

# Planning Proposal

86-88 Centenary Drive Strathfield

14/12/2017



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# Executive Summary

This Planning Proposal seeks consent for uplift in FSR and height on the site known as 86-88 Centenary Drive, Strathfield. The site is located on the southern side of Strathfield Golf course and presents an opportunity to provide additional housing density with an excellent level of amenity and outlook, without compromising adjoining sites by way of overlooking or overshadowing.

Whilst this Planning Proposal seeks a substantial uplift in FSR from 1.2:1 to 1.8:1 and height from 28m to 65m, the site is clearly capable of accommodating additional residential density without significantly compromising solar access, neighbouring amenity or the functionality of nearby roads. The site is well connected, on Centenary Drive, a major arterial road in the Sydney road network, and is within 200m of a regularly serviced bus stop on Liverpool Road linking the site to nearby centres at Strathfield, Burwood and Homebush, and onto Sydney's second CBD at Parramatta. The site is also adjacent to the Cooks River Cycleway, linking the site to nearby economic centres and primary, secondary and tertiary educational facilities.

This Planning Proposal provides an opportunity for Strathfield to meet the housing target of an additional 3,650 dwellings by 2021 as set by the draft Greater Sydney Regional Plan and draft Central District Plan. The Planning Proposal is consistent with both draft regional strategies which seek to locate additional residential density on sites that are well connected to existing economic centres to meet the objective of containing commuting time to 30-minutes (the '30-minute city').

This Planning Proposal offers the opportunity to create a vibrant mixed-use development within an area already identified for high-density development. The uplift proposed in this Planning Proposal will deliver additional housing within a high amenity setting to meet the need for housing anticipated in the local and state planning studies. This Planning Proposal is consistent with the direction sought in the Strathfield Council Community Strategic Plan, as it located quality residential density in a location that does not impinge in the low density residential character of Strathfield.

The objectives of the SLEP 2012 recognise that residential amenity constrains the amount, density, bulk, height and scale of infill development. This proposal utilises a rare greenfield opportunity within Strathfield, on a site that is relatively unconstrained and undeveloped. It offers the chance to provide density, height and scale and to develop a gateway site that will generate mixed-use living opportunities within easy reach of the commuter hubs that provide access to CBDs in Sydney and Parramatta and the strategic economic centre in Burwood.

The planning proposal requests that the Strathfield Local Environmental Plan 2012 be amended to allow additional residential development, equating to a total yield of approximately 297, or 120 additional units beyond the 178 already approved. The intended outcome of this Planning Proposal is to amend SLEP 2012 as follows:

- Increase the maximum height of buildings permitted under Clause 4.3 Height of Buildings from 28m to up to 65m. The concept plans provide two towers of 35m and 65m in height.
- Amend the Floor Space Ratio (FSR) permitted under Clause 4.4 Floor Space Ratio from 1.2:1 to 1.8:1.

In conjunction with the existing B4 Mixed Use zoning, these amendments will allow the construction of two (2) mixed-use residential towers on the site at maximum heights of 19 and 26 storeys. A concept design of the mixed-use towers has been prepared by Woods Bagot and includes the following:

- Southern Tower (Tower A) to comprise a slender 19-storey tower orientated to minimise shadow cast onto the adjoining school
- Northern Tower (Tower B) to incorporate a 26-storey tower orientated to provide views of the adjacent golf course and to provide an iconic landmark building at this gateway to Strathfield.

This Planning Proposal offers the opportunity to create a vibrant mixed-use development within an area already identified for high-density development. The uplift proposed in this Planning Proposal will deliver approximately 120 additional residential units within a high amenity setting to meet the need for housing anticipated in the local and state planning studies. The Planning Proposal will provide the following benefits to the public:

- Provides additional accommodation with good access to existing primary and secondary schools
- Located within proximity of established centres at Burwood, Homebush West and Strathfield
- Deliver commercial tenancies to support the day-to-day needs of residents within the site and the adjoining community
- Delivers additional density in a location where residential density is already anticipated, with minimal impact on adjoining properties and which preserves the low-density character of Strathfield
- Provides a catalyst for high-quality development along Liverpool Road, being a gateway site at the transition from light industrial and low-density residential uses (to the west) to medium density development (to the east) along Liverpool Road
- Inclusion of an on-demand shuttle bus to provide residents with access to Strathfield Station and to minimise car dependency
- Better use of existing vehicular off ramps and on ramps on Centenary Drive that are not at capacity and,
- Delivers additional density within a traffic and transport framework that has capacity to service the site without impacting quiet residential areas or waiting times at intersections.

There are few sites in the locality with characteristics that can accommodate buildings of the height, bulk and scale proposed in this Planning Proposal. The site's location, adjacent to the Strathfield Golf Course, allows the scale and height of the buildings to be absorbed in the landscape. The golf course provides all units with views over the established trees to Homebush and the City, enhancing residential amenity with a green, natural outlook and excellent solar access. The concept design responds to the site constraints to ensure there is minimal shadow and opportunities for overlooking the adjoining high school.

This Planning Proposal is consistent with local and regional strategies and strategic plans. The concept plans prepared by Woods Bagot demonstrate that the site is capable of accommodating additional density without adverse environmental impact. The site is well located to provide additional homes within 30-minutes of strategic economic centres, jobs, shopping precincts and public transport and it is justified that the proposal has good strategic merit.



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Appendix A	Design Report
Appendix B	Traffic Assessment
Appendix C	Indicative Acoustic Report

# 1. Introduction

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This Planning Proposal has been prepared on behalf of Conquest Pty Ltd and seeks site-specific amendments to the Strathfield Local Environmental Plan 2012 (SLEP 2012). The site is a landmark property at a gateway entry into the Strathfield LGA, on land formerly used in association with a golf course, and adjacent to an existing high school. This Planning Proposal provides the opportunity to deliver an iconic development of infill residential density which is well connected to existing economic centres, schools, community facilities and is serviced by existing arterial roads with sufficient capacity.

This Planning Proposal seeks to increase the height and floor space ratio development standards of the SLEP 2012 to develop a mixed-use development across two slender towers, as demonstrated in the concept plans prepared by Woods Bagot (Appendix A).

**The intended outcome of this Planning Proposal is to amend SLEP 2012 as follows:**

- **Increase the maximum height of buildings permitted under Clause 4.3 Height of Buildings from 28m to up to 65m**
- **Increase the Floor Space Ratio (FSR) permitted under Clause 4.4 Floor Space Ratio from 1.2:1 to 1.8:1**

The concept plans prepared by Woods Bagot demonstrate the amended controls can produce two mixed-use buildings of high architectural merit, including the possibility of affordable housing units (subject to a Voluntary Planning Agreement with Council) and facilities to serve the future residents such as restaurants, cafés, office areas and meeting rooms. The concept plans demonstrate these amended controls can produce a positive built form outcome for the local area in a landmark development that clearly delineates the change in urban form at the intersection of Centenary Drive and Liverpool Road, as follows:

- Southern Tower (Tower A) to comprise a slender 19-storey tower, north of the approved nine storey building footprint and orientated to minimise shadow cast onto the adjoining school; and
- Northern Tower (Tower B) to comprise a 26-storey tower orientated to provide views of the adjacent golf course and to provide an iconic landmark building at this gateway to Strathfield

The urban hierarchy and context of the site calls for a landmark building to identify a change in urban form at the intersection of Centenary Drive and Liverpool Road. Increasing the permitted height and density on the site by way of this Planning Proposal would enable the delivery of an iconic building at this gateway location.

The existing controls of the Strathfield LEP 2012 permit buildings up to 28m in height on the site, inviting a building that is larger in scale than development in the immediate context of the site which is restricted in height from 9.5m to 12m. A change in urban scale is anticipated by the existing controls and whilst this Planning Proposal would increase the permitted density and height further, this is consistent with the delineation in built form currently anticipated by the Council's LEP.

This Planning Proposal offers the opportunity to create a vibrant mixed-use development within an area already identified for high-density development. The uplift proposed in this Planning Proposal will deliver approximately 120 additional residential units within a high amenity setting to meet the need for housing anticipated in the local and state planning studies. The Planning Proposal will provide the following benefits to the public:



- Provides additional accommodation with good access to existing primary and secondary schools
- Located within proximity of established centres at Burwood, Homebush West and Strathfield
- Deliver commercial tenancies to support the day-to-day needs of residents within the site and the adjoining community
- Delivers additional density in a location where residential density is already anticipated, with minimal impact on adjoining properties and which preserves the low-density character of Strathfield
- Provides a catalyst for high-quality development along Liverpool Road, being a gateway site at the transition from light industrial and low-density residential uses (to the west) to medium density development (to the east) along Liverpool Road
- Inclusion of an on-demand shuttle bus to provide residents with access to Strathfield Station and to minimise car dependency
- Better use of existing vehicular off ramps and on ramps on Centenary Drive that are not at capacity and,
- Delivers additional density within a traffic and transport framework that has capacity to service the site without impacting quiet residential areas or waiting times at intersections.

There are few sites in the locality with characteristics that can accommodate buildings of the height, bulk and scale proposed in this Planning Proposal. The site's location, adjacent to the Strathfield Golf Course, allows the scale and height of the buildings to be absorbed in the landscape. The golf course provides all units with views over the established trees to Homebush and the City, enhancing residential amenity with a green, natural outlook and excellent solar access.

Height cues with proximity to the site are taken from nearby transmission lines with an approximate height of 55m to 60m, a series of white industrial silos located on the southern side of Liverpool Road and the concrete flyover bridge between Roberts Road and Centenary Drive. As a result, the height plane in the surrounding area primarily comprises large scale, bulky infrastructure. The configuration of the site provides a limited street frontage, and views to the site from the south and west are mostly fleeting as they are obtained from travelling vehicles. Views looking south toward the site, across the golf course, are obscured by mature trees and separation of distance.

The site is strategically located near arterial roads such as Centenary Drive, Roberts Road, Liverpool Road and the M4 motorway. The site is approximately 450m from the nearest bus stop, located on Liverpool Road and serviced by three regular lines operating every 10 minutes during daytime hours and 30 minutes during evenings, connecting residents to nearby centres at Strathfield (11min journey), Burwood (20min journey), Bankstown (25min journey) and Chullora (5min journey). From Strathfield, it is a 15-minute onward journey to Central Sydney and Parramatta, with train headways every 5 minutes in peak periods.

The Traffic Impact Assessment (Appendix B) considers the impact of the additional density on the functionality of Centenary Drive, based on RMS Traffic Generating Development requirements. This assessment concludes that there is more than sufficient capacity in the existing slip lane, that provides the only vehicular access to the site, to cater for the total vehicular movements that would result from the additional density sought in this Planning Proposal. The assessment also concludes that there is sufficient capacity at the signalised intersection of Centenary Drive and Liverpool Road to cater for the additional traffic movements without significantly impacting waiting times.

A strong attribute of this site is its ability to accommodate additional residential density without compromising the functionality of nearby roads, and without directing additional traffic through

nearby residential streets. As the vehicular entry and exit from the site is via Centenary Drive, the additional vehicular movements are concentrated to a classified road and not a residential street.

As discussed within this report, the additional height has been designed to minimise overshadowing of the adjoining school buildings and playing field. The playing field is only overshadowed for approximately two hours at mid-winter, with no overshadowing occurring throughout the remainder of the year (equinox and summer solstice). Through consultation with the Principal of the adjoining school, a need for additional shading sails, setting and plantings has been identified along the shared boundary with the site. These works are proposed to be undertaken to provide amenity improvements and a more usable area within the school.

This Planning Proposal has been prepared to comply with Section 55 of the EP&A Act, relevant Section 117 Ministerial Directions and 'A Guide to Preparing Planning Proposals' developed by the NSW Department of Planning and Environment 2016.

This Planning Proposal is structured as follows:

Chapter 1: Introduction

Chapter 2: Site Analysis

Chapter 3: Background

Chapter 4: The Planning Proposal Request

Chapter 5: Options Analysis

Chapter 6: Need for the Planning Proposal

Chapter 7: Relationship to Strategic Planning Framework

Chapter 8: Community Consultation

Chapter 9: Project Timeline

## 2. Site Analysis

### 2.1. The Site

The site is located at 86-88 Centenary Drive, Strathfield and is identified as lot 300 DP 1208910, lot 3011 DP1233236 and lot 3012 DP1233236. The site is located approximately 16 km west of Sydney CBD and 6 km south of Sydney Olympic Park. The site has a frontage to Centenary Drive of 117m, a rear boundary dimension of 55.5m adjoining properties in Hedges Avenue, a northern boundary length of 375m and southern boundary length of 290. This site has a total area of approximately 20,268m<sup>2</sup>.

Pursuant to the SLEP 2012, the site has a split zoning. The eastern portion of the Site is zoned R3 Medium Density Residential, and the western portion of the Site is zoned B4 Mixed Use. Development of 50 x two and three storey townhouses is currently underway on Lot 301, being the south-eastern portion of the site which is zoned R3 Medium Density Residential.

Directly adjoining the Site to the south is Strathfield South High School. The playing greens of the Strathfield Golf Club adjoin the property to the north. Low density residential development is located east of the site in Hedges Avenue, however is separated from the proposed residential flat buildings by the existing townhouses that are under construction.



Figure 1 General Site Arrangement.

### 2.2. The Location of the Site & Existing Development

The site is located strategically near major arterial roads such as Centenary Drive, Roberts Road, Liverpool Road and the M4 Motorway, while also enjoying a landscaped setting with expansive views across the adjoining Strathfield Golf course and toward Sydney city.



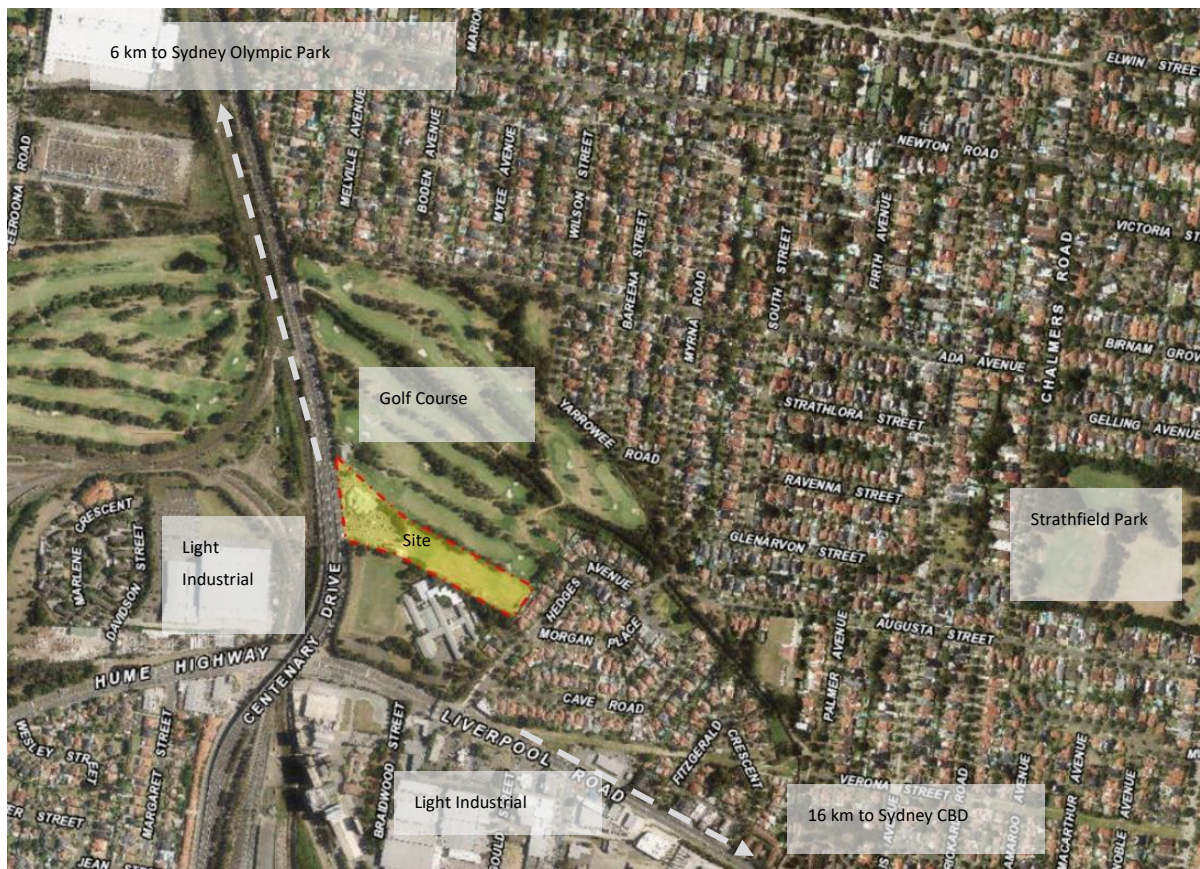


Figure 2 Aerial photograph of subject site and surrounding development

Presently, the site is part of the Strathfield Golf Club, including a single storey clubhouse and restaurant with adjoining open car park. The 18 hole Strathfield Golf Course abuts the northern boundary of the site and has recently been reshaped to coincide with the construction of new clubhouse facilities currently under construction on the western side of Centenary Drive, accessed from Weeroona Road.

Development to the east of the site is characteristically single residential dwellings fronting Hedges Avenue. Adjacent to the low-density residences is the townhouse component of the approved development. The townhouses have been constructed in stage 1 and are accessed by an easement through Lot 300 and a loop road running centrally through the two rows of townhouses and along the southern boundary.

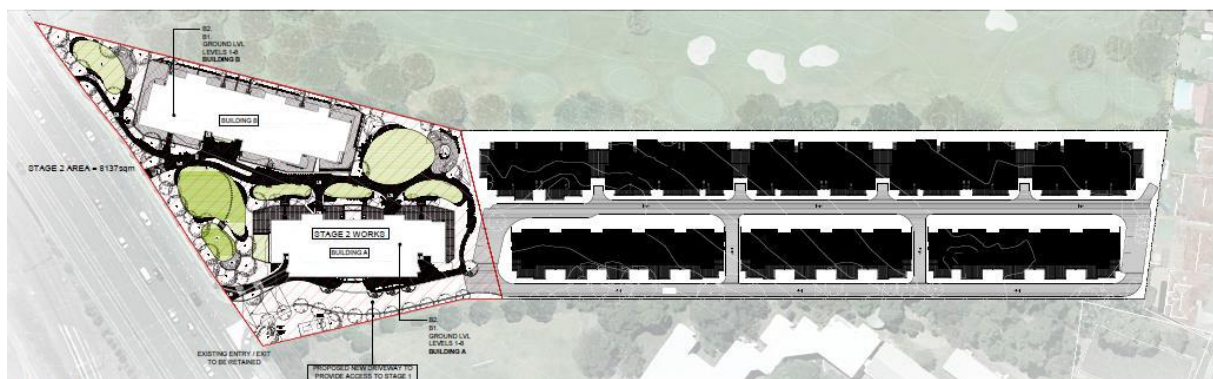


Figure 3 Approved layout of development at 86-88 Centenary Drive.

The southern boundary of the site adjoins Strathfield South High School. The approved townhouse development is at the interface with a two-storey school building to the south which is used for Design and Technology and woodwork subjects. In the north-western portion of the school, are playing fields. Established trees provide landscaped screening along the shared boundary and the school boundary with an approximately 3-metre high noise wall located between the school and Centenary Drive.

## **2.3. Surrounding Development**

Development surrounding the site is varied. The Strathfield Golf Course adjoins the site to the north. A Development Application was approved by Strathfield Council in 2016 for a new clubhouse on the portion of the golf course to the west of Centenary Drive and to regrade the existing golf course.

The Strathfield South High School is to the south. The existing school building has a variable setback of 6m to 8m from the shared boundary with the Stage 1 – townhouses. Playing fields occupy the western portion of the high school, adjacent to the proposed location of the additional density sought in this Planning Proposal.

Low-density residential dwellings fronting Hedges Avenue are east of the site. Located along Cave Road is a small cluster of local shops. The Cooks River Cycleway connects to the Bay-to-Bay cycle route, located on the eastern side of the Cave Road shops.

Development south-east of the site, along Liverpool Road, is mixed-use and primarily comprise land zoned B6 Enterprise Corridor. This area contains take-away food and beverage premises such as McDonald's, Oporto and KFC, a car wash business and an Ibis Hotel. These establishments adjoin the Strathfield South Light Industrial area which includes the TNT Enfield Depot, a range of mechanical and panel beating uses and the Port Enfield Intermodal Logistics Centre.

The major intersection of Liverpool Road (Hume Highway), Cosgrove Road and Roberts Road adjoins the site to the south-west. Development on the western side of the intersection comprises light industrial uses (north of Liverpool Road) such as a nursery and landscape supplier and low-density residential development along the southern part of Liverpool Road. A freight railway corridor follows the alignment of Centenary Drive located in the western part of the road reserve.

## **2.4. Characteristics of Surrounding Area**

Strategically located in the inner-west suburb of Strathfield the site is approximately 6.5 km south of Sydney Olympic Park and 16 km west of Sydney CBD.

The Strathfield South Industrial Area is established along Cosgrove Road and is accessible from the southern side of Liverpool Road and further south along Roberts Road. The Enfield Intermodal Logistics Centre began operation in Strathfield South in 2015 and is anticipated to provide additional local employment as the capacity of operations increase. The Enfield Intermodal Logistics Centre is expected to support the local economy and the broader transportation of freight through containerised rail and road networks throughout Sydney and into NSW.

Located approximately 4 km north of the site are the Flemington Food and Flower Markets: a significant contributor to the regional economy distributing fresh produce businesses throughout NSW. The market includes the 'Sydney Produce Market', 'Sydney Flower Market' and 'Sydney Growers Market' and includes more than 700 businesses selling fresh produce supplied by more than 20,000 growers across NSW and interstate. The market includes a retail facility of approximately 3,000 to 3,500 sqm a local convenience store, takeaway food businesses, banks, medical centre, veterinary hospital and other local services.

