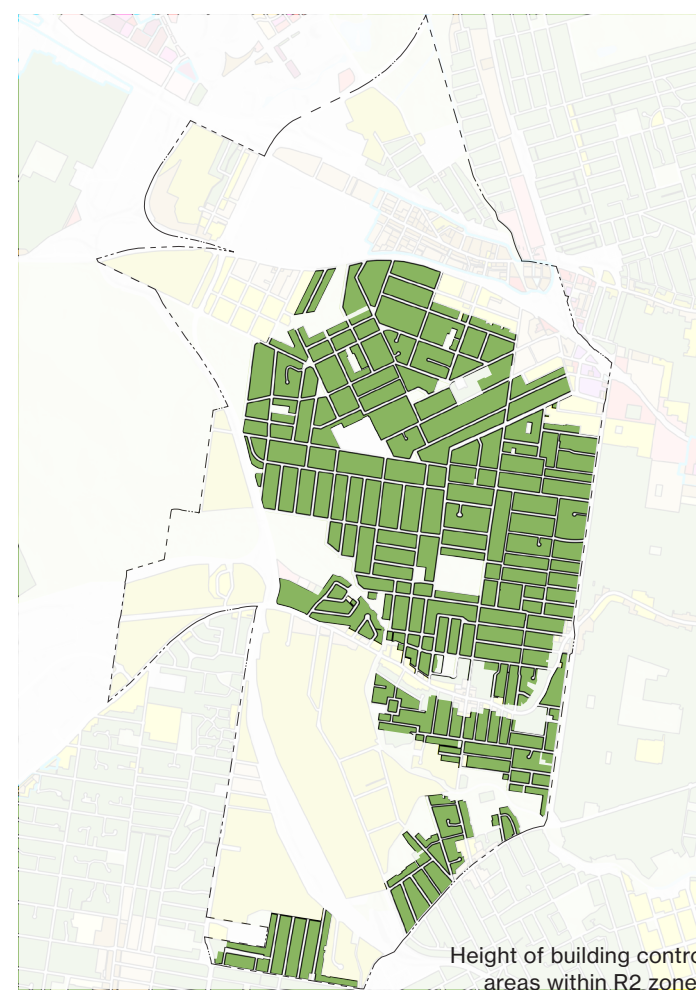
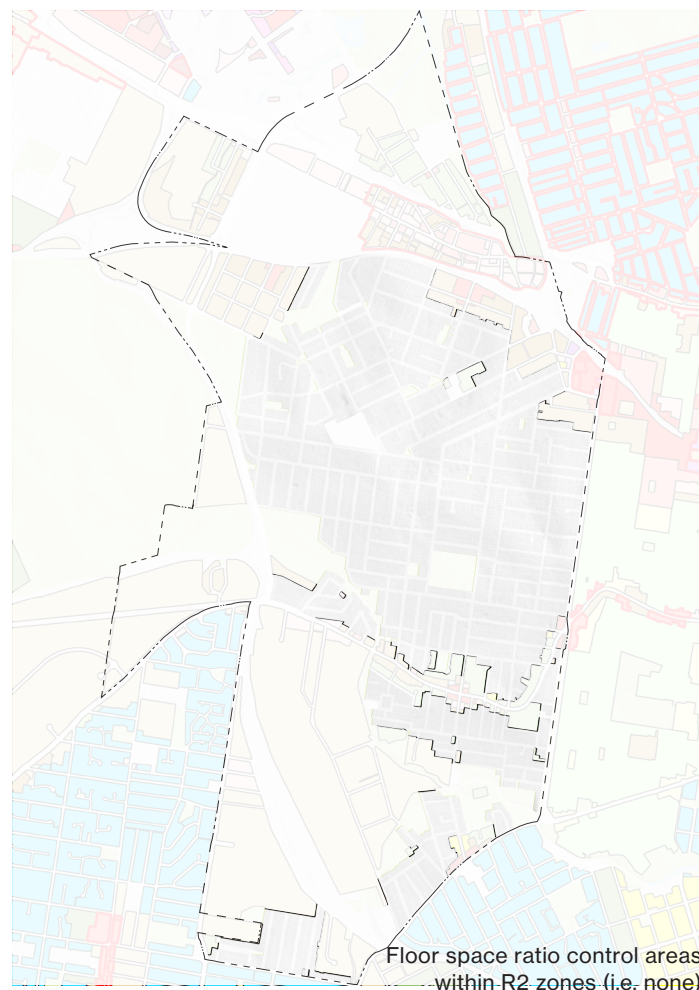
Under the Strathfield LEP, secondary dwellings (the greater of 60m<sup>2</sup> and 20% of the primary dwelling) are permitted in R2 zoned land, but dual occupancies, multi dwelling housing and residential flat buildings are not. (By exception, dual occupancies are permitted in Greenacre, though very few have been constructed.)

Existing lot sizes are highly uniform across R2 zones, with most lots falling between 560 and 1,120 m<sup>2</sup> (shown in peach). These lots generally cannot be subdivided since the Strathfield LEP requires for resulting lots to be minimum 560m<sup>2</sup>. Notable exceptions are bands of lots between 1,120 and 1,680m<sup>2</sup> (shown in orange) such as those between Barker and Newtown Roads, and

the Firth Avenue precinct, in Strathfield. These may be subdivided into two lots, though almost none have done so. Very few lots in R2 zones are greater than 1,680m<sup>2</sup> (thereby subdividable into three or more lots). In addition, many R2 zoned lots in the vicinity of Liverpool Road (the Hume Highway) and Punchbowl Road (Strathfield South and Belfield) are less than 560m<sup>2</sup>.

Given that the majority of R2 zoned land comprises lots that cannot be subdivided, densification of R2 zoned land is extremely challenging under existing planning controls.

It is to be noted that there is no floor space ratio control applicable to R2 land under the LEP, while there is a uniform height control of 9.5m.





# R2 Low Density Residential

## Typical block character

The block bounded by Churchill Avenue, Elva Street, Redmyre Road and Homebush Road is illustrated here as an example of a typical block within the R2 zone. This is one of the more sensitive blocks, with a handful of heritage houses and a heritage conservation area applicable to the whole block. Houses are typically Federation-era single-storey bungalows of good quality. Street planting is regular (albeit with trees of varying maturity), typically with one tree planted in front of the centre of each lot allowing for a single-width driveway on one side of each lot. Typical lot dimensions are 13 – 15m wide, 50m deep, for a typical area of 650 – 750m<sup>2</sup>. Houses do not generally extend deep into their lots, leaving a consistent zone for deep soil and mature trees throughout the centre of the block.

Buildings of larger scales in other blocks are visible from within the streetscape, notably three-storey walk-ups in adjacent R3 land and taller flat buildings in the Strathfield town centre. The visibility of these larger buildings has only negligible to minor impacts on the streetscape of this block.

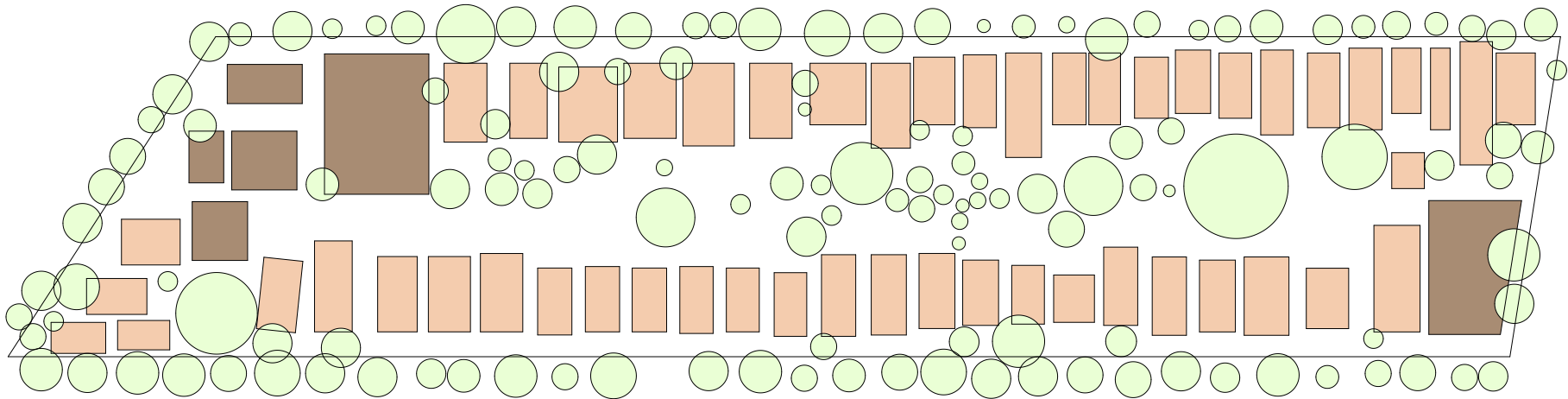


Diagram of building footprints within the block circumscribed by Churchill Avenue, Elva Street, Redmyre Road and Homebush Road



Churchill Avenue & Redmyre Road, Strathfield



Churchill Avenue looking northwest towards Albert Road



Looking northeast towards the Strathfield town centre



Looking southwest towards Redmyre Road



# R3 Medium Density Residential

R3 Medium Density Residential areas are dispersed across the Strathfield LGA in three identifiable clusters:

## **D. Strathfield – Homebush**

Numerous extensive neighbourhoods of medium density residential flat buildings – predominantly three-storey walk-ups – within the walking catchments of Strathfield, Homebush, Flemington and North Strathfield Stations.

## **E. Liverpool Road**

A ribbon of medium density residential development including three-storey walk-ups, modern flat buildings and shop top housing extends along Liverpool Road at the boundary of Strathfield and Strathfield South, centred on the intersection with Homebush Road.

## **F. Punchbowl Road**

A small precinct of low density residential development between Punchbowl Road and Bark Huts Reserve, and zoned for medium density residential development which has not yet been realised.

Small pockets of R3 zoned areas are scattered throughout other parts of the LGA.





# R3 Medium Density Residential

Across the clusters of R3 areas identified above, different characteristics of the streetscape dominate perceptions within each. Close to Strathfield station, commonplace post-war three-storey walk-ups often recede effectively as street trees and other established vegetation aspects come to the fore. Where street trees are absent or not yet established, perceptions are driven by the quality of landscaping within medium density residential developments, in particular the preponderance of extensive concrete areas for driving and parking.

Several areas zoned for R3 development have not yet been converted from existing single dwelling lots, meaning that they continue to take on the character of adjacent R2 areas.

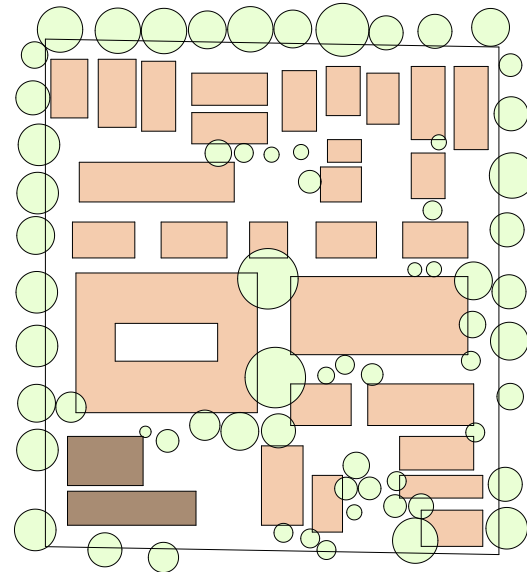


Diagram of building footprints within the block circumscribed by Tavistock Road, Henley Road, Arthur Street and Hornsey Road in Homebush West, typical of R3 zoned blocks.







7. Albert Road, Strathfield, looking southeast towards Churchill Avenue (location 1)



Looking southwest towards Homebush Road



Looking northwest towards Beresford Road



8. Tavistock Road, Homebush West, looking northeast towards Exeter Road



Looking southeast towards Henley Road



Looking southwest towards Arthur Street



9. Cartwright Avenue, Homebush, looking northwest towards Coleman Avenue



Looking northeast towards Underwood Road



Looking southeast towards Pomeroy Street





10. Courallie Avenue, Homebush West, looking northwest the Campus Business Park



Looking northeast towards Parramatta Road (and the Sydney Olympic Park skyline)



Looking southeast towards Centenary Drive (Marlborough Road)



11. Homebush Road, Strathfield (south), looking east towards Telopea Avenue



Looking south towards Liverpool Road (Hume Highway)



Looking west towards Noble Avenue



12. Water Street, Belfield, looking east towards Repon Place



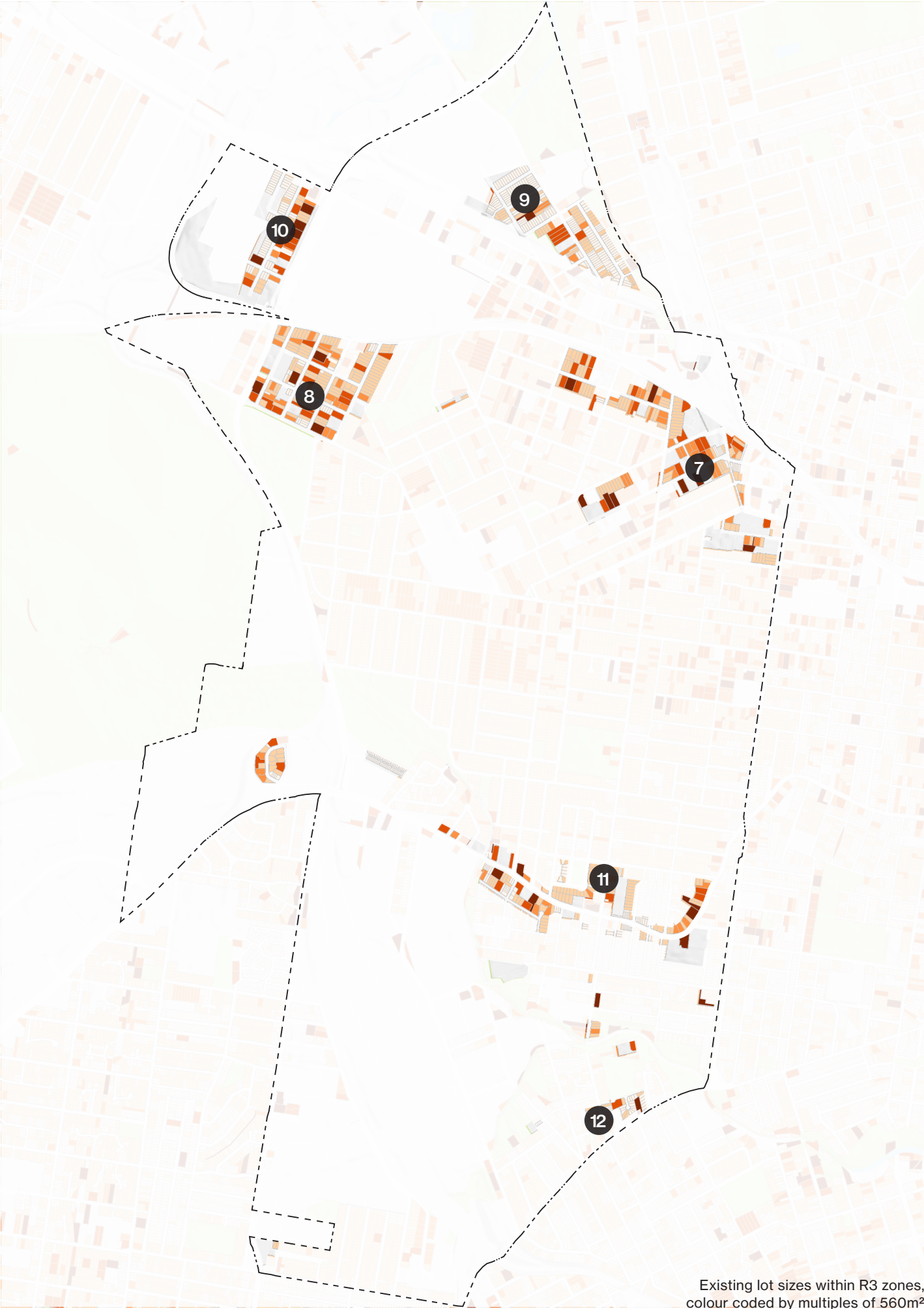
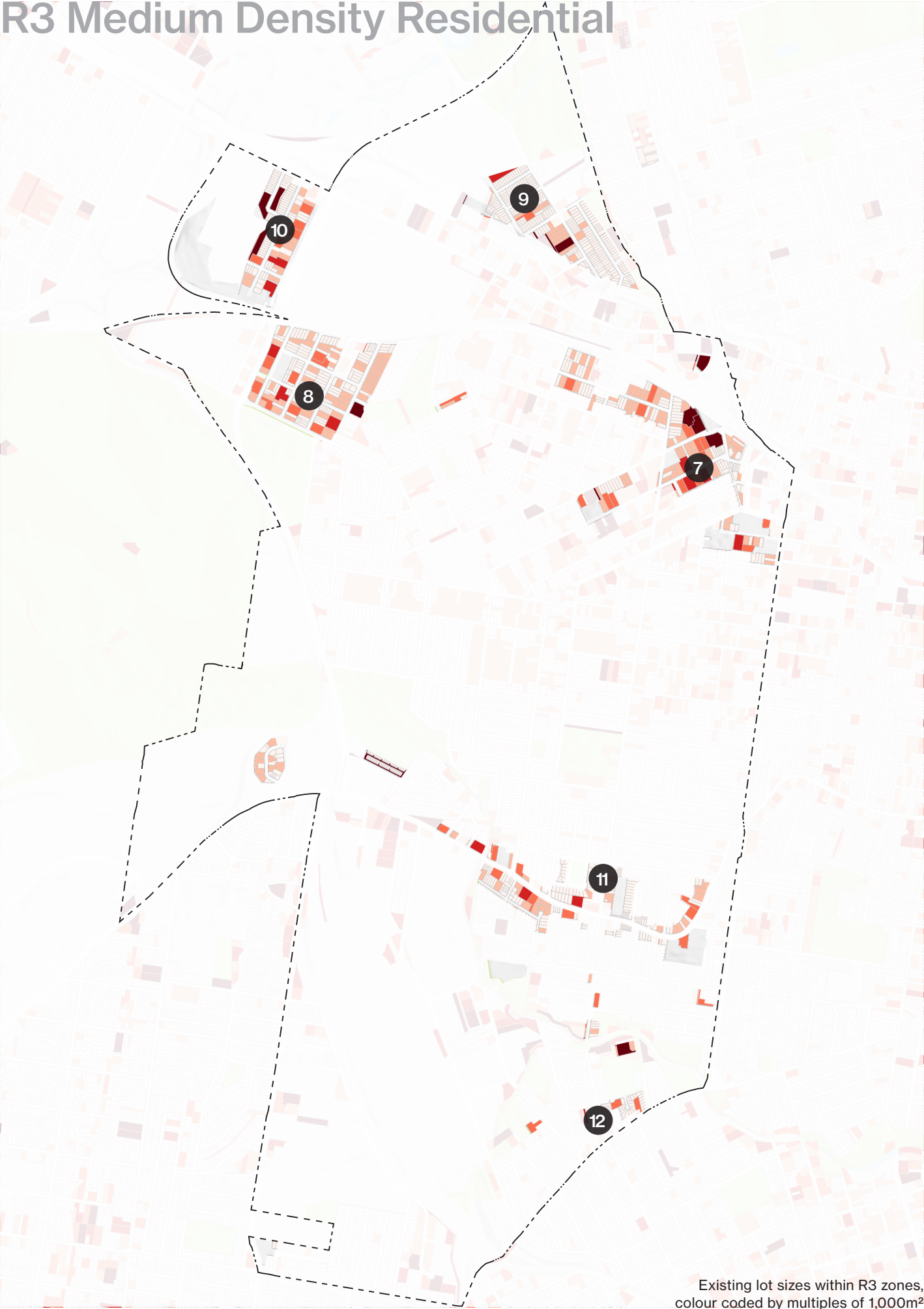
Looking south towards Punchbowl Road and the Belfield local centre



