



City of Canterbury
City of Cultural Diversity

**Planning Proposal to Amend
Canterbury Local Environmental Plan 2012**



15-33 Brighton Avenue, Croydon Park

**City Planning Division
June 2015**

Table of Contents

SECTION		
	Executive Summary	2
1.	Land Description and Characteristics	3
2.	Existing Development	4
3.	Subject Land and its context	9
4.	Transport context	12
5.	Possible development scenario	13
6.	Objectives or intended outcomes	14
7.	Explanation of the provisions – Proposed Amendments	15
8.	Justification	16
9.	Mapping	24
10.	Community Consultation	24
11.	Project Timeline	24
ATTACHMENTS		25
1	Information Checklist	
2	State Environmental Planning Policies	
3	Section 117 Directions	
4	Evaluation Criteria for the Delegation of Plan Making Functions	
5	Delegated plan making reporting template	
6	Maps	
7	Council Resolution 11 December 2014	
8	Applicant’s Planning Proposal Submission	
9	SGS Economics & Planning Consultant’s Report	
10	Proponent’s supporting material; Preliminary Traffic Review and Economic Justification	

EXECUTIVE SUMMARY

In September 2013 Council received a submission from Dickson Rothschild, in the form of a planning proposal, to rezone land at 15-33 Brighton Avenue, Croydon Park from IN2 Light Industrial to R4 High Density Residential. The submission also sought to increase the maximum building height of this land to 26 metres, and to introduce a maximum floor space ratio (FSR) control of 2.5:1.

Council engaged consultants SGS Economics & Planning to undertake an independent assessment of the proposal. They concluded that the planning proposal could be conditionally supported as this light industrial precinct is not feasible in terms of serving as an employment land and has experienced decline in this context. Their report further concluded that their modeling showing that the FSR of 0.9:1 and height of 11.5 meters (as per adjoining site) is sufficient to make the site viable for residential development.

A report on this matter was considered by Council at its meeting of 11 December 2014. Council resolved that the planning proposal be prepared to amend Canterbury Local Environmental Plan by amending the following:

1. *The land at 15-33 Brighton Avenue, Croydon Park be rezoned to R4 High Density Residential.*
2. *The maximum floor space ratio be set at 2:1 and the maximum building height be set at 15.0 metres as the site has the capacity to accommodate increased development densities and will contribute to the achievement of strategic planning goals to provide higher density housing in an accessible location.*
3. *A planning proposal be prepared as an amendment to Canterbury Local Environmental Plan 2012 and forwarded to the Department of Planning for Gateway determination and subsequent public exhibition.*

Council's planning proposal has been prepared (in line with Council's resolution seeking a maximum FSR of 2:1 and maximum building height of 15 metres) in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Infrastructure's "A guide to preparing planning proposals".

A Gateway Determination under Section 56 of the Act is requested.