The Chullora Market Place is the closest local shopping centre, approximately 1.7 km west of the site. Other local services and shopping facilities are available in Homebush West (about 5 km), Bankstown Central (6 km), Strathfield Town Centre (4.5 km) and Burwood (6 km). A small strip of local shops are



provided on Cave Road approximately 800m from the site and contain a delicatessen, newsagency and florist. Take-away food and beverage businesses (Subway, McDonald's, KFC, Oporto) are located on the southern side of Liverpool Road approximately 550m from the site.

The site is close to existing local parks and regional open space including Freshwater Park (1.5 km), Strathfield Park (1.7 km), Ford Park (2.5km) and Begnell Field (2.5 km). These areas of open space provide future residents with access to outdoor playing facilities, playing courts, children's play equipment and areas for formal and informal recreation. The site is adjacent to the Strathfield Golf Club (private recreation land) and the Council owned Hudson Park Golf Course is approximately 2.5 km north of the site at the intersection of Centenary Drive and Arthur Street.

The site is in the catchment of the Strathfield South Public school, which is located 2km east of the site and caters for children in kindergarten to year 6. Strathfield South High School adjoins the site with the entrance via Hedges Avenue. The property is also in the catchment of Strathfield Boys High School and Strathfield Girls High School which are located 1.5km from the site. The site is also serviced by universities being 2km south of the Australian Catholic University situated on Barker Road in Strathfield, 6km east of the Lidcombe campuses for TAFE NSW and Sydney University.

## **2.5. Surrounding Road Network**

Vehicular access to the site is via a slip lane off Centenary Drive, approximately 200 m north of the signalised intersection with Liverpool Road. Vehicles are only able to access the site when travelling south along Centenary Drive.

Centenary Drive is a two-lane dual carriageway directly adjacent to the site entry. However, it opens up to three lanes 200 m north of the site and 700 m south where the Centenary Drive flyover bridge joins Roberts Road. Centenary Drive and Roberts Road are primary north-south connectors in the Sydney road transit network, providing access to Homebush Olympic Park, the M4 motorway linking to the western suburbs and the M5 motorway providing links to the city and the airport. The strategic location of the site supports the movement of residents to areas of work and economic interest throughout the Sydney Metropolitan Region.

## **2.6. Active & Public Transport**

The site is adjacent to the Bay to Bay Cycleway, a 30km share path connecting Botany Bay to Ryde. Much of the cycleway is located off-road and supports active travel as a choice for commuters. Cycle lanes are also provided on nearby roads including Centenary Drive. The site is approximately a 15-minute journey via bicycle to Strathfield station, with train access every 5 minutes to Central Station (15-minute journey) and Parramatta Station (17-minute journey).

Strathfield station is a primary metropolitan commuter station providing access to the North Shore Line, Northern Line, Western Line, Inner West & South Line, Blue Mountains Line and Central Coast & Newcastle Line.

The site is approximately 450m from the nearest bus stop, located on Liverpool Road and serviced by three regular lines (M90, 913 and 914) operating every 10 minutes during daytime hours and 30 minutes during evenings, connecting residents to nearby centres at Strathfield (11min journey), Burwood (20min journey), Bankstown (25min journey) and Chullora (5min journey).

## **2.7. Opportunities for Improvement**

The site is relatively isolated which supports the creation of a unique mixed-used development with views over the picturesque Strathfield Golf Club. The relative isolation benefits the development by reducing overlooking and overshadowing impacts and favours an iconic architectural outcome, as proposed in the concept prepared by Woods Bagot.

There are limited shops, cafes and restaurants in the immediate vicinity of the site to support the proposed residents from this development and the anticipated residential density along Liverpool Road. The mixed-use concept for the site will create a local destination incorporating tenancies for cafes, restaurants, fitness clubs, fresh food retailers and other speciality local services. The additional density proposed in this Planning Proposal would provide the critical mass to underpin the economic viability of a mixed-use precinct such as this.

There is also an opportunity to improve connectivity between the site and Strathfield Station. The applicant has proposed a private shuttle as an 'on-demand' service, providing access between the site and Strathfield Town Centre, to improve local connectivity and to encourage residents to utilise the Strathfield transport interchange. The plan is that this service would be in part 'user-pays' and partially supported by the body corporate.

## 3. Background

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### 3.1. Previous Planning Proposal

A Planning Proposal was endorsed by Strathfield Council in 2014 amending the SLEP 2012 to alter the zoning of the former practice fairway from RE2 Private Recreation to R3 Medium Density Residential and B4 Mixed Use. This previous Planning Proposal also introduced a maximum building height of 9.5m to the eastern portion of the site, 28m to the western part of the site and an FSR of 1.2:1 across the site.

The intent expressed in the original Planning Proposal was for the site to yield approximately 100 dwellings and include a hotel and function centre. The concept plan attached to the previous Planning Proposal included large 120m<sup>2</sup> “lifestyle apartments”. While a future Development Application could utilise this building typology, there was no mechanism incorporated into the Planning Proposal to require a development of this nature.

As detailed below, the approved DA (DA2015/100) proposed 50 townhouses and two residential buildings containing a total of 178 units. While this is considerably more density than was suggested in the initial Planning Proposal, the LEP controls were constructed to permit this scale of development. Based on the current direction of NSW State Planning, the Planning Proposal seeks to increase the allowed density to deliver further additional housing to meet local and regional demand.

### 3.2. DA History

The following summarises previous DA Approvals and Modification Applications relevant to the proposal:

4 May 2016	DA2015/100 was granted by the Sydney East Joint Regional Planning Panel, proposing the demolition of the existing clubhouse and structures, tree removal and construction of 23 x two-storey townhouses, 27 x three-storey townhouses and two x nine-storey apartment buildings.
4 August 2016	DA2015/100/01, a S96(1A) Application to correct the lot and DP, proposal description and to amend Condition 30 relating to the staging of development contributions.  DA2015/100/02, a S96(1A) Application to correct the lot and DP reference, to modify the internal configuration of units was under consideration by Council officers was still under consideration by Council at the time of preparing this report.
17 November 2017	DA2017/168, a new development application was lodged with Strathfield Council seeking consent for two residential flat buildings (9 and 13 storeys) with an FSR of 1.32:1 (10% departure) and height of up to 42.6m (52% departure). At the time of preparation of this report, this DA was yet to be determined.

### 3.3. Previous Calculation of FSR

Based on the current controls, the Floor Space Ratio (FSR) of 1.2:1 applies to the entirety of the site. In previous approvals the FSR was applied such that the townhouse component (stage 1) has a lower FSR and the residential flat element has a higher FSR, to produce a compliant FSR of 1.2:1 (24,322m<sup>2</sup>) across the site.

The lower density townhouse component of the development was placed toward this sensitive boundary to preserve residential amenity in Hedges Avenue, with the higher density residential/mixed

use buildings located on the western portion of the site. This is reflected both in the previous approval and the zoning and height controls of the site.

This Planning Proposal also seeks an FSR uplift across the entire site, however, due to the construction of the townhouse component, it is only feasible to place the increase on stage 2, the western portion. Moreover, in accordance with the DA consent (DA2015/100), a covenant has been listed on the property to prevent 'double dipping' and the addition of any further density to the townhouse portion of the site.

This condition would remain relevant to any future application on the site and would prohibit additional floor space from being placed on the townhouses. However, as the townhouses are an integral component of the overall development site, we believe it is necessary to consider the development in its totality in this Planning Proposal. As such, we have sought an FSR of 1.8:1 across the site as a whole.

## 4. Planning Proposal Request

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### 4.1. Introduction

The proposed LEP amendments in this Planning Proposal seek to provide greater flexibility across the site to achieve a better-built form outcome than would be obtained from the existing controls. Based on the height and FSR sought, envelopes for two towers are within heights of 19 and 26 storeys.

The towers are taller than existing building forms in the area. However, they are accommodated in this mixed-use context by an expansive landscape with views over the adjoining golf course. The locality presents the opportunity to reduce overshadowing to the adjacent school and to deliver a high quality, iconic building demonstrating architectural excellence. The property is close to public transport, existing centres and arterial roads.

The existing planning controls within Council's LEP and as approved in the previous development application (DA2015/100) permit two nine-storey buildings with significant footprints. This is important as it demonstrates that the existing controls already envisage a different urban form on the subject site that is much higher and denser than surrounding development, i.e. the existing height and FSR controls do not call for consistency in built form but instead encourage a landmark building that is taller and denser than surrounding development.

Height cues with proximity to the site are taken from nearby transmission lines with an approximate height of 55m to 60m, a series of white industrial silos located on the southern side of Liverpool Road and the concrete flyover bridge between Roberts Road and Centenary Drive. As a result, the height plane in the surrounding area primarily comprises large scale, bulky infrastructure. The configuration of the site provides a limited street frontage, and views to the site from the south and west are mostly fleeting as they are obtained from travelling vehicles. Views looking south toward the site, across the golf course, are obscured by mature trees and separation of distance.

The proposed development will positively contribute to the appearance of the existing area and will provide a landmark building of good architectural merit. The site has a gateway location which calls for a landmark building. The proposal, including the additional building height, provides an improved building form and appearance that will upgrade the residential development on the site and the built form fabric of the local area.

Additional density on site brings the opportunity to improve the quantity and quality of services provided in the mixed-use component of the development. The vision for the site includes destination-style restaurants, cafes and shops which will provide a unique experience for visitors to the site, residents and a unique way to interconnect with the adjacent golf course; reinforcing the place as a 'destination', providing residents with local services to meet their day-to-day needs within the development.

The proposal will provide an increased diversity of housing choice. Variety in the design includes facilities to assist residents to work from home, third places for social interaction, diversity in layouts and sizes of residential apartments, possible affordable units (subject to a future Voluntary Planning Agreement), and support for 'ageing in place'. The proponent will deliver additional housing within a well-connected area, supported by existing local centres, public transportation routes and high capacity arterial roads.

The amendments meet the requirements of A Plan for Greater Sydney (2014), the draft Greater Sydney Region Strategy (2017) and the draft Central District Plan (2016). The site has connectivity anticipated in the vision for Greater Sydney, with new density within a 30-minute commute of many workplaces via Metro bus or the proposed private shuttle connection to Strathfield Station. Strathfield Station is also a relatively flat 15-minute commute via bicycle from the site, much of which is along bicycle paths and quiet residential streets.



## 4.2. Current Statutory Controls

### 4.2.1. Strathfield Local Environmental Plan 2012

The following section discusses the Strathfield Local Environmental Plan 2012 controls that are relevant to the site:

- Land Use Zoning:  
B4 Mixed Use

Zone	
B1	Neighbourhood Centre
B2	Local Centre
B3	Commercial Core
B4	Mixed Use
B6	Enterprise Corridor
B7	Business Park
E2	Environmental Conservation
IN1	General Industrial
IN2	Light Industrial
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Special Activities
SP2	Infrastructure



Figure 4: Extract from Land Zoning Map (LZN\_002). Site highlighted in red.

#### Objectives of B4 Mixed Use zone

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To facilitate mixed use urban growth around railway stations and transport nodes and corridors, commercial centres and open space.
- To provide local and regional employment and live and work opportunities.

- Building Height  
11m, 18m, 24m,  
28m

A	0
J	9.5
L	11
M	12
N1	13
N2	14
O	16
P1	17
P2	18
Q	20
R1	21
R2	22
S	24
T1	26
T2	28
V1	35
V2	38
W	42
Y	54



Figure 5: Extract from Height of Buildings Map (HOB\_002). Site highlighted in red.

#### 4.3 Height of buildings

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

- (a) to ensure that development is of a height that is generally compatible with or which improves the appearance of the existing area,
- (b) to encourage a consolidation pattern that leads to the optimum sustainable capacity height for the area,
- (c) to achieve a diversity of small and large development options.

#### • Floor Space Ratio 1.2:1

G	0.65
L	0.9
N	1
P	1.2
Q	1.35
R1	1.4
R2	1.45
S1	1.5
S2	1.65
S3	1.8
T	2
U	2.5
V	3
W	3.5
X1	4
X2	4.2
Z	5



Figure 6: Extract from Floor Space Ratio Map (FSR\_002). Site highlighted in red.

#### 4.4 Floor space ratio

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

- (a) to ensure that dwellings are in keeping with the built form character of the local area,
- (b) to provide consistency in the bulk and scale of new dwellings in residential areas,
- (c) to minimise the impact of new development on the amenity of adjoining properties,
- (d) to minimise the impact of development on heritage conservation areas and heritage items,
- (e) in relation to Strathfield Town Centre:

*(i) to encourage consolidation and a sustainable integrated land use and transport development around key public transport infrastructure, and*

*(ii) to provide space for the strategic implementation of economic, social and cultural goals that create an active, lively and people-orientated development,*

*(f) in relation to Parramatta Road Corridor—to encourage a sustainable consolidation pattern that optimises floor space capacity in the corridor.*

### **4.3. Objectives and Intended Outcomes**

This Planning Proposal will:

- Enable the orderly redevelopment of 86-88 Centenary Drive, Strathfield in a manner that will support additional residential occupation, alongside small format local retail and commercial uses
- Facilitate the delivery of housing in an area with excellent access to public transport, social infrastructure, employment opportunities, goods and services
- Provide new development of an appropriate scale that is responsive to the unique location of the site adjacent to Strathfield Golf Course and well connected to existing arterial roads
- Develop the site to a height and density that provides an appropriate urban design response and presents an iconic architectural form
- Ensure the new development is responsive to the surrounding context that is primarily formed by separation to the north due to the golf course and the road flyover to the south.
- Provide a landmark building that forms a gateway to Strathfield and delineates the change in urban form already anticipated by the existing zoning controls
- Retain an acceptable transition to low-density development to the east of the site
- Ensure that the adjoining school and playing fields receive adequate solar access; and
- Provide additional affordable housing to support diversity in housing choice and flexibility in unit design to provide for people through all stages of life.

### **4.4. Explanation of Provisions**

To achieve the intended outcomes, this Planning Proposal seeks to amend planning controls in Strathfield Local Environmental Plan 2012 as follows:

- Amend Height of Buildings Map (HOB\_002) consistent with the proposed Height of Buildings Map to permit a height of 65 m over the western portion of the site (stage 2). Refer to indicative thumbnail mapping below and maps provided in Section 10 of this report.



- Amend Floor Space Ratio Map (FSR\_002) in accordance with the proposed Floor Space Ratio Map to permit an FSR of 1.8:1. Refer to indicative thumbnail mapping below and maps provided in Section 10 of this report:



## 4.5. Strategic Planning Context

### 4.5.1. A Plan for Growing Sydney

*A Plan for Growing Sydney* was released by the Department of Planning and Environment in December 2014 and is the NSW Government’s strategic planning vision for metropolitan Sydney. The Plan directs the planning focus toward creating a competitive economy and accelerating housing supply, choice and affordability. This regional strategy estimates that Sydney will require an additional 664,000 dwellings by 2031 to cater to the expanding population.

The site, 86-88 Centenary Drive is in the Central Subregion, south of the Urban Renewal Corridor running along Parramatta Road and north of the Urban Renewal Corridor running adjacent to the Bankstown railway line. The approximate location of the site is identified in Figure 7 with a red star.

*A Plan for Growing Sydney* outlines foundational directions and actions relating to the revitalisation of the Central subregion. Explicitly, the Plan states that the Government will “*continue to focus urban renewal activities like providing additional housing*”. A key priority for the Central Subregion is to “*accelerate housing supply, choice and affordability and build great places to live*”. To support this key priority, the Plan stipulates the following action:



*"Work with Councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around Priority Precincts, established and new centres, and along key public transport corridors".*

Located within easy reach of Strathfield Station, the site is strategically located between the Sydney CBD and Parramatta. The site represents a strategic development opportunity which will deliver new residential accommodation with easy access to employment, transport and services. This site presents a unique opportunity for additional infill residential density which is well connected to existing transport, services, schools, jobs and centres. The attributes of the site accommodate additional uplift in height and FSR without adversely impacting the adjoining school, nearby dwellings or the urban hierarchy.

This Planning Proposal is consistent with *A Plan for Growing Sydney*, as it would:

- Increase the supply of housing with good connectivity to Strathfield and Burwood railway stations and town centres by way of existing bus routes (5min and 20min commute respectively) (Direction 1.2, 1.7 and 2.1);
- Assist in revitalising existing suburbs by providing housing in or near centres in established urban areas to help more people live where they want - closer to jobs, services and transport (Direction 2.2 and 3.1);
- Respond to increased housing diversity and choice through the provision of housing stock to suit the needs of a changing population (Direction 2.3); and,
- Accelerate the housing supply, choice and affordability while building a great place to live (Central Subregion priorities).

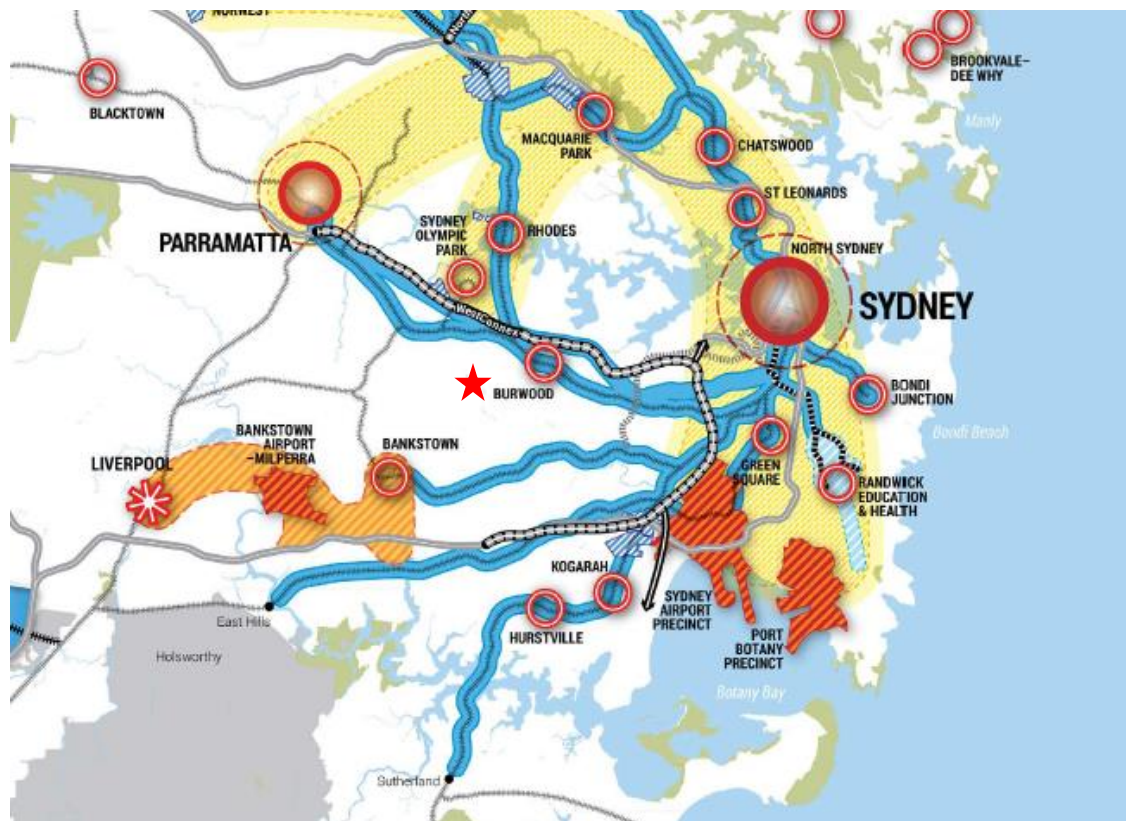


Figure 7 Excerpt from *A Plan for Growing Sydney*. Red star identifies approx. location of site.



#### **4.5.2. Draft Greater Sydney Region Plan 2056**

In October 2017, the Greater Sydney Commission released the draft Greater Sydney Region Plan. This regional strategy aligns with the vision established by the draft District Plans released in November 2016. The draft amendment reconceptualises Greater Sydney as a metropolis of three cities: Sydney CBD, Parramatta CBD and the Western Sydney Aerotropolis (refer to figure 8). The vision is to create a '30-minute city' whereby the majority of people are able to commute to their nearest city within 30-minutes.

86-88 Centenary Drive is strategically located to provide additional housing and a mixed-use precinct within 30-minute commute of both the Greater Parramatta CBD and the Harbour CBD, alongside a corridor with good road connectivity, excellent access to services, shops and economic centres and within a high amenity setting alongside a golf course.

The following maps taken from the draft Sydney Region Plan 2056 visually demonstrate the strategic location of the site, almost equidistant from Sydney CBD and Parramatta CBD, on an existing roadway, within very close proximity of the Burwood and Sydney Olympic Park Strategic Centres.