Looking west towards Chisholm Street

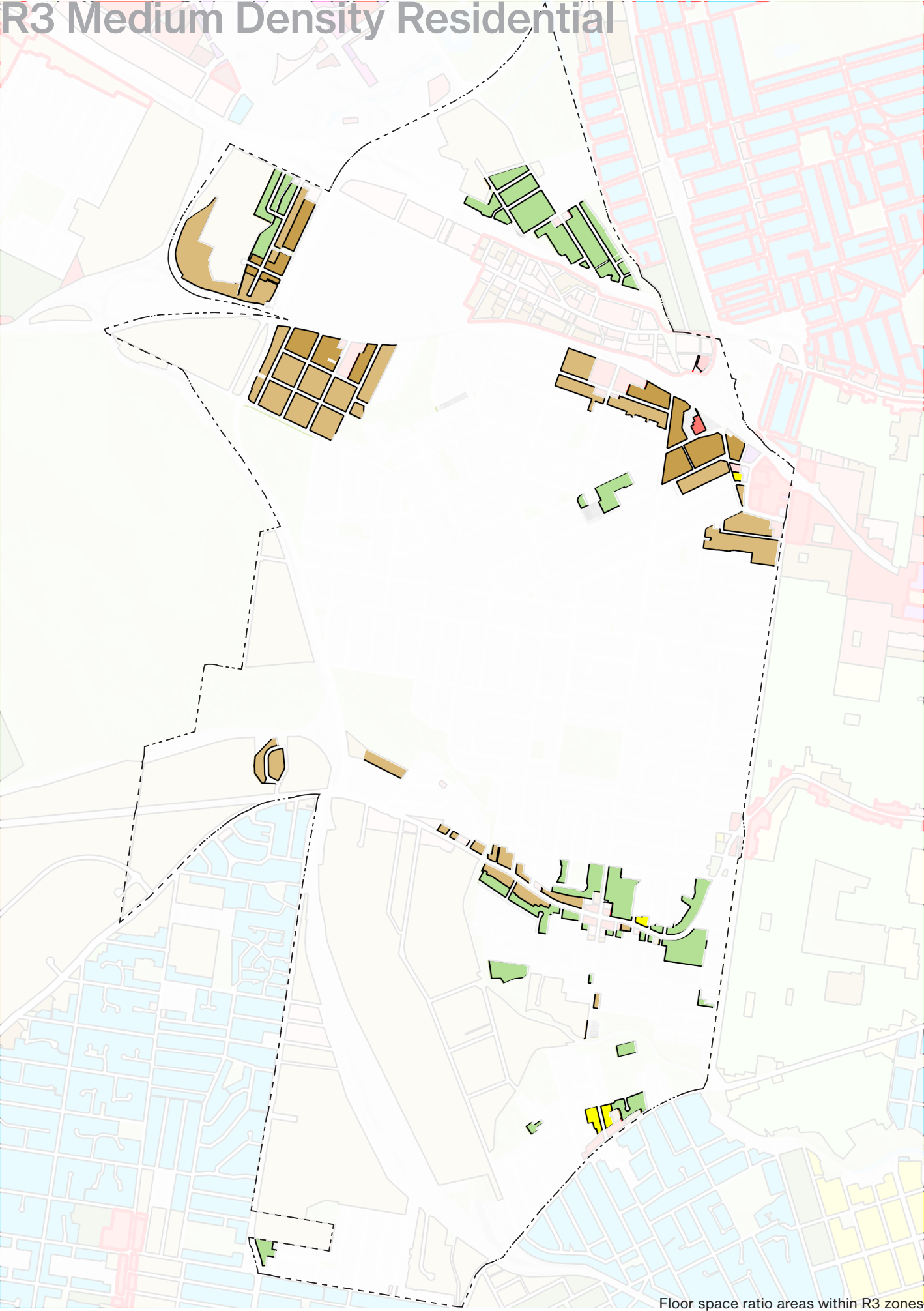


# R3 Medium Density Residential

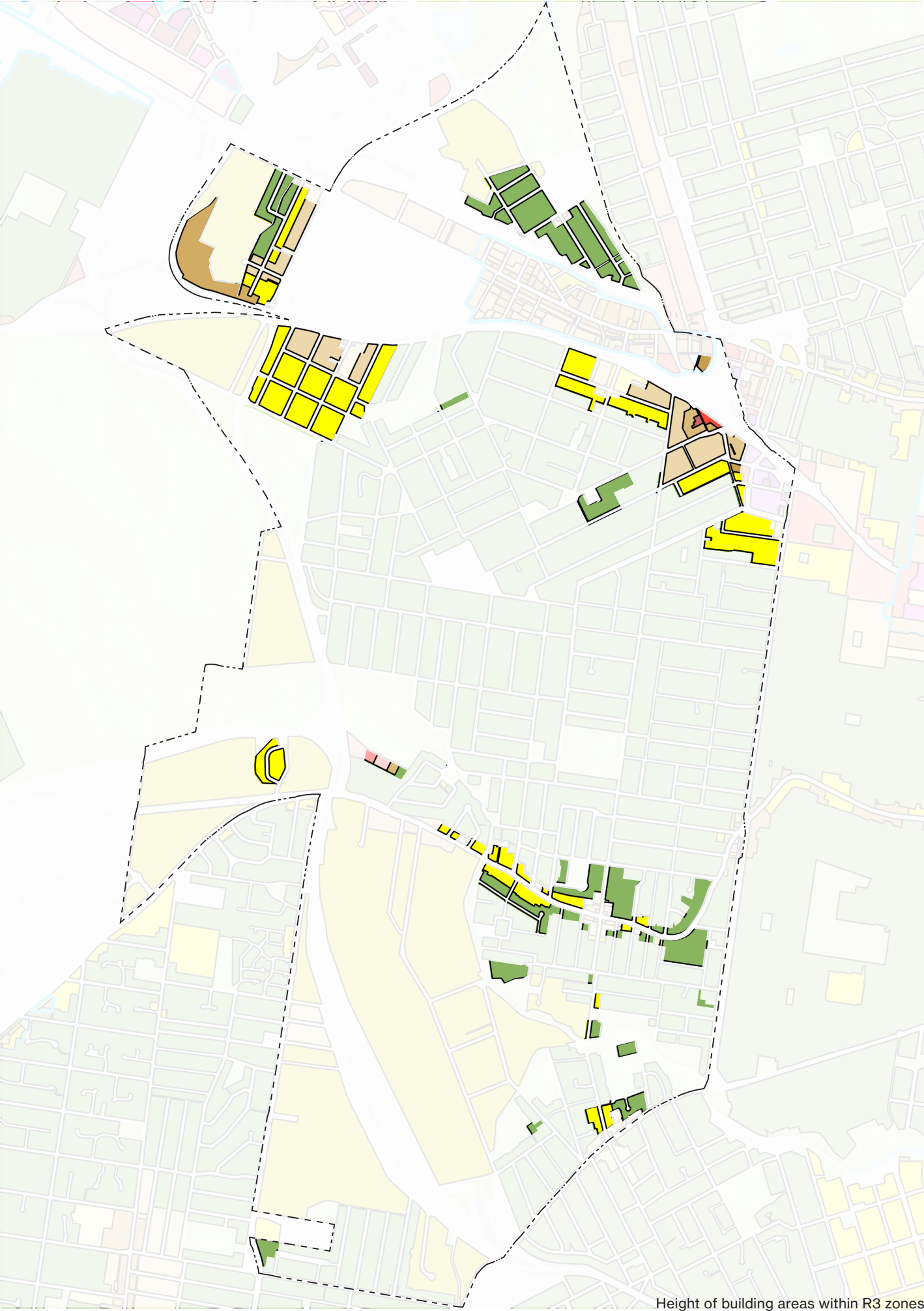




# R3 Medium Density Residential



Floor space ratio areas within R3 zones



Height of building areas within R3 zones



# R4 High Density Residential

R4 High Density Residential areas comprise three precincts of Homebush in the corridor between Parramatta Road and the M4 Motorway. This corridor is undergoing a long-term process of renewal, with several states of progress visible within the R4 areas, from single dwelling lots and three-storey walk-ups to new 13-storey towers, in some occasions all within the same street block.

As the smallest of the residential areas within this study, and already the subject of significant uplift now and into the foreseeable future, the scope for changing planning and development controls in these areas to even further add to medium-density housing targets is negligible.

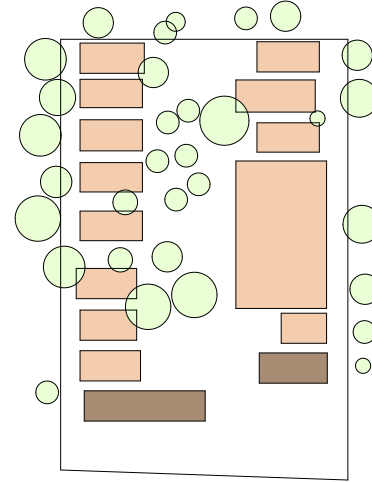


Diagram of building footprints within the block circumscribed by Park Road, Derowie Avenue, Parramatta Road and Kanoona Avenue in Homebush, typical of R4 zoned blocks.







13. Derowie Avenue, Homebush, looking southeast towards Hillcrest Street



Looking southwest towards Parramatta Road



Looking northwest towards Kanoona Avenue



14. Smallwood Avenue, Homebush, looking southwest towards the Main Suburban rail line



Looking northwest towards Hudson Lane (Flemington markets)



Looking northeast towards Parramatta Road (Great Western Highway)



15. Station Street, Homebush, looking south towards Homebush Station



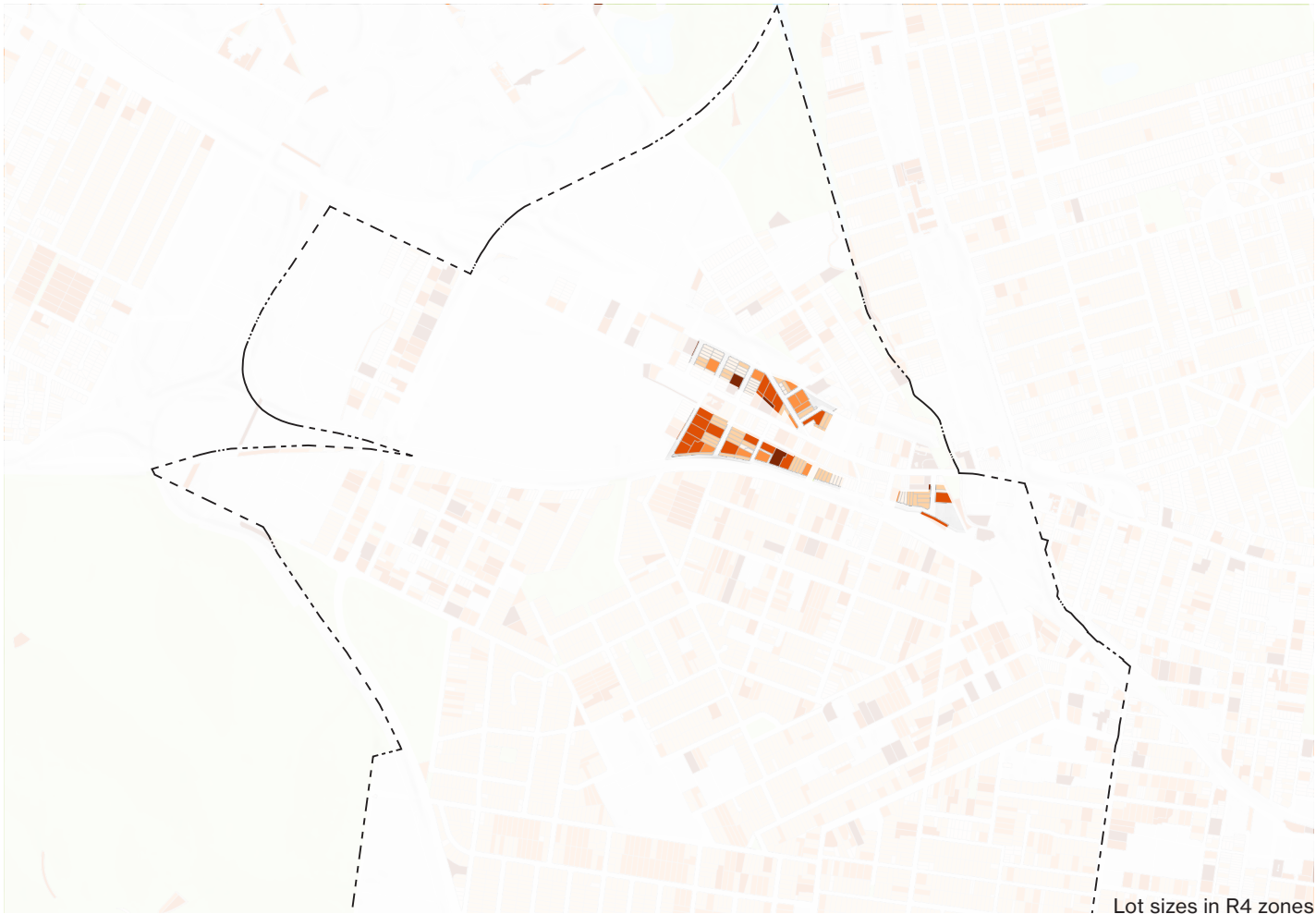
Looking west towards Knight Street



Looking north towards Parramatta Road (Great Western Highway)



# R4 High Density Residential



Lot sizes in R4 zones



Height of building control areas within R4 zones



Floor space ratio control areas in R4 zones



# DWELLING TYPOLOGY

3

DWELLING TYPES  
& BUILT FORMS



# Dwelling types

### Purpose

This chapter documents urban design inputs to the review of medium-density housing types that may be permitted in the various residential zones as a result of this strategy and the consideration of their potential impacts.

### Housing types

The Strathfield Local Environmental Plan (LEP) 2012 defines 14 types of residential accommodation as follows:

- attached dwellings
- boarding houses
- co-living housing
- dual occupancies
- dwelling houses
- group homes
- hostels
- multi dwelling housing
- residential flat buildings

- rural workers' dwellings
- secondary dwellings
- semi-detached dwellings
- seniors housing
- shop top housing

Of these 14 types of residential accommodation, the following eight refer to different types of built form:

- attached dwellings
- dual occupancy
- dwelling houses
- multi dwelling housing
- residential flat buildings
- secondary dwellings
- semi-detached dwellings
- shop top housing

Whereas the following six refer to different types of management, staffing, employment or supervision arrangements:

- boarding houses
- co-living housing
- group homes
- hostels
- rural workers' dwellings
- seniors housing

These six types are not treated separately in this document except where specific circumstances or controls require it. In any case, rural workers' dwellings are not permitted anywhere in the Strathfield LEP, and so are not analysed in this document.

It is noted that Strathfield LEP definitions for all of these dwelling types are the same as in the Standard Instrument LEP.

The State Environmental Planning Policy (SEPP) (Exempt and Complying Development Codes) Amendment (Low Rise Housing Diversity Code)

2020 defines two built form subtypes as follows:

- manor house, a subtype of residential flat buildings)
- multi dwelling housing (terraces), a subtype of multi dwelling housing

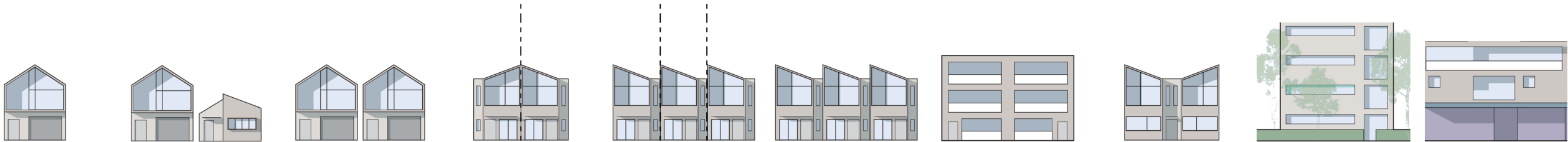
This document treats these as additional distinct built form dwelling types in addition to the eight defined in the Strathfield LEP.

The Low Rise Housing Diversity Code SEPP also treats semi-attached dwellings and attached dwellings as subtypes of dwelling houses but this is ignored in this document.

The 10 resulting built form dwelling types considered by this document are compared, classified and ordered by various attributes in the table below.

	Dwelling houses	Secondary dwellings	Dual occupancies	Semi-detached dwellings	Attached dwellings	Multi dwelling housing (terraces)	Multi dwelling housing	Manor houses	Residential flat buildings	Shop top housing
Dwellings per dwelling type	1	2	2	2	3+	3+	3+	3 or 4	3+	Any
Dwellings per building	1	1 or 2	1 or 2	2	3+	Any	Any	3 or 4	3+	Any
Dwellings per lot	1	2	2	1	1	3+	3+	3 or 4	3+	Any
Minimum no. of lots implied by definition	1	1	1	2	3	1	1	1	1	1
Number of street accesses	1	1 or 2	1 or 2	2	1 per dwelling (3+)	1 per dwelling (3+)	1 per dwelling (3+)	Less than 1 per dwelling	Less than 1 per dwelling	Any
Vertical stacking of dwellings	NA	Possible	No	No	No	No	Possible	Yes	Possible	Yes (at least on other premises types)

Illustration





# Built forms

In reality, many of the dwelling types identified above resemble each other closely in terms of built form and impact on urban character. For example, a street-facing dual occupancy – attached closely resembles two semi-detached dwellings; the difference between the two is in their titling arrangements, not their built form. Likewise, a two-storey manor house may closely resemble a two-storey multi dwelling housing development on a single lot.

In addition, economic incentives to build one dwelling type may be driven by the ability to transform it into another dwelling type simply by changing titling arrangements. For example, the decision to build a large second dwelling on a lot with an existing house – that is, to build a dual occupancy – may be contingent on the ability to subdivide that lot in future, and thereby to sell one of the dwellings to recoup the capital investment. An inability to subdivide a dual occupancy into two single dwelling lots (whether attached, semi-detached, or free standing) may prohibit a landowner from choosing to develop a dual occupancy. Where such an inability is widespread across a zone, for example in a zone where most lots are too small to subdivide or develop into specific dwelling types, this may prohibit this dwelling type from proliferating within this zone.

Given all of this, the analysis of the impacts of different dwelling types on local character proceeds using a reduced set of dwelling forms as follows:

## **1. Small secondary dwellings**

This dwelling form comprises secondary dwellings (attached or detached) as currently described by the Strathfield LEP, namely as dwellings on the same lot as a principal dwelling and whose maximum area is the greater of 60m<sup>2</sup> and 20% of the area of the principal dwelling.

## **2. Dual dwelling forms**

This dwelling form includes dual occupancies (attached or detached) as well as any arrangement of two single-dwelling lots (attached, semi-detached or detached) produced by developing and subdividing an existing single-dwelling lot.

Two variants are considered: (2A) front-and-rear forms such as battle axes or secondary dwellings that surpass the Strathfield LEP's maximum area controls, and (2B) side-by-side or street-facing forms such as pairs of semi-detached dwellings. Front-and-rear forms are more likely to be developed by the construction of a large second dwelling at the rear of an existing dwelling, but may also be developed by a knockdown-rebuild.

## **3. Multi dwelling forms**

This dwelling form includes multi dwelling housing as well as any arrangement of three or more single-dwelling lots produced by subdividing an existing single-dwelling lot.

## **4. Residential flat buildings (single lot)**

This dwelling form includes residential flat buildings including manor houses developed on a single lot of typical size for a zone. Given that most residential lots not already developed into residential flat buildings are less than the 1,000m<sup>2</sup> minimum area required for new residential flat buildings, this dwelling form is one that is typically prohibited under current planning controls.

## **5. Residential flat buildings (consolidated lots)**

This dwelling form includes residential flat buildings developed on lots that have been consolidated so as to meet the 1,000m<sup>2</sup> minimum area required for new residential flat buildings.

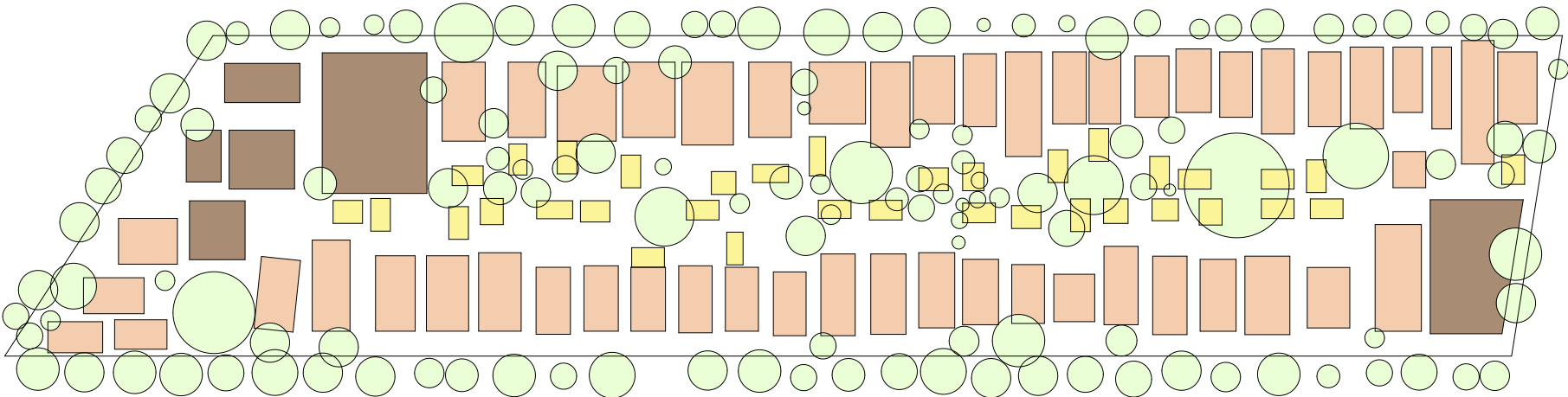


# Built forms in R2 zones

## 1. Small secondary dwellings

Current status: Permitted

Capacity for take-up: Majority of zone

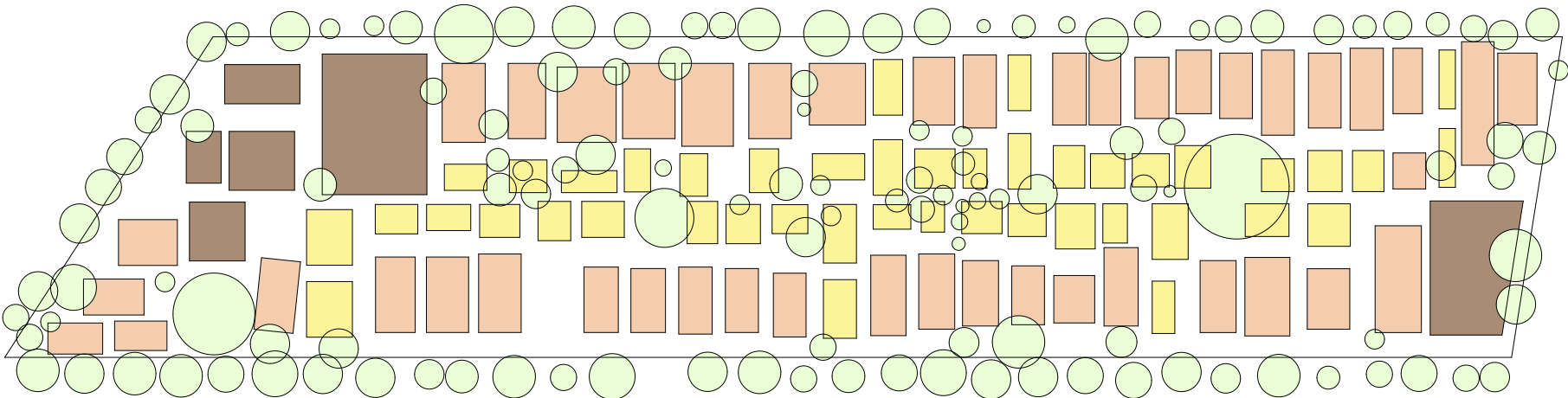


## 2A. Dual dwelling forms (front-and-rear)

Current status: Permitted on lots >560m<sup>2</sup> in Greenacre only

Capacity for take-up, lots >560m<sup>2</sup>: Majority of zone

Capacity for take-up, lots <560m<sup>2</sup>: Majority of relevant lots (Strathfield South & Belfield)