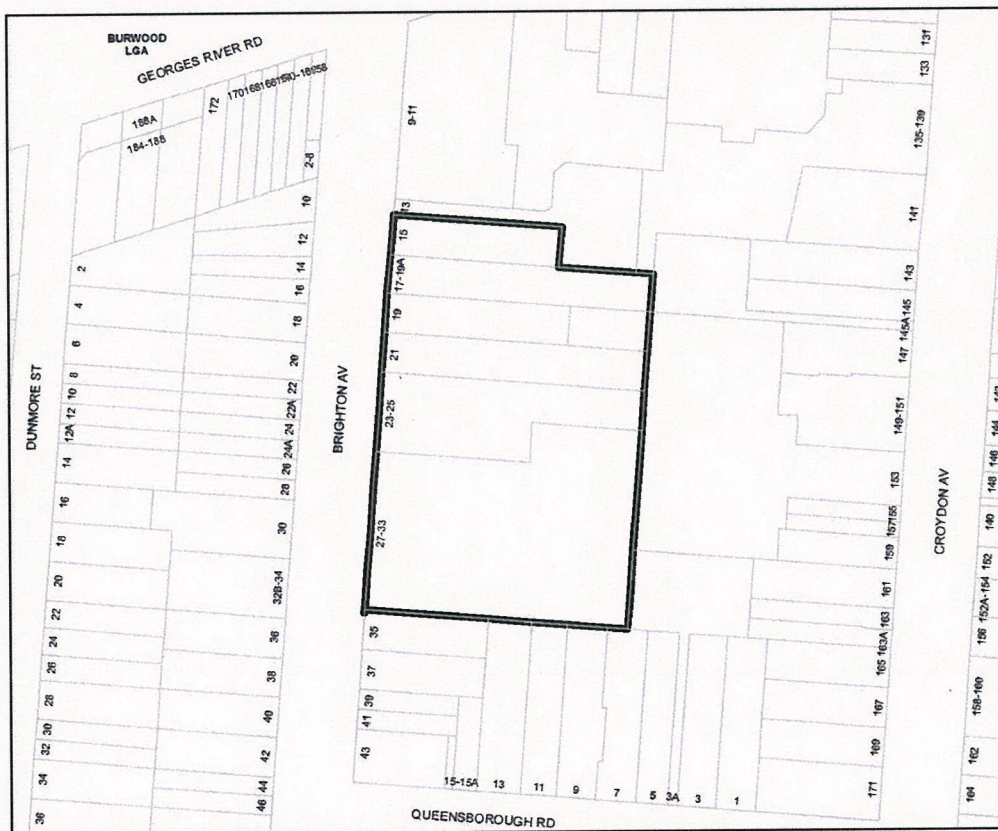
1. Land Description and Characteristics

The planning proposal applies to land located at 15-33 Brighton Avenue, Croydon Park. It comprises the following land parcels as set out in Table 1 below:

Table 1: Land description and area

Address	Property description	Land area
15 Brighton Avenue	Lot C DP440959	973.7m ²
17-19A Brighton Avenue	Lot 2A DP 3010	1532.72m ²
	Lot B DP 333556	461.6m ²
19 Brighton Avenue	Lot A DP 333556	1062m ²
21 Brighton Avenue	Lot 1 DP 123636	1537m ²
23-25 Brighton Avenue	Lot 11 DP 862370	2426m ²
27-33 Brighton Avenue	Lot 10 DP 1026819	6770m ²

A map outlining the location and street numbers of subject land is shown below:



The land has an overall area of 14,763.02m². The street frontage to Brighton Avenue is approximately 152 metres. The depth of the site varies, but is for the most part approximately 100 metres, except depth of Lot C DP440959, which is about 64 metres. The site is moderately sloping, with a fall of 8-9 metres from north to south.

2. Existing development

The land at 15-33 Brighton Avenue has been developed for industrial type uses, consistent with the existing IN2 Light Industrial zoning. All buildings are 1-2 storeys in height. Site buildings are described in Table 2 below:

Table 2: Existing site development

Address	Existing site buildings	Use
15 Brighton Avenue	2 storey office/warehouse building	Warehouse / Depot
17 Brighton Avenue	1 storey timber building (former dwelling)	Appears to be used as storage
19 Brighton Avenue	2 storey office/warehouse building	Radiator supplies
21 Brighton Avenue	2 storey office/warehouse building	
23-25 Brighton Avenue	1 storey office/warehouse buildings	Australia Post Mail Distribution Centre (appears to be closed)
27-33 Brighton Avenue	1-2 storey office/hardware building	Sand and soil yard
	2 storey office/warehouse building	Food distribution

Aerial photo showing the subject site's current land use and indicating height of buildings in number of storeys



Photographs of the site buildings are shown below:



Photograph 1: 15 Brighton Avenue



Photograph 2: 17 Brighton Avenue



Photograph 3: 19 Brighton Avenue



Photograph 4: 21 Brighton Avenue



Photograph 5: 23-25 Brighton Avenue



Photograph 6: 27-33 Brighton Avenue

3. Subject land and land context

The subject site is an isolated pocket of industrial land within the midst of residential area. Surrounding development is a mixture of predominantly residential flat buildings, but also comprising town houses, villas and single dwellings. Adjoining and nearby uses are also a church complex and a child care centre. The height of surrounding development ranges from between 1-4 storeys, as described in the Table 3 below and aerial photograph above on page 5.

Table 3: Surrounding the site land use

Address	Existing site buildings	Use
9-11 Brighton Avenue	Uniting Church	Church and Presbytery
13 Brighton Avenue	Townhouse	Residential
153 Croydon Avenue	4 storey flat building	Residential
145A Croydon Av	Dwelling house	Residential
3-13 Queensborough Rd	2 and 3 storey flat buildings	Residential
35 Brighton Ave	1 storey dwelling house	Child care centre
39-41 Brighton Ave	1 storey duplex	Residential
37 and 43 Brighton Ave	2 storey Townhouses	Residential
10-42 Brighton Av (opposite to the site)	2 and 3 storey flat buildings and 1 storey dwelling houses	Residential
158 Georges River Rd	1 storey pharmacy building	Commercial

The subject land is located within the suburb of Croydon Park, which is an inner western suburb of Sydney. Suburbs surrounding Croydon Park include Croydon, Ashfield, Ashbury, Campsie, and Belfield. Within the context of Metropolitan Sydney, the site is located 11 km west of Sydney CBD and 13 km north of Sydney Airport. Also, the site is 1.8 km from Burwood Town Centre and 1.5 km from Campsie Town Centre. The site is also within close proximity to schools, medical centres and other social infrastructure.