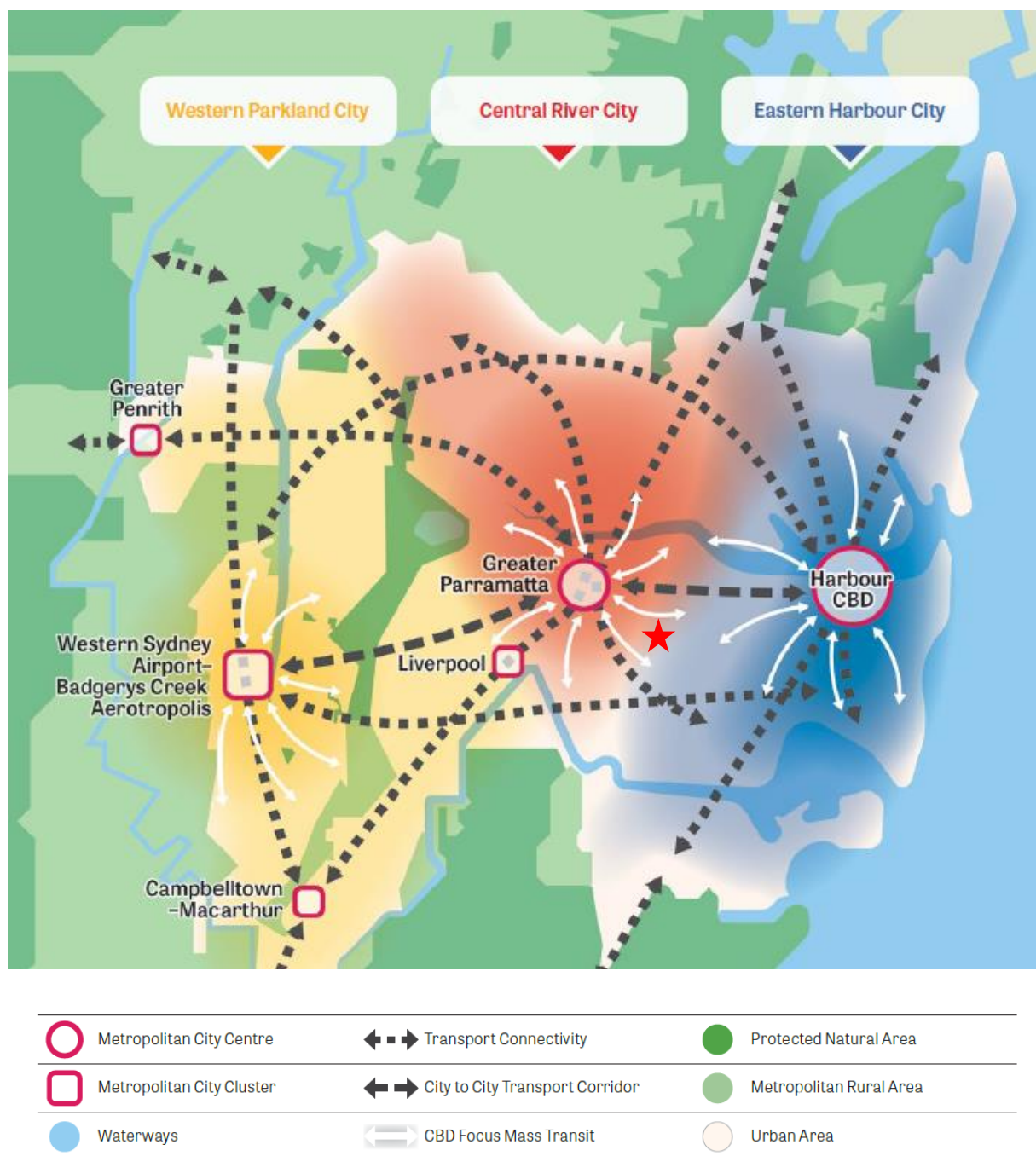


Figure 8 The Draft Greater Sydney Region Plan envisages a global metropolis of three cities. Approximate location of the site identified by red star



Figure 9 Summary of the draft Greater Sydney Region Plan. Approximate location of the site identified by a red star.



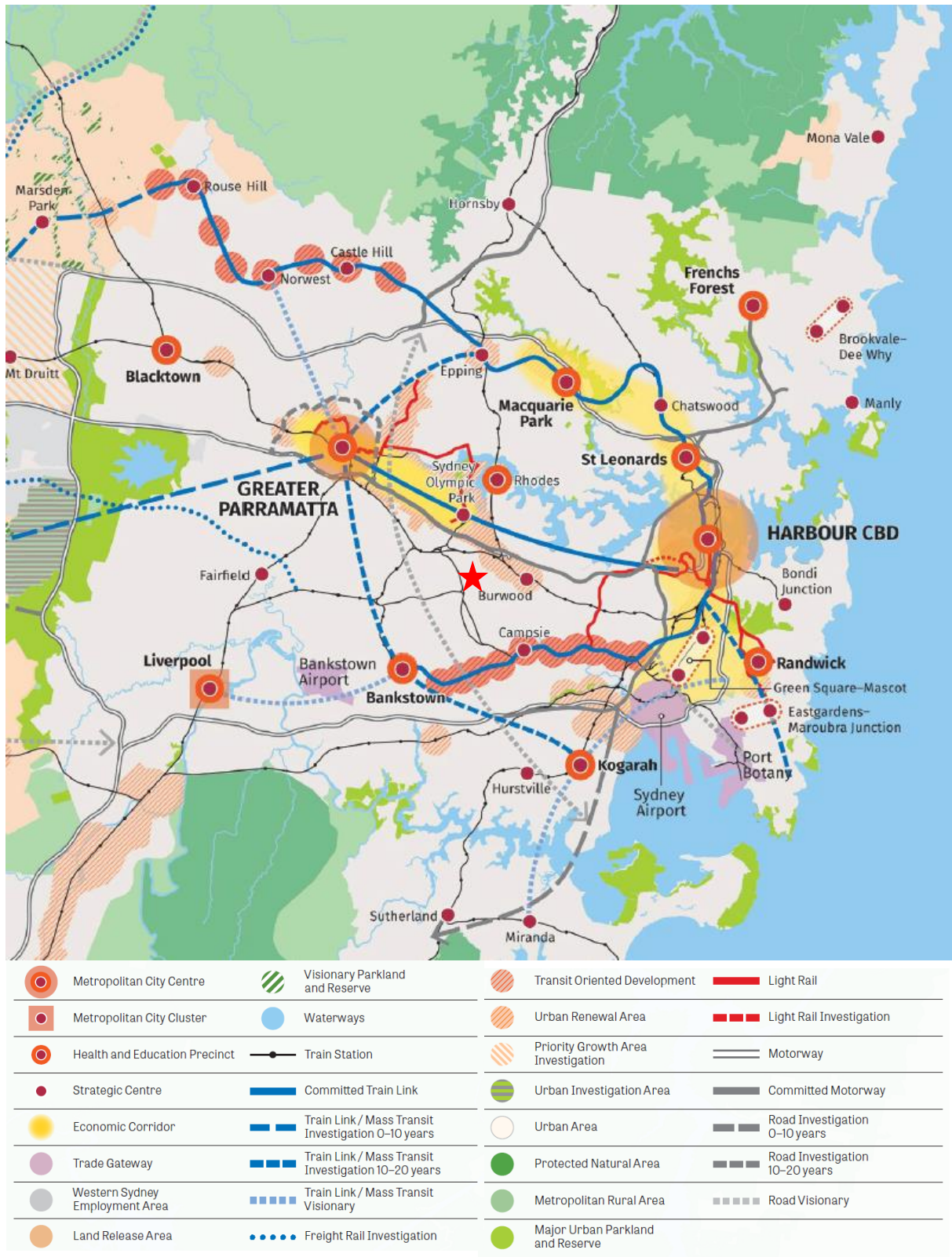


Figure 10 Greater Sydney Structure Plan 2056 – the three cities. Approximate location of site annotated with red star.

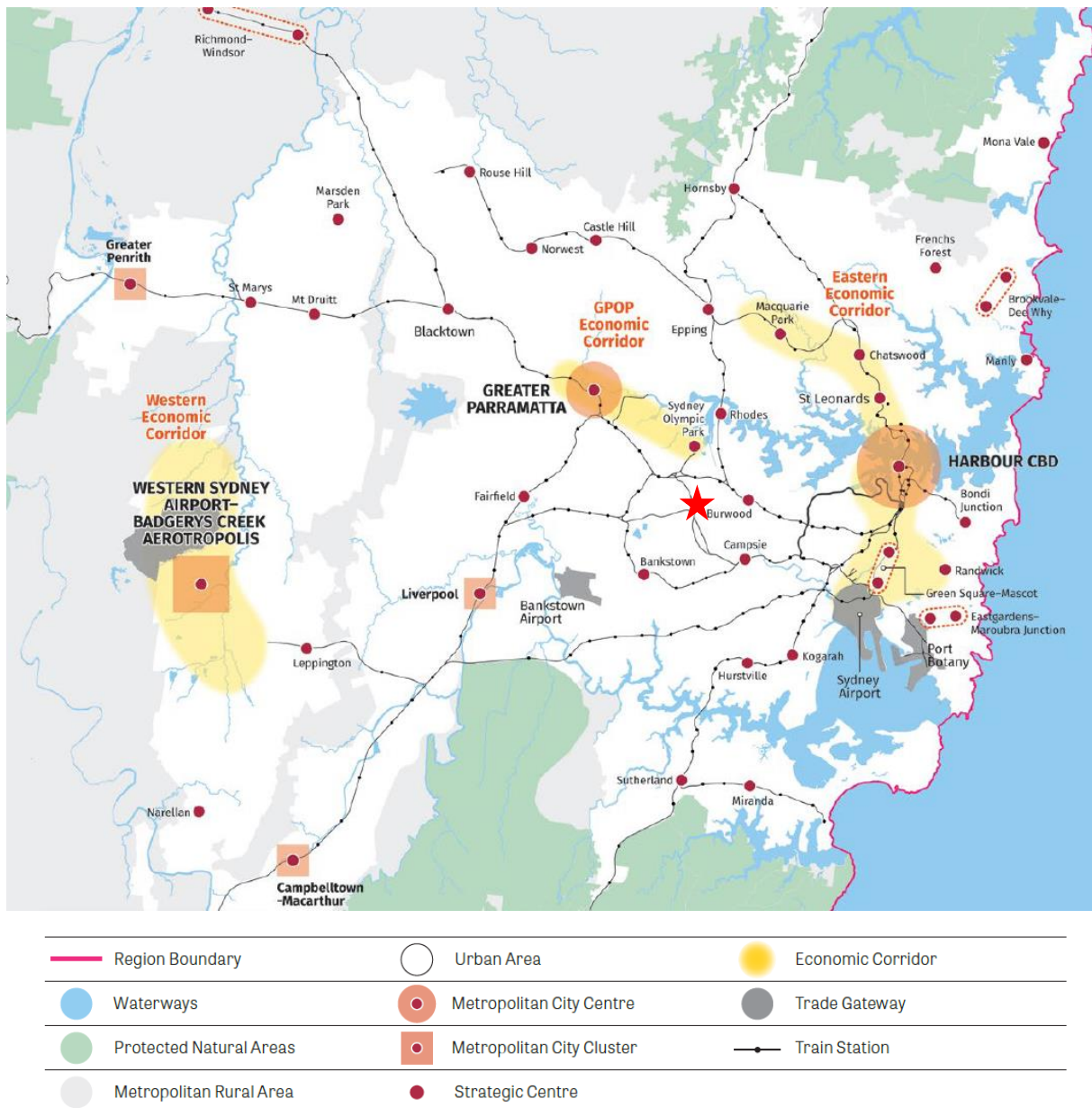


Figure 11 Metropolitan and Strategic Centres. Approximate location of site annotated by red star.

The draft Greater Sydney Region Strategy aims to (among other things):

- Create a metropolis of three cities, rebalancing growth and opportunities for people across Greater Sydney;
- Improve housing affordability and choice aligned with local infrastructure across the city;
- Uses quality design to create great places, walkable communities and shared spaces;
- Deliver a '30-minute city' to provide better access to jobs, schools and health care within 30 minutes of people's homes;
- Accommodate 1.74 million additional people and more than 725,000 new homes;
- Improve accessibility to jobs across all districts;
- Improve the ability to walk to local services and amenities;

- Provide equitable access to employment and education in centres to strengthen human capital;
- Provide equitable access to health, open space and community and cultural infrastructure;
- Support a range of housing choices at different price points to suit people through all stages of life;
- Provide affordable rental housing specifically for eligible households on very low and low incomes;
- Increase housing supply that broadens choice and diversity;
- In existing areas, prioritise new homes in places where daily needs can be met within walking distance or by public transport; and
- Lead the collaboration in the development of primary city-shaping areas, such as the Western Sydney
- The Planning Proposal is consistent with the draft amendment as it would:
- Contribute to the anticipated urban transformation of the Central City through the delivery of approximately 300 new dwellings and associated amenities;
- Provide a diversity of housing types, sizes, and configurations to meet the needs of a wide range of people; and
- Provide new housing in an area where access to jobs, education, local services and amenities, health, open space and community and cultural infrastructure is either within walking distance or accessed by public transport.

## 5. Options Analysis

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### 5.1. Introduction

The height and FSR uplift sought on the site is the result of a detailed site analysis and review of the surrounding area. The visual context of the site is limited, as there are few accessible locations with direct views to the western portion of the property where the additional density is to be located. Views are provided from nearby roads, however are fleeting as vehicles are generally travelling north or south along Centenary Drive.

A detailed analysis of the local context reveals that the visually dominating elements are restricted to road infrastructure including on and off-ramps, flyover bridge and roads, rail infrastructure on the western side of Centenary Drive, large (50-60m high) electrical transmission towers and industrial development, including a series of white silos located on the southern side of Liverpool Road towards Roberts Road. There are very few buildings within the visual context of the site, and to a degree, there is a lack of urban hierarchy.

Contextually, the site is located at a regionally important intersection of major arterial roads. This presents an opportunity for a landmark building which is visually identifiable. The lack of visual amenity formed by the industrial, electrical and road infrastructure, also provides an opportunity for a building that upgrades the area and identifies this as a gateway to Strathfield. The golf course to the north absorbs the scale of development on the site, and provides an excellent outlook with high amenity.

The existing planning controls within Council's LEP, and the building envelope approved in the previous development application (DA2015/100), permit two nine-storey buildings with significant footprints. This is important for two reasons. Firstly, the controls already envisage a different urban form on the subject site that is much higher and denser than surrounding development, i.e. the existing height and FSR controls do not call for consistency in built form but instead encourage a landmark building that is taller and denser than surrounding development. Secondly, the previous approval presents as a bulky and unrelieved built form, due partly to the size of the building footprints and also to the consistency in building height across the two buildings.

Based on the different built form already anticipated by the LEP controls, and the limited visual context of the site, we saw opportunity to increase the density of permitted development. The built form, density and height sought in this Planning Proposal has been selected based on minimising overshadowing and overlooking toward the adjoining high school. This has been the basis of the evolution of this Planning Proposal and the concept design prepared by Woods Bagot which provides two slender towers with reduced footprints, constructed of high quality and durable materials, with a façade constructed largely of glass and aluminium cladding.

### 5.2. Vehicular Access

In reviewing options for the site, we considered the impact on traffic and the capacity of the slip lane on Centenary Drive. The Traffic Assessment provided in Appendix B advises that the additional density sought in this Planning Proposal (equating to approximately 120 additional units, based on the concept design) can be accommodated within the existing slip lane and would not noticeably impact waiting times at the Centenary Drive/Liverpool Road signalised intersection.

The access to and from the site via Centenary Drive is an important attribute lending the site to additional density. This ensures that the uplift in density on the site would not direct additional traffic into nearby low density residential streets such as Hedges Avenue.

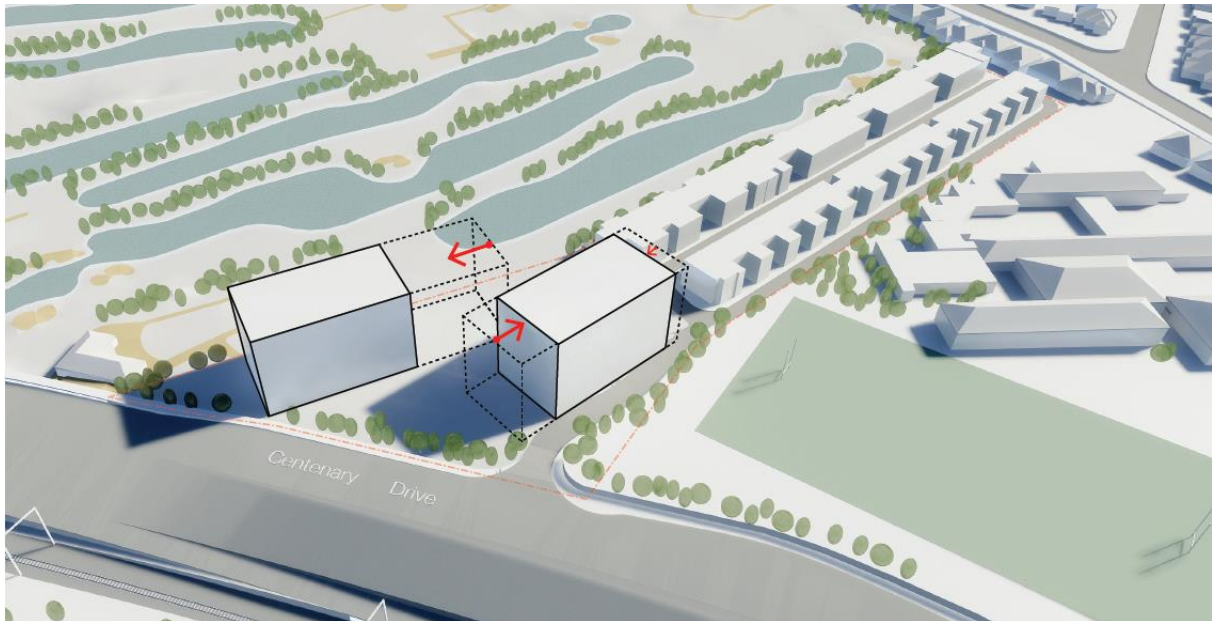


### 5.3. Evolution of Building Form

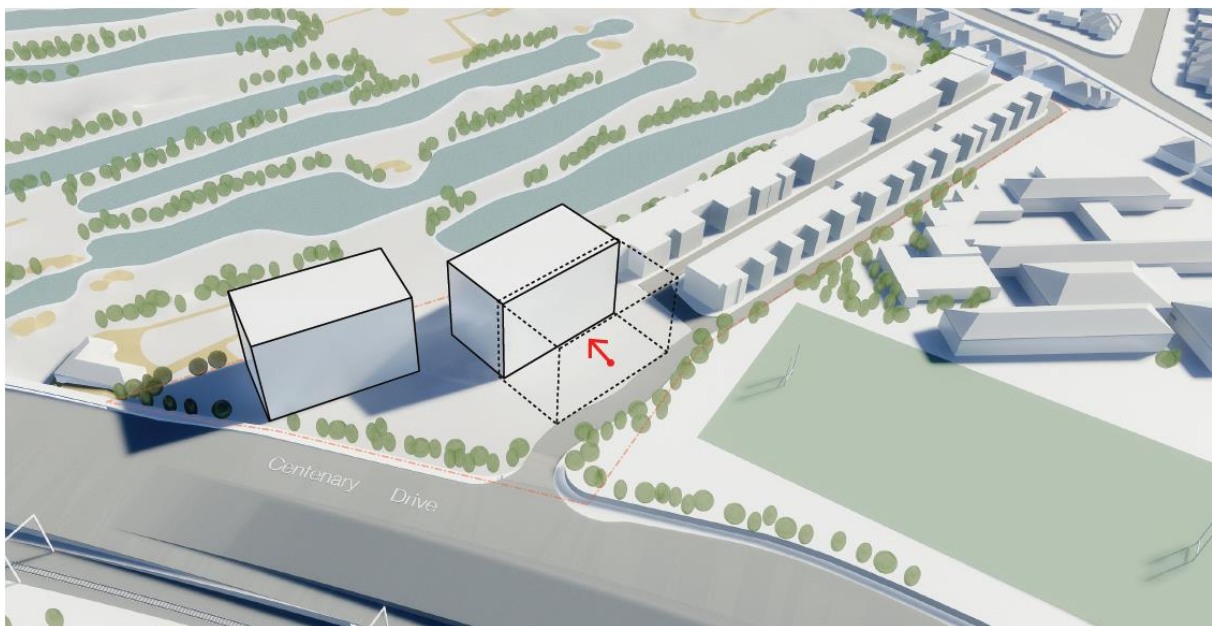
To determine the appropriate density and height, a number of scenarios were tested with the focus on minimising impacts to the adjoining high school and maintaining an acceptable urban form.

The following sketches demonstrate the evolution of the design in bulk, height, scale, form and character. Additional discussion of the design evolution and strategies included in the concept design is provided in the Design Report (Appendix A) prepared by Woods Bagot.

The first strategy was to modify the building footprints from the approved nine-storey envelopes in order to reduce overlooking within the site, angle views toward the golf course, reduce balconies facing toward the high school and improve solar access to units and the adjoining playing field.



*Figure 12 Reducing building footprints and relocating massing to additional storeys*

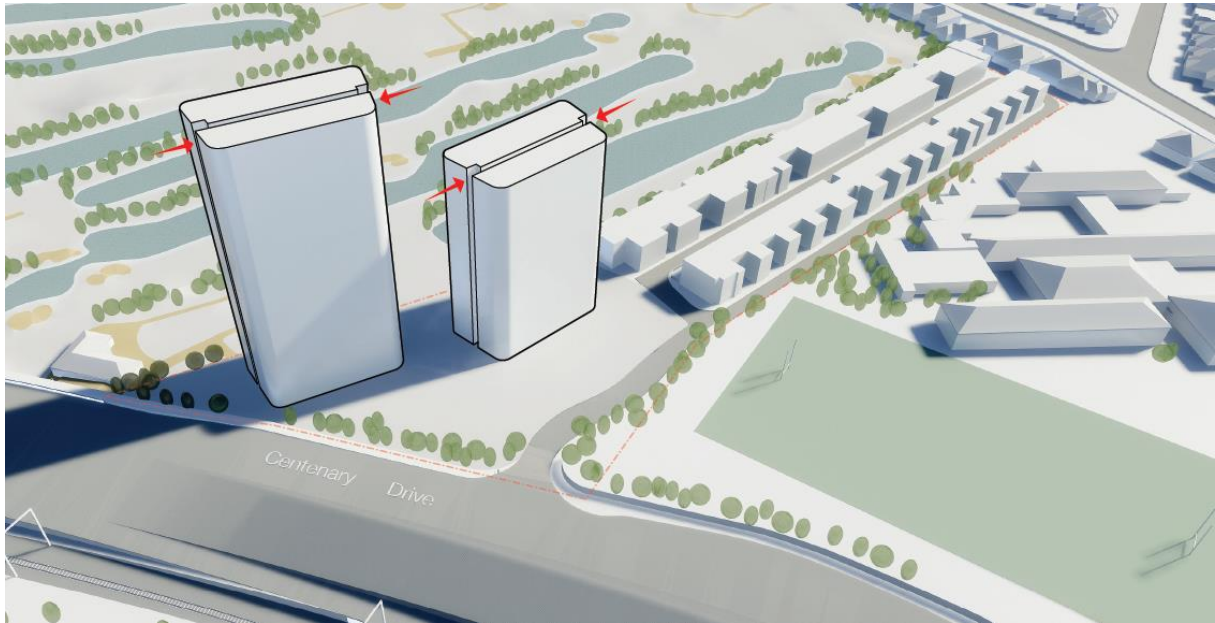


*Figure 13 Pushing building forms north to reduce impacts on the adjoining school*

The second strategy, shown in Figure 13 was to push both building forms to the north to further reduce overshadowing and test the uplift in height and FSR able to be accommodated on the site. This concept

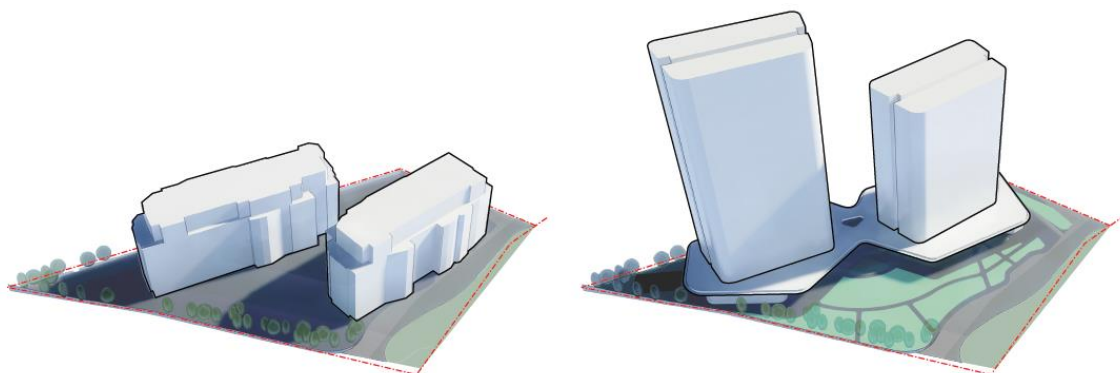


initially used bulky envelopes and then refined the architectural expression and articulation further. These concepts introduce a differential in building heights to provide more visual interest, and articulate the building mass to express two elegant tower forms that read as a cluster of towers.