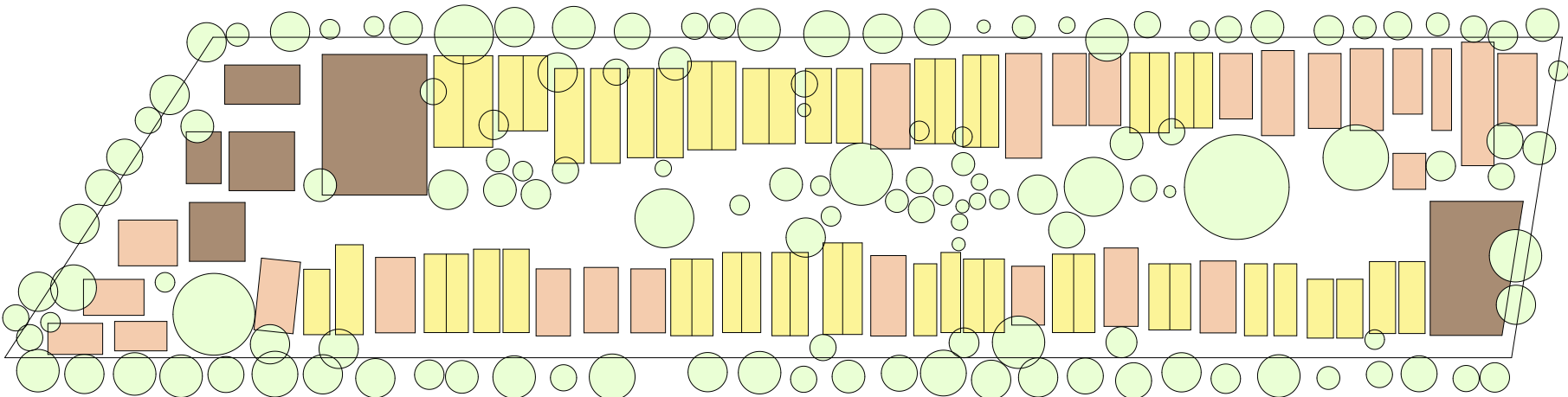


## 2B. Dual dwelling forms (side-by-side)

Current status: Permitted on lots >560m<sup>2</sup> in Greenacre only

Capacity for take-up, lots >560m<sup>2</sup>: Majority of zone

Capacity for take-up, lots <560m<sup>2</sup>: Majority of relevant lots (Strathfield South & Belfield)





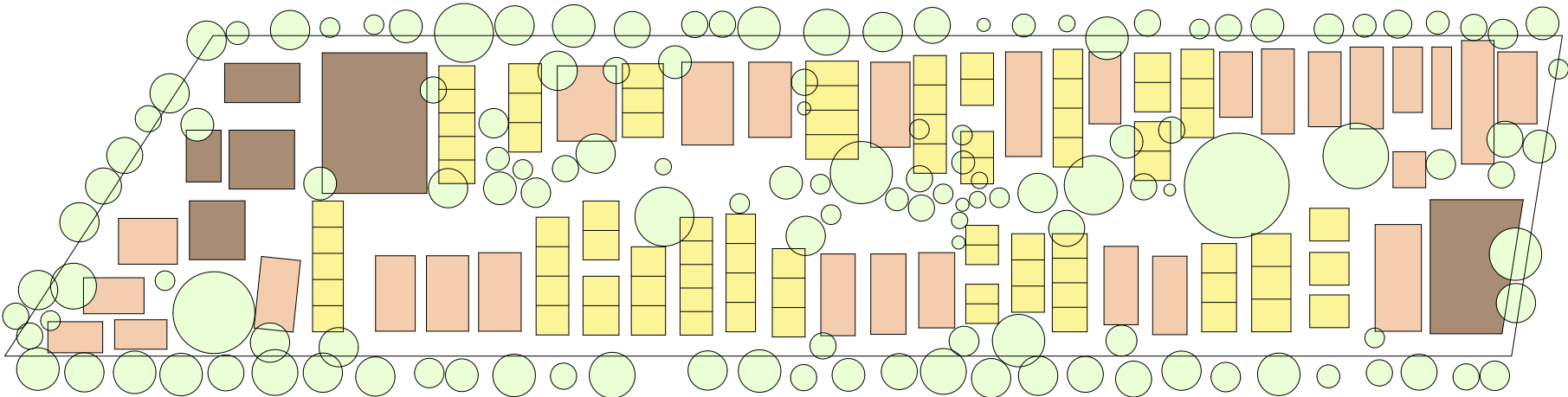
# Built forms in R2 zones

### 3. Multi dwelling forms

Current status: Prohibited

Capacity for take-up, lots >1,000m²: Very few lots

Capacity for take-up, lots <1,000m²: Majority of zone

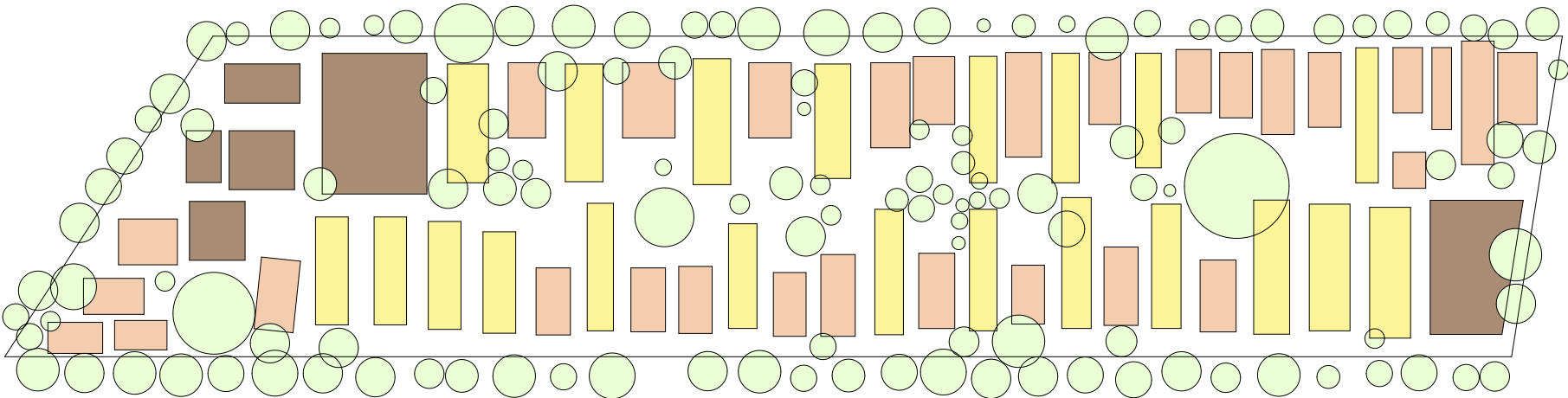


### 4. Residential flat buildings (single lot)

Current status: Prohibited

Capacity for take-up, lots >1,000m²: Very few lots

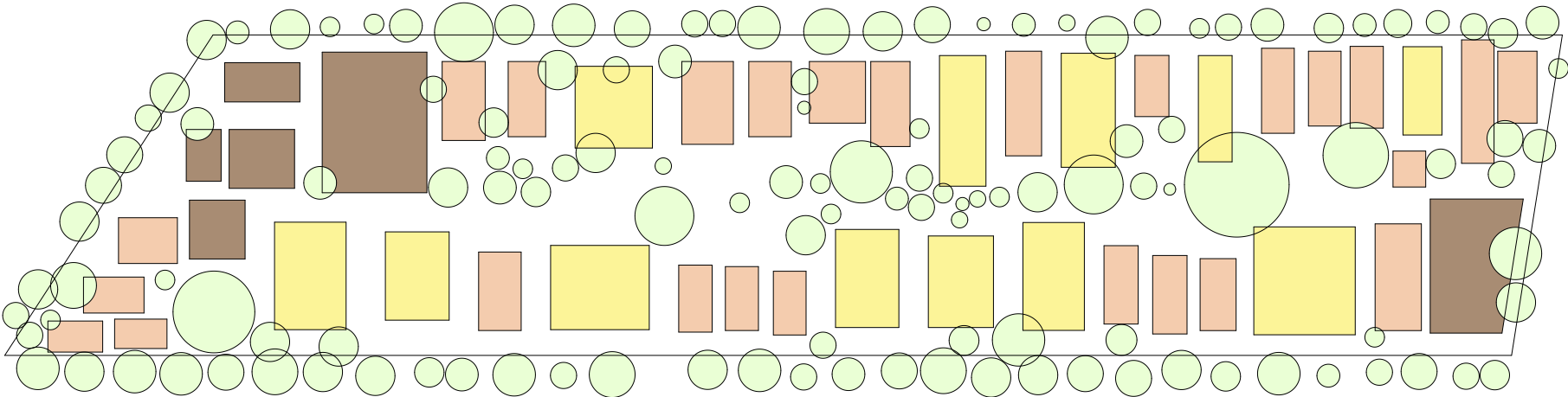
Capacity for take-up, lots <1,000m²: Majority of zone



### 5. Residential flat buildings (consolidated lots)

Current status: Prohibited

Capacity for take-up: Majority of zone  
(consolidation of minimum 3 or 4 lots may be required in Strathfield South and Belfield)



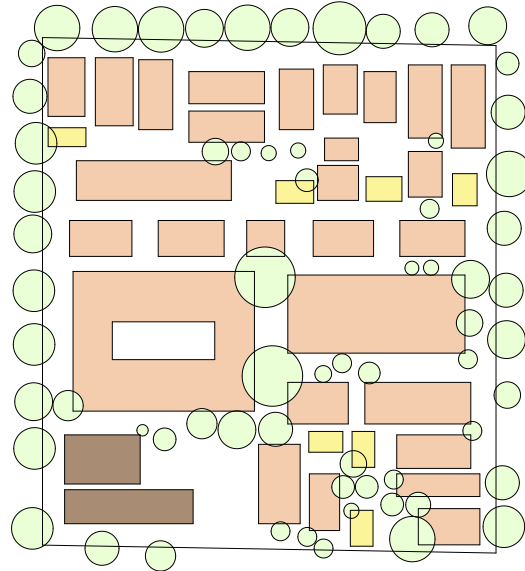


# Built forms in R3 zones

## 1. Small secondary dwellings

Current status: Permitted

Capacity for take-up: Numerous lots, especially smaller lots

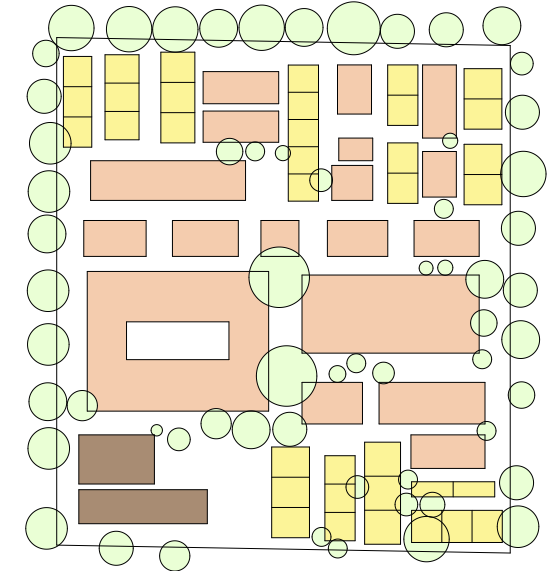


## 3. Multi dwelling forms

Current status: Permitted on lots >1,000m<sup>2</sup>

Capacity for take-up, lots >1,000m<sup>2</sup>: Residual lots only

Capacity for take-up, lots <1,000m<sup>2</sup>: Numerous lots

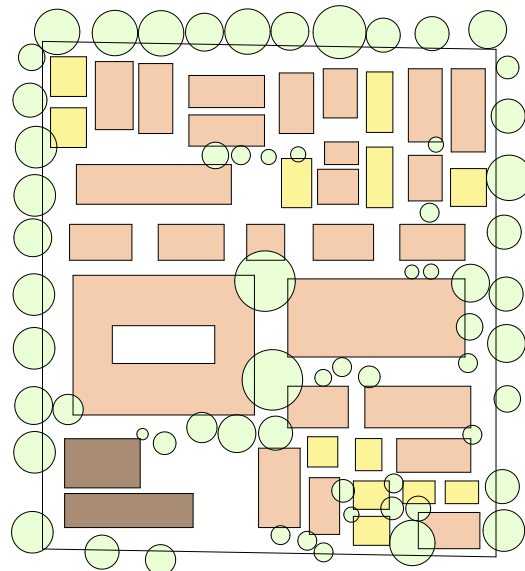


## 2A. Dual dwelling forms (front-and-rear)

Current status: Permitted on lots >560m<sup>2</sup>

Capacity for take-up, lots >560m<sup>2</sup>: Residual lots only

Capacity for take-up, lots <560m<sup>2</sup>: Numerous lots

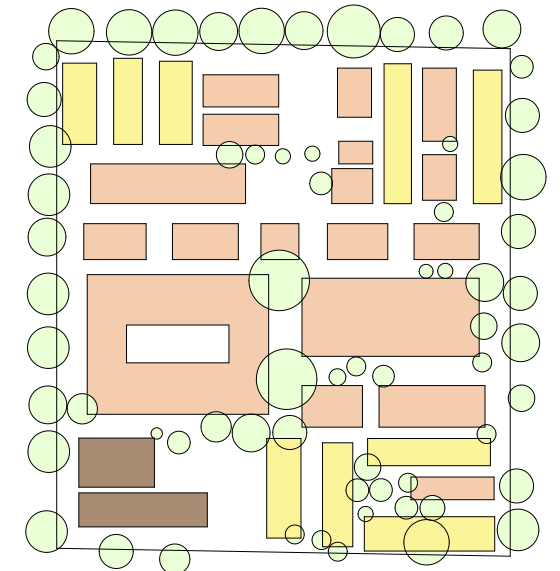


## 4. Residential flat buildings (single lot)

Current status: Permitted on lots >1,000m<sup>2</sup>

Capacity for take-up, lots >1,000m<sup>2</sup>: Residual lots only

Capacity for take-up, lots <1,000m<sup>2</sup>: Numerous lots

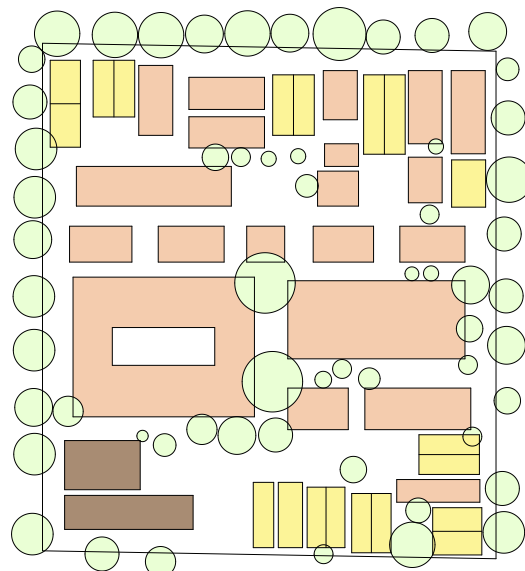


## 2B. Dual dwelling forms (side-by-side)

Current status: Permitted on lots >560m<sup>2</sup>

Capacity for take-up, lots >560m<sup>2</sup>: Residual lots only

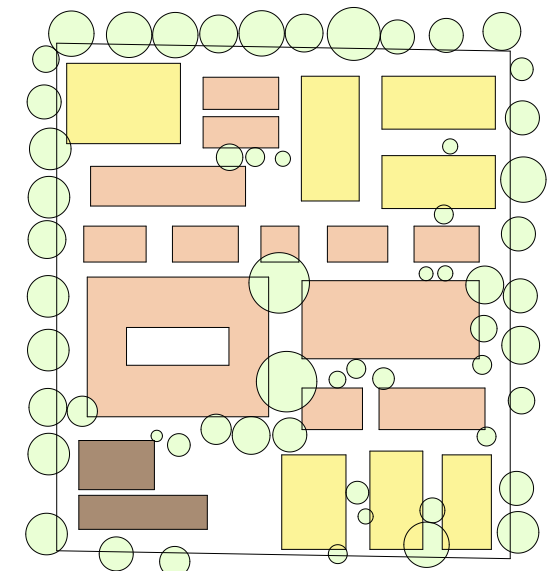
Capacity for take-up, lots <560m<sup>2</sup>: Numerous lots



## 5. Residential flat buildings (consolidated lots)

Current status: Permitted on lots >1,000m<sup>2</sup>

Capacity for take-up: Numerous lots (some unusually small lots may need to be consolidated with at least two others)



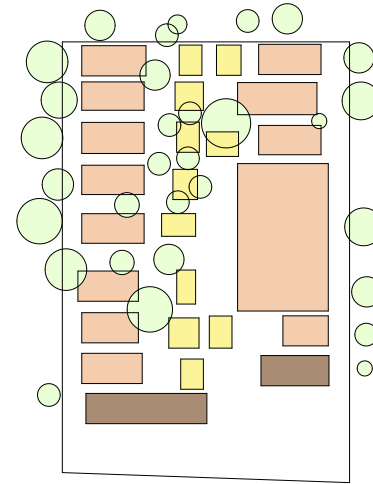


# Built forms in R4 zones

## 1. Small secondary dwellings

Current status: Permitted

Capacity for take-up: Numerous lots, especially smaller lots

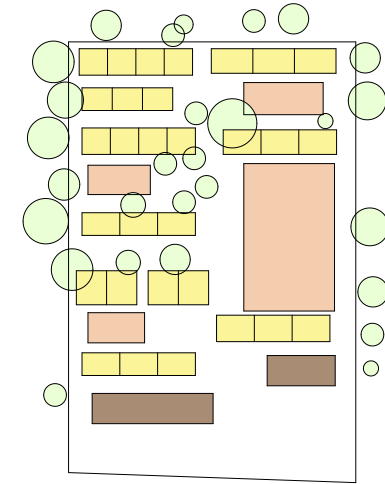


## 3. Multi dwelling forms

Current status: Permitted on lots >1,000m<sup>2</sup>

Capacity for take-up, lots >1,000m<sup>2</sup>: Residual lots only

Capacity for take-up, lots <1,000m<sup>2</sup>: Numerous lots

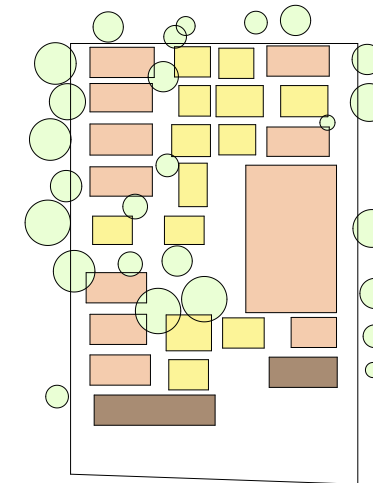


## 2A. Dual dwelling forms (front-and-rear)

Current status: Prohibited

Capacity for take-up, lots >560m<sup>2</sup>: Residual lots only

Capacity for take-up, lots <560m<sup>2</sup>: Numerous lots

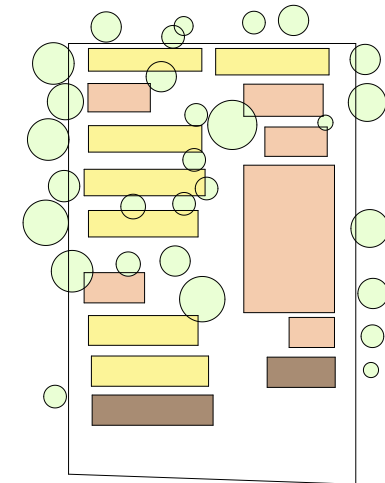


## 4. Residential flat buildings (single lot)

Current status: Permitted on lots >1,000m<sup>2</sup>

Capacity for take-up, lots >1,000m<sup>2</sup>: Residual lots only

Capacity for take-up, lots <1,000m<sup>2</sup>: Numerous lots

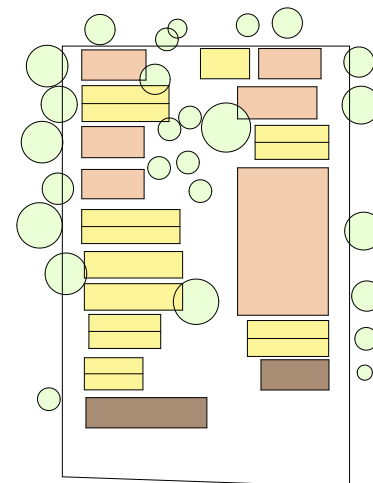


## 2B. Dual dwelling forms (side-by-side)

Current status: Prohibited

Capacity for take-up, lots >560m<sup>2</sup>: Residual lots only

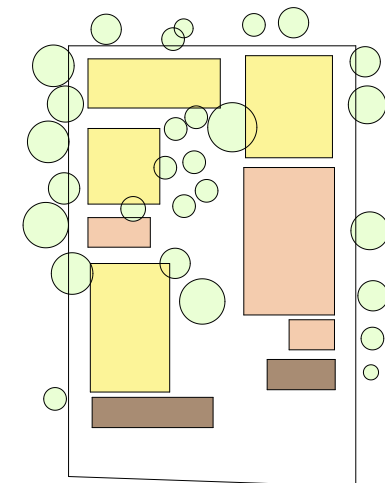
Capacity for take-up, lots <560m<sup>2</sup>: Numerous lots



## 5. Residential flat buildings (consolidated lots)

Current status: Permitted on lots >1,000m<sup>2</sup>

Capacity for take-up: Numerous lots (some unusually small lots may need to be consolidated with at least two others)