The site is approximately 70 metres south of the northern boundary of Canterbury LGA, at Georges River Road. On the northern side of Georges River Road is Burwood LGA.

Within 100 metres of the site is Croydon Park Town Centre, which is located within both Canterbury and Burwood LGAs. It is defined as a small village centre in the South Subregion Draft Subregional Strategy. The centre is almost directly opposite the subject site. It has a small supermarket, post office, hotel, licensed club, service station and about 50 shops. A public school is also located near the Centre.



Photograph 7: Croydon Park Town Centre

The extensive Cooks River open space system is within 400 meters south of the site, and includes walking trails, cycle ways, playing fields, playgrounds and other recreation facilities.



Photograph 8: Cooks River Open Space system



Photograph 9: Residential flat building development adjoining the subject land to the east



Photograph 10: Adjoining child care centre and nearby residential development

4. Transport context

The site is highly accessible to bus services operated by Sydney Buses. Services run directly to the City, and other local and regional destinations. They are set out in the table below:

Table 2: Bus services in the vicinity of 15-33 Brighton Avenue

Route No.	Route Description	Bus stops
413	Campsie to City via Ashbury	Within 100 metres of the site (Queensborough Avenue)
490 and 492	Drummoyne to Hurstville/Rockdale via Campsie and Burwood	Within 50 metres of the site (Brighton Avenue)
462, 464 and 465	Ashfield to Cabarita/Mortlake via Burwood	Within 150 metres of the site (Georges River Road)

The closest railway stations to the subject site are Campsie (1.6km), Croydon (1.8 km) and Ashfield (2km). Campsie, Burwood, and Ashfield Stations can also be reached by bus from the site. Furthermore, there is a walking trail/cycleway system near to the site adjoining the Cooks River. This provides local and regional linkages to Botany Bay, Sydney Olympic Park, and other destinations.



Photograph 11: Cooks River Cycleway

5. The Proposal

The proponent (Dickson Rothschild) is seeking to rezone the subject land to R4 High Density Residential in order to permit redevelopment for residential apartments along with some associated retail/commercial floor space on the ground floor. The land surrounding the site is zoned R4 High Density Residential. This zoning is also sought for the subject land in this Planning Proposal.

The proponent has requested maximum building height of up to 26 m to accommodate eight (8) storey buildings and a FSR of 2.5:1 (**Attachment 8**). The report from Council's independent consultant (SGS Economics & Planning – **Attachment 9**) concluded that new development should be considered in line with surrounding build form and character and that a maximum building height of 11.5 metres and FSR of 0.9:1 should apply to the site.

Council's resolution, however, is that the maximum building height be set at 15 m and the maximum FSR be set at 2:1 (**Attachment 7**), to achieve strategic planning goals to provide higher density residential development in an accessible location.

6. Objectives & Intended Outcomes

The objective of the Planning Proposal is to amend the Canterbury LEP 2012 in order to facilitate high density residential development at 15-33 Brighton Avenue, Croydon Park.

The intended outcomes of the Planning Proposal are as follows:

1. Rezoning of the subject land

An amendment to the CLEP 2012 is sought in order to change the zoning of the subject land from IN2 Light Industrial zone to the R4 High Density Residential zone. This would facilitate removal of underutilised existing industrial oriented development that is also out of character with surrounding land uses and replace with residential uses that are compatible with surrounding uses.

2. Amendment to Floor Space Ratio

An amendment to the CLEP 2012 is sought in to increase the permissible FSR on the subject Land from the current 1:1 to 2:1. This would allow for a higher density building form that more effectively and efficiently utilises the land.

3. Amendment to height of buildings

Being currently zoned for Light Industrial (IN2) purposes, the land is not subject to a maximum building height control. The planning proposal requests a height limit of 15 m to apply to the subject land in order to facilitate development of residential flat buildings.

The table below provides a summary of the proposed changes being sought to CLEP 2012:

Standard	Current	Proposed
Zone	IN2 Light Industrial	R4 High Density Residential
Height	None applicable	15m
Floor Space Ratio	1:1	2:1

7. Explanation of Provisions – Proposed Amendments

The planning proposal seeks to amend the Canterbury LEP 2012 as it applies to the subject land, as per the table below:

1. Amend the Land Zoning (LZN) Map (Sheet LZN_006) as per Table 1

Table 1 – Zoning Map changes

Current (Canterbury LEP 2012)	Proposed LEP amendment
IN2 Light Industrial	R4 High Density Residential

2. Amend the Floor Space Ratio (FSR) Map (Sheet FSR_006) as per Table 2.

Table 2 – FSR Map changes

Current (Canterbury LEP 2012)	Proposed LEP amendment
1:1	2:1

3. Amend the Height of Building (HOB) Map (Sheet HOB_006) as per Table 3.

Table 3 – HOB Map changes

Current (Canterbury LEP 2012)	Proposed LEP amendment
No control	15 metres

No changes to the written LEP instrument are required or proposed.