*Figure 14 Testing of numerous shapes and forms sought to increase FSR and building heights, with improved separation between buildings and to the high school. Minimising overshadowing was the primary concern in the evolution of the design.*

A podium level was introduced to provide a separate area of common open space for residents, which allowed the ground floor to be activated for retail, restaurant and other commercial tenants. The active ground floor uses will support the residents within the towers and will create a destination for the local community. Figure 15 provides a comparison between the approved building form (left) and proposed forms (right).



*Figure 15 Modulated building form to improve architectural articulation. It was important to give each building a slightly different aesthetic to improve the modulation of the site*

## 5.4. Overshadowing

In testing the shadow impact of the proposal, two building envelopes were tested against the approved extent of overshadowing. The shadow diagrams over the following pages demonstrate a comparison of the impact of three envelopes:

- (a) Approved at an FSR of 1.2:1 and 28m height
- (b) Option 1 at an FSR of 1.8:1 and 65m height
- (c) Option 2 at an FSR of 2:1 and 90.5m height

The shadow diagrams prepared in Section 5.3 **Error! Reference source not found.** demonstrate that the approved building form impacts the northern portion of the school's playing field from 9am to 3pm throughout the day at mid-winter. Whilst this was considered reasonable, the options tested in the evolution of this Planning Proposal sought to improve upon this impact to ensure all portions of the playing field are provided with some solar access at mid-winter.

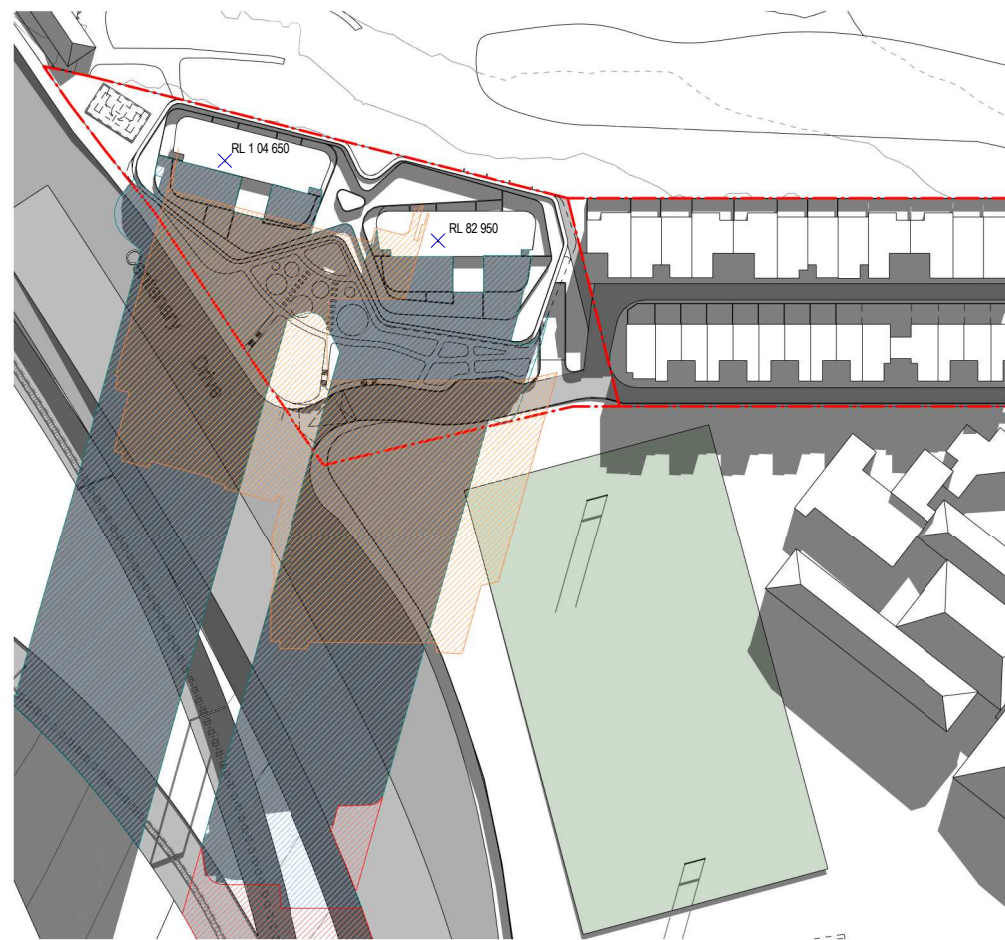
In option 1, an FSR of 1.8:1 and height of 65m was tested. This was seen as the favourable option for the site as it provides a balanced shadow impact, with improvement in the early morning and late afternoon. The envelope selected was based on reduced building footprints to create more slender towers, that are pushed further to the northern boundary, to provide improved separation to the school. The result shows an improvement at 9am, with the shadow cast completely over the roadway and an equivalent equal shadow impact at 10am. A longer shadow extent is shown between 11am and 1pm however by 2pm there is an improvement with a reduction to the extent of shadow on the playing field. This option also shows an increase in shadow cast toward the school buildings and approved townhouses from 2pm. The shadow stops at the school building (located adjacent to the northern boundary) and no windows are impacted by this shadow extent.

In option 2, an FSR of 2:1 and height of 90.5m was selected. This option follows the same footprint as discussed above to provide more slender towers than the approval and increased separation to the southern boundary. Similarly, this option reduces the shadow impact at 9am and provides a balanced shadow impact at 10am. However, the extent of the shadow between 11am and 1pm was seen as unfavourable, extending to approximately 50% of the sports field. Also, the projection of the shadow onto the windows of the school buildings from 2pm onwards was seen as unacceptable.

The proponent has undertaken preliminary consultation with the Principal of the adjoining Strathfield South High School and the Department of Education. The consultation sought to clarify the use of the playing field and school buildings, and involve the school in the options analysis. The School's Principal indicated that the school raised no objection to the overshadowing of the sports field however agreed that shadow to the school buildings should be minimised. The Principal indicated that it would be favourable to improve fixed shading devices along the northern boundary of the school and possibly some seating for use by students. The proponent is in discussions with the school regarding options to improve the playing field and provide additional amenities for students, including some additional vegetative screening along the common boundary.

Note, a further detailed analysis of the shadow impact likely to result from this Planning Proposal is provided in Section 8.2.2.





1 June 21st 9.00



3 June 21st 11.00



2 June 21st 10.00

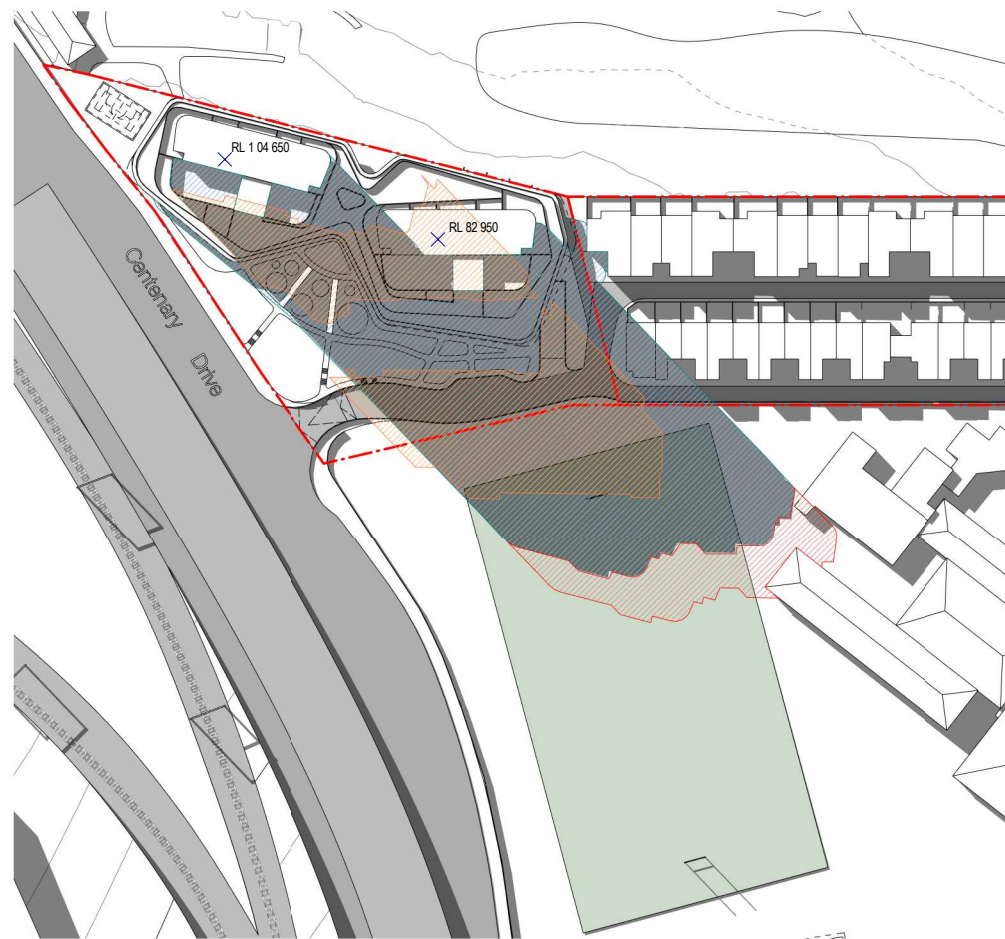


4 June 21st 12.00

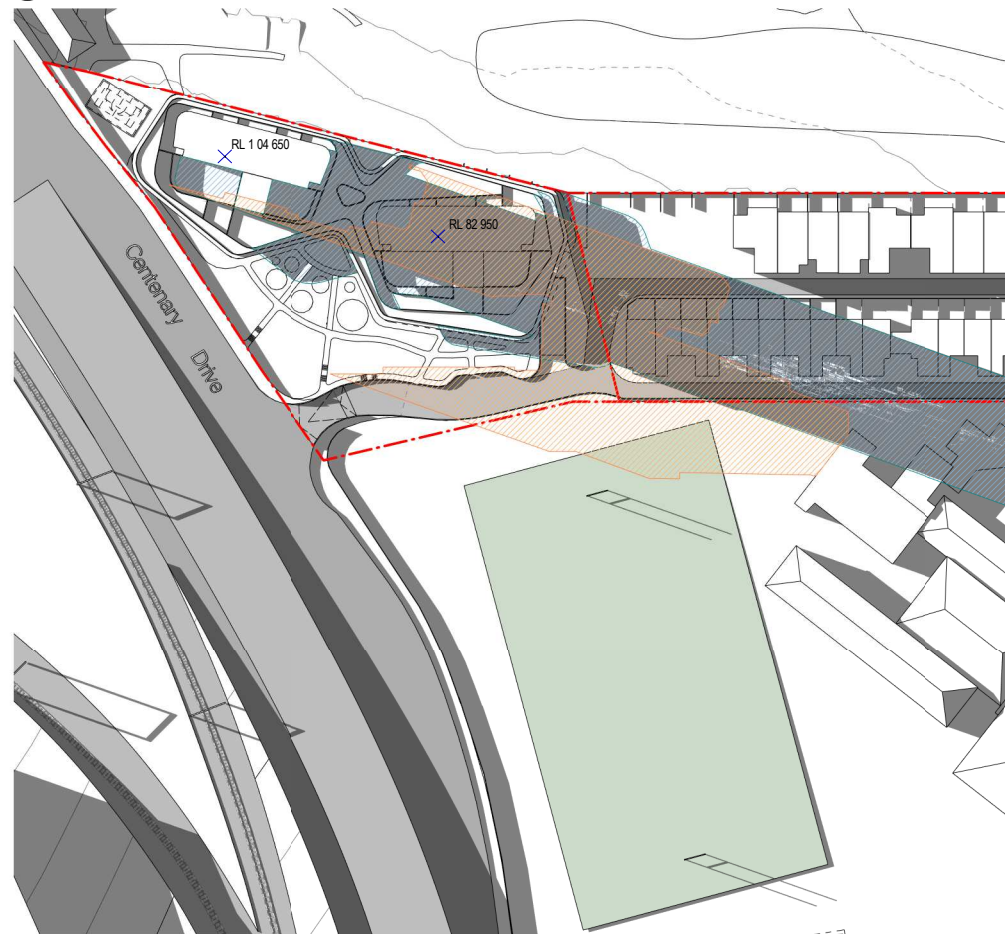
- SHADOW CAST BY APPROVED DA
- SHADOW CAST BY PP OPTION1 (FSR 1.8:1)
- SHADOW CAST BY PP OPTION2 (FSR 2:1)







5 June 21st\_13.00



7 June 21st\_15.00



6 June 21st\_14.00

- SHADOW CAST BY APPROVED DA
- SHADOW CAST BY PP OPTION1 (FSR 1.8:1)
- SHADOW CAST BY PP OPTION2 (FSR 2:1)

## 6. Section A – Need for the Planning Proposal

### 6.1. Is the planning proposal a result of any strategic study or report?

There is an identified need to urgently increase the availability of housing within Sydney, particularly within locations that are a 30-minute commute from places of employment (draft Greater Sydney Regional Plan, 2017). The site is strategically located to provide access to local centres and train stations at Strathfield and Burwood (an 11 and 20-minute journey) and onward to major employment centres in central Sydney and Parramatta (approximately 15-minute express train journey). The Site is located within reach of established centres at Chullora, Homebush West and Strathfield and is well positioned to meet the Sydney and Central District strategic objectives.

This Planning Proposal responds to the identified demand for housing within the Strathfield Local Government Area (LGA). The NSW Department of Family and Community Services categorises Strathfield as having a 'moderate high need' for affordable rental housing, based on an analysis of demand for housing and demand for rental housing for low-income households and very low-income households between 2001 and 2016 in the central district.

The department of housing reported that Strathfield has 1,069 residents in receipt of Commonwealth Rent Assistance and experiencing housing stress in 2011. Housing stress is likely to be related to the downward trend in the availability of affordable housing in Strathfield, reducing from 20% of local housing stock in 2001 approximately 5% in 2016 (Figure 16).

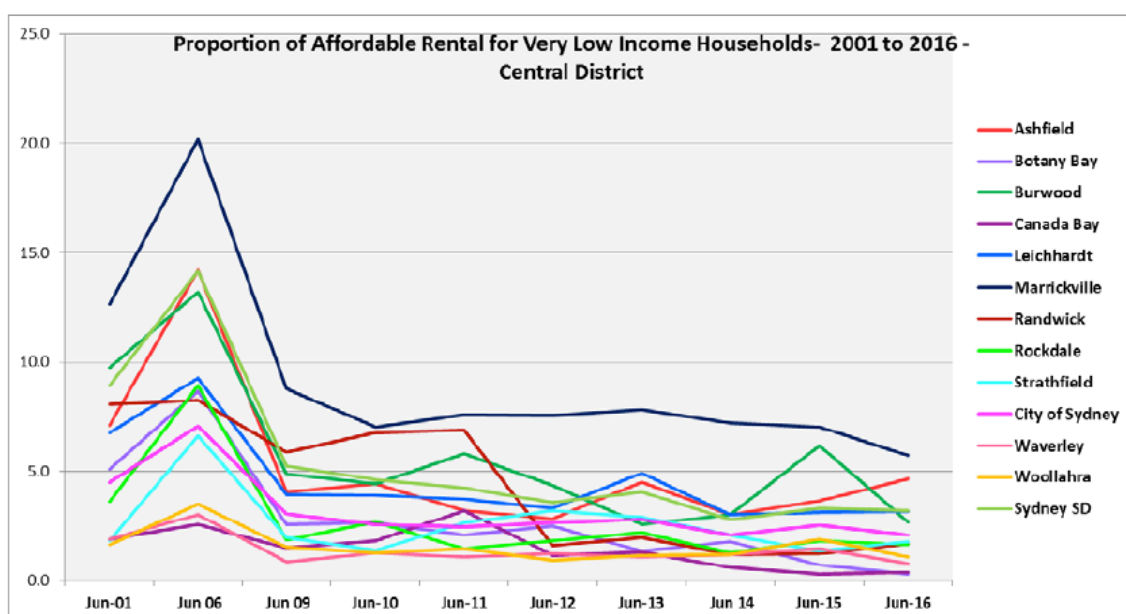


Figure 16 Affordable Rental Housing stock in Strathfield is below the Sydney average and has been experiencing a downward trend since 2012. (Source: NSW Department of Housing 2017).

Similarly, vacancy rates have fluctuated between 1.75% and 2.6% between 2006 and 2017, where 3% would represent a balance between the supply and demand of rental housing (Figure 17). The long-term average vacancy rate for the Sydney central district is approximately 1.9% and usually below 2%, representing a long-term shortage of housing in the region.

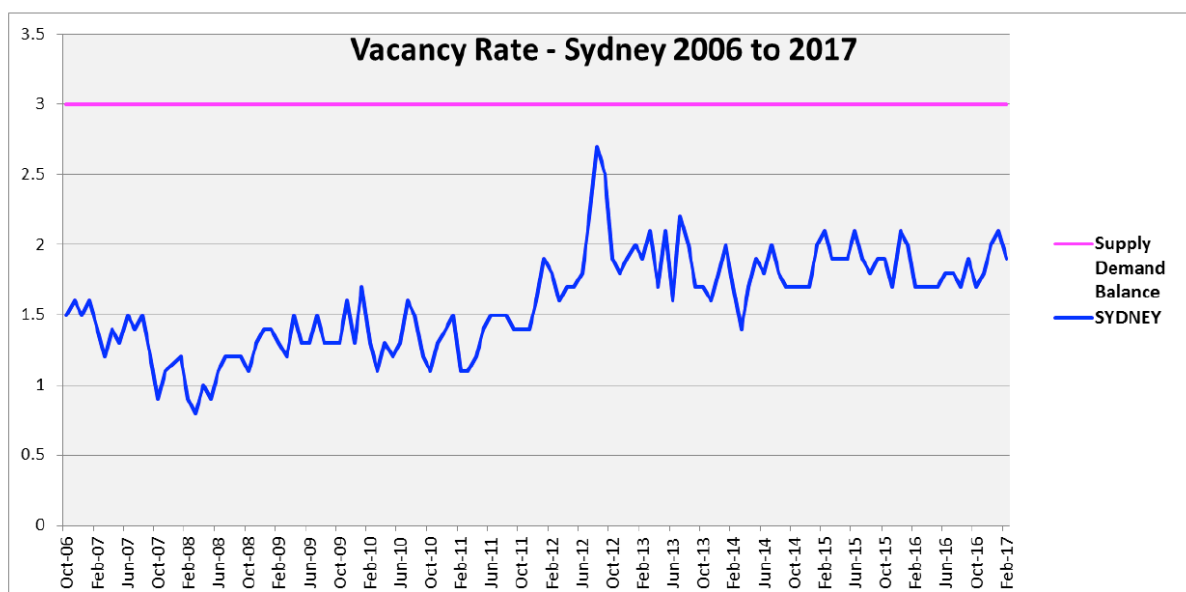


Figure 17 Vacancy Rate in Sydney between 2006 and 2017 (Source: NSW Department of Housing 2017).

The population projections released by the Department of Planning and Environment (2016) indicate that the population of Strathfield is expected to increase to 64,900 by 2036, representing an additional 9,300 dwellings in the period from 2016 to 2021. The average annual household growth is anticipated to be 4.1%, serving the highest need for alternative accommodation to 2036. By capturing opportunity within infill areas through redevelopment, the Strathfield LGA can meet the resultant high demand in the housing sector over the next five years.

Both Figure 16 and Figure 17 demonstrate a long-term trend of housing demand outstripping supply at both the central district level and within the local Strathfield region. The site presents an opportunity to deliver additional housing in the short to medium term to meet some of the expected demand generated by population growth.

Opportunities for greenfield development within an urbanised context arise very infrequently. Particularly, opportunities rarely arise which can leverage density, height and bulk with minimal impact on existing residential amenity, such is the case on the subject site.