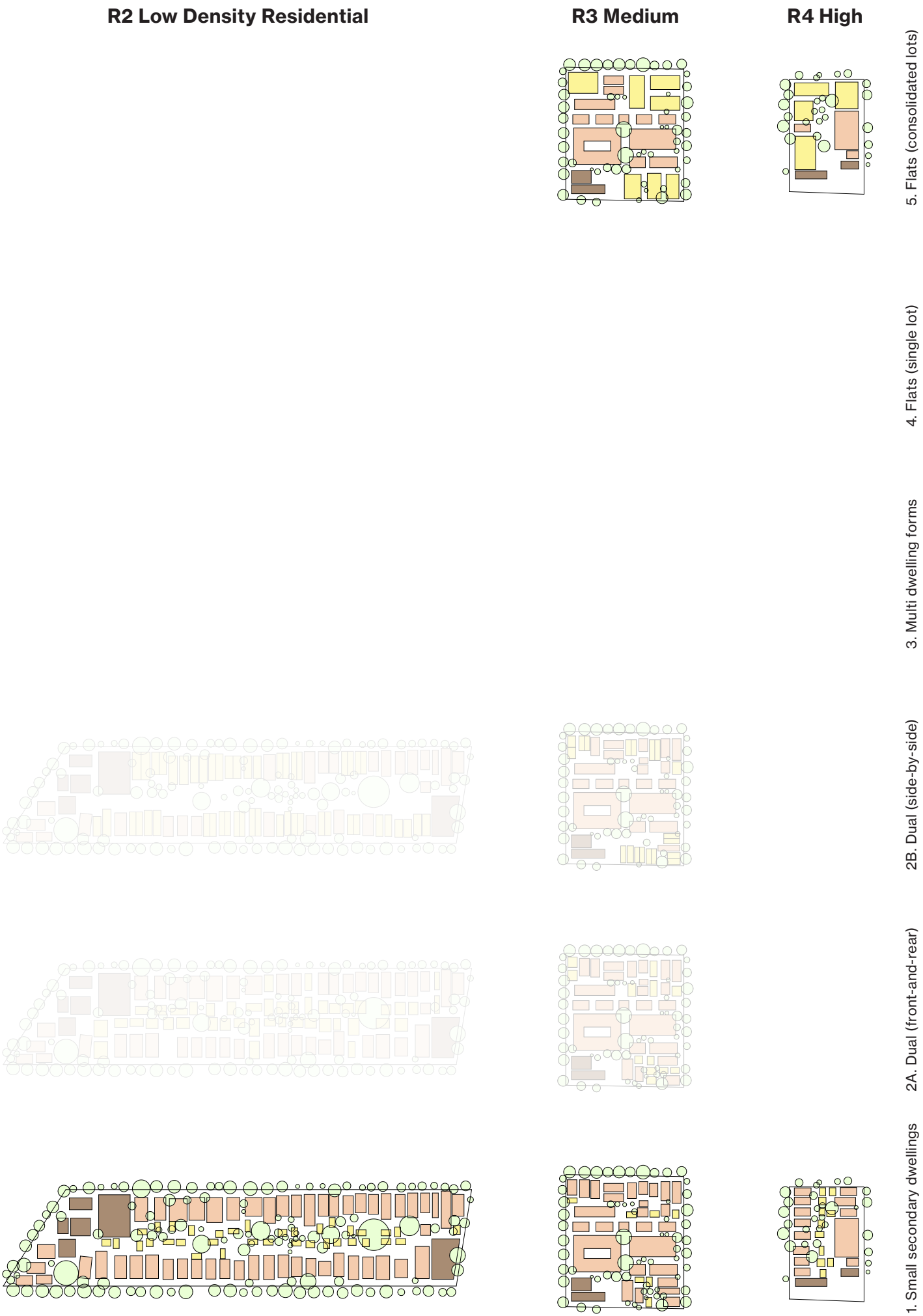
# PLANNING SCENARIOS

4



# Existing permitted uses

Residential flat buildings		Permitted on lots >1,000m <sup>2</sup>	Permitted on lots >1,000m <sup>2</sup>
Multi dwelling housing		Permitted on lots >1,000m <sup>2</sup>	Permitted on lots >1,000m <sup>2</sup>
Subdivision into two dwelling house lots	Permitted on lots >1,120m <sup>2</sup>	Permitted on lots >1,120m <sup>2</sup>	
Dual occupancies	Permitted on lots >560m <sup>2</sup> in Greenacre only	Permitted on lots >560m <sup>2</sup>	
Secondary dwellings	Permitted	Permitted	Permitted
Dwelling type	R2 Low density residential	R3 Medium density residential	R4 High density residential





# Scenario 1

## Permit dual occupancies in R2

Residential flat buildings		Permitted on lots >1,000m <sup>2</sup>	Permitted on lots >1,000m <sup>2</sup>
Multi dwelling housing		Permitted on lots >1,000m <sup>2</sup>	Permitted on lots >1,000m <sup>2</sup>
Subdivision into two dwelling house lots	Permitted on lots >1,120m <sup>2</sup>	Permitted on lots >1,120m <sup>2</sup>	
Dual occupancies	Permit on lots >560m <sup>2</sup>	Permitted on lots >560m <sup>2</sup>	
Secondary dwellings	Permitted	Permitted	Permitted
Dwelling type	R2 Low density residential	R3 Medium density residential	R4 High density residential

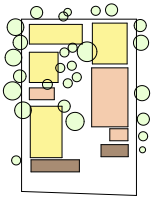
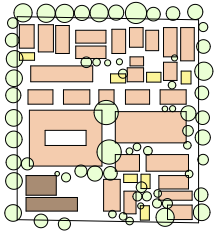
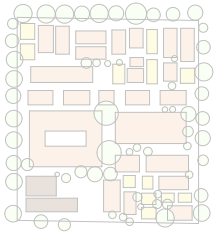
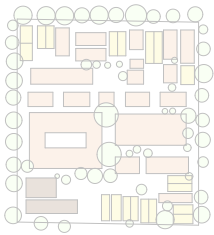
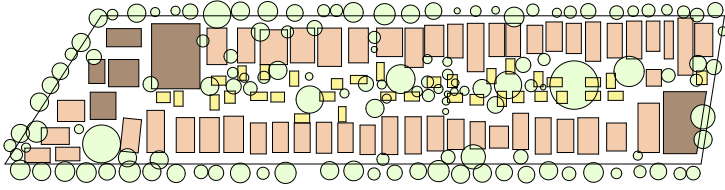
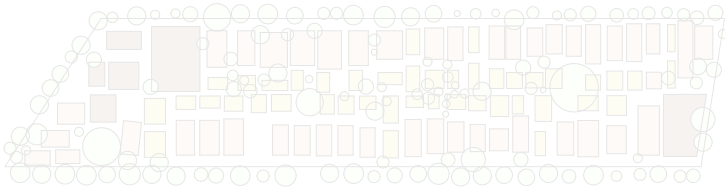




# Scenario 2

## Prohibit residential flat buildings in R3

Residential flat buildings		Prohibit	Permitted on lots >1,000m <sup>2</sup>
Multi dwelling housing		Permitted on lots >1,000m <sup>2</sup>	Permitted on lots >1,000m <sup>2</sup>
Subdivision into two dwelling house lots	Permitted on lots >1,120m <sup>2</sup>	Permitted on lots >1,120m <sup>2</sup>	
Dual occupancies	Permitted on lots >560m <sup>2</sup> in Greenacre only	Permitted on lots >560m <sup>2</sup>	
Secondary dwellings	Permitted	Permitted	Permitted
Dwelling type	R2 Low density residential	R3 Medium density residential	R4 High density residential



5. Flats (consolidated lots)

4. Flats (single lot)

3. Multi dwelling forms

2B. Dual (side-by-side)

2A. Dual (front-and-rear)

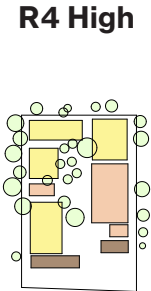
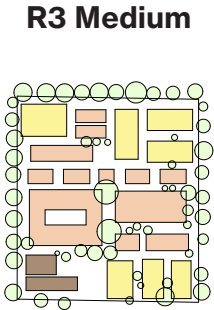
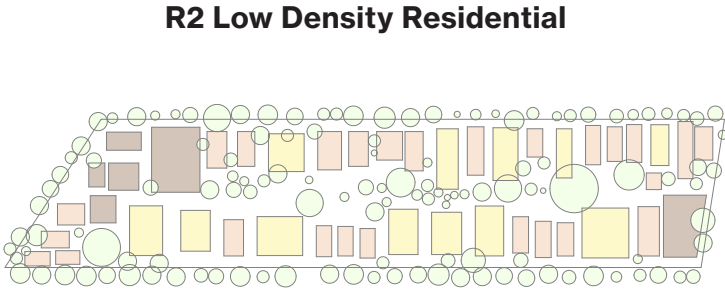
1. Small secondary dwellings



# Scenario 3

## Permit residential flat buildings in appropriate localities

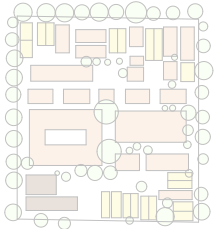
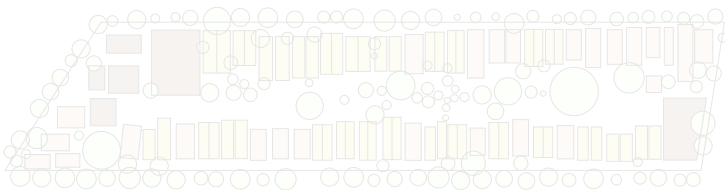
Residential flat buildings	Permit on lots >1,000m <sup>2</sup> in specific locations	Permitted on lots >1,000m <sup>2</sup>	Permitted on lots >1,000m <sup>2</sup>
Multi dwelling housing		Permitted on lots >1,000m <sup>2</sup>	Permitted on lots >1,000m <sup>2</sup>
Subdivision into two dwelling house lots	Permitted on lots >1,120m <sup>2</sup>	Permitted on lots >1,120m <sup>2</sup>	
Dual occupancies	Permitted on lots >560m <sup>2</sup> in Greenacre only	Permitted on lots >560m <sup>2</sup>	
Secondary dwellings	Permitted	Permitted	Permitted
Dwelling type	R2 Low density residential	R3 Medium density residential	R4 High density residential



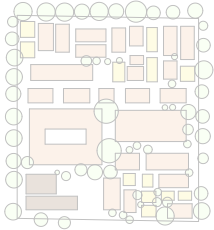
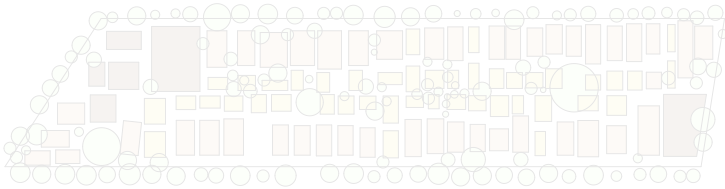
5. Flats (consolidated lots)

4. Flats (single lot)

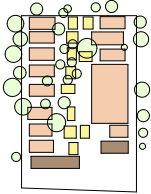
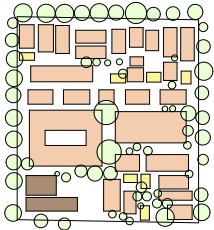
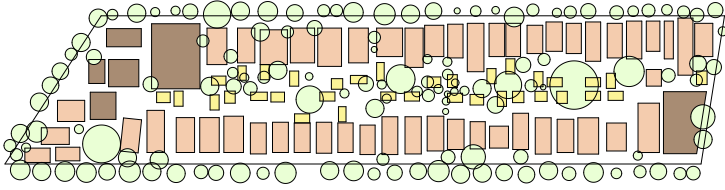
3. Multi dwelling forms



2B. Dual (side-by-side)



2A. Dual (front-and-rear)



1. Small secondary dwellings

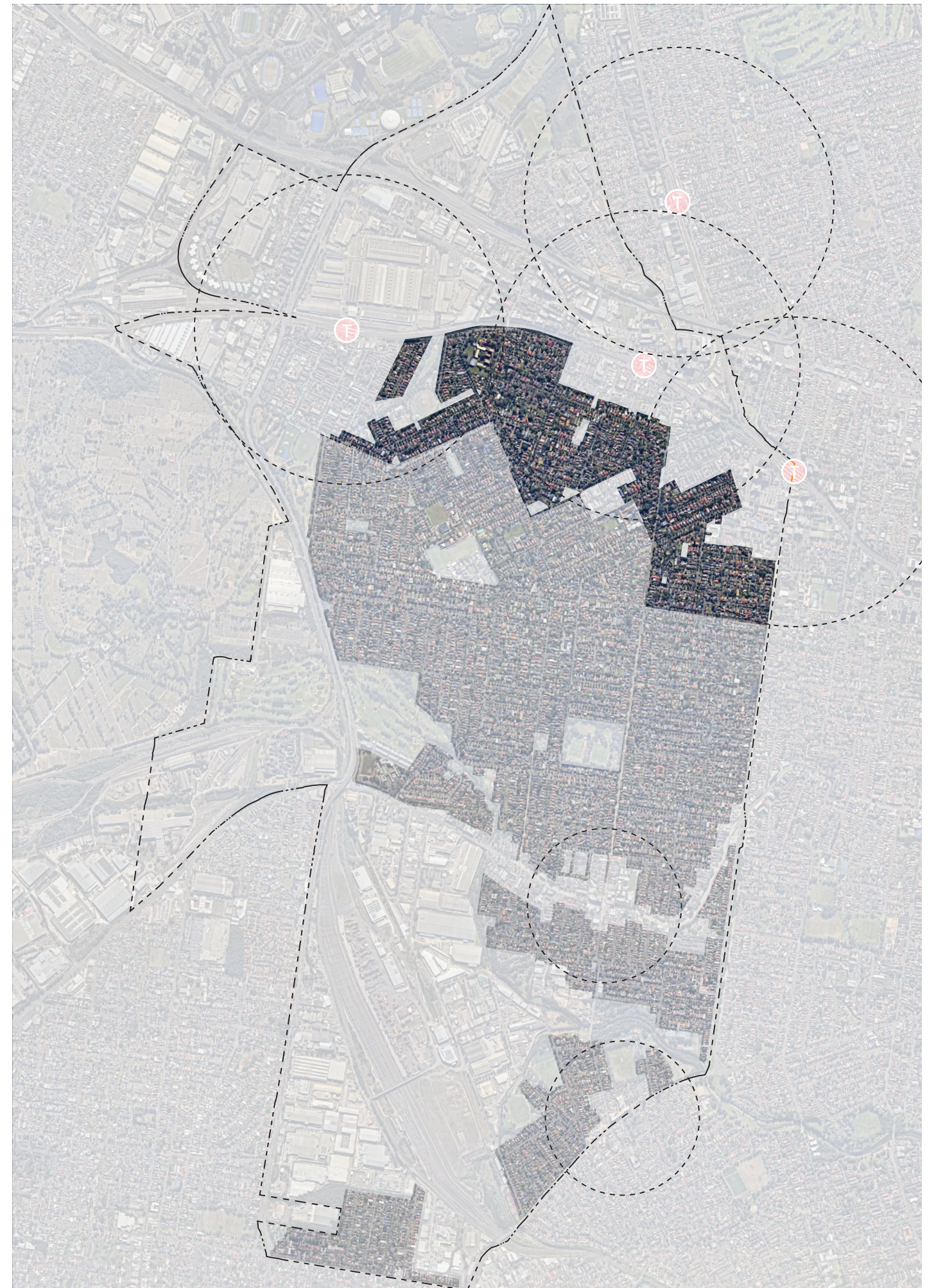


# Scenario 3

## Permit residential flat buildings in appropriate localities

Under this scenario it is proposed that residential flat buildings are permitted generally within 800m of the three Sydney Trains stations within the LGA, as identified here.

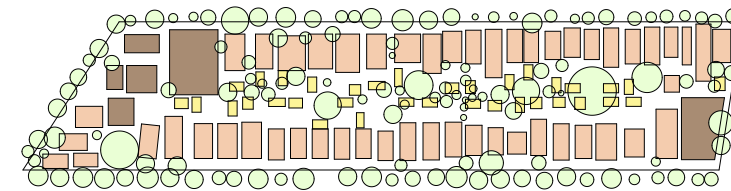
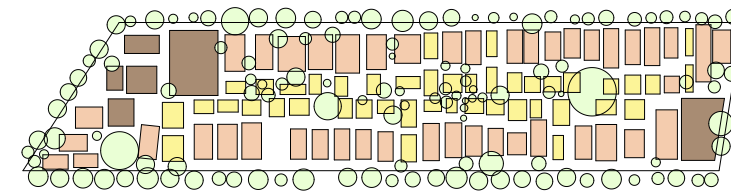
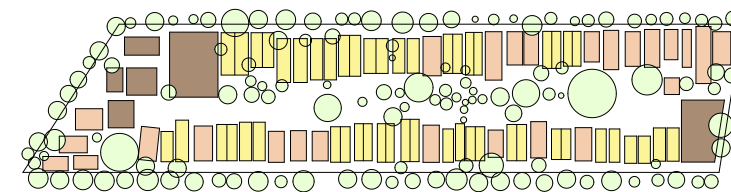
As part of subsequent analysis, it may be proposed to extend permission of residential flat buildings to areas along the Hume Highway and Punchbowl Road in conjunction with the Strathfield South and Belfield local centres respectively.



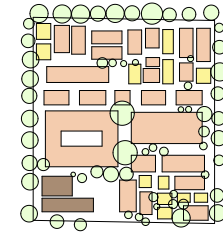
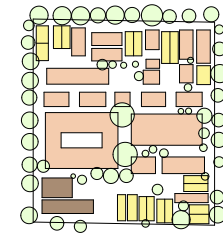
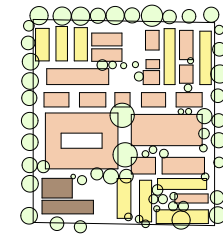
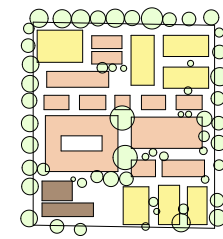


## Reduce minimum lot sizes (Strathfield LEP clause 4.1A)

Dwelling type	R2 Low density residential	R3 Medium density residential	R4 High density residential
Residential flat buildings		Permit on all lot sizes	Permit on all lot sizes
Multi dwelling housing		Permit on all lot sizes	Permit on all lot sizes
Subdivision into two dwelling house lots	Permit on all lot sizes	Permit on all lot sizes	
Dual occupancies	Permit on all lot sizes	Permit on all lot sizes	
Secondary dwellings	Permitted	Permitted	Permitted

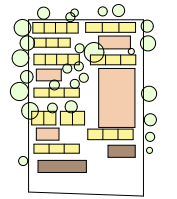
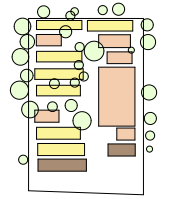
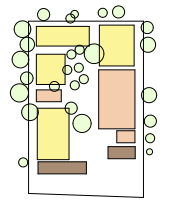


## R2 Low Density Residential



### R3 Medium

### R4 High



5. Flats (consolidated lots)

4. Flats (single lot)

### 3. Multi dwelling forms

2B. Dual (side-by-side)

2A. Dual (front-and-rear)

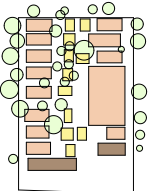
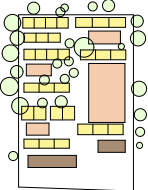
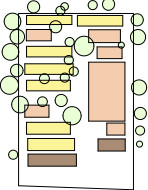
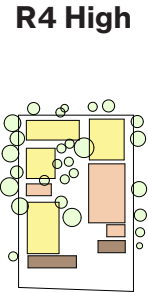
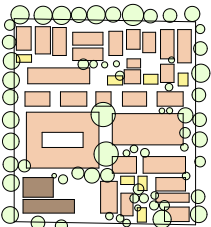
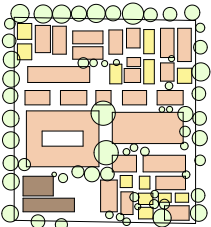
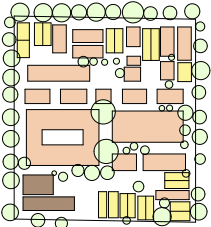
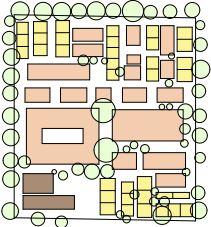
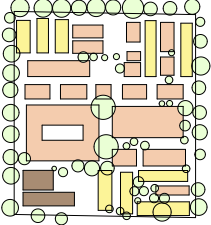
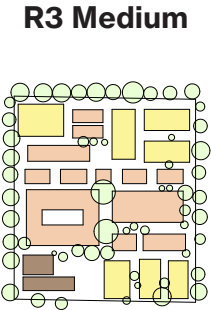
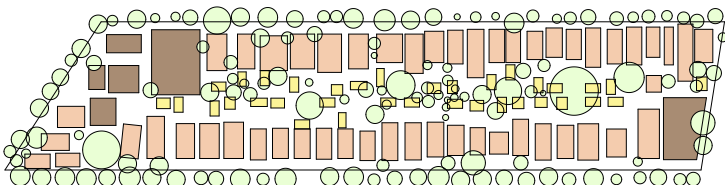
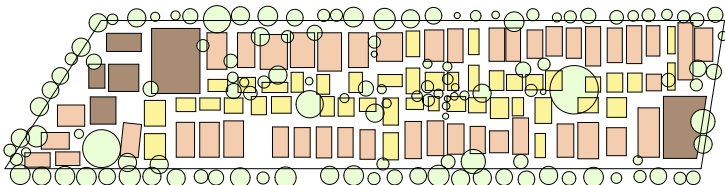
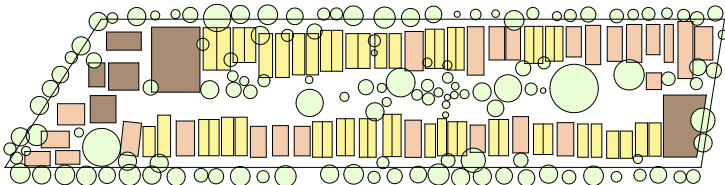
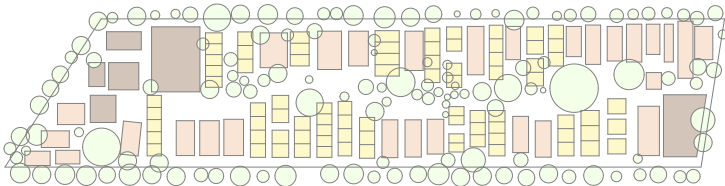
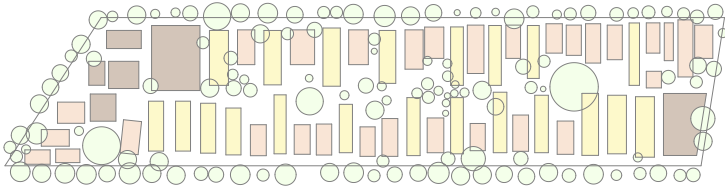
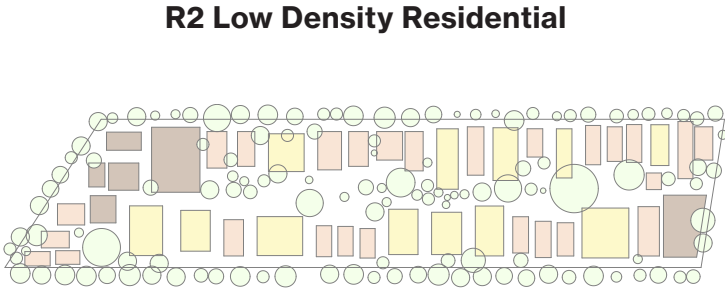
## 1. Small secondary dwellings