8. Justification

SECTION A: Need for the Planning Proposal

Is the planning proposal the result of any strategic study or report?

Council commissioned the preparation of a Residential Development Strategy (RDS) for the City of Canterbury. The RDS was adopted by Council on 31 October 2013. The RDS assessed the capacity of Canterbury LGA to meet the current housing target. The planning proposal is partially seeking to depart from findings of the RDS in respect of the subject land, which recommended the current development standards to be maintained.

However, the RDS also recommended that a review of zoning be undertaken within the subject area in the event of significantly increased housing targets for the LGA. The developer made a submission regarding the subject land in the form of their Planning Proposal seeking rezoning and amendments to the development standards to increase potential of residential development density. As stated previously, by increasing the height to 26metres and FSR to 2.5:1. Council partly supported the increase of development standards in the preparation of the planning proposal by supporting an increase in building height to 15 m and FSR to 2:1. This Planning Proposal is a result of a Council resolution dated 11 December 2014 (**Attachment 7**).

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

A Planning Proposal is the only means of achieving the type of development sought for. The Canterbury LEP 2012 currently does not either allow the type of uses or the scale of development proposed. As such an amendment to this LEP is sought through the Planning Proposal process in order to rezone the land and permit a higher density residential development.

SECTION B: Relationship to strategic planning framework

Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies?)

The strategic planning context for consideration of this planning proposal is A Plan for Growing Sydney (December 2014).

The Planning Proposal is considered to be consistent with the goals and directions of this plan. The compliance of the Planning Proposal in this respect is set out in the **Table 1** below.

Table 1: Consistency with strategic planning framework

Provision	Comment
Goal 1: Sydney's competitive economy	
Direction 1.1: Grow a more internationally competitive Sydney CBD	Not applicable. The site is not part of the Sydney CBD.
Direction 1.2: Grow Greater Parramatta – Sydney's second CBD	Not applicable. The site is not part of the Parramatta CBD.
Direction 1.3: Establish a new Priority Growth Area	Not applicable. The site is not part of the new Priority Growth Area between Olympic Park and Parramatta.
Direction 1.4: Transform the productivity of Western Sydney	Not applicable. The site is not within Western Sydney.
Direction 1.5: Enhance capacity at Sydney's gateways and freight networks	Not applicable. The site is not a gateway site or part of a freight network.
Direction 1.6: Expand the Global Economic Corridor	Not applicable. The site is not part of the Global Economic Corridor.
Direction 1.7: Grow strategic centres	Not applicable. The site is not near a strategic centre.
Direction 1.8: Enhance linkages to regional NSW	Not applicable.
Direction 1.9: Support priority economic sectors	The proposal involves rezoning of industrial land. Because of the potential impacts of loss of economic activity, an assessment has been undertaken by Council's planning consultant SGS Economics and Planning against the <i>Industrial Lands Strategic Assessment Checklist</i> . In conclusion the SGS report recommends the rezoning of this land in order to fulfil demands for residential development.
Direction 1.10: Plan for education and health services	Not applicable.

Goal 2: Sydney's housing choices	
Direction 2.1: Accelerate housing supply across Sydney	The planning proposal is consistent with this direction. It will increase the density of the land on which it is located which will increase its dwelling capacity.
Direction 2.2: Accelerate urban renewal across Sydney	The proposal will facilitate urban renewal on a site that is underutilised and within an established urban area. The land is close proximity to Croydon Park Town Centre It is also well connected to frequent public transport services.
Direction 2.3: Improve housing choice	The supply of apartments in Croydon Park is characterised by two and three storeys walk up flats, particularly dating from the 1960s and 1970s. There are limited modern higher density residential developments, and very little recent development for apartments. The proposal will facilitate housing choice in this respect.
Direction 2.4 Deliver timely and well planned greenfield precincts and housing	Not applicable. Nevertheless, the extensive Cooks River open space system is within 400 m from the site.
Goal 3: Sydney's great places to live	
Direction 3.1: Revitalise existing suburbs	<p>The planning proposal will assist in the revitalisation of Croydon Park through providing new housing in an established Sydney suburb that is a desirable location to live and accessible to public transport and a variety of facilities.</p> <p>The existing industrial uses do not contribute in any significant way to the vitality of Croydon Park, and have a potentially detracting impact through noise and heavy vehicle movements in a predominantly residential area.</p>
Goal 4: Sydney's sustainable and resilient environment	Not applicable. The planning proposal is only dealing with one relatively small site.
South subregion priorities	This section of the plan does contain any specific priorities not already dealt with the above assessment.