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

A Development Application (DA2017/168) is with Strathfield Council seeking additional uplift in FSR (1.32:1 or 10% variation) and Height (42.6m or 52% variation) by application of Clause 4.6 of the SLEP 2012. This DA demonstrates why the site is capable of accommodating additional density and height beyond the development standards. The height and FSR standards of the LEP unnecessarily restrict development, and this Planning Proposal demonstrates that an even more substantial form of development can be accommodated on the site without unreasonable environmental impact.

The applicability of Clause 4.6 is restricted in its application to increase the development potential of the site substantially. The uplift sought by this proposal (FSR of 1.8:1 and height of 65m) exceeds what would be an acceptable variation under Clause 4.6, and thus, the Planning Proposal is the best means of achieving the intended outcome for the site.

The eastern portion of the site is under construction now, and development of the new residential apartments will follow its completion. It is imperative that providing additional density on the site is considered now.

## 7. Section B – Relationship to strategic planning framework

### 7.1. Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Yes, the Planning Proposal is entirely consistent with the objectives and actions of A Plan for Growing Sydney (2014), the draft Greater Sydney Region Plan (2017) and the draft Central District Plan (2016). An analysis of the consistency of this Planning Proposal with the objectives and actions of these strategies is provided in Table 1 below.

Table 1 Consistency with Regional Plans

Strategic Plan & Relevant Objectives	Consistency & Relevance
<b>A Plan for Growing Sydney (2014)</b>	
Goal 1: A competitive economy with world-class services and transport	<p>Goal 1: The site provides additional residential density with high connectivity to local and regional economic centres via existing public transport routes. The site is well connected to Burwood Strategic Centre and Strathfield Station with excellent onward connectivity to Parramatta and Sydney CBDs.</p> <p><b>Relevant Directions:</b></p> <ul style="list-style-type: none"> <li>1.2 Grow Greater Parramatta – Sydney’s second CBD</li> <li>1.7 Grow strategic centres – providing more jobs closer to home</li> </ul>
Goal 2: A city of housing choice, with homes that meet our needs and lifestyles	<p>Goal 2: The proposal delivers additional housing choice within a well-connected existing community and is consistent with the focus of this regional strategy as it provides a broader selection of dwelling types in well-serviced locations. The variety of housing included will help meet changing household needs, lifestyle choices, population growth and different household budgets.</p> <p><b>Relevant Directions:</b></p> <ul style="list-style-type: none"> <li>2.1 Accelerate housing supply across Sydney</li> <li>2.2 Accelerate Urban Renewal across Sydney – providing homes closer to jobs</li> <li>2.3 Improve housing choice to suit different needs and lifestyles</li> </ul>



Goal 3: A great place to live, with communities that are strong, healthy and well connected

Goal 3: The variety of housing typologies, adaptable housing and visitable dwellings will provide accommodation for various residents at different life stages to provide a diverse community.

**Relevant Directions:**

- **3.1 Revitalise existing suburbs**
- **3.3 Create healthy built environment**

Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources

Goal 4: The proposal is for new housing supported by local infrastructure and services that reflect the demographic needs of the community and will build capacity in the market. The site presents a somewhat unique opportunity to provide infill residential accommodation in a greenfield context, which has sustainable access to existing services and local economic centres.

**Relevant Directions:**

- **4.3 Manage the impacts of development on the environment**

Sydney Subregions – Central Subregion:

The proposal is consistent with the priority to accelerate housing supply, choice, affordability and building great places to live.

## Draft Greater Sydney Region Plan 2056 (2017)

**Ten Directions:**

1. A city supported by infrastructure
2. A collaborative city
3. A city for people
4. Housing the city
5. A city of great places
6. A well-connected city
7. Jobs and skills for the city
8. A city in its landscape
9. An efficient city
10. A resilient city

The Planning Proposal is consistent with the draft *Greater Sydney Region Plan*, as it would meet the following:

- **Objective 4: Infrastructure use is optimised** as the additional density can be serviced by existing infrastructure, public transport and utilities.
- **Objective 6: Services and infrastructure meet communities changing needs** as the additional density can be serviced by existing health and educational establishments.
- **Objective 7: Communities are healthy, resilient and socially connected** as the development will provide opportunities for casual social interaction between residents.



- **Objective 10: Greater housing supply** by providing a variety of housing styles across the site to meet the needs of various households at all life stages. Housing is linked to existing local infrastructure to create livable neighbourhoods. This site is appropriate for significant additional development due to access to shops, services and public transport.
- **Objective 11: Housing is more diverse and affordable** as the proposal includes the option to designate a portion of units to Council as affordable housing (subject to VPA).
- **Objective 12: Great places that bring people together** as the additional density is located within walking or cycling distance of numerous local town centres and established parks.
- **Objective 14: A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities.** The proposed additional dwellings meet this objective and are within 30-minute commute of Burwood regional economic centre, Parramatta and Central Sydney (via express train).

## Draft Central District Plan (2016)

### Actions:

- A Productive City
- A Liveable City
- A Sustainable City

The Planning Proposal is consistent with the draft Central District Plan, as it would achieve:

### Liveable City

- **Action L2: Identify the opportunities to create the capacity to delivery 20-year strategic housing supply targets and Action L3: Councils to increase housing capacity across the District**

Contribute to the Central District's five-year housing target for Strathfield (3,650 by 2021) and increase the diversity of housing choice through the delivery of approximately 300 residential dwellings and 50 townhouses.

- **Action L4: Encouraging housing diversity**  
Increase housing choice, diversity and affordability through the delivery of a range of one, two and three bedroom apartments. This site clearly has capacity to provide additional density without impacting existing development.
- **Action L5: Independently assess need and viability [of affordable housing], L6: Support**

**councils to achieve additional affordable housing and L8: Undertake broad approaches to facilitate affordable housing**

The proposal will provide additional affordable rental housing through the allocation of affordable units (subject to a Voluntary Planning Agreement with Council).

- **L11: Provide design-led planning to support high quality urban design.**

The proposal will create a vibrant, safe and healthy infill community which is functional and well connected. The proposal will also contribute to improved productivity and liveability through infill development which is well connected to existing development, within 30-minutes commute of various economic centres.

- **L12: Develop Guidelines for safe and healthy built environments.**

The proposal will demonstrate high quality design which promotes active and healthy lifestyles. This may contribute to improved health outcomes and increased walking and cycling through inclusion of internal shared path networks connecting to the larger Cooks River Cycleway.

#### Sustainable City

- **S5: Identify opportunities for shared golf courses and open space**

The proposal will adaptively reuse former golf course land to provide additional density within a high amenity setting. The proposed uplift in density on this site has the opportunity to provide additional housing within an infill context, with minimal impact. The additional density/uplift will provide additional residents to support active ground floor uses.

- **S9: Support the development of initiatives for a sustainable low carbon future**

The proposal will contribute to energy efficiency, reduced emissions and improved environmental performance through a well-designed building with excellent solar access and insulation, in an in-fill location close to jobs, schools and local services which will reduce travel times and reliance on private motor vehicles.

- **S11: Incorporate the mitigation of the urban heat island effect into planning for urban renewal projects and Priority Growth Areas**

The proposal will mitigate the urban heat island effect by providing additional residential density within a green, landscaped setting. The setting of the site is unique being adjacent to a golf course, and presents the opportunity to have a regenerative effect on the local climate.

## 7.2. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

This Planning Proposal is consistent with Strathfield 2025, Councils Community Strategic Plan, which establishes five broad inter-related themes:

- **Connectivity** by maximising opportunities presented by the site to provide additional density which is well connected to and integrated with existing development in Strathfield, the Inner West and the wider Sydney region
- **Community Wellbeing** by supporting and enhancing the wellbeing of the existing and future community through providing a development which is safe, inclusive, attractive and which includes various spaces for casual social interaction between residents.
- **Prosperity and Opportunities** by providing opportunities for prosperity through innovative business development including 'third-spaces' and shared office facilities that incubate and encourage entrepreneurialism in the local area.
- **Liveable Neighbourhoods** by proposing a high quality, well planned and sustainable infill urban development on a site capable of accommodating this level of density without impacting low density areas and local streets.
- **Responsible Leadership** by bringing Council on board in this amendment to the Local Environmental Plan, providing an opportunity for affordable housing, and through the payment of additional s94 contributions to allow Council to invest in existing and new public facilities and services.

Under the five themes, there are goals and subsequent strategies for Council to facilitate in partnership with the community, government agencies and business. Table 2 Provides an analysis of this Planning Proposal against the objectives of the Strathfield Community Strategic Plan 2017, and demonstrates that the proposal is consistent with the direction planned for Strathfield to 2025.

*Table 2 Consistency with Strathfield Community Strategic Plan 2017 (Strathfield 2025)*

Strategic Plan & Relevant Objectives	Consistency & Relevance
<b>Theme 1 Connectivity</b>	
<ul style="list-style-type: none"> <li>• <b>Movement to and from Strathfield is easy and safe</b></li> </ul>	The locality surrounding the site is well serviced by arterial roads and public transport. The site relatively unconstrained compared with other locations in the

- Infrastructure and development is integrated, planned and sustainable
  - Information and digital technologies connect local to global
- LGA, and is highly suited to additional residential density.

## Theme 2 Community Wellbeing

- Strathfield is a safe and healthy place
  - The Strathfield community is healthy, active and inclusive
  - Strathfield is a harmonious community with a strong sense of community cohesion
- The proposal delivers additional housing choice within a well-connected existing community and is consistent with the focus on community wellbeing as it provides high demand dwelling types in well-serviced locations. The variety of housing included will help meet changing household needs, lifestyle choices, population growth and different household budgets.

## Theme 3 Prosperity and Opportunities

- Strathfield supports innovative business development
  - Sustainable and well planned development of industrial and commercial areas
  - Strathfield is a highly desirable place
- The site is zoned B4 Mixed Use. The concept plans prepared for this Planning Proposal introduce tenancies to accommodate restaurant/café style uses and local shops or services on the ground floor. These retail shops will establish a vibrant and active ground plane to meet the needs of residents within the site and the local community.
- The zone allows for the development or approval of a range of business and residential or commercial uses on the site. Developing in a mixed-use zone enables market-driven home and business unit development opportunities in the future that will facilitate a diverse live, work, play or 'work where you live' environment. A multifaceted mixture of living and working arrangements could develop into a wealth generating and highly liveable and functional mix in the local community.

## Theme 4 Liveable Neighbourhoods

- Strathfield has high quality sustainable urban design that mixes well designed and innovative development with local existing character
  - Strathfield's neighbourhoods are clean attractive & well maintained
  - Strathfield's natural environment is protected and enhanced
- The variety of housing typologies, adaptable housing and visitable dwellings will provide accommodation for various residents at different life stages to provide a diverse community. Also, the development is adjacent to high-quality green space and will include internal open space and activity centres for residential and business activity.
- This site offers the opportunity to develop to a high density within a greenfield setting and within easy access of services and facilities.

## Theme 5 Responsible Leadership

- The Strathfield community trusts Council and is informed, valued and heard
- Council is ethically and responsibly managed
- Council is efficient, sustainable and delivers value for money services

The Planning Proposal responds to the values sought by residents in the Strathfield area as expressed in the community feedback section of the Community Strategic Plan, including:

- The location of additional density on transport corridors and main roads, to minimise impact on low density dwellings. While the site is not within a transport hub precinct, there is easy access to a regularly serviced bus stop (450m) with services every 10min in peak to Strathfield Station (10min) Burwood (20min) and Chullora Marketplace (5min). The proposal also includes provision of a private on-demand shuttle to local train stations for residents, to reduce car dependency.
- The site offers an opportunity to bring a balance between the preservation of existing lower density parts of the LGA and signal a move to bold high-density structures in locations that have a minimal impact on the existing amenity and heritage values.
- Preservation of heritage. The development site is unencumbered by the constraints of heritage and could be used to signal architectural design elements in the landscape, providing slender tower forms which improve the visual amenity of the local area.

This Planning Proposal provides an opportunity to deliver a well-designed, aesthetically pleasing and functional development on the site that has open space and excellent urban amenity. The Strathfield Community Strategic Plan emphasises the importance of locating density away from established low density residential areas, to preserve property values and amenity. This site provides opportunity for substantial additional infill density, located away from residential dwellings and with minimal impact on adjoining uses.

### 7.3. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal is consistent with the following State Environmental Planning Policies (SEPPs) which are relevant to the development of the site:

*Table 3 Consistency with Relevant SEPPs*

Policy	Relevance
SEPP No. 32 - Urban Consolidation (Redevelopment of Urban Land)	The Planning Proposal provides an opportunity to deliver additional housing within an existing area that is well serviced by local and arterial roads, infrastructure, transport, employment, recreational land and community facilities.



SEPP No. 55 – Remediation of Land	The site formerly contained an underground petroleum storage tank which was removed in 2016 and the site has since been validated for residential purposes.
SEPP No. 65 – Design Quality of Residential Apartment Development	The concept design for the two towers has been prepared giving regard to SEPP 65 and the Apartment Design Guide (ADG). The building envelopes and typical floor plan demonstrate a very high level of internal amenity will be provided to residential units with the minimum amenity requirements for solar access, cross ventilation, unit size and balcony size exceeded. A future Development Application would demonstrate consistency with SEPP 65 and the ADG.
SEPP (Affordable Rental Housing) 2009	The proposal includes the possibility to provide affordable housing units by way of a Voluntary Planning Agreement with Council.
SEPP (Building and Sustainability Index: BASIX) 2004	A future Development Application would demonstrate compliance with the minimum targets for energy and water efficiency required by SEPP (BASIX). Based on the concept design for the towers which incorporates sustainable passive design and maximises opportunities to capture and reuse water, it is anticipated that the BASIX targets are likely to be exceeded.
SEPP (Infrastructure) 2007	<p>The Planning Proposal is accompanied by an Acoustic Report (Appendix C) demonstrating that suitable internal noise levels can be provided to residential units, subject to the requirements of Clause 102 of the SEPP (Infrastructure).</p> <p>The Traffic Impact Assessment provided (Appendix B) demonstrates that the existing slip lane and classified road has sufficient capacity to accommodate the additional density proposed by this Planning Proposal. A referral would be made to the NSW Roads and Maritime Service following gateway approval to ensure that the proposal does not adversely impact the functioning of Centenary Drive in accordance with Clause 104 of the SEPP (Infrastructure).</p>

#### 7.4. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The Planning Proposal demonstrates consistency with the relevant Ministerial Directions under Section 117 of the Environmental Planning and Assessment Act 197 as follows:

*Table 4 Consistency with s.117 Ministerial Directions*

Direction and Objective	Comment
<b>1.1 Business and Industrial Zones</b> <i>(1) The objectives of this direction are to:</i> <i>(a) encourage employment growth in suitable locations,</i>	<p>The site is zoned B4 Mixed Use pursuant to SLEP 2012. The zone provisions create the opportunity for small-scale employment generating uses.</p>

- (b) protect employment land in business and industrial zones, and*
- (c) support the viability of identified centres*

The proposal to include ground floor retail suites represents an appropriate solution for the site and the broader Strathfield precinct:

- Provides potential and local services to be accommodated on-site;
- Supports the continued growth of commercial and retail activity and leverages the benefits of a potentially diverse mix;
- Avoids competitive trading impacts on the Strathfield strip retail and contributes to the development of a '30-minute city' by developing apartments close to established commercial precincts with short commuting times.

### **3.4 Integrating Land Use and Transport**

*(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:*

- (a) improving access to housing, jobs and services by walking, cycling and public transport, and*
- (b) increasing the choice of available transport and reducing dependence on cars, and*
- (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and*
- (d) supporting the efficient and viable operation of public transport services, and*
- (e) providing for the efficient movement of freight*

The site is in proximity to Strathfield station, 450m from a well serviced bus stop and seeks to provide an on-demand shuttle to reduce reliance on private vehicles.

Buses along Liverpool Road provide services to Strathfield Station (11 minute journey) every 5 to 10 minutes during daylight hours and every 30 minutes during evenings. Services on the main lines through Strathfield station operate with headways of 5 to 10 minutes in each direction during peak periods and 10 to 15 minutes in each direction outside peaks. The journey to Sydney Central and Parramatta takes approximately 15 minutes on an express train from Strathfield Station.

Strathfield Station also provides a significant transport interchange for local and regional bus services operating in the area. The proximity of these transport services will encourage public transport use, cycling or walking and discourage the use of private transport. The developer proposes a shuttle bus to the nearby stations and commercial areas to reduce car dependency.

### **7.1 Implementation of A Plan for Growing Sydney**

*(1) The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.*

The Planning Proposal is entirely consistent with the objectives and actions of A Plan for Growing Sydney (2014). Specifically, the Planning proposal aims to increase housing supply in an area with excellent access to public transport, employment and education opportunities, retail, and community facilities and services.

## 8. Section C – Environmental, social and economic impact

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

The site is situated within an urban context, on a site formerly used as a car park and function centre associated with the adjoining golf course. The property is modified, and therefore it is expected that the Planning Proposal will not affect any critical habitat or threatened species, populations or ecological communities.

### 8.2. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The Planning Proposal is not expected to give rise to any unreasonable environmental impacts. The orientation of the site is beneficial to reducing the shadow impact onto the adjoining high school and previously approved townhouses.

The following provides a discussion of the perceived environmental impacts of the additional density proposed in this Planning Proposal.

#### 8.2.1. Built Form Context & Urban Hierarchy

The site is within a large open landscape that provides an unusual or rare opportunity for a building of significant scale. The context, within a golf course, absorbs the scale and bulk of the buildings more readily than an urban streetscape.

The built-form character of the local area can be attributed to large road and electrical transmission infrastructure and industrial development along the southern side Liverpool Road, including the series of silos that are highly visible from the roadway and front boundary of the site. The built form character on the school to the south of the site comprises two storey school structures surrounded by playing fields. Further east of the site, dwellings on Hedges Avenue are mostly of brick construction with single and two storey heights, however these are not directly within the visual catchment of the residential flat buildings.

The context of the site calls for a landmark building to identify a change in urban form at the intersection of Centenary Drive and Liverpool Road. Increasing the permitted height and density on the site by way of this Planning Proposal would enable the delivery of an iconic building at this gateway location.

The existing controls of the Strathfield LEP 2012 permit buildings up to 28m in height on the site, inviting a building that is larger in scale than development in the immediate context of the site which is restricted in height from 9.5m to 12m. A change in urban scale is anticipated by the existing controls and whilst this Planning Proposal would increase the permitted density and height further, this is consistent with the delineation in built form currently anticipated by the SLEP 2012.

Views toward the site from the west and south are from a considerable distance either from roads or directly across road infrastructure, and from industrial development on the southern side of Liverpool Road. Aside from within the adjoining high school, there are few opportunities within the local area where the buildings would be visible in their entirety as view lines are blocked by buildings, transmission lines and large road infrastructure.

The existing controls (and previous development approval) allow the construction of two nine storey residential flat buildings of substantial footprint. These buildings are visible in the distant views from residential development east of the site in Hedges Avenue and north of the Golf Course which are at

least 230m and 330m from the site of the proposed residential towers. Whilst considerably taller than the approved building envelope, the two slender towers proposed in the concept design would not unreasonably block views or outlook from these low-density properties. Moreover, the townhouse component of the development has been approved and constructed such that it will provide substantial screening effects to other dwellings to the east on Hedges Avenue.

The proposal is responsive to the visual opportunities and constraints of the subject site and its surroundings and appropriately responds to the character of adjacent land uses. The development features appropriate visual and physical linkages to existing or approved mixed-use developments and open spaces. This combination has the potential to create an identifiable, discrete and high-quality urban environment.

An image taken from the site using a drone is included below to provide a visual context to the site and is followed by a series of Google Streetview images. These demonstrate the lack of built-form character in the area surrounding the subject site and the opportunity that the site provides for a landmark building of architectural merit that will define this key location and delineate the change in urban form.



*Figure 18 Panoramic image taken using a drone looking south-east from the site.*



*Figure 19 View heading north toward the site from the commencement of the Centenary Drive flyover vehicular bridge. Industrial development on right-hand side of the photograph is a series of industrial silos (approx. 40m height) and a transmission tower (approx. 55m to 60m height) is located on the left-hand side of the photograph. (Source: Google 2016)*





*Figure 20 View heading north toward the site from the Centenary Drive flyover vehicular bridge. Industrial development on right-hand side of the photograph is a series of industrial silos (approx. 40m height). (Source: Google 2016)*



*Figure 21 View heading east toward the site along Liverpool Road. The transmission tower is one in a series of transmission towers in the area with an approximate height of 55m to 60m. The flyover vehicular bridge (approx. 12m height) is also visible to the right of the transmission tower. (Source: Google 2016)*





Figure 22 View heading west toward along Liverpool Road. Strathfield South High School is located beyond the approx. 4m high noise wall on the right-hand side of the photograph. The concrete flyover vehicular bridge is approximately 12m in height and the transmission tower discussed previously is visible in the background of the photo. (Source: Google 2016)

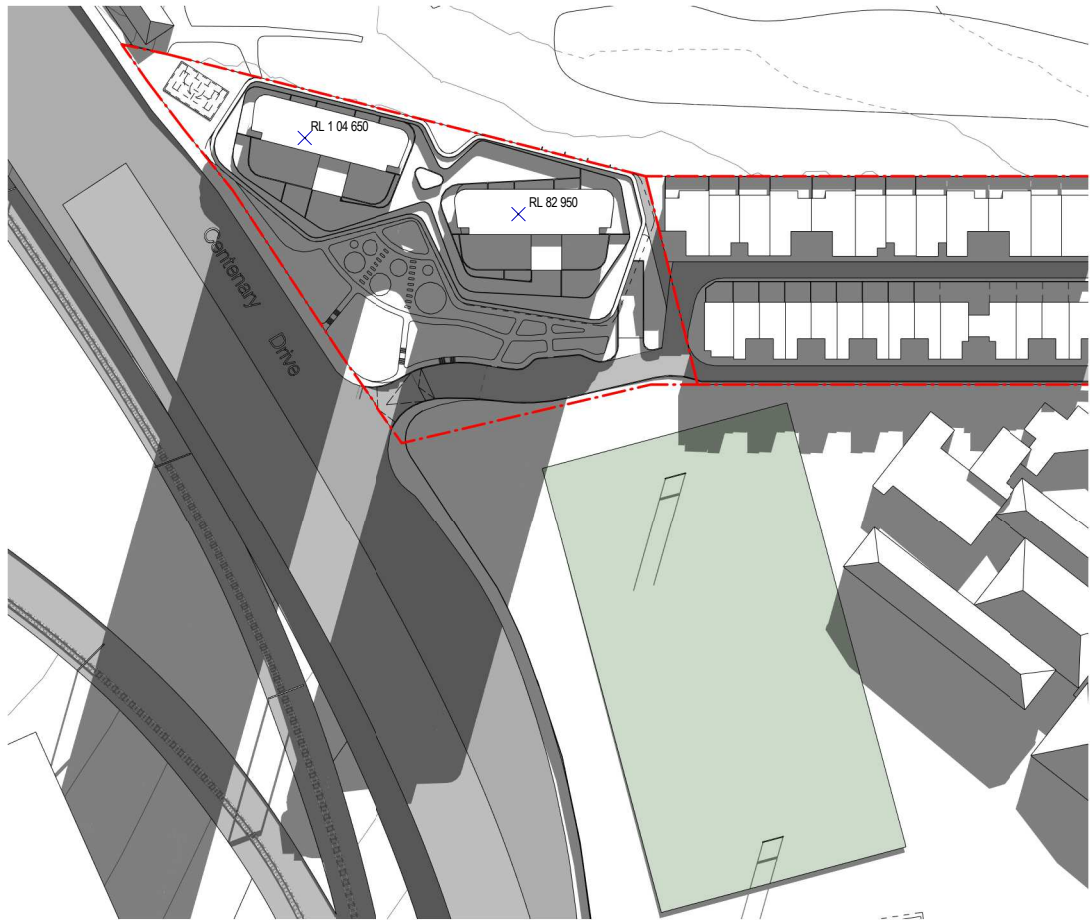
### 8.2.2. Overshadowing

This discussion follows on from the options analysis undertaken in Section 5 of this report. The shadow impact of the proposed 1.8:1 FSR and 65m building height, as contained by the concept design, has been analysed in detail in the shadow study included in the Design Report prepared by Woods Bagot in **Error! Reference source not found..** This is reproduced over the following pages.