# Scenario 5

## Reduce minimum lot sizes + Permit MDH & RFB in appropriate localities

Residential flat buildings	Permit on all lot sizes in specific locations	Permit on all lot sizes	Permit on all lot sizes
Multi dwelling housing	Permit on all lot sizes in specific locations	Permit on all lot sizes	Permit on all lot sizes
Subdivision into two dwelling house lots	Permit on all lot sizes	Permit on all lot sizes	
Dual occupancies	Permit on all lot sizes	Permit on all lot sizes	
Secondary dwellings	Permitted	Permitted	Permitted
Dwelling type	R2 Low density residential	R3 Medium density residential	R4 High density residential



5. Flats (consolidated lots)

4. Flats (single lot)

3. Multi dwelling forms

2B. Dual (side-by-side)

2A. Dual (front-and-rear)

1. Small secondary dwellings

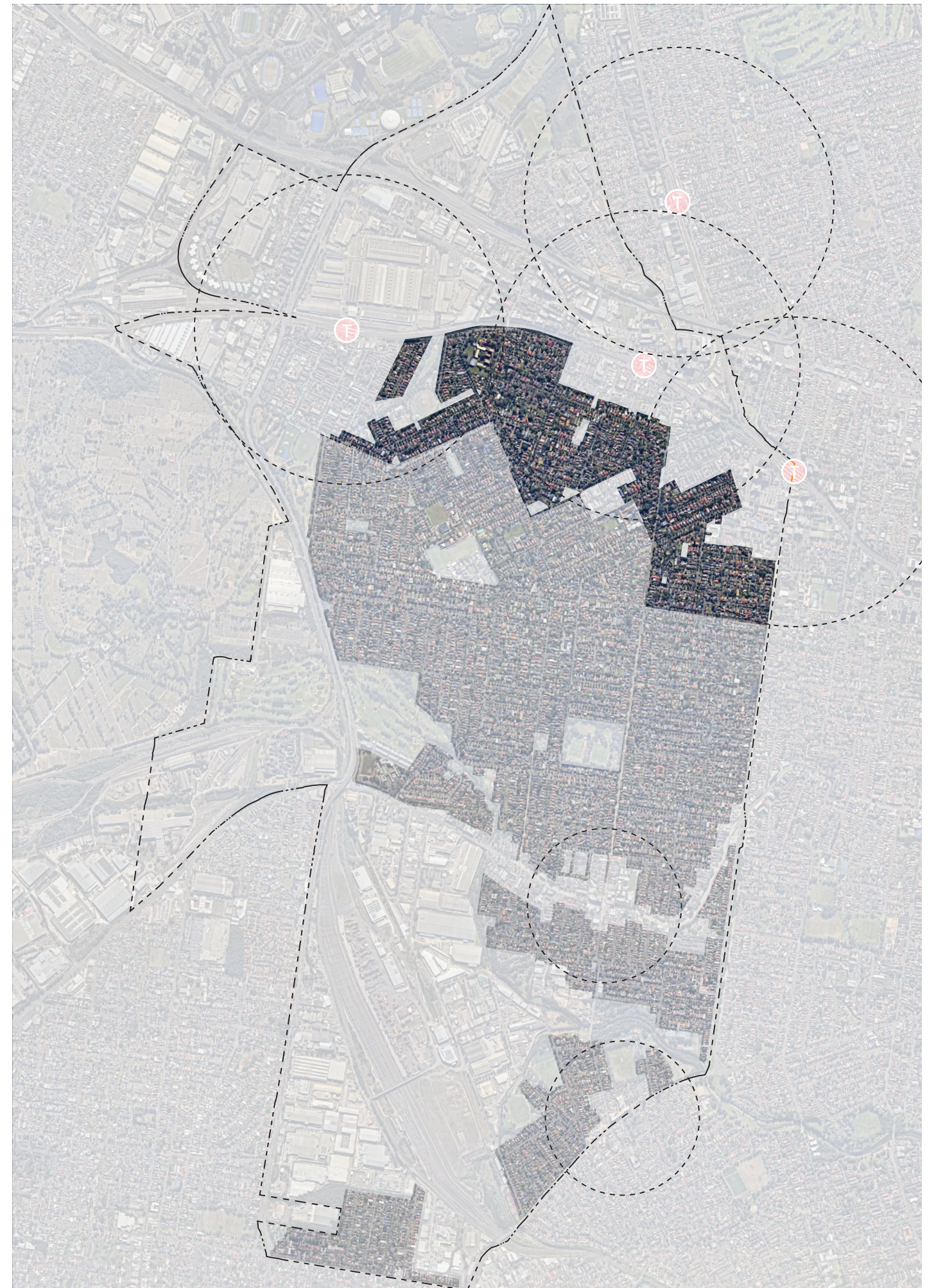


## Scenario 5

### Reduce minimum lot sizes + Permit MDH & RFB in appropriate localities

As with Scenario 3, under this scenario it is proposed that residential flat buildings are permitted generally within 800m of the three Sydney Trains stations within the LGA, as identified here.

As part of subsequent analysis, it may be proposed to extend permission of residential flat buildings to areas along the Hume Highway and Punchbowl Road in conjunction with the Strathfield South and Belfield local centres respectively.





# CONSOLIDATED SCENARIOS

5



# Consolidated scenarios

Note: Scenario testing of reducing minimum subdivision lot sizes to 280m<sup>2</sup> (scenario 2) assumes that lots will be subdivided into two narrow, deep lots with equal street frontages

that are half that of the original lot. Scenario proposes that subdivision is conditional on each lot's resulting street frontages being greater than 7.2m wide. This is based on an assumption

that the vast majority of lots are approx. 15 metres wide or greater and can meet this condition. Minimum street frontage to be revised if initial testing proves this assumption invalid.

## R2 Low density residential

## R3 Medium density residential

## R4 High density residential

### Existing planning controls

- Permitted:**
- Dwelling houses
  - Secondary dwellings
  - Semi-detached dwellings
  - Attached dwellings
  - Dual occupancies (Greenacre only)
- Minimum lot size:**
- Lots resulting from subdivision: 560m<sup>2</sup>
  - Dual occupancies: 560m<sup>2</sup>

- Permitted:**
- Dwelling houses
  - Secondary dwellings
  - Semi-detached dwellings
  - Attached dwellings
  - Dual occupancies
  - Multi dwelling housing
  - Residential flat buildings
- Minimum lot size:**
- Lots resulting from subdivision: 1,000m<sup>2</sup>
  - Dual occupancies: 560m<sup>2</sup>
  - Multi dwelling housing: 1,000m<sup>2</sup>
  - Residential flat buildings: 1,000m<sup>2</sup>

- Permitted:**
- Dwelling houses
  - Secondary dwellings
  - Multi dwelling housing
  - Residential flat buildings
- Minimum subdivision lot size:**
- Lots resulting from subdivision: 1,000m<sup>2</sup>
  - Multi dwelling housing: 1,000m<sup>2</sup>
  - Residential flat buildings: 1,000m<sup>2</sup>

### Consolidated scenario 1

Permit additional types

- Scenario 1A. As above + permit the following:**
- Dual occupancies (all R2 areas; minimum lot size 560m<sup>2</sup>)
- ↓
- Scenario 1B. As per 1A + permit the following:**
- Multi dwelling housing (minimum lot size 1,000m<sup>2</sup>)

- Scenario 1. As above (no change)**
- Scenario 1. As above + permit the following:**
- Semi-detached dwellings
  - Attached dwellings
  - Dual occupancies (minimum lot size 560m<sup>2</sup>)

### Consolidated scenario 2

Reduce minimum lot sizes

- Scenario 2. As per 1B + reduce minimum lot sizes to the following:**
- Lots resulting from subdivision of dual occupancy or multi dwelling housing developments: 280m<sup>2</sup> (see note)
  - Multi dwelling housing: 560m<sup>2</sup>

- Scenario 2. As per scenario 1 + reduce minimum lot sizes to the following:**
- Lots resulting from subdivision of dual occupancy or multi dwelling housing developments: 280m<sup>2</sup> (see note)
  - Multi dwelling housing: 560m<sup>2</sup>
  - Residential flat buildings: 560m<sup>2</sup>
- Scenario 2. As per scenario 1 + reduce minimum lot sizes to the following:**
- Lots resulting from subdivision of dual occupancy or multi dwelling housing developments: 280m<sup>2</sup> (see note)
  - Multi dwelling housing: 560m<sup>2</sup>
  - Residential flat buildings: 560m<sup>2</sup>

### Consolidated scenario 3

Permit RFBs in specific areas

- Scenario 3. As per scenario 2 + permit the following in specific areas (see next page):**
- Residential flat buildings (minimum lot size 560m<sup>2</sup>)

- Scenario 3. As per scenario 2 (no change)**
- Scenario 3. As per scenario 2 (no change)**

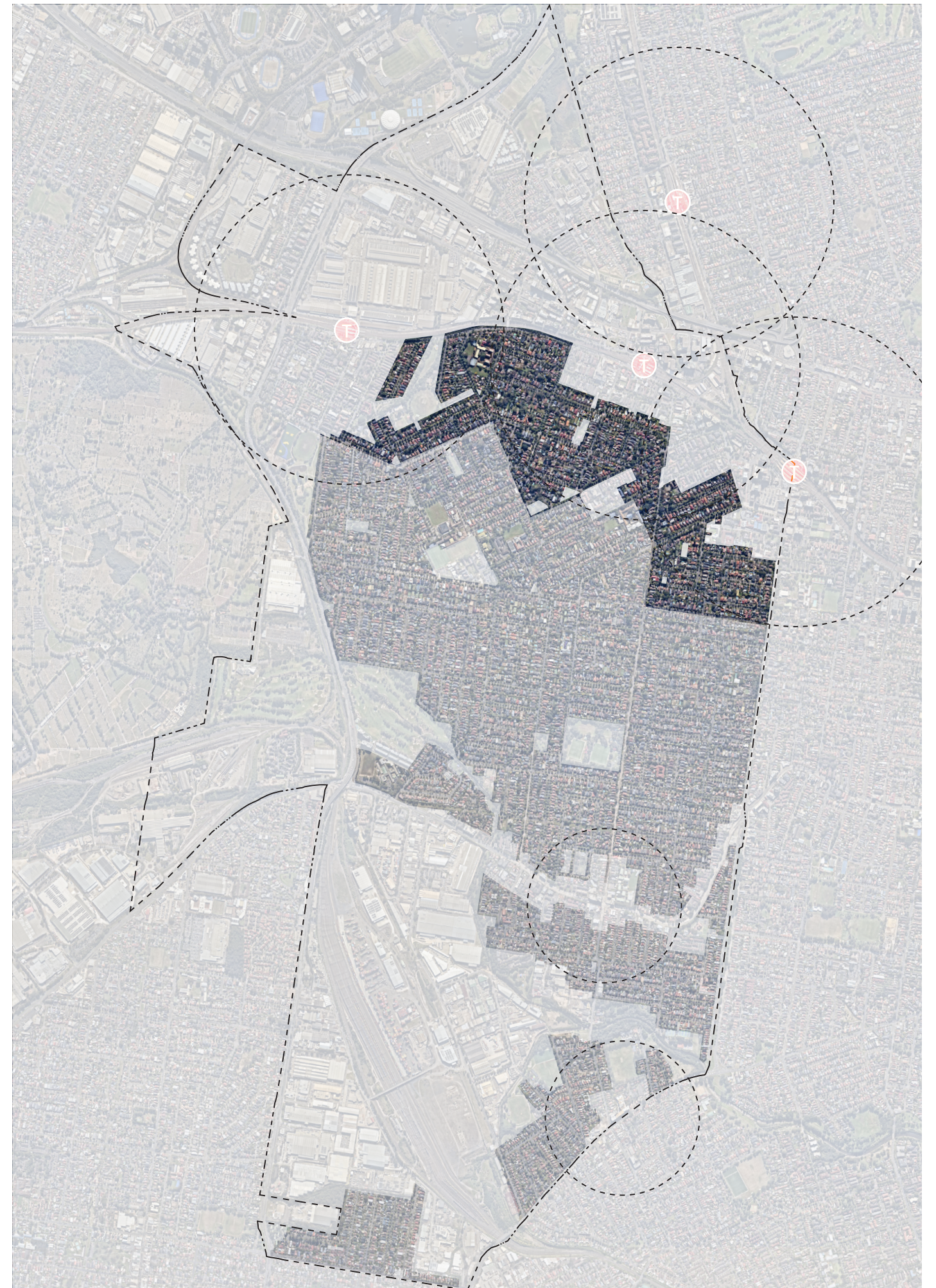


# Residential flat building areas

Scenario 3 proposes that residential flat buildings be permitted within specific areas of R2 Low Density Residential zones. Those areas are identified in the image on this page. They are characterised as being generally within an 800m radius of a Sydney Trains station, with minor adjustments for local street patterns. They are defined as all R2 areas generally north of the following set of streets:

- From Centenary Drive, east along Arthur Street
- Southeast along MacKenzie Street
- Southeast along Dickson Street
- Northeast along Beresford Road
- Southeast along the unnamed laneway between 80 and 82 Beresford Road and between 103 and 105 Albert Road
- Northeast along Albert Road
- Southeast along the eastern sides of Strathfield Girls High School and Strathfield Council
- South along Homebush Road
- East along Woodward Avenue, to The Boulevard

As part of subsequent analysis, it may be proposed to extend permission of residential flat buildings to R2 areas along the Hume Highway and Punchbowl Road in conjunction with the Strathfield South and Belfield local centres respectively.





# PLANNING 6

## CONTROL CHANGES



# Final scenarios

As a result of the yield analysis which found that uplift in R3 areas is minimal and R4 areas negligible under the various consolidated scenarios in the previous chapter, it is recommended not to introduce planning changes to R3 and R4 areas and to introduce planning changes only to R2 areas. This leaves R3 and R4 areas free to realise their long-term potential as areas of higher density residential development, while creating capacity for medium density residential development in currently low-density areas.

The yield analysis provided an Option 1 and Option 2 for each scenario investigated. Option 1 applied the proposed planning changes to all R2 areas within the Strathfield LGA. while Option 2 restricted the proposed planning changes to areas generally within 800m of a Sydney Trains station.

Accordingly, the consolidated scenarios presented in the previous chapter have been translated into final scenarios for consideration and potential implementation, described on this page. These final scenarios are accompanied by proposed planning (LEP) and development (DCP) control changes that support the implementation of these scenarios while upholding the quality of the built environment generated by them.

The final scenarios are presented on this page. The proposed LEP changes relevant to each scenario are presented on the following page. The proposed DCP changes supporting each scenario are presented in the following chapter.

	Option 1 R2 Low Density Residential areas (all)	Option 2 R2 areas within 800m of a train station only
Existing planning controls	<b>Permitted:</b> <ul style="list-style-type: none"><li>– Dwelling houses</li><li>– Secondary dwellings</li><li>– Semi-detached dwellings</li><li>– Attached dwellings</li><li>– Dual occupancies (Greenacre only)</li></ul> <b>Minimum lot size:</b> <ul style="list-style-type: none"><li>– Lots resulting from subdivision: 560m<sup>2</sup></li><li>– Dual occupancies: 560m<sup>2</sup></li></ul>	<b>Permitted:</b> <ul style="list-style-type: none"><li>– Dwelling houses</li><li>– Secondary dwellings</li><li>– Semi-detached dwellings</li><li>– Attached dwellings</li><li>– Dual occupancies (Greenacre only)</li></ul> <b>Minimum lot size:</b> <ul style="list-style-type: none"><li>– Lots resulting from subdivision: 560m<sup>2</sup></li><li>– Dual occupancies: 560m<sup>2</sup></li></ul>
Final scenario 1A Permit dual occupancies in R2 areas	<b>As above + permit the following:</b> <ul style="list-style-type: none"><li>– Dual occupancies (all R2 areas; minimum lot size 560m<sup>2</sup>)</li></ul>	<b>As above + permit the following:</b> <ul style="list-style-type: none"><li>– Dual occupancies (Greenacre + R2 areas ≤ 800m of station, minimum lot size 560m<sup>2</sup>)</li></ul>
Final scenario 1B Permit multi dwelling housing in R2 areas	<b>As above + permit the following:</b> <ul style="list-style-type: none"><li>– Multi dwelling housing (minimum lot size 1,000m<sup>2</sup>)</li></ul>	<b>As above + permit the following:</b> <ul style="list-style-type: none"><li>– Multi dwelling housing (minimum lot size 1,000m<sup>2</sup>)</li></ul>
Final scenario 2 Reduce minimum lot sizes in R2 areas	<b>As above + reduce minimum lot sizes to the following:</b> <ul style="list-style-type: none"><li>– Lots resulting from subdivision of dual occupancy or multi dwelling housing developments: 280m<sup>2</sup></li><li>– Multi dwelling housing: 560m<sup>2</sup></li></ul>	<b>As above + reduce minimum lot sizes to the following:</b> <ul style="list-style-type: none"><li>– Lots resulting from subdivision of dual occupancy or multi dwelling housing developments: 280m<sup>2</sup></li><li>– Multi dwelling housing: 560m<sup>2</sup></li></ul>
Final scenario 3 Permit residential flat buildings in R2 areas	<b>As above + permit the following:</b> <ul style="list-style-type: none"><li>– Residential flat buildings (minimum lot size 560m<sup>2</sup>)</li></ul>	<b>As above + permit the following:</b> <ul style="list-style-type: none"><li>– Residential flat buildings (minimum lot size 560m<sup>2</sup>)</li></ul>



# Proposed LEP controls

Final scenarios have been refined to minimise the complexity of changes to LEP controls by confining changes to the following:

- R2 Low Density Residential areas
- Land use table
- Minimum lot sizes

Alternatively, where it is proposed under Option 2 to limit changes to R2 areas within 800m of a train station, this can also be achieved with confining LEP control changes to the following:

- Additional permitted uses schedule
- Additional permitted uses map

	Option 1 R2 Low Density Residential areas (all)	Option 2 R2 areas within 800m of a train station only
<b>Final scenario 1A</b> Permit dual occupancies	<b>Land use table (Part 2):</b> <ul style="list-style-type: none"><li>– Permit dual occupancies in Zone R2</li></ul> <b>Minimum lot sizes (Part 4):</b> <ul style="list-style-type: none"><li>– Apply minimum lot size of 560m<sup>2</sup> to dual occupancies in Zone R2</li></ul> <b>Additional permitted uses (Schedule 1):</b> <ul style="list-style-type: none"><li>– Repeal redundant "Item 1" section permitting dual occupancy on certain land in Greenacre</li><li>– Remove Item 1 from Additional Permitted Uses Map</li></ul>	<b>Additional permitted uses (Schedule 1):</b> <ul style="list-style-type: none"><li>– Add an "Item 5" section permitting dual occupancy on certain land in Zone R2</li><li>– Add an Item 5 to Additional Permitted Uses Map (see page 44)</li><li>– Add clause confirming that minimum lot size of 560m<sup>2</sup> for dual occupancy in R3 zones applies also to Item 5</li><li>– For avoidance of doubt, confirm that minimum lot size of 560m<sup>2</sup> for dual occupancy applies also to Item 1 (certain land at Greenacre)</li></ul>
<b>Final scenario 1B</b> Permit multi dwelling housing	<b>As above + the following:</b> <b>Land use table (Part 2):</b> <ul style="list-style-type: none"><li>– Permit multi dwelling housing in Zone R2</li></ul> <b>Minimum lot sizes (Part 4):</b> <ul style="list-style-type: none"><li>– Apply minimum lot size of 1,000m<sup>2</sup> to multi dwelling housing in Zone R2</li></ul>	<b>As above + the following:</b> <b>Additional permitted uses (Schedule 1):</b> <ul style="list-style-type: none"><li>– Add clause permitting multi dwelling housing in Item 5</li><li>– Add clause confirming that minimum lot sizes of 1,000m<sup>2</sup> for multi dwelling housing in R3 zones applies also to Item 5</li></ul>
<b>Final scenario 2</b> Reduce minimum lot sizes	<b>As above + the following:</b> <b>Minimum lot sizes (Part 4):</b> <ul style="list-style-type: none"><li>– Reduce minimum lot size of multi dwelling housing in Zone R2 to 560m<sup>2</sup></li><li>– Permit minimum lot size of 280m<sup>2</sup> where subdivision of dual occupancy or multi dwelling housing development results in dwelling house lot with minimum primary road frontage of 7.2m</li></ul>	<b>As above + the following:</b> <b>Additional permitted uses (Schedule 1):</b> <ul style="list-style-type: none"><li>– Amend clause above to permit minimum lot size of 560m<sup>2</sup> for multi dwelling housing in Item 5</li><li>– Add clause permitting minimum lot size of 280m<sup>2</sup> in Item 5 where subdivision of dual occupancy or multi dwelling housing development results in dwelling house lot with minimum primary road frontage of 7.2m</li></ul>
<b>Final scenario 3</b> Permit residential flat buildings	<b>As above + the following:</b> <b>Land use table (Part 2):</b> <ul style="list-style-type: none"><li>– Permit residential flat buildings in Zone R2</li></ul> <b>Minimum lot sizes (Part 4):</b> <ul style="list-style-type: none"><li>– Apply minimum lot size of 560m<sup>2</sup> to residential flat buildings in Zone R2</li></ul>	<b>As above + the following:</b> <b>Additional permitted uses (Schedule 1):</b> <ul style="list-style-type: none"><li>– Add clause permitting residential flat buildings in Item 5</li><li>– Add clause applying minimum lot size of 560m<sup>2</sup> to residential flat buildings in Item 5</li></ul>



# DEVELOPMENT 7

## CONTROL CHANGES



# Preface

## The urban canopy

The missing link in our understanding of residential character is our appreciation of the 'urban canopy' – the continuity of vegetation and major tree cover not only along our streets, but along all of our backyards in a continuous ribbon as well. While most development controls seek to ensure that street trees and their canopies are preserved and enhanced as residential density increases, much less effort is applied to ensuring that our backyards remain green and retain their tree cover and vegetation as well.