The Planning Proposal is considered to be consistent with the objectives and provisions of the strategic planning merit. The compliance of the Planning Proposal with the relevant regional and sub-regional strategies is set out in **Table 2** below.

Table 2: Consistency with strategic planning merit

Criteria	Assessment
<p>Is the proposed rezoning consistent with State and/or council strategies on the future role of industrial lands?</p>	<ul style="list-style-type: none"> • Under the Employment Lands Development Program and the <i>South Subregion draft Subregional Strategy (2007)</i>, the precinct is listed as Category 1 industrial land to be retained for industrial purposes. • 'Towards 2032 - Canterbury Economic Development and Employment Strategy' identified the precinct as one of a number of fragmented industrial precincts in the LGA which were assessed as a group. A number of these precincts were recommended for rezoning, however the industrial precinct in Croydon Park was recommended to be retained for employment uses (strategy: preserve and nurture local businesses and employment uses). • Whilst recommended to be retained, the employment composition within the precinct and expected growth to 2031 has changed with an increasing employment focus now on health, education and professional services within the LGA. • In reviewing the <i>South Subregion Draft Subregional Strategy</i> and previous Canterbury employment study, it is apparent that these recommendations may be dated, with decisions being made post-strategy. A review of the current situation and role for employment for the site is considered appropriate.
<p>Is the site near or within direct access to key economic infrastructure?</p>	<ul style="list-style-type: none"> • The precinct is located near a main road (Georges River Road), which constitutes an important thoroughfare providing access east towards Ashfield and west towards Bankstown. • The precinct is not located within a key centre, however is located in close proximity to Croydon Park (small village centre) and 1.5 kilometres north of Campsie (town centre).
<p>Is the site contributing to a significant industry cluster?</p>	<ul style="list-style-type: none"> • The precinct does not contain a significant industry cluster but rather a mix of light industrial uses. The significant industry clusters are located elsewhere in the LGA and in adjacent LGAs, such as the freight and logistics cluster in Enfield.
<p>How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?</p>	<ul style="list-style-type: none"> • In terms of land stock the precinct only represents 1% of the total stock for Canterbury LGA. The change of use of the precinct would not have a significant impact on supply if the site were to be rezoned. The precinct represents 0.4% of the stock of the regional stock (Canterbury, Strathfield, Ashfield and Burwood) of industrial land. • As discussed previously, demand for industrial floor space is declining in Canterbury LGA with declines projected in all industrial land uses to 2031. Therefore the proposed rezoning is unlikely to impact on the ability for the LGA to meet demand for industrial land activity as this is declining. In terms of at a regional level, increases are projected in some industrial employment categories in Strathfield LGA, however, there is enough current supply to meet this demand.

How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?

- The proposed rezoning is expected to have only a limited impact on the achievement of the sub-regional employment targets and employment objectives. The south subregion (in which Canterbury is located) has a subregional employment target of 43,000 new jobs between 2011 and 2031. Of this 5,000 jobs are for Hurstville and 2,000 jobs will be located in Kogarah. The rest of the jobs are to be allocated at an LGA level through the sub regional planning process.
- As discussed, growth in employment is primarily projected to be in health care, education and public administration which is expected to be concentrated in existing or proposed health care and education facilities and government offices.
- 'Towards 2032' highlighted that growth in employment in Canterbury is projected to be accommodated in larger centres and employment corridors.
- The subject industrial precinct is not considered to be an appropriate location for this growth.

Is the Planning Proposal consistent with local Council's community strategic plan, or other local strategic plan?

Council's Community Strategic Plan 2014-2023 (Community Plan), which was adopted in February 2014, sets the vision for the Canterbury LGA into the next decade and aims to promote sustainable living. The Community Plan sets out long term goals under five key themes being:

- Attractive city
- Stronger community
- Healthy environment
- Strategic leadership
- Improving Council

The Planning Proposal is consistent with Council's Community Strategic Plan. It helps to achieve the objective of *'Attractive City'* through proposed high density residential development that will replace existing out of character industrial uses; as well as *'Balanced Urban Development'* through the location of new housing close to public transport and shopping/community facilities.

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

Yes. See Attachment 2.

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

Yes. See Attachment 3.

SECTION C: Environmental, social and economic impact

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?

No. The site has already been developed for a range of industrial uses and is unlikely to contain any original native vegetation or animal habitats. Also, the site is surrounded with a fully urbanized environment. As a result there is no likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected.