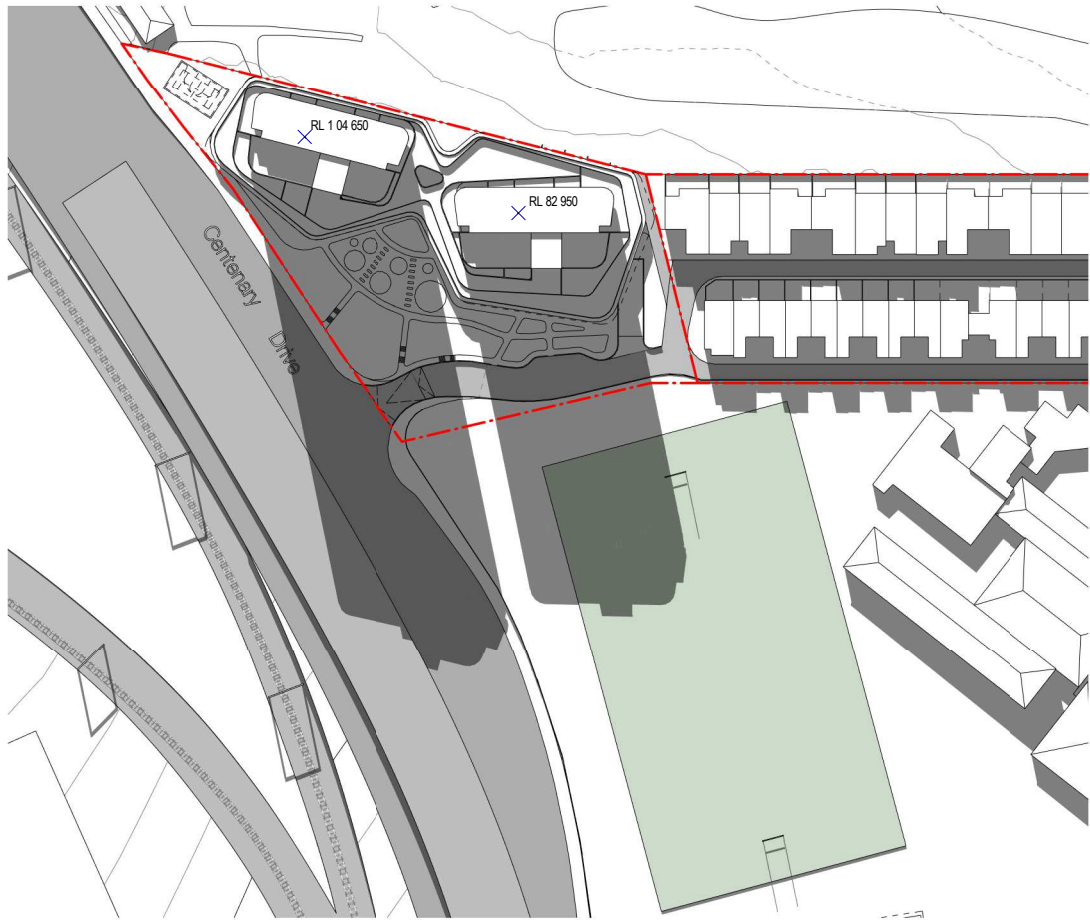
In considering the impact on the playing field throughout the year, shadow diagrams have been prepared for the winter solstice, the equinox and the summer solstice, representing the largest to the smallest shadow impact respectively.

At mid-winter, the buildings only cast an additional shadow beyond that already approved in DA2015/100 from approximately 10:30am to 1pm. Throughout the remainder of the day, the shadow impact is less than or equivalent to the approved impact. As the playing field is mostly used in lunch hour and the afternoon, the shadow cast at mid-winter would not be likely to impact children using the playground. The additional length of the shadow from 2pm is contained to the unused setback between the school buildings and their northern boundary and does not reach north or west facing windows.

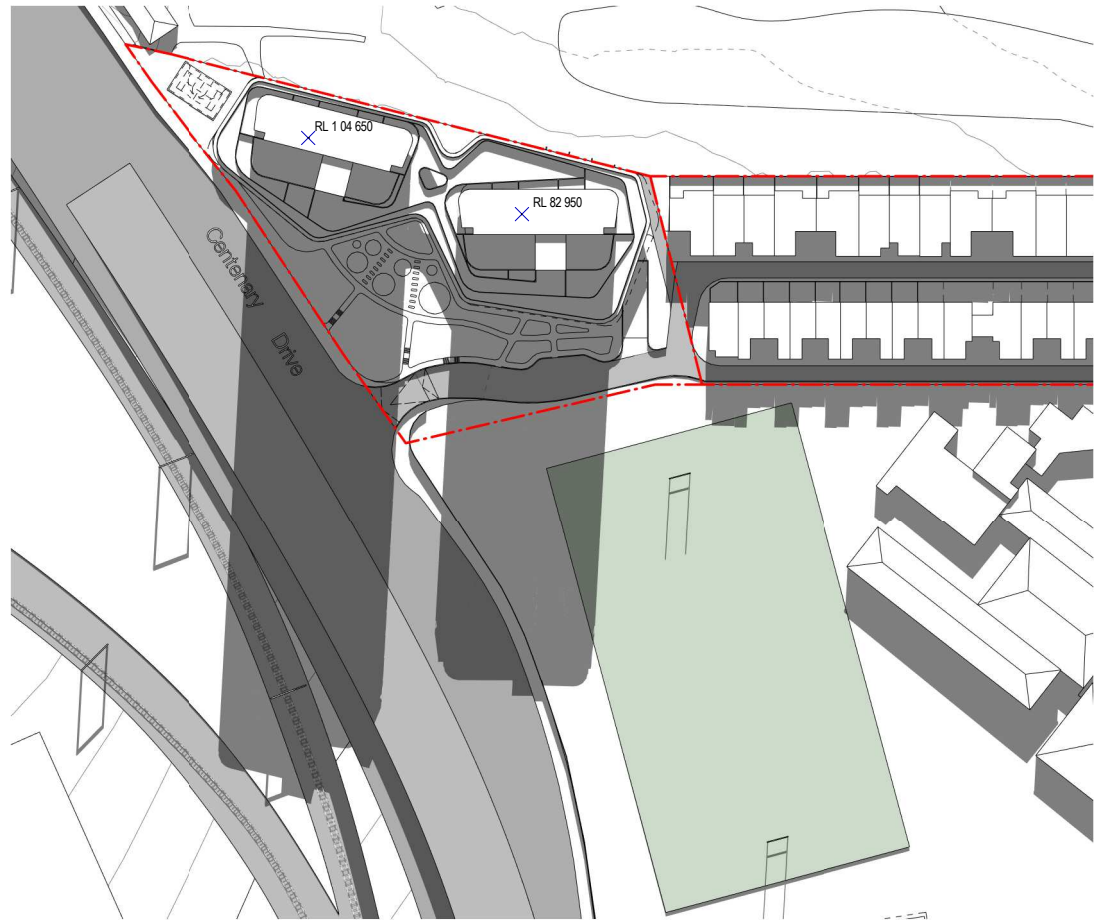
The shadow diagrams prepared for the equinox and the summer solstice are particularly important when considering the uplift sought in this Planning Proposal. These shadow diagrams represent the shadow impact of the development for the remaining three quarters of the year (spring, summer and autumn). The shadow study demonstrates that there is no shadow impact on the school's playing field for about nine months of the year and a limited and reasonable impact during winter.