Without careful consideration and firm control of how medium-density housing is sited within traditional residential lots, it is easy for this tree cover and vegetation to be lost, one backyard at a time. If this is left unchecked, we can be left in a situation where our street trees are preserved but the quality of our suburb's private spaces is decimated. Deterioration of the quality of our backyard landscapes can have just as much impact on the value and sustainability of our housing as deterioration in the quality of our streetscapes.

The loss of major trees and vegetation from just a few backyards within a block has a cumulative impact on the backyards of several others within the block, as they gradually lose residual shade, biodiversity, and protection from the elements. The increasing barrenness becomes visible from the streets themselves, and from high points within the suburb, as the sense of the continuous urban canopy is weakened and gradually replaced with a sea of exposed roofs baking in the heat.

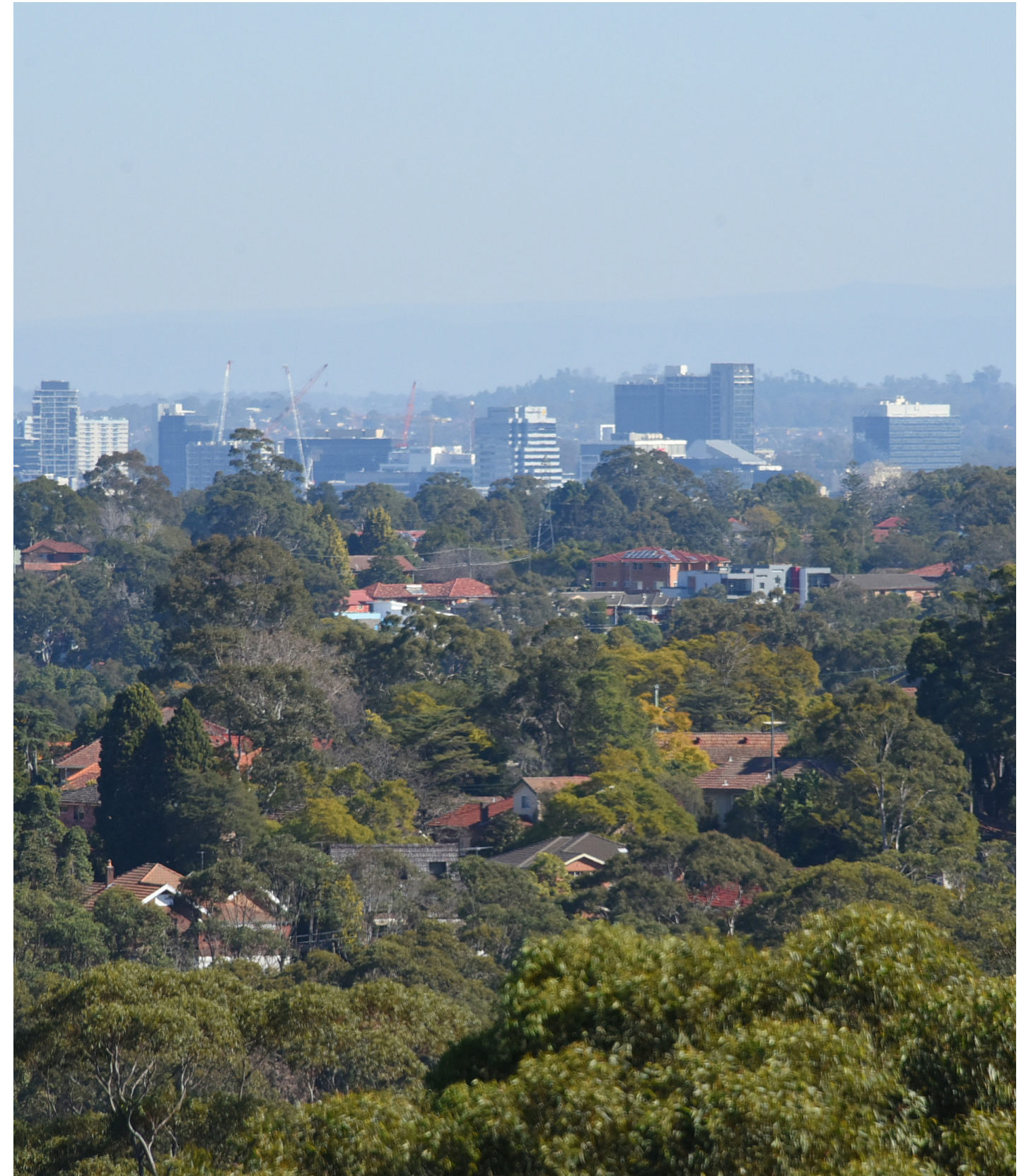
Fundamentally, we need to increase densities in many of our traditional suburban areas, to address the housing crisis and create a variety

of affordable housing types for our evolving households and families. There are specific significant planning reforms that we must make to achieve these aims.

It is normal to be concerned about the impact that this will have on the quality of these traditional suburban areas. The significant planning reforms introduced to drive increasing densities must be accompanied with specific significant additional development controls that meet the potential impacts head on.

It is increasingly being identified that the most significant impact will be on the loss of major trees and vegetation within suburban lots. It is also being increasingly identified that this impact can be readily met with the introduction of simple but firm revised development controls specifically targeting the preservation and enhancement of our urban landscapes in such a way that we retain the continuity of these landscapes throughout our suburban blocks.

In opening our suburban areas to increasing medium-density, we must at the same time shape this density more firmly and drive the enhancement of our urban canopy. The recommended changes to development controls described on the following pages aim to achieve these twin objectives simply and effectively – relaxing controls that make medium density unfeasible, and augmenting controls that will enhance our urban landscapes – and thus preserve the quality, amenity, sustainability and accessibility of our suburban environments overall.

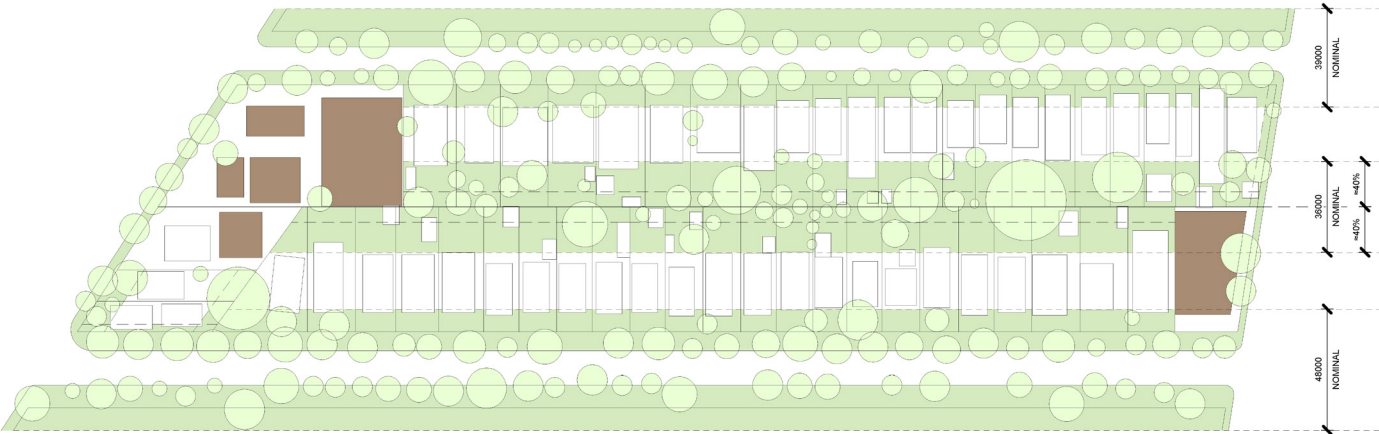
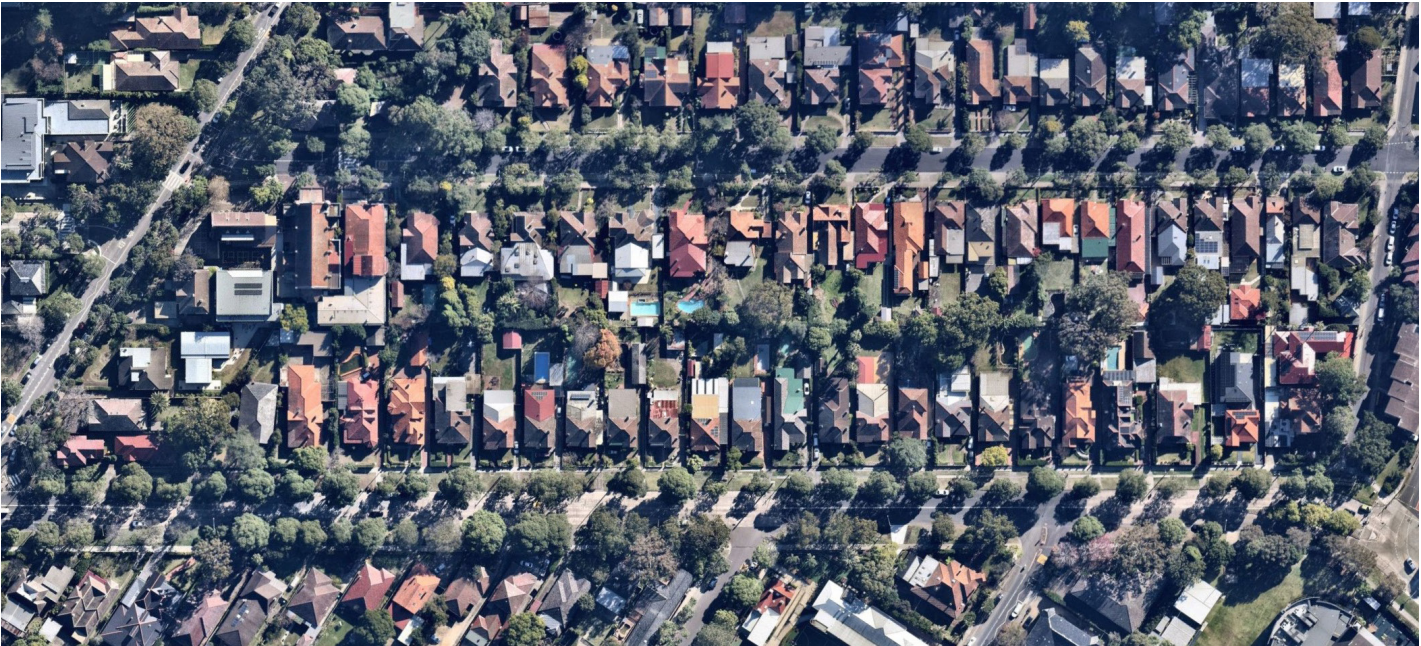




# The urban canopy

In the Strathfield LGA, within a typical block in an R2 zone, the proportion of land contributing to the urban canopy and landscape is considerable. Consistent front setbacks and generous implementation of rear setbacks mean that in some blocks over 50% of the block depth provides opportunity for deep soil landscape and canopy tree planting.

The effect of this on the perception of local character can be seen in the street views shown below. In the first image on the left, the presence of canopy trees and vegetation to the rear of dwellings creates the perception of a landscape quality that rolls on throughout the neighbourhood. In the third image, the lack of canopy trees to the rear makes the three-storey walk-up in the next block visible, weakening the perception of a continuous landscape and creating a sense that the precinct is being impacted by uncomplimentary development.



Typical block diagram of an R2 area showing the extent of block width contributing to the urban landscape and urban canopy



Churchill Avenue, Strathfield, looking southwest towards Redmyre Road



Looking southwest towards Homebush Road



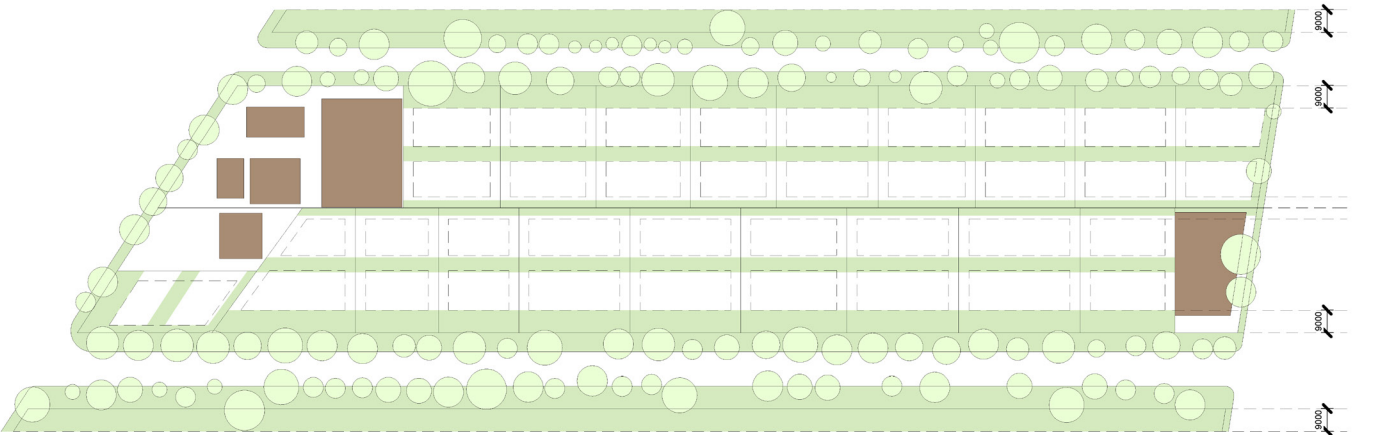
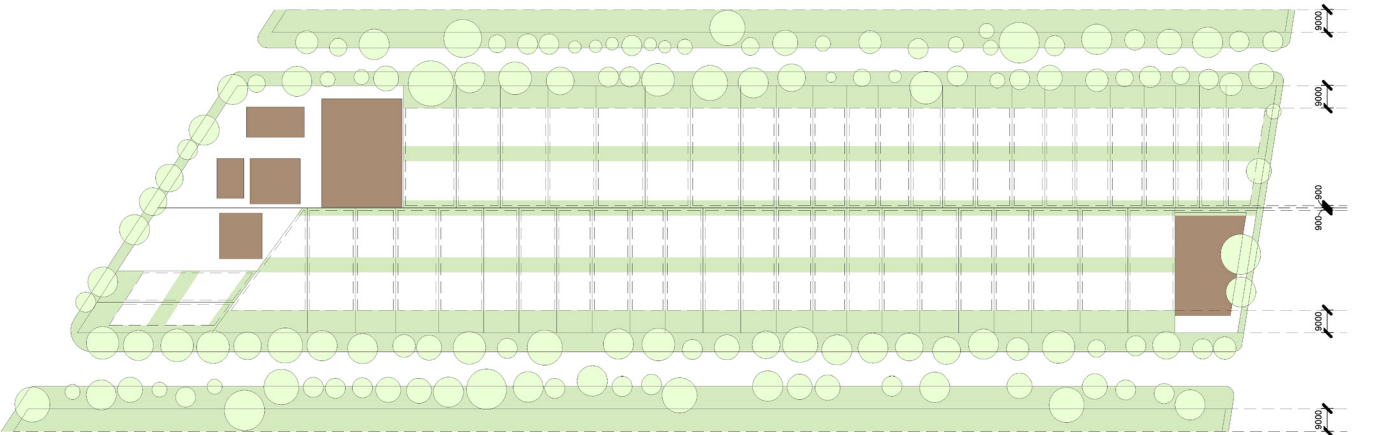
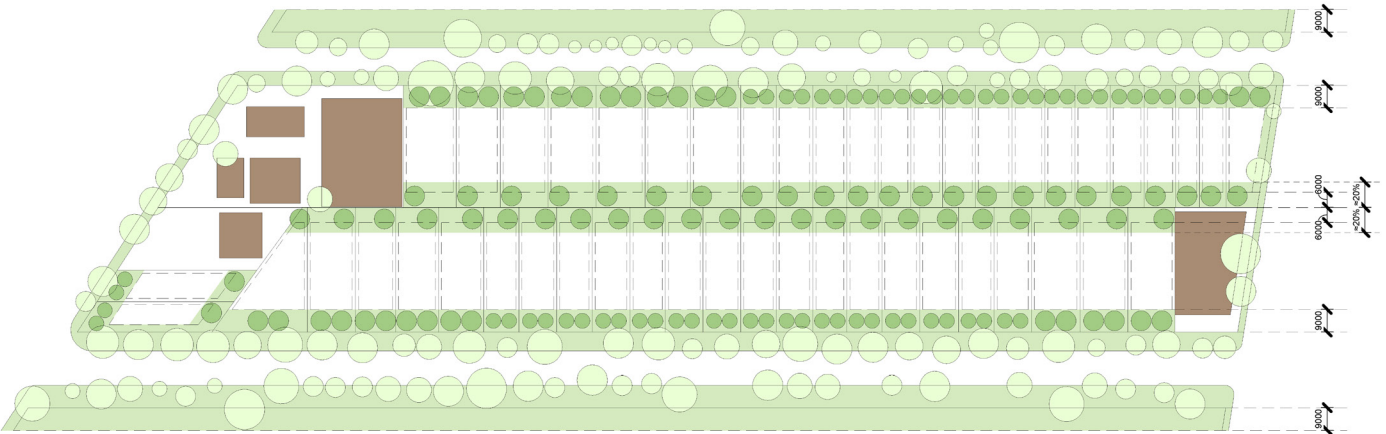
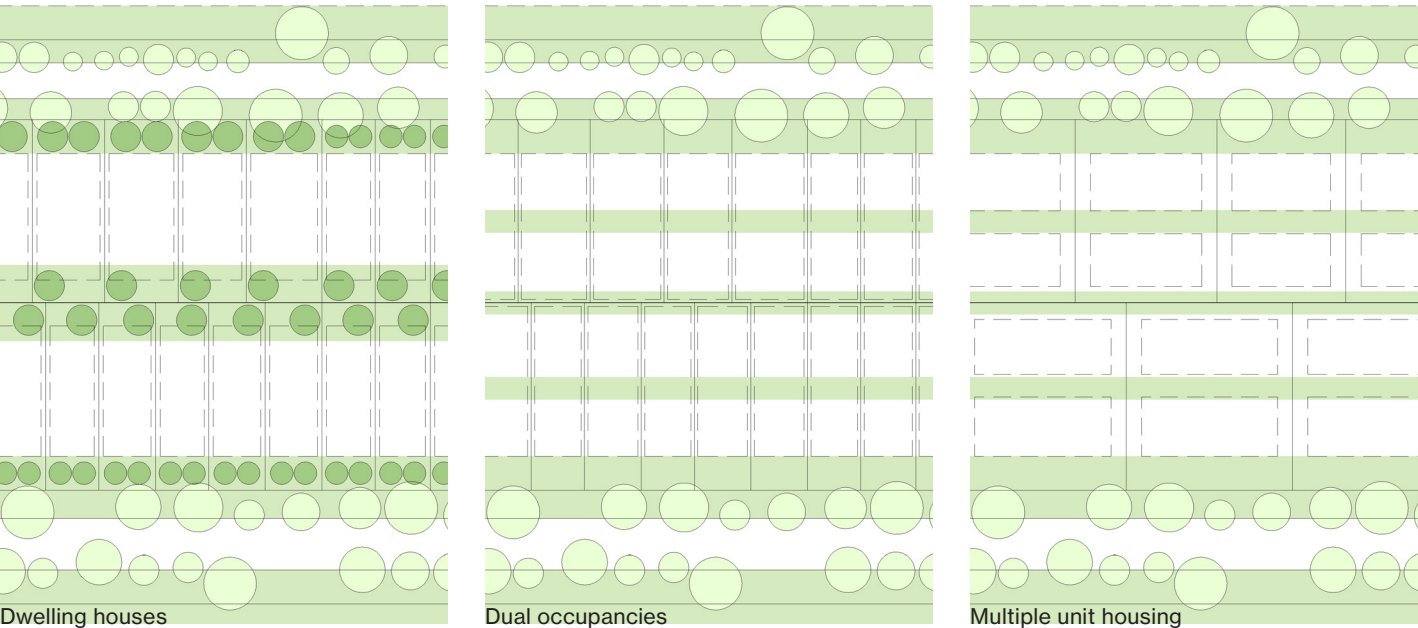
Looking northwest towards Albert Road



# Existing DCP controls

The images on this page illustrate the cumulative effect of existing development controls for different housing types implemented across a typical block. There is a sense that existing controls for dual occupancies and multiple unit housing (comprising both multi dwelling housing and residential flat buildings) have been written with a focus on the impacts of an individual development on its neighbouring properties, and not on the cumulative effect on the entire block. Emphasis has been on reducing the bulk of individual developments and providing generous side setbacks from adjoining properties. However the result is that introducing dual occupancies and multiple unit housing causes a rupture with the existing pattern of urban landscape and canopy as seen in the sequences

of plan diagrams on this page. Existing controls create mid-block building separations but at the expense of rear setbacks. An additional oversight is that while existing controls for new dwelling houses require developments to reinstate or provide additional canopy trees within the lot, existing controls for dual occupancies and multiple unit housing do not call for new tree planting at all, meaning that these forms of development are incentivised to represent a net loss to the urban canopy.