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 relates to urban land that will be converted from one urban use (Light Industrial) into another urban use (residential flat buildings). The environmental impact of the proposal would be relatively minor, such as some disturbance during construction, potential overlooking and overshadowing. However, it will replace heavy vehicle traffic associated with industrial use with increasing residential traffic levels. Any subsequent development application will be subject to merit assessment under the provisions of Council's LEP, DCP as well as under SEPP 65.

The key considerations arising from the planning proposal are determined below:

Building Form

The subject land is located within relatively large precinct of R4 High Density Residential Zone, characterised by predominant two and three storeys walk up flats, developed during the 1960s and 1970s. There are also single and double storeys residential buildings and 4 (four) storeys flat building directly adjoining the site to the east. Two sets of planning controls applying to the surrounding land. These are either building height 11.5 metres and FSR 0.9:1, or building height 8.5 metres and FSR 0.75:1, depending on the site.

The proposed height and FSR for the site will exceed the maximum height and FSR currently allowed in the surrounding residential zone. Council's independent assessment prepared by the SGS consultants concluded that there are opportunities with a larger site area to incorporate a development with higher height of buildings and FSR into the area. However, the 26 m high building with the FSR of 2.5:1 that proponent has been proposed for the site is considered excessive in the context of the locality. The modeling conducted by SGS indicated that a lower FSR of 0.9:1 and height of 11.5 m is sufficient to provide a feasible outcome and may be more appropriate for the site's location (**Attachment 9**).

On the 11 December 2014 Council resolved to impose a maximum height of 15metres and FSR of 2:1 for the site (**Attachment 7**). An increase of height restrictions and FSR has been justified that the site has the capacity to accommodate increased development densities and will contribute to the achievement of strategic planning goals to provide higher density housing in an accessible location. Any future development proposal for the site at the new controls will need to be subject to the provision of SEPP 65 and the CLEP 2012 and CDCP 2012 and application of these statutes as part of the DA process will ensure reasonable levels of amenity for surrounding properties are maintained.

Site Contamination

The site will possibly have some contamination due to its history of light industrial uses; however, there is no known contamination present. It is considered reasonable that this can be adequately dealt with through the DA process.

Acid Sulphate Soils

According to Council records the site is identified as Class 5 acid sulphate soils, meaning that it is located within 500 metres of land identified as Class 1, 2, 3 or 4. Appropriate conditions can be imposed during the DA process to ensure that ground water would not be adversely affected during the removal of existing structures and during the construction period. Given the subject site is situated more than 7 metres above the nearest Class 4 land it is considered that acid sulphate soils will not be a consideration given the provisions of Council's LEP (clause 6.1).

Flooding

The site is not considered to be classified as land prone to flooding. The site is in a built up urban environment. It is almost 100% hard paved. Redevelopment of the site for the residential flat buildings will introduce some landscaped areas between buildings. In this case it is likely that the reduction of hard paving will actually reduce possibility of flooding and stormwater infiltration will improve.

Traffic and Parking

The subject site has street frontage to Brighton Avenue for approximately 152 metres. Georges River Road is about 50 metres to the north and Queensborough Road is about 50 metres south from the site. The traffic assessment prepared by proponent's GTA consultants (**Attachment 10**) indicate that the subject site as industrial use has the potential to generate some 147 vehicle movements per peak hour including significant percentage of heavy vehicles associated with industrial use. The proposed residential development may generate of up to 100 vehicles per peak hour. This represents a reduction of development traffic of approximately 30%. This is based on the GTA consultants' estimation of mixed use development of 340 residential apartments and 600 m² of retail use (which is assumed optimistic scenario). It is anticipated that car parking as required under the Council's standards would be provided. This would be controlled during the DA stage.

Cycle and pedestrian Movement

Both the Brighton Avenue and Georges River Road have footpath currently developed. Also, the site is well located for cycling with an existing cycle line along Brighton Avenue, which connects to the regional Ryde to Botany Cycle way along the Cooks River public open space.

How has the planning proposal adequately addressed any social and economic effects?

It is anticipated that there will be positive social and economic impacts arising from the planning proposal. This would result from the additional population within an increased dwelling yield resulting from the increased FSR for the subject land. The existing uses on site do not appear to have any long standing community associations and is already declining. Subsequently, it is anticipated that the possible negative impact from the loss of industrial zoned land will be minimal. The anticipated development form arising from the planning proposal is higher density residential flat buildings, which is now an established housing type in Sydney. The site is well connected to jobs in the Sydney CBD/Global Economic Corridor, and local and regional services. In addition the proposed rezoning is within close proximity to the existing small village centre at Croydon Park, and the additional housing will support the economic viability of this centre.

SECTION D: State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

Yes. The site is well serviced by public transport and open space. It also has other infrastructure services that are generally available within the urban environment such as; reticulated water, drainage sewerage, electricity and telephone. The planning proposal does not generate any apparent need to upgrade or improve public infrastructure. Consultation with key service providers can occur as part of the planning proposal exhibition process.