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3 June 21st\_11 am



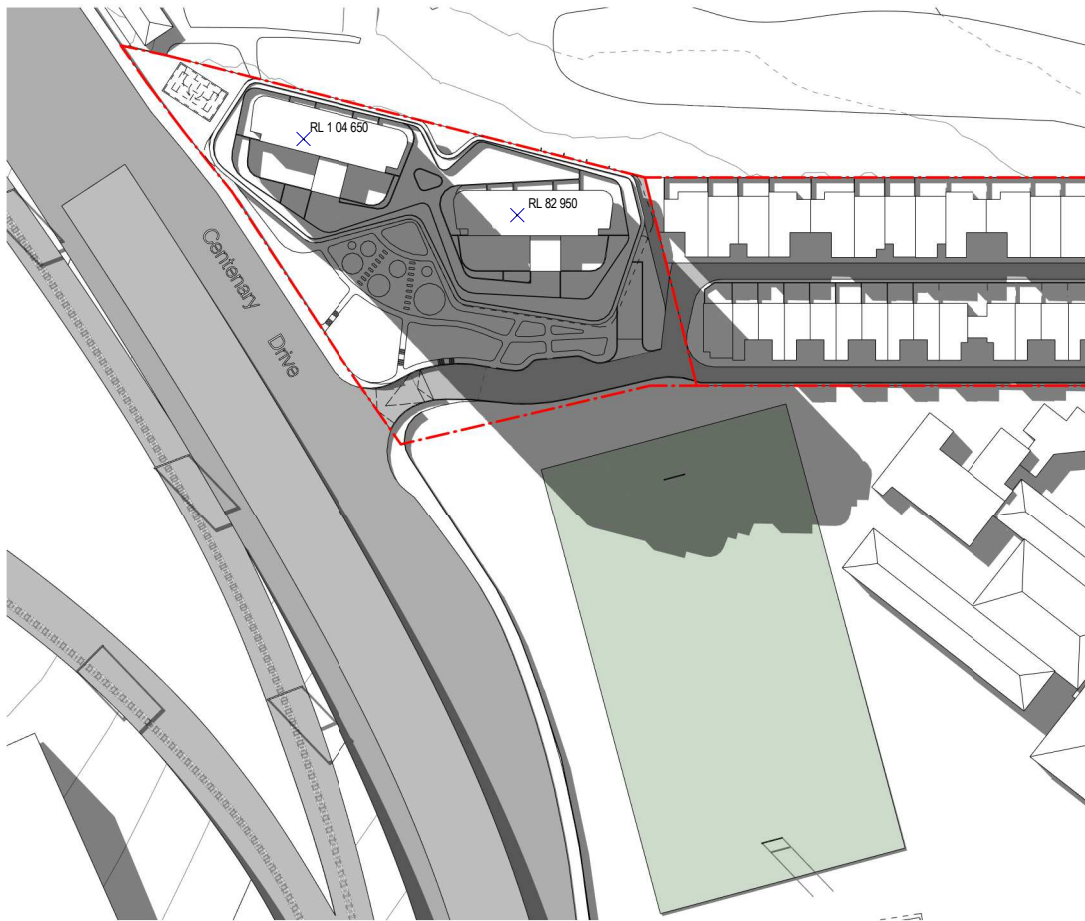
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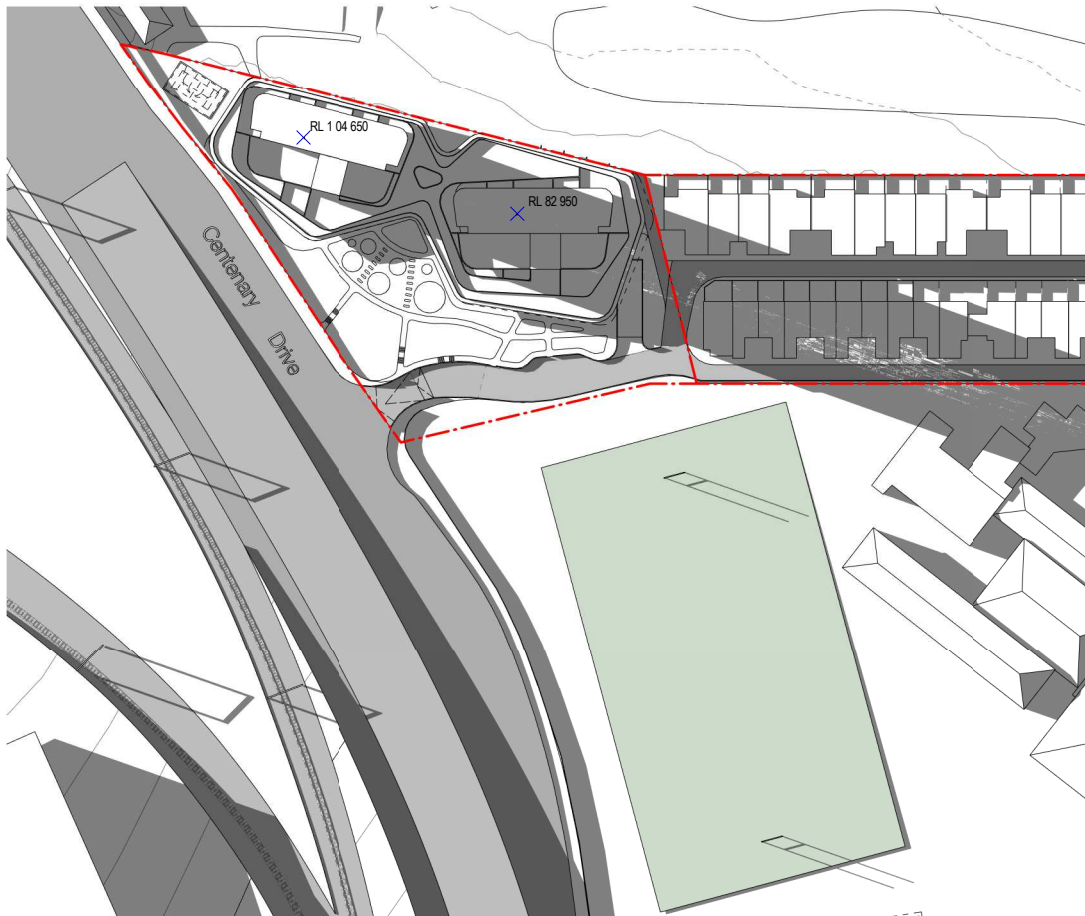
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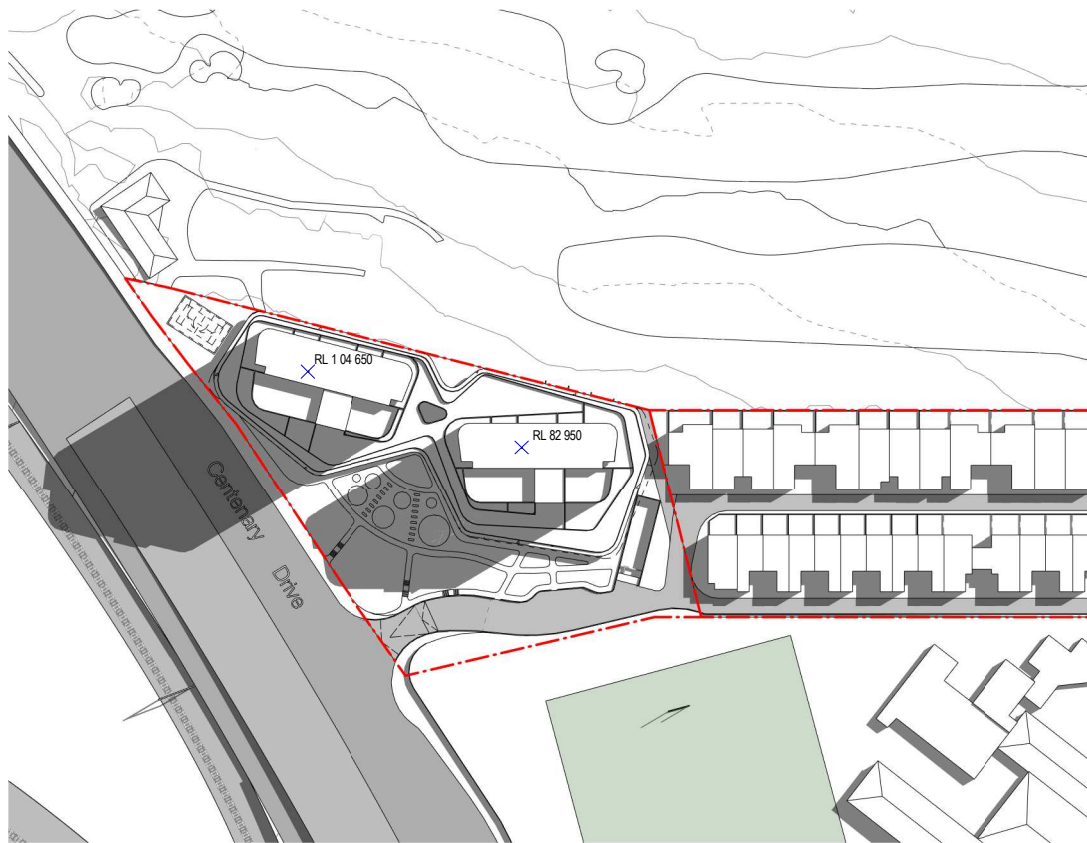
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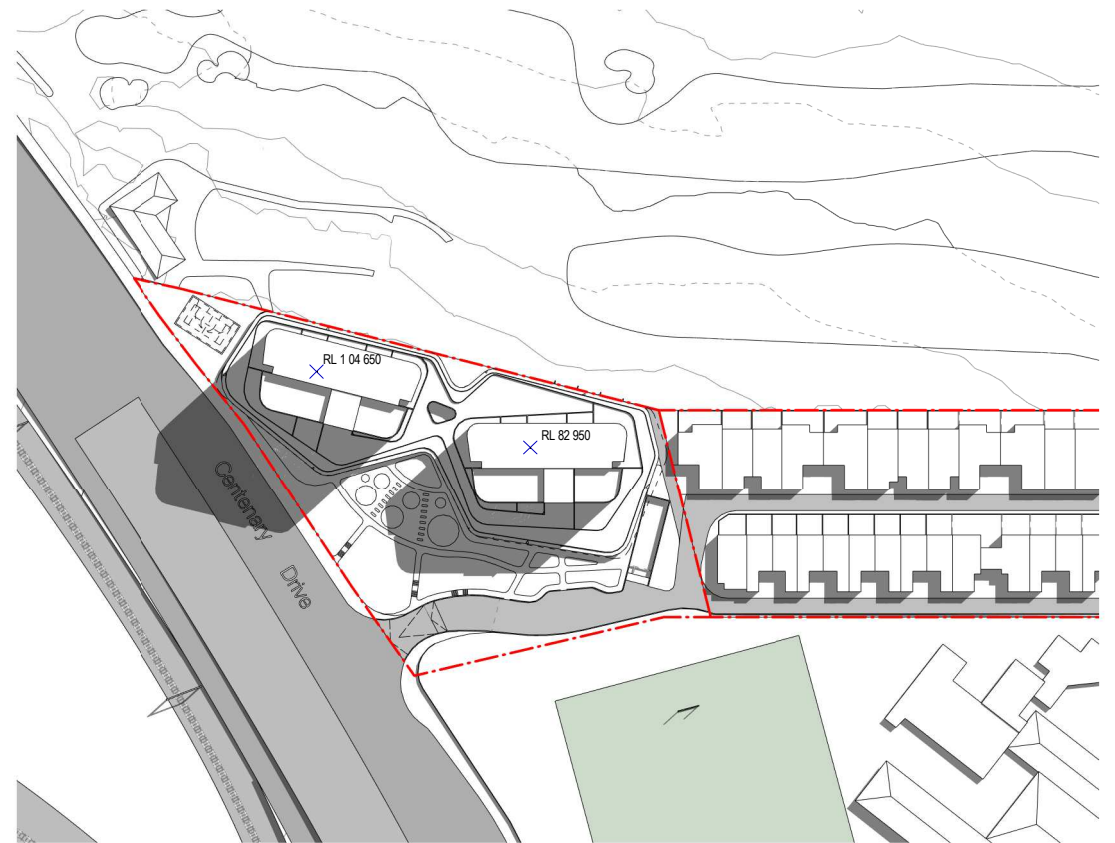
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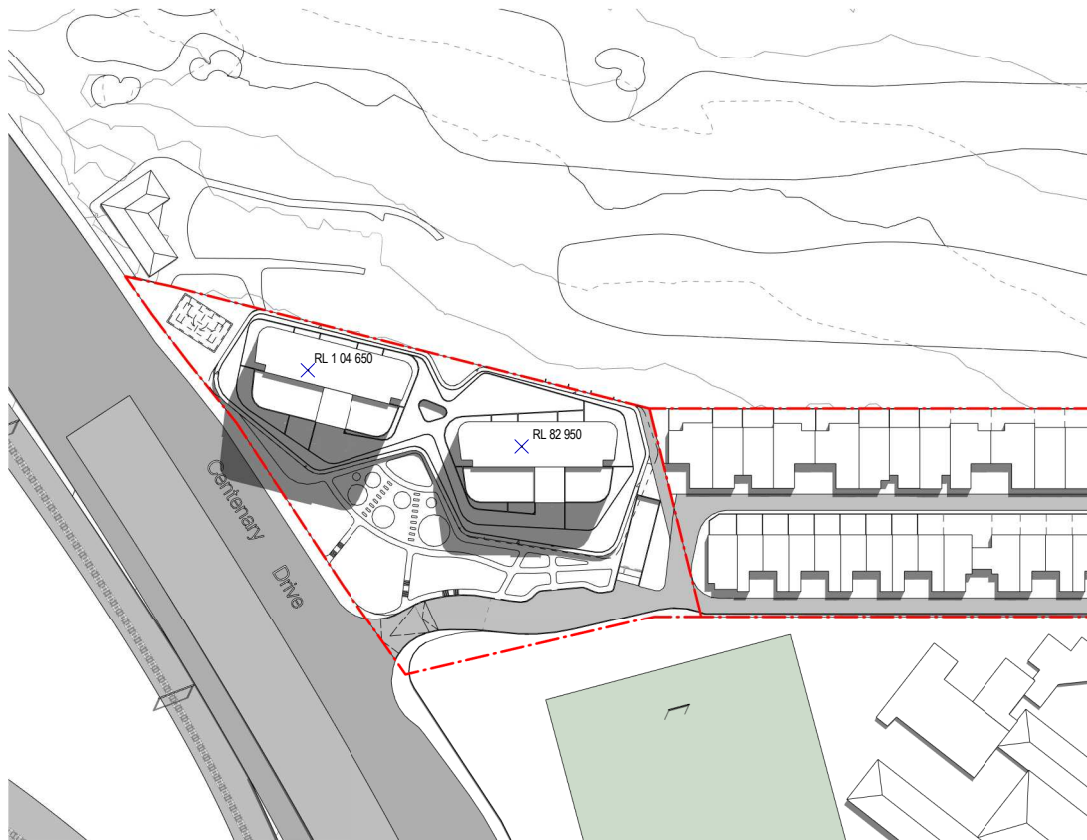
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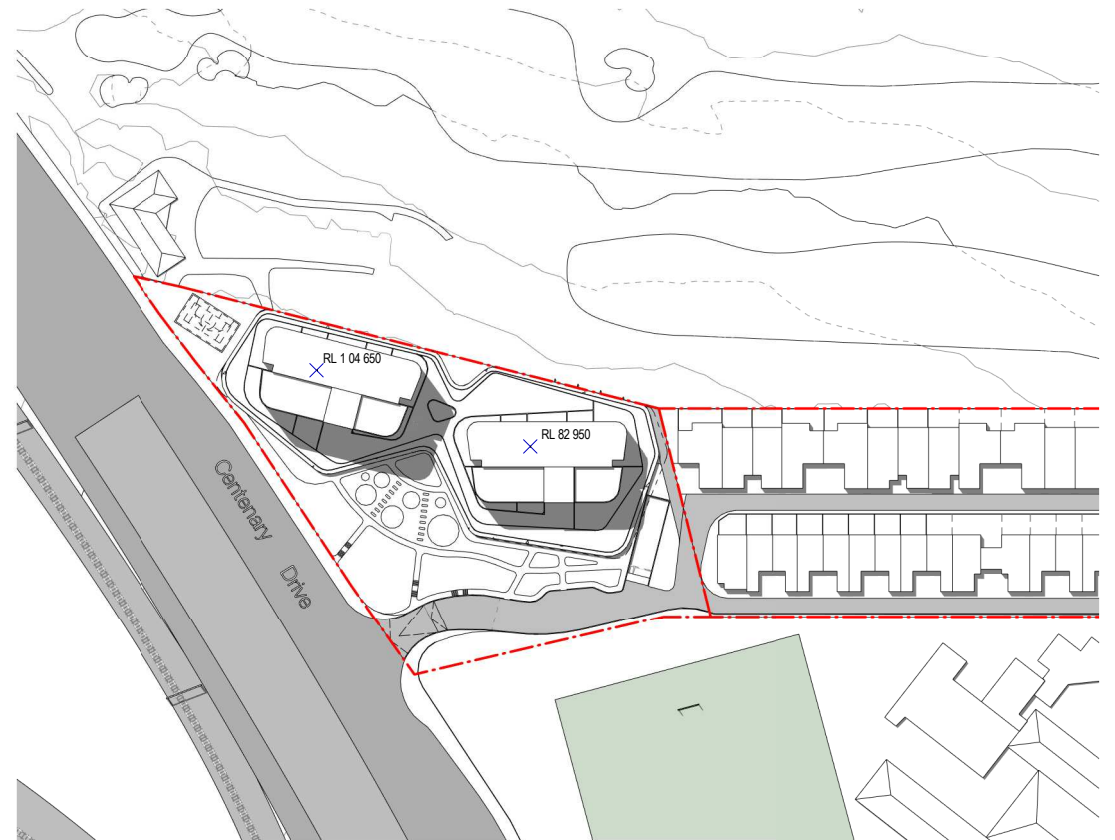
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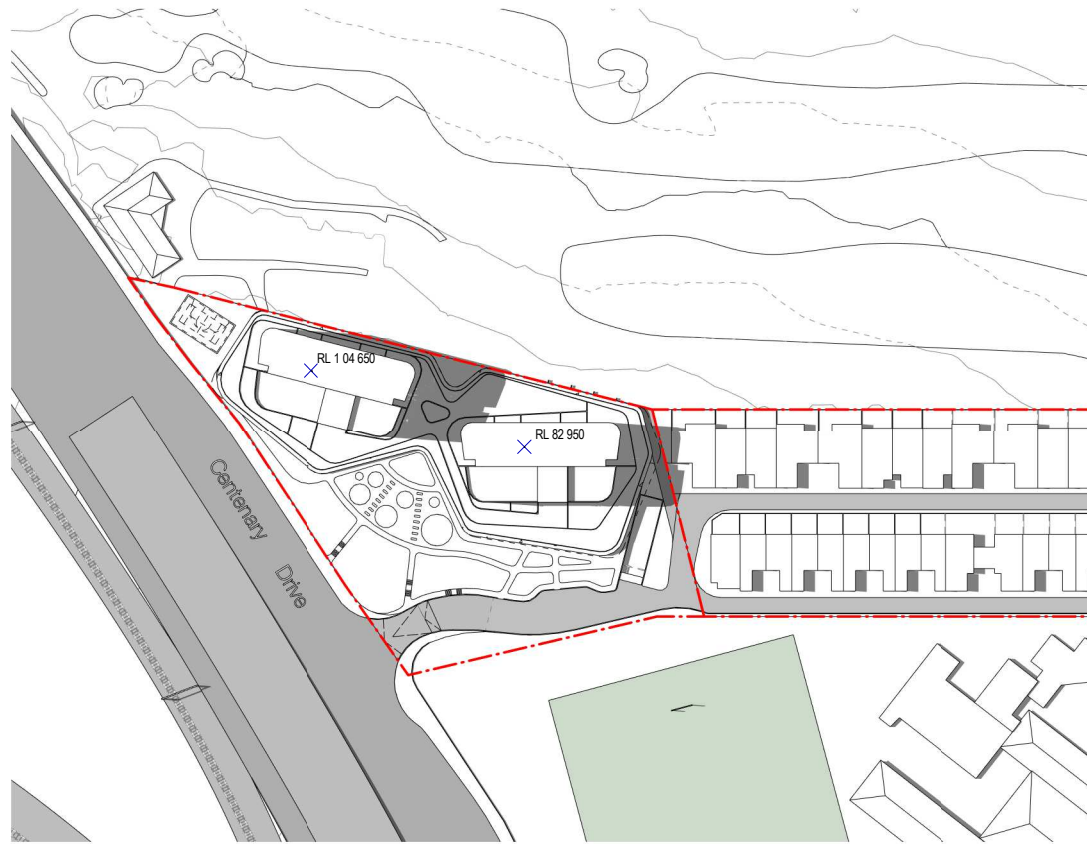
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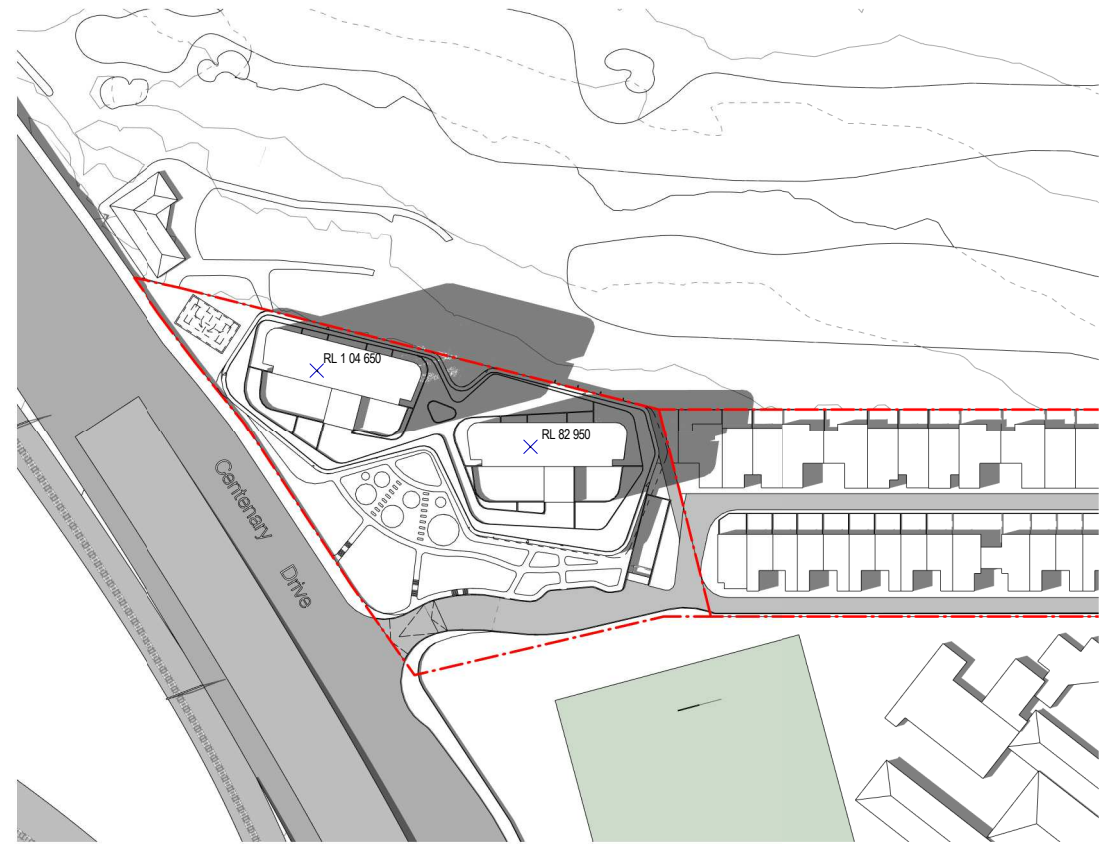
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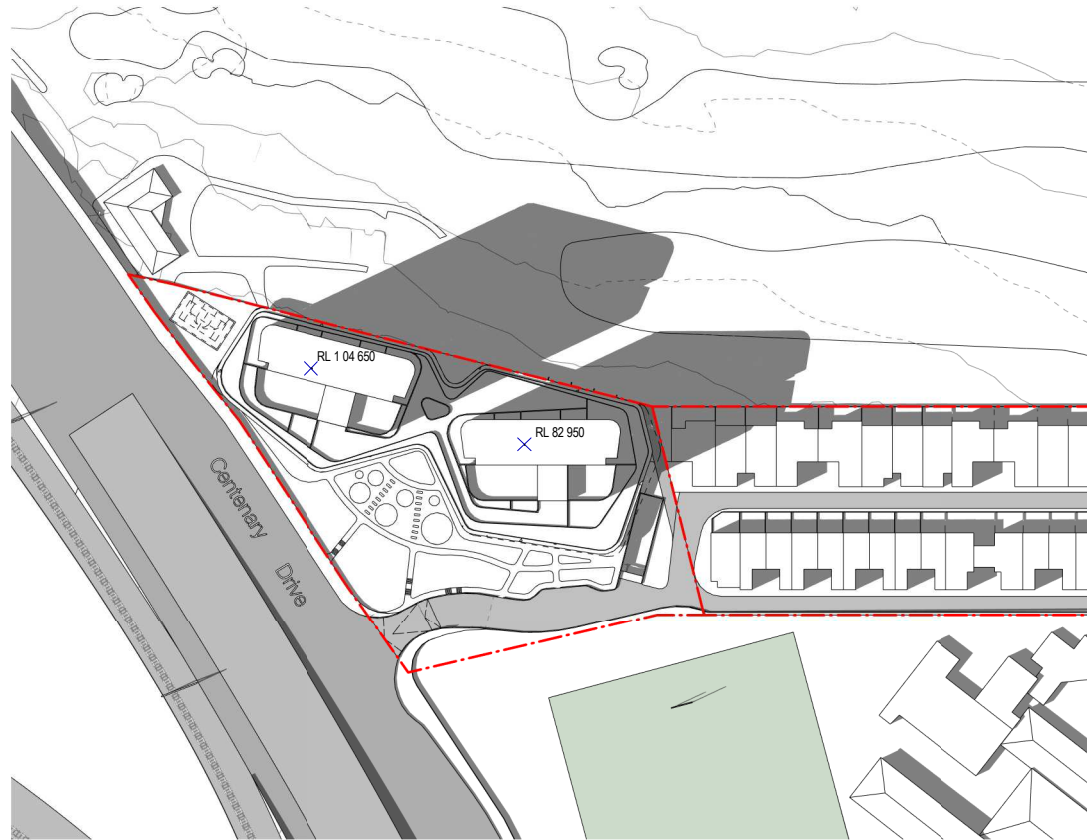




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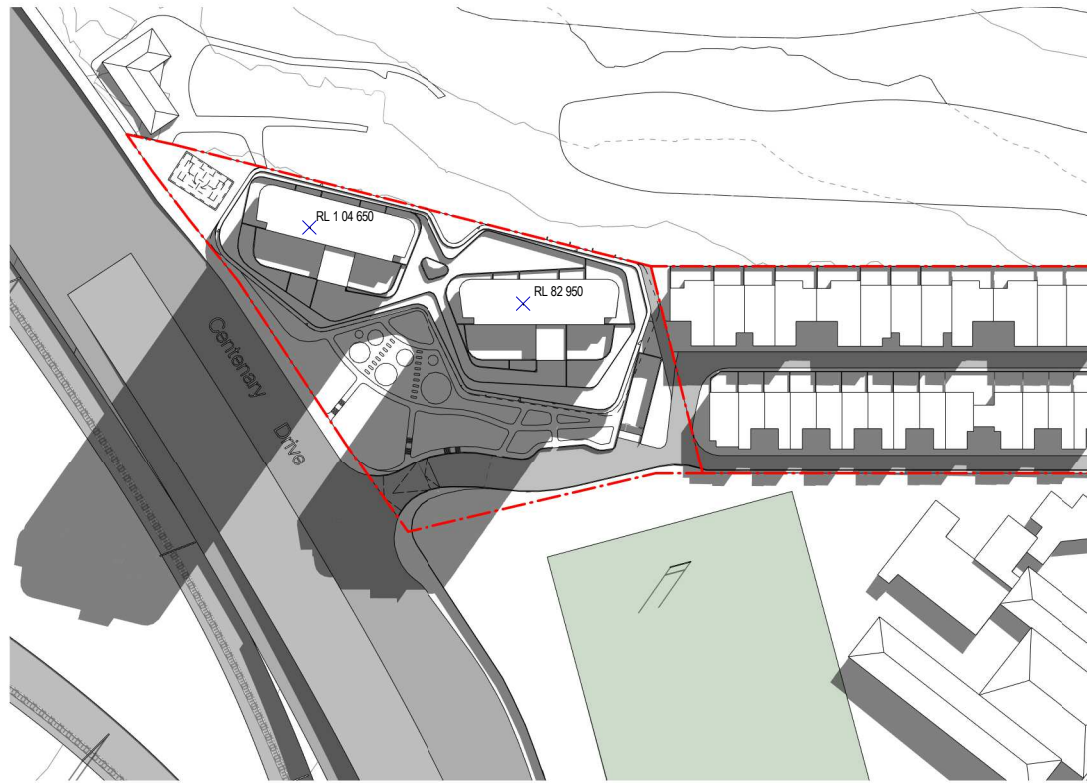


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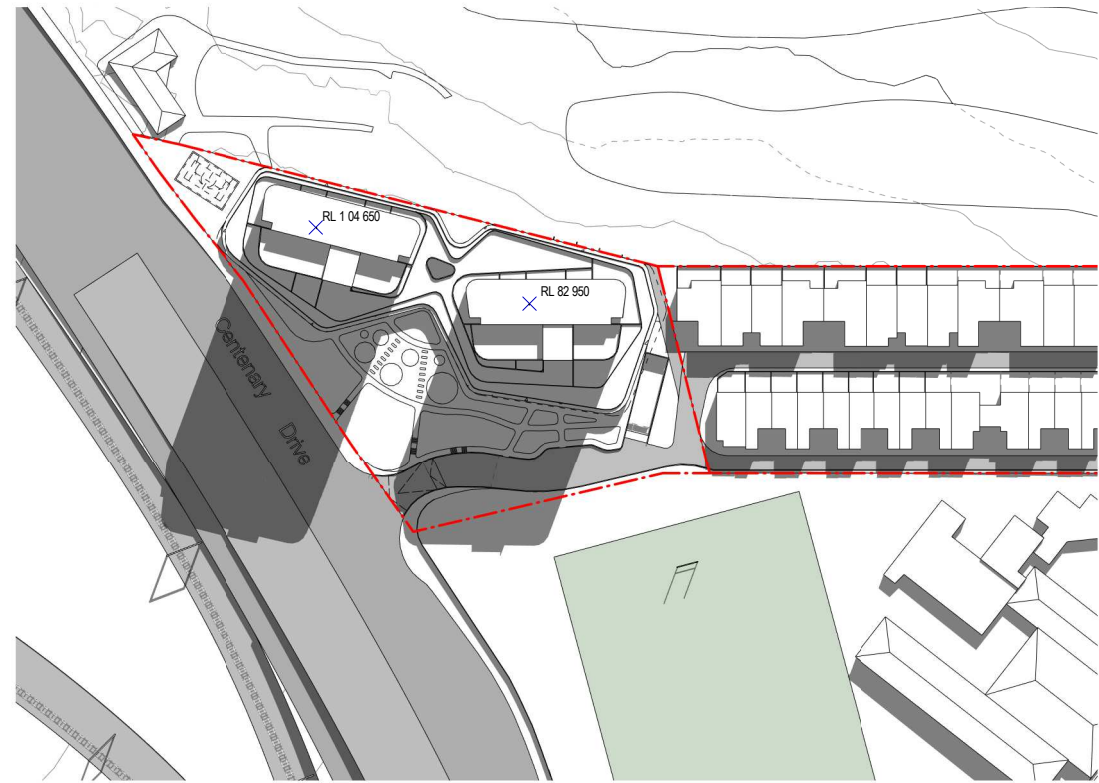


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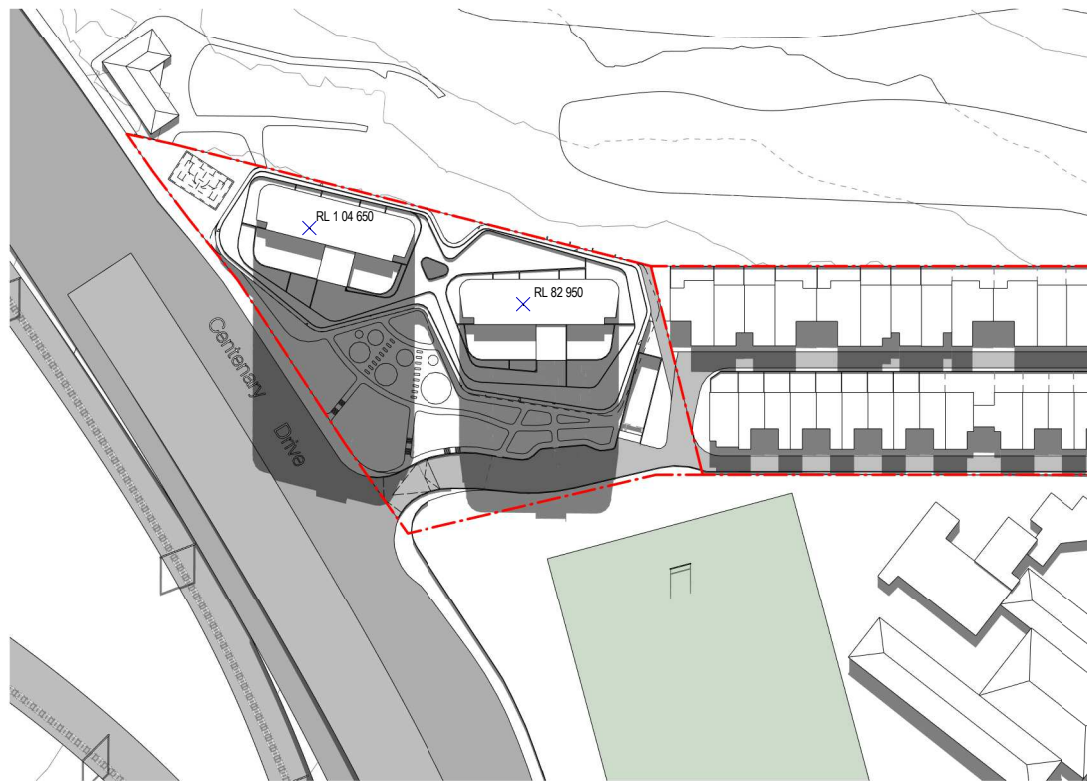