# Proposed DCP controls

The images on this page illustrate the main principles driving proposed DCP control amendments applied to an entire typical block. The overriding principle is to amend controls for dual occupancies and multiple unit housing to make them as consistent as possible with controls for dwelling houses, thus ensuring that the introduction of these medium density housing types maintains the streetscape and urban landscape qualities created by the dwelling house controls.

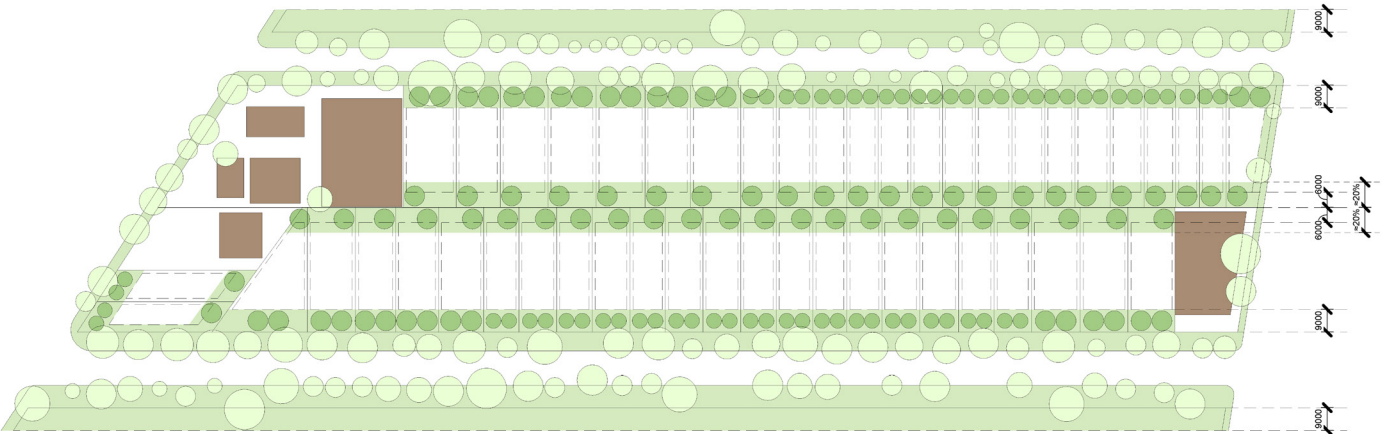
The key areas of DCP controls to which amendments are proposed across both dual occupancies and multiple unit housing to ensure this consistency are as follows:

- Lot size and frontage widths
- Floor space and building height
- Building setbacks, separations & envelope
- Site coverage and landscape area, including soft landscaping and deep soil areas
- Street, front yard and rear yard canopy trees

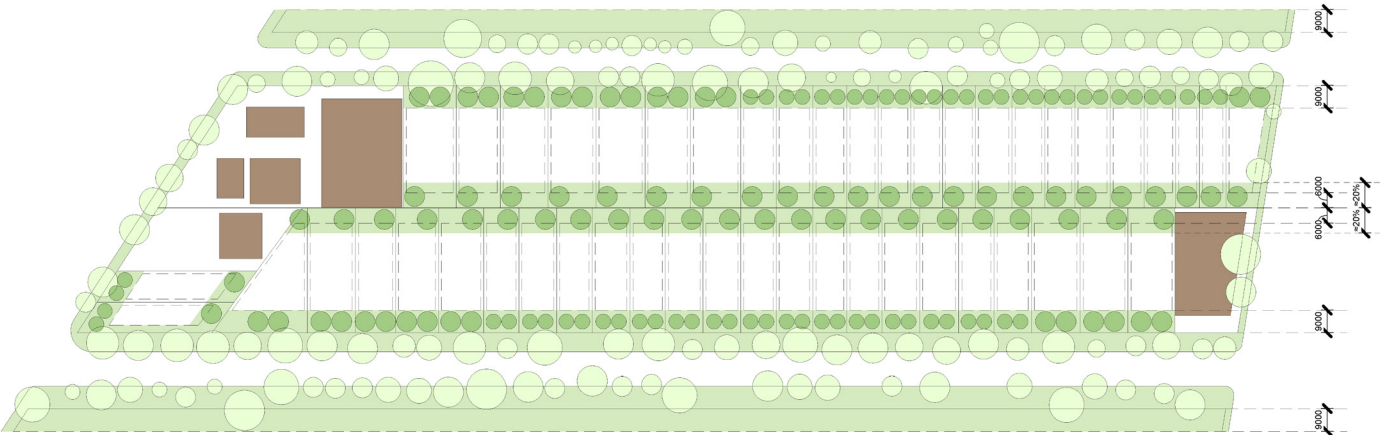
Other areas of development control must be reviewed and amended at the same time to manage knock-on effects from the above proposed changes, especially the following:

- Privacy, outlook, and private open space
- Access and parking, driveways and garages
- Streetscape and building form

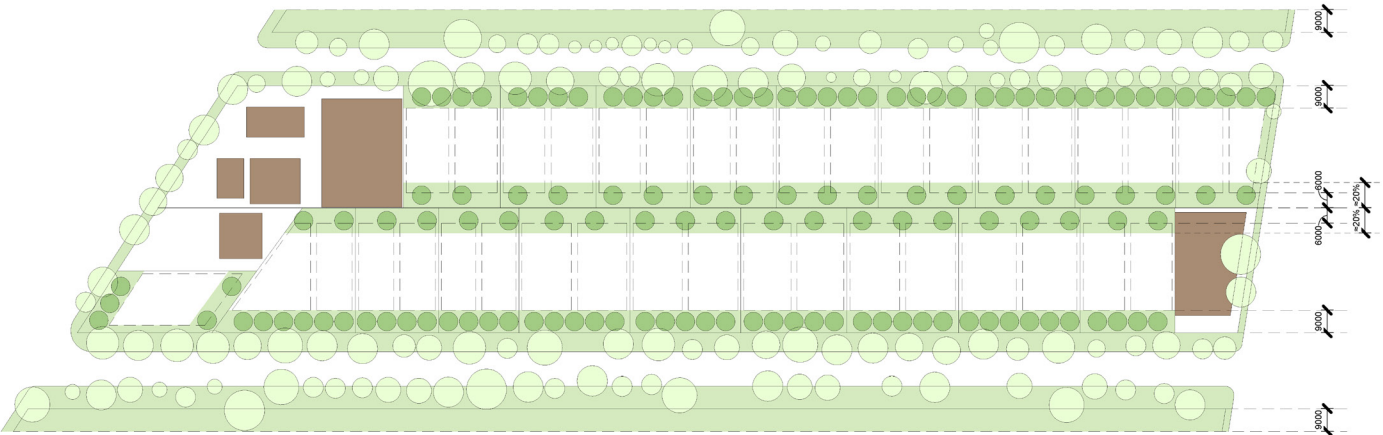
It should be noted that all proposed DCP control changes should apply only to R2 Low Density Residential areas and should be drafted as such as required.



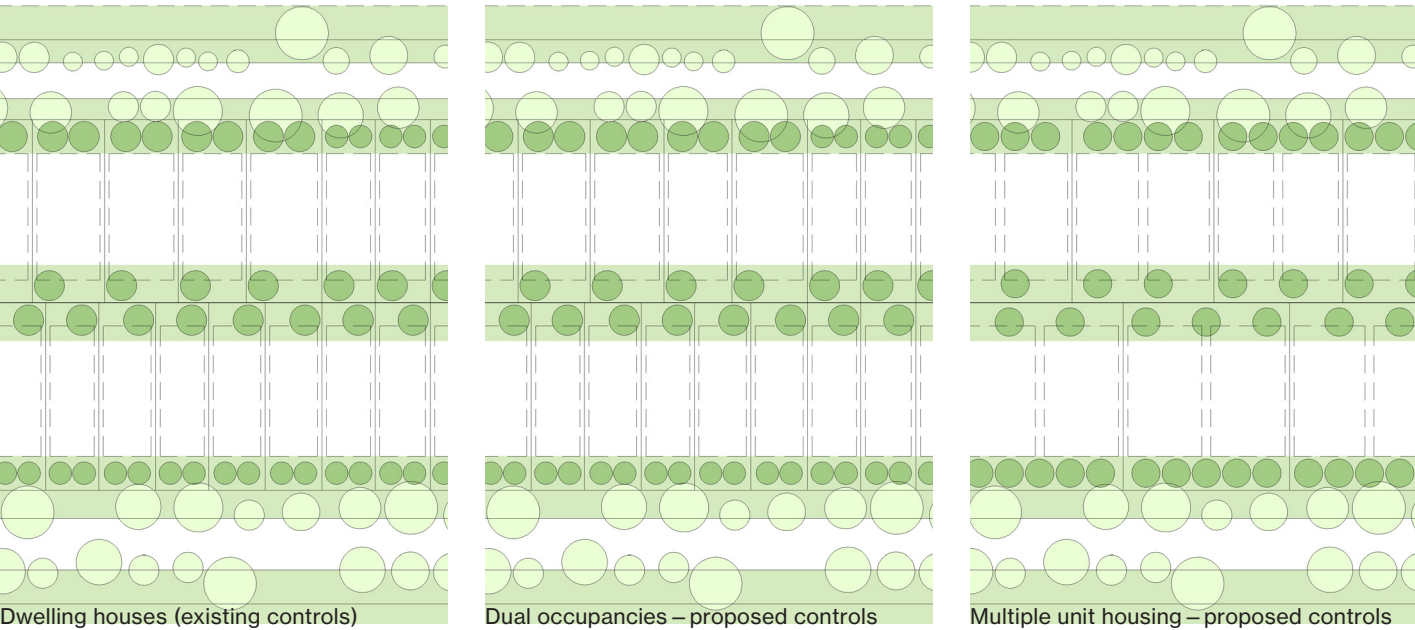
Dwelling houses (existing controls)



Dual occupancies with proposed controls



Multiple unit housing with proposed controls





# Proposed DCP controls

### Strathfield Consolidated DCP

The main parts of the DCP relevant to these proposed controls may be identified as follows:

#### Part A: Dwelling houses & ancillary structures

This part comprises controls for single dwellings and secondary dwellings and largely forms the basis for amendments to the following two parts.

#### Part B: Dual occupancy housing

This part will comprise controls for both detached and attached forms of dual occupancy housing. It should also govern the subdivision of dual occupancy developments into single dwelling housing.

#### Part C: Multiple-unit housing

This part will comprise controls for multi dwelling and residential flat buildings including terraces, villas and manor houses. It should also govern the subdivision of multi dwelling housing and manor houses into single dwelling housing.

The following discussion of recommendations for each area of the DCP controls is with reference to all three parts listed above concurrently, typically indicating a control in Part A that should be extended to Parts B and C. The controls are presented generally in order of relevance to the objectives of this strategy.

#### Primary development controls

These areas of control will be amended at LEP level and Parts B & C should be amended in line with the chosen scenario.

#### Land use

Part C control prohibiting townhouses in rear of some lots should be removed.

#### Minimum lot sizes

Minimum lot sizes in R2 zones should be revised in line with chosen scenario. Part B should

permit subdivision to resultant lots of 280m<sup>2</sup> and lot frontages of 7.2m where applicable under the chosen scenario.

#### Lot frontage

Minimum lot frontage controls for medium density housing types should be reduced to 30m or 15m as applicable under chosen scenario (7.2m for subdivision lots).

#### Subdivision

Where relevant to the chosen scenario, the Part B prohibition on subdivision of dual occupancies should be removed.

#### Building envelope and setbacks

These controls are the primary drivers of consistency of built form between new medium density housing types and existing single dwelling lots.

#### Building height

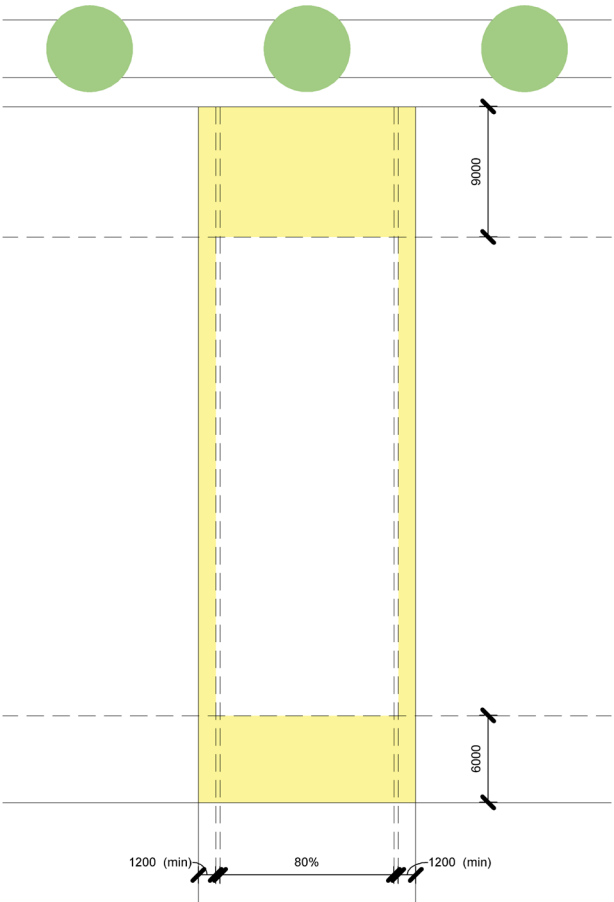
DCP controls for medium density housing types in R2 areas should align simply with LEP Height of Buildings/Part A height control of 9.5m and have other forms of height controls (e.g. number of storeys) removed.

#### Floor space area

Medium density housing types in R2 areas should have floor space controls removed and rely instead on height, setback and envelope controls as do single dwelling houses.

#### Building setbacks

Setbacks for dual occupancies and multiple-unit housing should be aligned with setbacks for single dwellings, specifically 9m front setbacks (3m for secondary frontages), total side setbacks 20% of site width (1.2m minimum), and 6m rear setbacks. Ensuring rear setbacks are 6m consistent with existing single dwelling development is critical for preserving



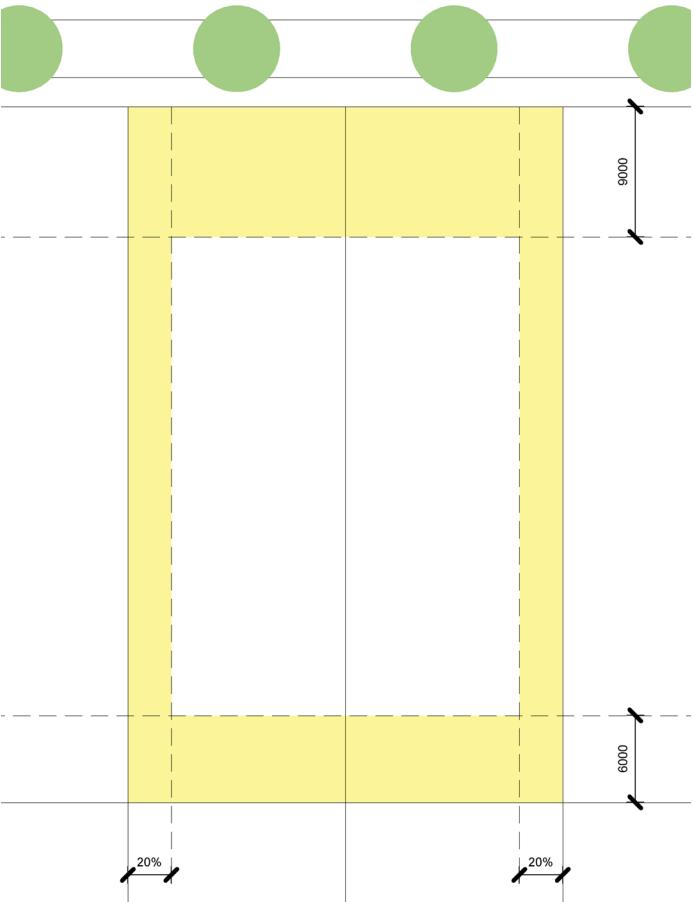
Consistent setbacks proposed for detached housing types to be permitted on a typical R2 lot

a continuous urban canopy through the centre of each block. Rear setbacks for secondary dwellings and outbuildings set out in Part A should also be brought up from 3m to 6m for full consistency.

Where lots are amalgamated end-to-end (through-block development), a 12m building separation should be provided where the two 6m rear setbacks would otherwise have been.

To ensure a natural relationship between medium density developments and their landscaped areas, basement setback controls should not simply be aligned with the building setback controls but should require the basement to be built entirely inside the aboveground building footprint, as they are for single dwellings under Part A.

To ensure understanding and compliance with these setback principles, all site layout and building envelope drawings and diagrams showing incorrect setbacks should be redrawn in line with this section. Any such drawings and



Consistent setbacks proposed for semi-detached housing types to be permitted on a typical R2 lot (pair)

diagrams should always show canopy trees and rear setback areas as described on the following page to reinforce the importance of these controls.

#### Semi-detached development

Single dwelling housing lots resulting from the subdivision of dual occupancies and multi dwelling housing may be semi-detached, with a single side setback 20% of the resulting lot width.

#### Building envelope

Part B & C building envelope controls reflect an attempt to minimise the height and overshadowing caused by buildings built close to the rear boundary. With a more substantial rear setback in place, these envelope controls should be replaced with the external wall, parapet and roof height controls in Part A.

#### Building separations

6m mid-depth building separations required for multiple-unit housing should be removed for R2 areas in favour of introducing 6m rear setbacks.



# Proposed DCP controls

## Landscape & urban canopy

The following controls synthesise existing landscape controls across Parts A, B & C to arrive at a consistent set of controls for all housing types proposed within R2 areas.

### Site coverage & landscaped area

Landscaped area (including both hard and soft) should comprise a minimum of 40% of the lot for all medium density housing types in R2 areas, as per the current controls for dual occupancy and multi dwelling housing. For consistency, Council may consider simplifying the control for dwelling houses by extending a simple 40% control to Part A in lieu of the current complex schedule of percentages.

Conversely, a simple maximum site coverage control of 60% should apply to all medium density housing types in R2 areas, and could be applied to single dwelling houses as well.

Part C requires 60% of the minimum landscaped area (i.e. 24% of the lot) of residential flat buildings to be soft landscaping (70% i.e. 28% for multi dwelling housing), and 35% of the minimum landscaped area (i.e. 14% of the lot) to be deep soil soft landscaping. Part A requires 50% of the front setback to be deep soil soft landscaping, a principle that ought to be applied to the rear setback as well to incentivise consistency in the urban canopy.

It is recommended to extend such controls across all housing types within R2 areas and streamline them as follows:

- 40% of site to be landscaped area
- 25% of site to be soft landscaping
- 15% of site to be deep soil soft landscaping
- 50% of each of the front and rear setbacks to be deep soil soft landscaping
- Each single dwelling lot resulting from a subdivision to comply individually

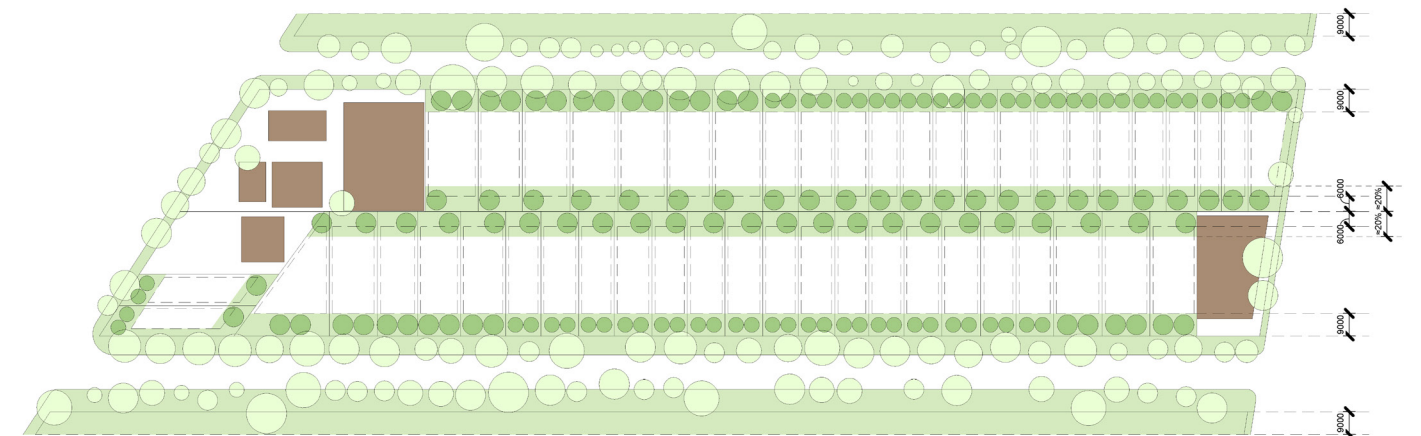
## Canopy trees

Various parts of the Strathfield DCP require new single dwelling developments to provide two significant trees in their front setback close to the front boundary. Given that typical R2 lots are around 15m wide, this equates to about one tree per 7.5m on average. This is close to the the minimum width proposed for lots resulting from subdivision of medium density housing developments into single dwelling housing.