What are the views of the State and Commonwealth public authorities consulted in accordance with the gateway determination?

Council will engage in consultation with any public authority if required in accordance with the Gateway Determination.

PART 4 MAPPING

The following maps (**Appendix 3**) have been prepared to support the planning proposal:

- Existing zoning, height of building and FSR Map.
- Proposed zoning, height of building and FSR Map.

PART 5: COMMUNITY CONSULTATION

The following community consultation will occur should the planning proposal receive a Gateway Determination:

- Notification in the Canterbury Council column which appears in local newspapers.
- Notification letters to any State Agencies or authorities nominated by the Department.
- Notification letters sent to directly affected, adjoining and nearby property owners.
- Advertising of the proposal on Council's website and at Council's Administration Building.

Copies of the Planning Proposal will be made available at Council's Administration Building and on the Canterbury Council website.

Given the size of the site and the planning changes sought, it is proposed to have a 28 day exhibition/consultation period to provide adequate time for consultation to take place.

PART 6: PROJECT TIMELINE

This is outlined in the table below:

Planning proposal stage	Timeframe
Gateway determination	July 2015
Government Agency Consultation	August 2015
Public exhibition period	August 2015
RPA Assessment of Planning Proposal and Exhibition outcomes	October 2015
Submission of endorsed LEP to DP&E for finalisation	October 2015
RPA Decision to make the LEP Amendment (if delegated)	November 2015
Forwarding of LEP Amendment to DP&E for Notification (if delegated)	November 2015

ATTACHMENT 2. State Environmental Planning
Policies

ATTACHMENT 2: State Environmental Planning Policies

State Environmental Planning Proposal	Comments
SEPP 1 – Development Standards	Not Applicable
SEPP 14 – Coast Wetlands	Not Applicable
SEPP 15 – Rural Landscaping	Not Applicable
SEPP 19 – Bushfire in Urban Areas	Not Applicable
SEPP 21 – Caravan Parks	Not Applicable
SEPP 26 – Littoral Rainforests	Not Applicable
SEPP 29 – Western Sydney Recreation Area	Not Applicable
SEPP 30 – Intensive Agriculture	Not Applicable
SEPP 32 – Urban Consolidation (Redevelopment of Urban Land)	Consistent
SEPP 33 – Hazardous and Offensive Development	Not Applicable
SEPP 36 – Manufactured Home Estates	Not Applicable
SEPP 39 – Spit Island Bird Habitat	Not Applicable
SEPP 44 – Moore Park Showground	Not Applicable
SEPP 50 – Canal Estate Development	Not Applicable
SEPP 52 – Farm Dams and other works in Land and Water Management Plan Areas	Not Applicable
SEPP 55 – Remediation of Land	Consistent
SEPP 59 – Central Western Sydney Regional Open Space and Residential	Not Applicable
SEPP 62 – Sustainable Aquaculture	Not Applicable
SEPP 64 – Advertising and Signage	Not Applicable
SEPP 65 – Design Quality of Residential Flat building	The planning proposal seeks to amend the planning controls to permit a residential development that would be subject to SEPP 65. Any future development application should consider the relevant provisions of SEPP 65.
SEPP 70 – Affordable Housing	Not Applicable
SEPP 71 – Coastal Protection	Not Applicable

SEPP (Affordable Rental Housing) 2009	Not Applicable
SEPP (Building Sustainability Index BASIX) 2004	The planning proposal seeks to amend the planning controls to permit a residential development that would be subject to the SEPP. Any future development application should consider the relevant provisions of this SEPP.
SEPP (Exempt and Complying) 2008	Not Applicable
SEPP (Housing for Seniors or People with a Disability) 2004	Not Applicable
SEPP (Infrastructure) 2007	Not Applicable
SEPP (Kosciusko National Park – Alpine Resorts) 2007	Not Applicable
SEPP (Major Developments)	Not Applicable
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not Applicable
SEPP (Miscellaneous Consent Provisions) 2007	Not Applicable.
SEPP (Penrith Lakes Scheme) 1989	Not Applicable
SEPP (Port Botany and Port Kembla) 2013	Not Applicable
SEPP (Rural Lands) 2008	Not Applicable
SEPP (SEPP 53 Transitional Provisions) 2011	Not Applicable
SEPP (State and Regional Development) 2011	Not Applicable
SEPP (Drinking Water Catchment) 2011	Not Applicable
SEPP (Urban Renewal) 2010	Not Applicable
SEPP (Western Sydney Employment Area) 2009	Not Applicable
SEPP (Sydney Western Parklands) 2009	Not Applicable