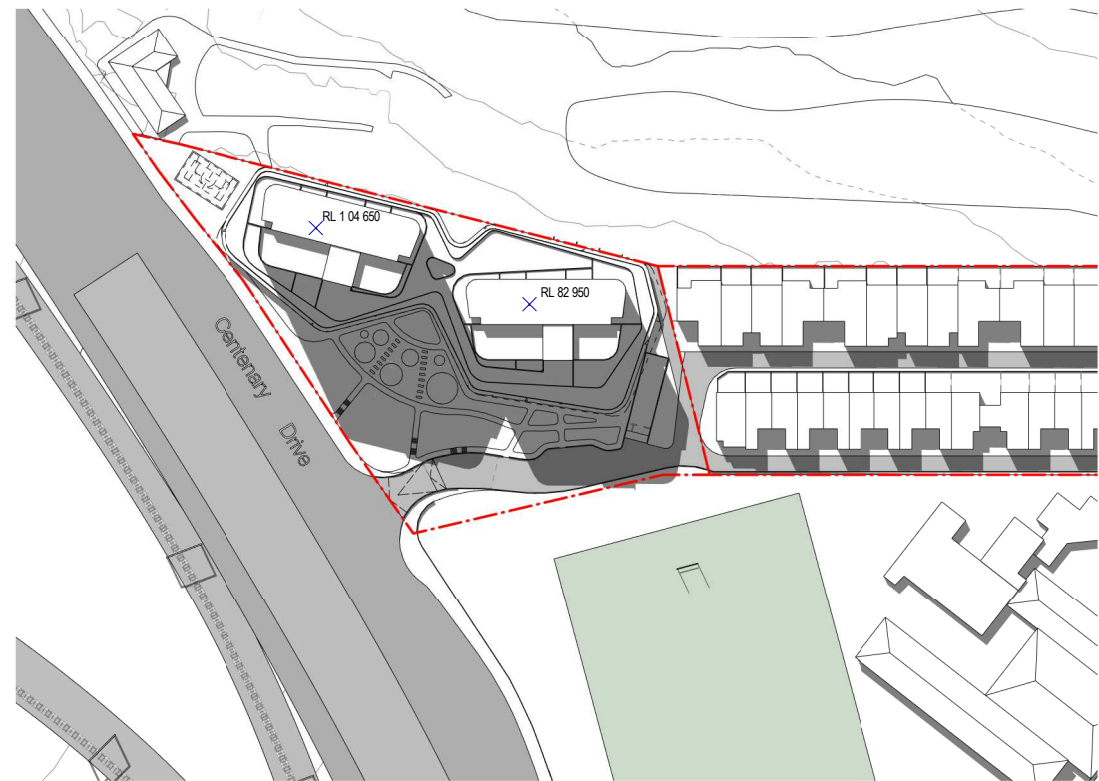
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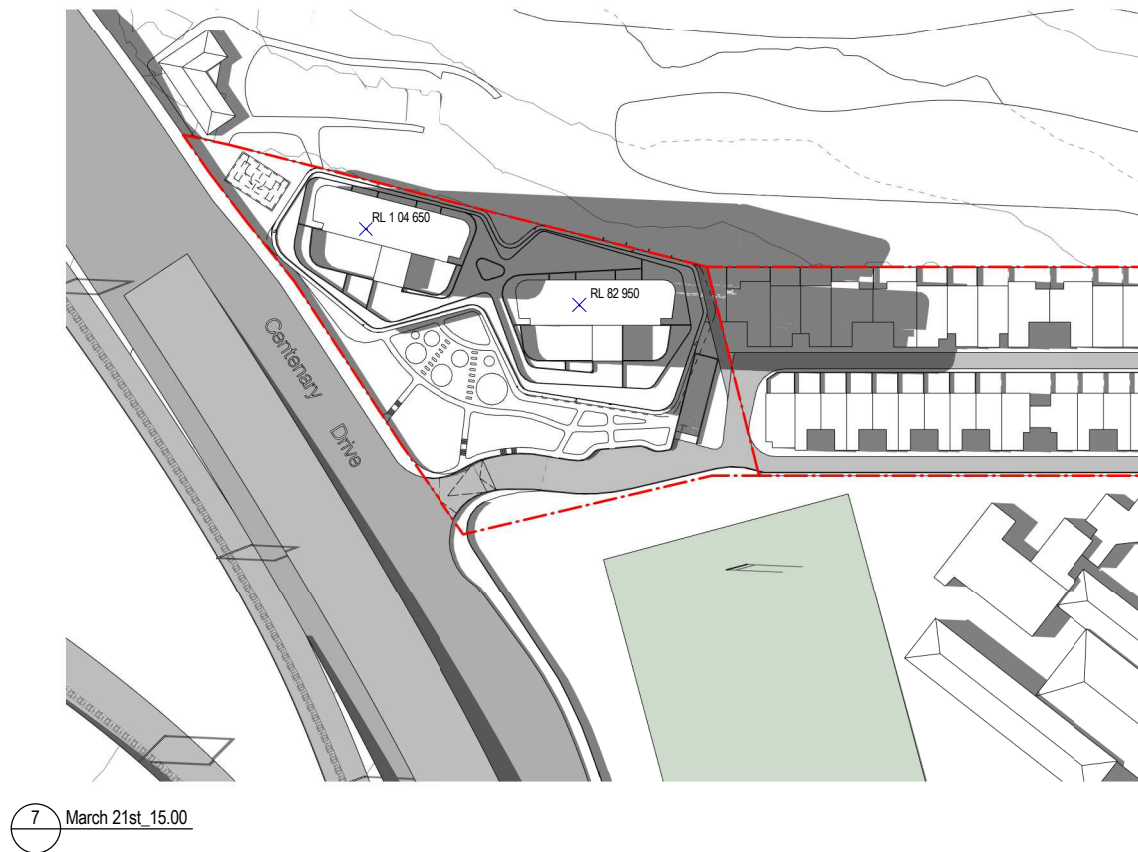
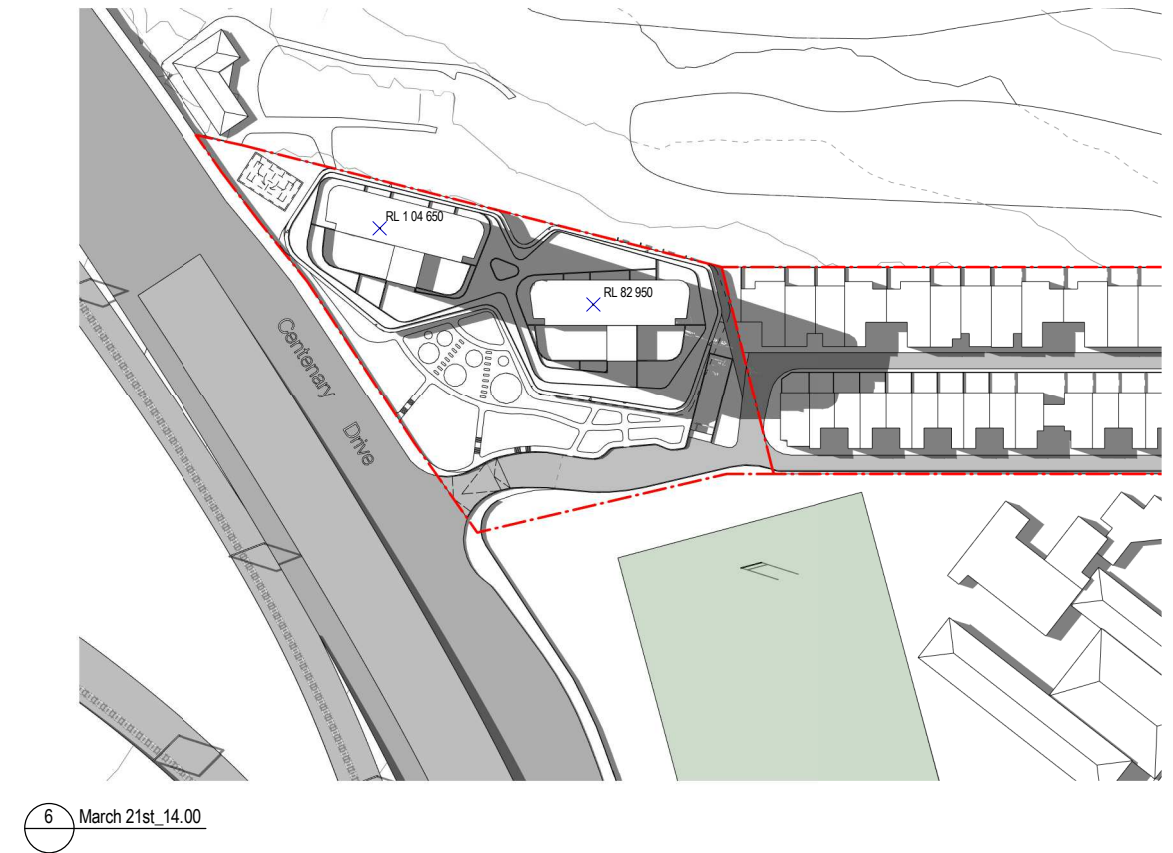
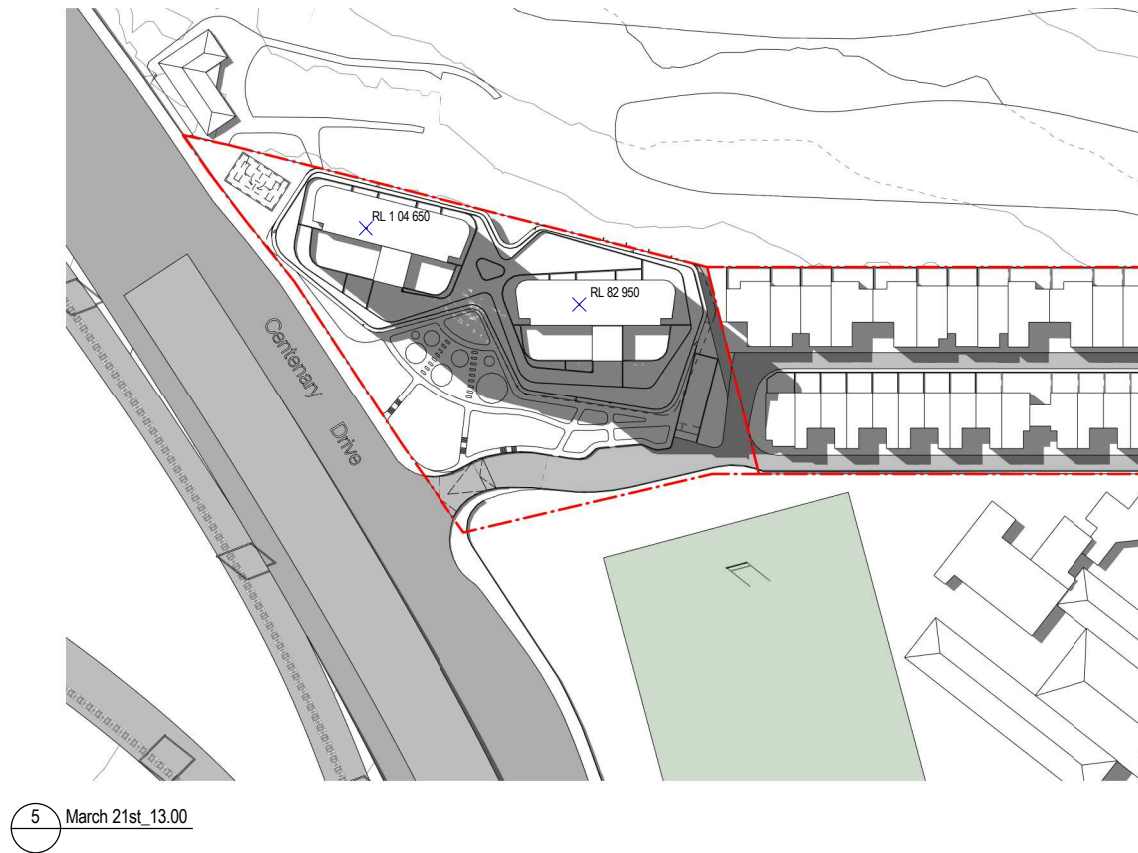
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As previously stated, the proponent has commenced preliminary consultation with the Principal of the adjoining Strathfield South High School and the NSW Department of Education. An offer was made to artificially turf the school's playing field, however the Principal indicated that some beautification works to provide seating, bubblers and shade structures along the northern boundary would be preferable. These discussions are ongoing, with a landscape architect currently preparing some concepts for seating and shading structures.

Whilst the proposal would not unreasonably impact the school or students using the playing fields, it is considered that this presents a balanced approach to providing an opportunity for value capture to the school, whilst also ensuring the proposal remains in the public interest.

### 8.2.3. Overlooking

The nearest residential neighbours to the development site are located at least 230m from the B4 Mixed Use portion of the site, where the two residential towers will be located. This ensures additional opportunities for direct overlooking are not created as a result of the uplift in FSR and height sought by this Planning Proposal. An aerial photograph demonstrating the separation from sensitive neighbours is provided below. Low density properties on Hedges Avenue are 230m to the east, on Yarrowee Road 330m and on Ada Avenue 345m to the north, over the golf course and Freshwater Park.



Figure 23 Distances to nearest residential receivers. (Source: NearMap, 2017)

Overlooking impact to the school remains reasonably consistent with the previous approval. Units in the concept prepared for the site are mostly orientated to focus views toward the north and east, rather than south over the school. The additional units attributed to the uplift in FSR and height that is sought under this Planning Proposal would extend above nine storeys (28m), which is a reasonable separation of distance to maintain visual privacy of school students.



#### **8.2.4. Vehicular Access & Traffic Impact**

The Traffic Impact Assessment (Appendix B) considers the impact of the additional density on the functionality of Centenary Drive, based on RMS Traffic Generating Development requirements. This assessment concludes that there is more than sufficient capacity in the existing slip lane, that provides access to the site, to cater for the total vehicular movements that would result from the additional density sought in this Planning Proposal. The assessment also concludes that there is adequate additional capacity at the signalised intersection of Centenary Drive and Liverpool Road to cater for the proposed traffic movements without significantly impacting waiting times.

A strong attribute of this site is its ability to accommodate additional residential density without compromising the functionality of nearby roads, and without directing additional traffic through nearby residential streets. As the vehicular entry and exit from the site is via Centenary Drive, the additional vehicular movements are concentrated to a classified road.

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

#### **8.3.1. Social Effects**

The property is essentially an ‘infill’ greenfield development, as it is located on undeveloped and surplus golf course land adjacent to existing residential, commercial and industrial land uses. The site is well connected to local facilities and economic centres at Strathfield, Burwood and Homebush which will provide accessible social, open space, educational, health and employment services to support the additional density sought in this Planning Proposal.

The site is located within the Central Sub-Region, which is identified by the Department of Housing as experiencing housing stress. The Department of Housing has identified the Central Sub-Region as experiencing a severe long-term shortage of private rental accommodation with a vacancy rate of below 1.9% in February 2017. For comparative purposes, the Department of Housing considers a vacancy rate of less than 3% as demonstrating a housing shortage.

The Strathfield LGA has a very low percentage of housing stock affordable for very low and low-income households, as compared to other LGA’s within the Central Subregion. A comparison of the Data provided by the Department of Housing ‘Housing Snapshots’ demonstrates that only 9% of Strathfield housing stock is affordable for very low and low-income households. This Planning Proposal would introduce additional residential density into the local area, providing additional supply.

The possible dedication of affordable housing units (subject to a VPA with Council) would further assist in the provision of additional housing stock to reduce local rental pressure. This would also assist Council to achieve the affordable housing objectives set by the draft Greater Sydney Region Plan 2056 (2017).

Building additional residential density into the subject site will provide for:

- Downsizers and shrinking family sizes. Sydney has undergone significant family size changes that have continued unabated for three decades by moving demand from the traditional single home on a large lot to smaller and more adaptable and versatile lifestyle forms of accommodation.
- Downsizers moving from larger building formats into units makes room in the existing building stock for young families, allowing ageing residents to stay in the area. Young families that have an attachment to the local Strathfield area should be provided with the opportunity to remain.

- The development provides an opportunity to young families who have grown up in the area to remain close to education, transport, commercial, retail and workplace services, many of which are within a 15-minute bicycle ride or a 30-minute walk of the site.
- New apartments contribute to the philosophy that people can live in their local community and have access to assistance as they age. The supply of townhouses and units close to the family home has long-term positive impacts on their prognosis. New housings close to facilities but with panoramic views will provide the opportunity for aging locals to change their lifestyle but stay connected to the local area.
- Sydney growth planning has identified the employment centres of Burwood, Strathfield and Homebush as opportunities for further employment generation. The proximity of this site to these centres will add to the wellbeing and connectedness of residents.
- The strategic location to employment centres enhances the wellbeing of residents. Burwood, Strathfield and Homebush are within easy cycling, bus and motor vehicle access a. The larger employment centres of Parramatta, Sydney and the Sydney Olympic Park are within a 30-minute commute.
- The Strathfield South High School Annual Report indicates that the school has some capacity for more students and would benefit from some additional residential growth. The Schools enrollments have had a small decline in recent years and while there might be contributing factors for that, the population group that is growing most slowly in the Strathfield LGA is school-aged children. Providing housing for new or continuing families will have a positive impact on the numbers of children in the neighbourhood and may result in additional enrolments for the school.
- Strathfield has a relatively high proportion of accessible open space at approximately 90% of the LGA. This development, enveloped by greenery, provides a visually pleasing and relaxing vista over the golf course. Whilst this greenery is not directly accessible to residents, emerging research in the Journal of the American Medical Association (Shanahan 2015) has linked positive health and wellbeing outcomes to natural outlook.
- Amenity and greenspace is a valued and recognised wellbeing phenomenon which, on this site will be enhanced by the outlook across the golf course toward Sydney and by good northerly access to sunlight. There are few new sites in the city with access to visual amenity that are also capable of absorbing large-scale development with little environmental impact.

### **8.3.2. Economic Effects**

The local economic impact resulting from this Planning Proposal is positive. It is likely that the development will accommodate people with average to above average incomes consistent with the rest of Strathfield. A shortage of housing stock in the region has led to some rental stress in the local area and adds to mortgage stress by elevating prices, which this development may assist to alleviate by providing additional housing stock. Higher density associated with minimal environmental, social or amenity impact is advantageous to the consent authorities looking for appropriate locations for additional housing supply, and the community's desire to maintain the low density character of existing residential locations.

This site presents the opportunity to increase density on a site that is well connected to established commercial precincts and transport hubs, with short commuting times (11min by bus to Strathfield Station, 15min onward journey to Parramatta or Sydney CBD), the proposal contributes to the 30-minute city. The residential facilities will provide for people to live close to work and business centres. Infill development for people to live within easy commuting distance of their workplaces improves personal, family and work outcomes. People that have commuting times more than 30 minutes are

less healthy have lower levels of productivity an adding to the burden on the government's health services and reducing economic productivity.

The size of the ground floor retail and restaurant spaces are restricted to avoid competitive trading impacts on the Strathfield, Burwood and Homebush retail areas and enables these centres to continue to serve the retail needs of the Strathfield population. Providing additional density in the development will supplement local commercial premises by adding to the local demand for their services.



## 9. Section D – State and Commonwealth Interests

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### 9.1. Is there adequate public infrastructure for the planning proposal?

The site presents an opportunity to increase residential density in an infill context. The site is well serviced by existing road and bus services, cycle paths, schools, parks and health infrastructure. The additional (approximately) 120 units sought in this Planning Proposal would be able to be adequately serviced by existing public infrastructure in the local area.

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

State and Commonwealth public authorities would be consulted with following Gateway approval of the application.

## 10. Mapping

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# Current Height of Building



# Proposed Height of Building



## Current and Proposed Height of Building

86-88 Centenary Drive, Strathfield

Project 3002600 Rev 01 SO Date 14.12.2017

# Current FSR



# Proposed FSR



## Current and Proposed Floor Space Ratio (FSR)

86-88 Centenary Drive, Strathfield

Project 3002600 Rev 01 SO Date 14.12.2017

## 11. Community Consultation

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The Planning Proposal would be exhibited in accordance with any requirements of the Gateway Approval, likely for 28 days. Should Council see it necessary, additional community consultation could be undertaken.

Preliminary discussions have been held with the Principal of Strathfield South High School regarding overshadowing of the oval. The Principal has indicated that the oval is used for Physical Education lessons and sports training. The school has recess at 10.45am and lunch at 1pm. This is relevant as the shadow cast by the proposal is only impacting the northern section of the playing field at 1pm, and not at all in the afternoon during sports training sessions.

The Principal indicated the preference for additional shading structures for the school. Discussions are ongoing between the proponent and the school's principal to provide some value capture for the school through the construction of new shading devices, seating, landscaping and possibly installation of a bubbler along the northern boundary of the school, adjacent to the development site.



## 12. Project Timeline

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The following provides an indicative timeline for the Planning Proposal. This is subject to change during the processing of the Planning Proposal.

December 2017	Planning Proposal lodged with Strathfield Council
April 2018	Anticipated receipt of Gateway Determination
May / June 2018	Consultation with Government Agencies
July 2018	Public notification period
August 2018	Sydney Planning Panel considers report by Council staff and makes determination
October 2018	Amended LEP adopted

## Appendix A Design Report

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## Appendix B Traffic Assessment

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## Appendix C Indicative Acoustic Report

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## Document/Report Control Form

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File Location Name:	X:\Projects\3002600 84 Centenary Drive Strathfield
Project Name:	84 Centenary Drive Strathfield Planning Proposal
Project Number:	3002600
Revision Number:	00

### Revision History

Revision #	Date	Prepared by	Reviewed by	Approved for Issue by
00	15/12/17	Viv Straw	Sophie Olsen	Sophie Olsen

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