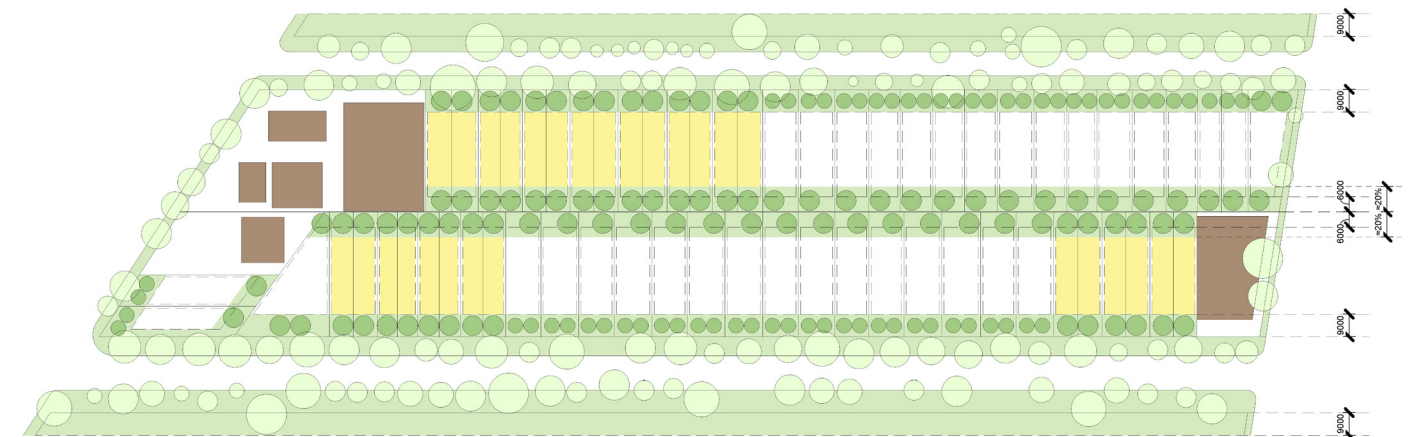
Part A also requires one canopy tree to be provided in the rear setback of single dwelling developments.

It is recommended to extend such controls across all housing types within R2 areas and streamline them as follows:

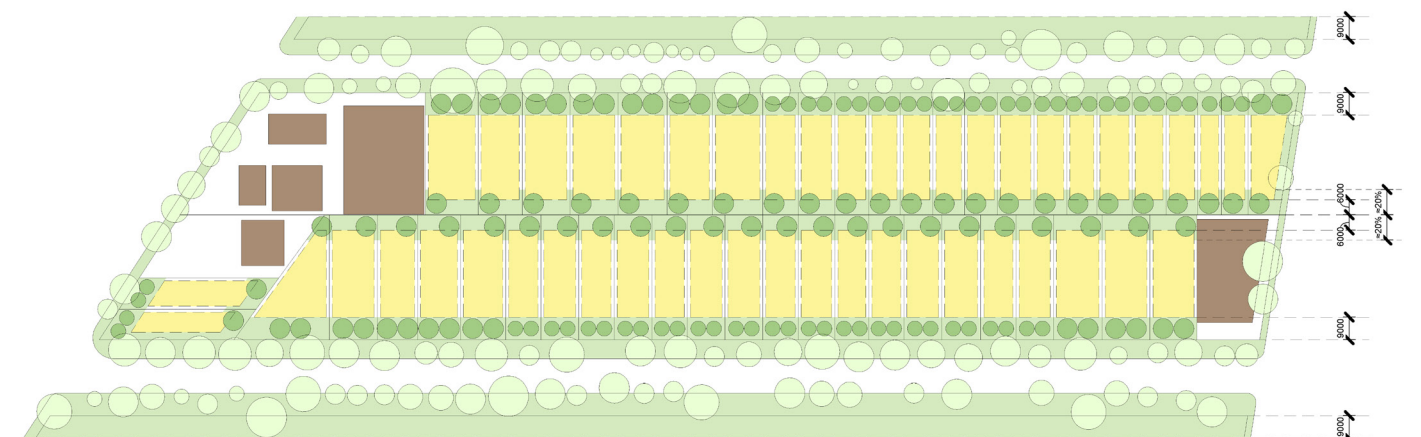
- One canopy tree to be provided in front setbacks for every 7.5m of lot frontage or part thereof
- One canopy tree to be provided in rear setbacks for every 15m of rear width or part thereof
- Each single dwelling lot resulting from subdivision to be provided with at least one tree in its portions of the original front and rear setbacks
- Trees should be planted with trunks setback at least 3m from side boundaries, and with 4m separation from built structures and 3m from beam footings



Dwelling houses (existing controls)



Dual occupancies with proposed controls – subdivision scenarios



Multiple unit housing with proposed controls – subdivision scenarios



# Proposed DCP controls

## Privacy, outlook and private open space

The increased density per hectare of dwellings proposed within R2 areas necessitates an increase in controls assuring both privacy and outlook to each dwelling. Existing controls within the Strathfield DCP need to be augmented, informed by other best practices regarding the regulation of these design issues.

To achieve a successful balance between privacy and outlook for all dwellings, it is recommended to adopt a system of room & balcony separation controls, in this case adapted from the NSW Apartment Design Guide section 3F Visual privacy.

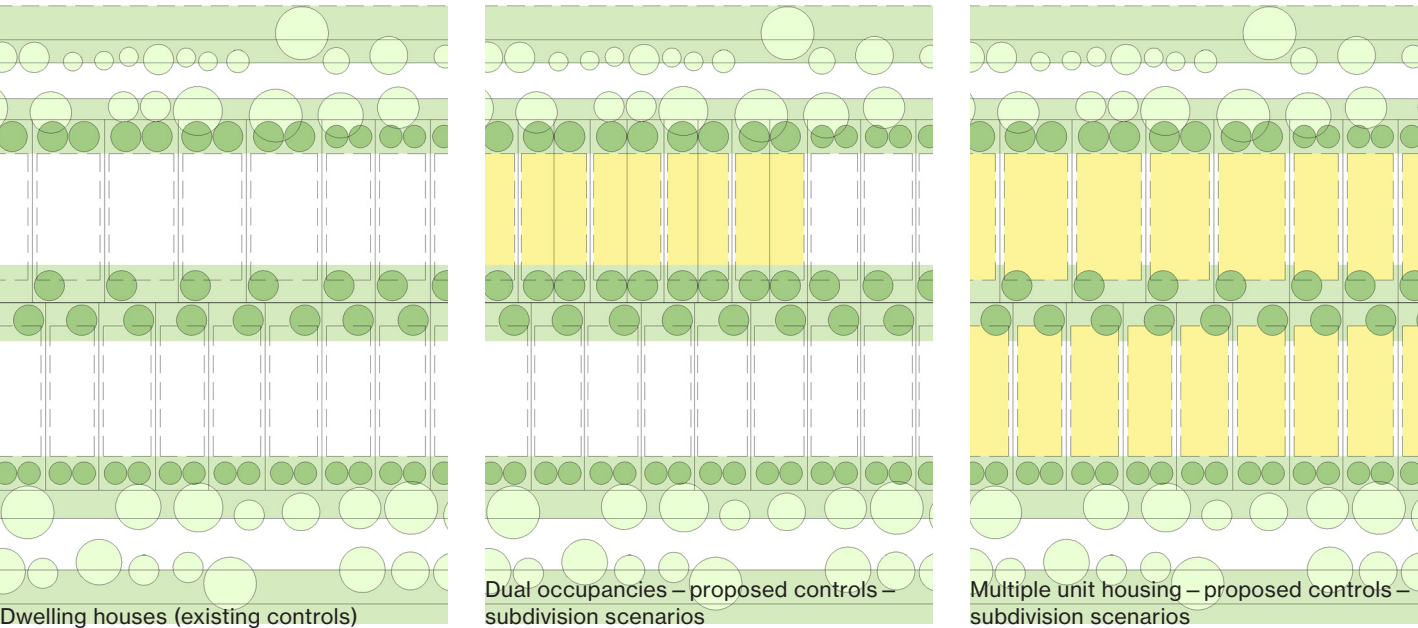
Rooms belonging to different dwellings shall be separated from each other or from other features in plan by the projections in plan described on this page. The separations are determined by a system of non-overlapping cones projecting at 45° out from the width of each window or balcony opening to a given distance out from the plane of the opening as shown in the diagrams at right.

It is recommended that the following separations be adopted for medium density housing types within R2 areas:

- habitable rooms/balconies to nearest blank wall or boundary: 6m
- non-habitable rooms to nearest blank wall or boundary: 3m
- between two habitable rooms/balconies belonging to different dwellings: 12m
- Between a habitable room/balcony and a non-habitable room belonging to different dwellings: 9m
- Between non-habitable rooms belonging to different dwellings: 6m

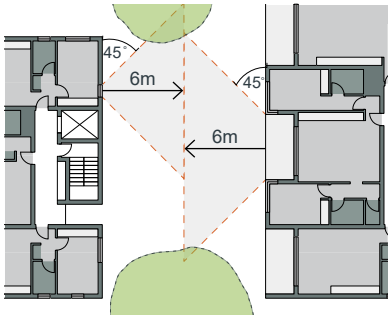
Naturally, the distances between rooms belonging to different dwellings can be reduced where their window or balcony openings can be offset sufficiently in plan for their projecting cones to slide past each other.

To ensure understanding and compliance with these separation controls, all drawings and diagrams depicting configuration and screening of outlooks from habitable rooms should be redrawn in line with this section.

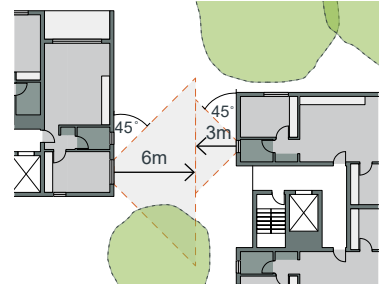


### Conditions within a development

Habitable to habitable rooms

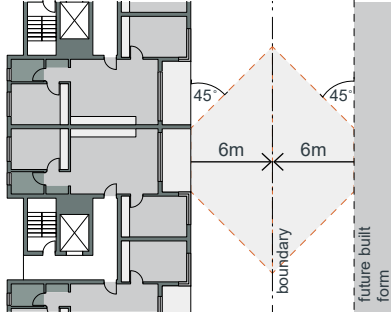


Habitable to non-habitable rooms

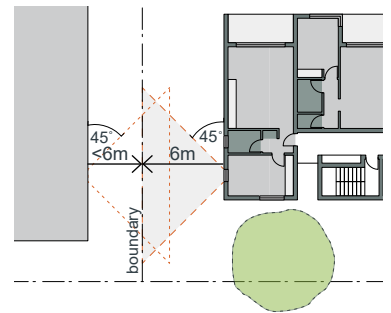


### Boundary conditions

Habitable to habitable rooms

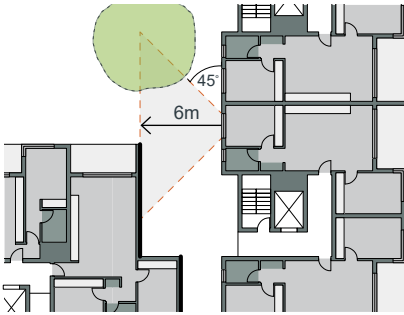


Habitable to non-compliant existing



### Blank wall conditions

To habitable rooms



To non-habitable rooms

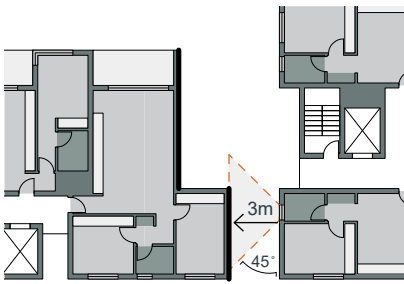


Figure 3F.6 Diagrams showing different privacy interface conditions

Source: NSW DPHI (2015) Apartment Design Guide

## Upper floor balconies

Due to privacy concerns, Part A does not permit upper floor balconies on side boundaries and greatly restricts them at the rear of dwellings. However, this may be overly prescriptive and make the provision of sufficient balconies impossible for some sites. While this is reasonable where the orientation of adjacent single dwellings is predictable and consistent, the orientations of medium density housing developments are less so. For these housing types, upper floor balconies should comply with the separation cones described above. It is noted that this is likely to prevent balconies from facing side boundaries in any case, and cause front and rear balconies to be setback from side boundaries.

## Private & common open space

Parts B & C require a private open space of 40m<sup>2</sup> and min 4m depth to each dwelling within a dual occupancy or multi dwelling housing development, with Part C requiring minimum balcony areas and depths for upper floor units in residential flat buildings. Part C also requires a common open space on multiple-unit housing

that is the greater of 100m<sup>2</sup> or 10% of the site area and min 7m depth.

It is suggested that given the smaller scale of multiple-unit housing developments anticipated within R2 areas this configuration of private and common space may be overly constraining on the configurability of the development and the potential for future subdivision into single dwelling lots. It is proposed that for scenarios where multiple-unit housing is accepted on lots between 560m<sup>2</sup> and 1,000m<sup>2</sup>, that such developments may comply –

- either with the existing combination of private open spaces at ground floor, private balconies to upper floor units, and a common open space –
- or by providing a private open space of 40m<sup>2</sup> & 4m min depth to every dwelling in the development thus forgoing the need to provide a common open space.



# Proposed DCP controls

## **Vehicular access, parking & street trees**

Vehicular access and parking have significant impacts on streetscape and local character by impacting the viability of street trees and the extent of canopy trees, soft landscaping and deep soil in front and side setbacks. Increasing density of dwellings necessitate firm controls that minimise the increase of these impacts.

## **Vehicular crossings & streetscape**

It is recommended to extend Part A controls on single dwelling vehicular access to multiple-unit developments in R2 areas as far as possible to ensure consistency of streetscape character across existing and new development as follows:

- Limit number of vehicular crossings of the street verge to one only (not two) with a max width of 3m at the site boundary
- Require new development to reuse driveways where one already exists
- Crossings including laybacks must be setback at least 2m from the trunks of street trees
- Vehicular entrances/ramps into basement car parking should be max 3.5m wide

## **Garage frontages**

Parts B & C require that "where practicable, garage doors shall not be sited to face the street to which the building has its main frontage". On smaller developments as are expected in R2 areas, this is almost never practicable, at least not without wide turning paths that require extensive paving and significantly cut down area available for soft landscaping. It is noted that many of the few existing dual occupancies within the Strathfield LGA do not comply with this control, and as a result are quite dominant on these developments.

For garages for single dwelling lots, Part A requires only that garages be recessed behind the front facade of the dwelling. This is the

control that should be applied to Parts B & C as well to achieve an appropriate balance between minimising the visual impact of garages and the impacts to soft landscaping of onsite driveway areas. It is recommended that a control be introduced to all three Parts that street-facing garages ad their doors must be setback at least 1m behind the front facade of the dwelling. This should apply to both primary and secondary frontage locations. The 3.5m max height for detached garages and carports in Part A should extend to Parts B & C as well.

## **Driveway and parking setbacks**

Consistent and coordinated side and rear setbacks for garages, carports and driveways should apply across Parts A, B & C, defined to manage impacts on landscaped area and the urban canopy. It is recommended to apply the following controls across all housing types in R2 areas:

- Driveways and carports should be set back 0.5m from side boundaries (as per Part A) to create screen planting opportunities while maximising site width available for dwellings
- Garages should be setback 1.2m from side boundaries in line with building side setbacks
- Garages, carports and driveways should no longer be permitted to encroach into the 6m rear setback area of any housing type to eliminate unnecessary impacts and disruptions to soft landscaping and the urban canopy through the centre of the block.

## **Parking minimums and maximums**

It is beyond the scope of this study to review Council policies with regard to parking minimums. However, to minimise impacts it is recommended to review parking controls in Parts B & C as applicable in R2 areas and to redefine parking requirements as maximums rather than minimums.

## **Other streetscape & design controls**

### **Architectural design & streetscape**

Part A comprises a much more comprehensive chapter on architectural design and streetscape presentation than the brief sections on streetscape, building orientation and materials in Parts B & C. Accordingly it is recommended to import the chapter from Part A into Parts B & C for application to dual occupancies and multiple-unit dwellings in R2 areas. It is noted that this chapter will include the following sections:

- Objectives
- Streetscape presentation
- Scale, massing & rhythm of street
- Building forms
- Roof forms
- Materials
- Colours
- Porticos & dormers

### **Fencing**

Fencing is an underacknowledged area of urban design where inconsistency between developments can easily disrupt perceptions of the quality of the overall streetscape. Fencing controls should be harmonised across Parts A, B & C for R2 areas, including the following

- Solid parts of fencing forward of the building line should be a consistent max 0.7m high (as per Part A) across DCP Parts
- Open parts should a consistent max 0.8m high above the solid part of max 1.5m overall
- Allowances for solid front fencing up to 1.8m should be removed
- Side and rear fencing should be max 1.8m high, with additional lattice of 0.3 acceptable with consent of adjacent owner
- Side fencing should taper down in height to meet the height of the front fence
- Side fencing forward of the building line should taper in height to meet the front fence

### **Natural ground plane**

Another underacknowledged area of urban design is respect for the natural ground plane. Significant alterations to the natural ground plane create the perception of a boxy and artificial environment that runs counter to the desire for a natural, leafy urban landscape. Numerous controls driving towards respect for the natural ground plane should be extended across all housing types in R2 areas, including:

- Ground floor levels should be no more than 1.2m above natural ground level
- Garage and carport floors should be no more than 150mm above natural ground level at their driveway entrances
- Basements should be setback within the footprint of the building above (as noted earlier) and should not protrude more than 1m above natural ground level
- Fill should be limited to max 1m above natural ground level
- Retaining walls should be limited to 1.2m in height
- Swimming pools higher than 1m above natural ground level should be landscaped to the natural ground level
- Tennis courts may be no more than 0.75m above natural ground level

### **Future subdivision**

Dual occupancy and multi dwelling housing development should be configured in ways that will enable future subdivision into single dwelling housing, including the following elements:

- Common walls and building elements
- Pedestrian and vehicular access
- Common and private open spaces
- Water supply, stormwater and sewerage systems
- Electrical supply, internet supply, TV reception, gas supply, etc.
- Waste management



# CONCLUSION

8



# Summary of recommendations

SGS Economics & Planning, Architectus and Micromex team have put forward a recommended scenario for consideration by Strathfield Council which combines aspects of the various final scenarios proposed above. Specifically, it proposes the following:

- Permit dual occupancies in all R2 areas (Final Scenario 1A, Option 1)
- Permit multi dwelling housing in all R2 areas (Final Scenario 1B, Option 1)
- Reduce minimum lot sizes (Final Scenario 2, Option 2)
- Permit residential flat buildings in R2 areas within 800m of a station only (Final Scenario 3, Option 3)

This hybrid scenario comprises a distinct but concise set of LEP control changes as follows:

## Land use table (Part 2):

- Permit dual occupancies and multi dwelling housing in Zone R2

## Minimum lot sizes (Part 4):

- Apply minimum lot size of 560m<sup>2</sup> to dual occupancies and multi dwelling housing in Zone R2
- Permit minimum lot size of 280m<sup>2</sup> where subdivision of dual occupancy or multi dwelling housing development results in dwelling house lot with minimum primary road frontage of 7.2m

## Additional permitted uses (Schedule 1)

- Repeal redundant "Item 1" section permitting dual occupancy on certain land in Greenacre
- Remove Item 1 from Additional Permitted Uses Map
- Add an "Item 5" section permitting residential flat buildings on certain land in Zone R2
- Add an Item 5 to Additional Permitted Uses Map (see page 44)
- Add clause applying minimum lot size of 560m<sup>2</sup> to residential flat buildings in Item 5

This is a simple suite of changes that will unlock significant medium density housing capacity and diversity, are aligned with community feedback, and need not be greatly challenging to implement.

To ensure the quality of built environment and streetscape produced under these changes, this report recommends a substantial revision of Parts A, B & C of the Strathfield Consolidated DCP to ensure that dual occupancies, multi dwelling housing and residential flat buildings built in R2 areas are developed in a manner consistent with the development of existing dwelling houses in those areas.

The Parts of the DCP concerned with dual occupancies, multi dwelling housing and residential flat buildings have been written with R3 and R4 medium and high density residential areas in mind, not R2 low density residential areas. New or revised controls must be introduced for these housing types where they are proposed for R2 areas. These controls should draw extensively from the controls applying to the dwelling houses already in those areas.

Two areas of development controls will have the greatest impact on ensuring the quality of built environment and streetscape of these areas: landscape and urban canopy, and building setback and envelope.

Landscape and urban canopy drives the quintessential 'leafy' character of mature suburban areas such as Strathfield LGA. The consistency of street trees, deep front gardens, deep rear gardens with canopy trees visible between and over houses ensure that wherever one stands in a Strathfield street, there is greenery throughout the foreground and background everywhere one looks.

This consistency of tree cover and vegetation has until now been preserved within R2 areas by consistent building height, setback and envelope controls that not only manage the impacts of individual dwelling houses but also ensure that the continuity of landscape along each street and across the backyards along each block. DCP controls requiring new dwelling house developments to provide soft landscaping and canopy trees in their front and back yards ensures that this continues even as houses are replaced over time.

The greatest risk to local character that may be triggered by the introduction of medium density housing types into R2 areas is not that they will be of an incompatible architectural character but that they will disrupt the consistency and continuity of this urban landscape, both through the disruptive process of construction and through the incompatibility of DCP controls currently applying to them. As the DCP now stands, little prevents medium density housing developments from jutting in, planting themselves close up against back fences, and denuding front and back yards of canopy trees and soft landscaping.

Putting in place landscape (incl. soft and deep soil landscaping), site coverage and canopy tree controls commensurate to those currently applying to single dwellings will be essential to eliminating that risk. Requiring front yard canopy trees about every 7.5m and rear yard canopy trees at least every 15m across all housing types is critical.

So will putting in place building height, setback, separation and envelope controls that are consistent across all existing and new housing types to be permitted in R2 areas. Here, requiring a 6m rear setback across all housing types is critical.

Further areas where we recommend changes to the current DCP are extensive: new separation controls for rooms and balconies belonging to different dwellings, revised options for private and common open space, revised approach to vehicular crossings, driveways, garages and carports, and parking maximums, architectural design and streetscape, fencing, respect for the natural ground plane, and configuration for potential future subdivision.

It is recommended that Strathfield Council consider a full restructuring of these parts of the DCP in line with best practice for development and design control instruments to provide certainty of outcome and ease of implementation for all development stakeholders.

The combined effect of all of these changes is to create residential areas that greater numbers of residents are able to enjoy, that greater diversity in terms of different types of families and households are able to enjoy, as each development contributes to building up and maintaining green and leafy character of the Strathfield LGA.



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