ATTACHMENT 3. Section 117 Directions

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Section 117 Directions	Consistency	Comments
Employment and Resources		
1.1 Business and Industrial zones	Inconsistent	<p>The proposal is inconsistent with this Direction as it proposes to rezone a parcel of IN2 zoned land to allow residential uses. The loss of business zoned land is expected to be in the order of 14,763.02 m².</p> <p>The viability of industrial use for that section of the land has been assessed by MacroPlan Dimasi on behalf of the proponent (Attachment 10) who concluded on basis of a number of State and Council's Strategies that:</p> <ul style="list-style-type: none"> • The industrial use of the subject site is not near or within direct access to key economic infrastructure contributing to any significant industry cluster. • The industrial buildings on this site have reached the end of their industrial life and the number of jobs has been declined. • The site is not considered of strategic importance. It is isolated, relies upon access through residential streets and is not will connected to major arterial roads and freight movement. Also, the site has no railway connection. • The loss of jobs will be compensated during the redevelopment of the site, which will generate employment during the construction stage. There is potential for jobs associated with flat building(s) strata management and ground maintenance. • The future viability of this relatively small, isolated site for industrial purposes is not feasible due to current and future macro and micro economic trends in industrial land development. The site's buildings are in need of replacement or refurbishing, which is unlikely to occur given the strategic location and isolation. <p>Council's independent assessment by consultant SGS Economics & Planning (Attachment 9) concluded that the precinct is located within a residential area and does not have high level of accessibility to the major thoroughfares network or motorway ramp. It is also around 1.5 km from the railway line. As a result of the location, the precinct is not considered well suitable neither for freight and logistics nor industrial manufacturing or urban services due to its proximity to surrounding residential development.</p> <p>The proposal is justifiably inconsistent.</p>
Housing, Infrastructure and Urban Development		
3.1 Residential zones	Consistent	<p>The direction applies when a relevant planning authority prepares a planning proposal that will affect land within any zone in which significant residential development is permitted or proposed to be permitted. It is considered that the planning proposal is consistent with this Ministerial Direction as follows:</p> <ul style="list-style-type: none"> • The planning proposal encourages a variety and choice of housing types by increasing density on R4 High Density Residential Zoned land thus increasing the supply of apartment dwellings in the Croydon Park locality.

		<ul style="list-style-type: none"> • The planning proposal contributes to efficient use of infrastructure and services by providing for additional housing in an area already serviced for urban development in the close vicinity of Croydon Park Town Centre. • The planning proposal will have no discernible effects on the environment or resource lands. • The planning proposal will contribute an increase in the choice of building types and locations in the housing market by increasing apartment supply in an area zoned for high density residential development. • The planning proposal will make a small contribution to more efficient use of existing infrastructure and services by increasing dwelling supply in an area that is already provided with infrastructure and services. • The planning proposal will make a minor contribution to the reduction of land consumption at the urban fringe by providing a small increase in the dwelling capacity of the R4 High Density zone in Croydon Park, an infill development area, which may have a small dwelling substitution effect. • Any development application lodged pursuant to this planning proposal will be subject to the design requirements under SEPP 65 and the Canterbury Development Control Plan at the development application stage. • The land subject to this planning proposal has been previously developed for many years. As such, adequate service capacity has been provided in anticipated of this site redeveloping. • The intent of the planning proposal is to increase the permissible residential density of the land to which it applies. • A submission aimed at justifying this proposal was prepared submitted to Council by Dickson Rothschild on behalf of the land owner. The submission included a concept massing showing an indicative development of the site at a FSR of 2.5:1 with a proposed height of 25 metres. Consultants SGS recommended a height of 11.5 metres and FSR of 0.9:1. However, Council resolved to proceed on the basis of a FSR of 2:1 and height of 15 metres • (6) (c) The proposal is in accordance with the Sydney Region Metropolitan Strategy, in particular with the following Objectives: <ul style="list-style-type: none"> ○ Objective 2 Balanced growth ○ Objective 5 Deliver new housing to meet Sydney's growth
3.4 Integrating Land Use and Transport	Consistent	The planning proposal improving access to housing, jobs and services by walking, cycling and public transport by increasing the supply of housing within walking access to bus routes. The site is located within 400m walking distance of high frequency bus route and a cycleway providing good access to surrounding shops, business and service centres and less than 2 km to stations on three railway lines, which can be reached by busses.
Metropolitan Planning		
7.1 Implementation of A Plan for Growing Sydney	Consistent	An assessment of the consistency with A Plan for Growing Sydney is part of Section B Clause 3 of this document. Note that the planning proposal site is located broadly in the Bankstown – Sydenham corridor and will benefit directly from the implementation of the Sydney Rapid Transit. An increase in residential density in this location will increase housing supply in proximity to bus services.