



PLANNING PROPOSAL

1-17 Segers Avenue, Padstow



Rezoning to B2 Local Centre with maximum height 24 metres and FSR 2.5:1

Submitted to Canterbury Bankstown Council
On Behalf of Bayswater Property Group

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p 02 9310 4979 ■ m 0412 622 643

e anthony@abcplan.com.au ■ f ABC Planning Pty Ltd

Shop 4, 500 Elizabeth Street, SURRY HILLS NSW 2010 ■ ABN 99 090 382 488

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1. INTRODUCTION

This Planning Proposal has been prepared by ABC Planning Pty Ltd in accordance with Section 55(2) of the Environmental Planning and Assessment Act 1979 (the Act) and the NSW Department Planning & Environment *Guide to Preparing Planning Proposals* (2016) to seek rezoning of the subject site (comprising allotments shown in Table 1) in the Padstow Town Centre in the Canterbury-Bankstown Local Government Area.

Table 1: Allotments forming subject site

Address:	Allotment No. / DP:
1 Segers Avenue, Padstow	650 / DP1107732
1A Segers Avenue, Padstow	651 / DP1107732
3 Segers Avenue, Padstow	21 / DP20572
5 Segers Avenue, Padstow	221 / DP132286
7 Segers Avenue, Padstow	23 / DP660642
9 Segers Avenue, Padstow	24 / DP20572
11 Segers Avenue, Padstow	25 / DP20572
13 Segers Avenue, Padstow	26 / DP20572
15 Segers Avenue, Padstow	27 / DP20572
17 Segers Avenue, Padstow	18 / DP16608

Table 2 below outlines existing planning controls applicable to the subject site under the *Bankstown Local Environmental Plan 2015* (BLEP), as well as amended controls sought as part of this Planning Proposal.

Table 2: Existing and proposed planning controls

Planning Controls:	Existing:	Proposed:
Land use zoning:	R2 Low Density Residential	B2 Local Centre
Maximum building height:	J – 9 metres	Q2 – 24 metres
Floor space ratio:	D – 0.5:1	U – 2.5:1

1.1. Concept Proposal

As shown in Concept Proposal prepared by Ross Howieson Architects accompanying this Planning Proposal, proposed amendments to planning controls would enable development of two (2) separate mixed use developments containing (see detailed description in Table 3 overleaf):

In 1-5 Segers Avenue:

- 72 parking spaces;
- 510m² commercial/retail premises;
- 47 residential apartments.

In 7-17 Segers Avenue:

- 162 parking spaces;
- 1250m² commercial/retail premises;
- 4 professional suites (150m², 185m² and 2 x 200m² respectively); and
- 96 residential apartments.

The Concept Proposal provides public benefit via a new widened (up to 12.5 metres) laneway separating the two (2) buildings. An expansion on the existing approximately 2.6 metre-wide laneway with limited lighting and safety, the widened laneway will provide a higher amenity thoroughfare to Padstow Parade. The improved amenity is derived from:

- Lighting facilitating day and night pedestrian thoroughfare;
- Casual surveillance from Ground Floor retail premises facing the laneway, as well as upper level residential apartments; and
- Footway dining opportunities.

The improved safety outcome is expected to be of particular benefit to Padstow residents to the south/west of the subject site and staff, parents and children of the Padstow Park Public School walking to/from Padstow Railway Station, shops or multi-storey car park in the Padstow Town Centre.

Table 3: Description of Concept Proposal

	1-5 Segers Avenue:	7-17 Segers Avenue:
Basement 2:	35 residential parking spaces	-
Basement 1:	<ul style="list-style-type: none"> • 15 retail parking spaces • 22 residential parking spaces 	118 parking spaces
Ground Floor:	<ul style="list-style-type: none"> • Ramp down from Segers Avenue to basement parking at site's western edge; • 380m² commercial/retail premises facing Segers Avenue; and • 130m² commercial/retail premises facing the new laneway. • 4 residential apartments 	44 retail parking spaces and ramp down to basement parking sleeved by: <ul style="list-style-type: none"> • 1250m² commercial/retail premises with frontage to the new laneway and Segers Avenue; and • 2 professional suits facing Segers Avenue (150m² and 185m² respectively).
Level 1:	9 residential apartments	920m ² podium (above Ground Floor parking) communal open space including swimming pool sleeved by: <ul style="list-style-type: none"> • 17 residential apartments; and • 2 professional suites facing Segers Avenue, both with 200m² GFA.
Level 2:	9 residential apartments	21 residential apartments
Level 3:	9 residential apartments	19 residential apartments
Level 4:	8 residential apartments	19 residential apartments
Level 5:	8 residential apartments	20 residential apartments
Level 6:	450m ² rooftop communal open space	-

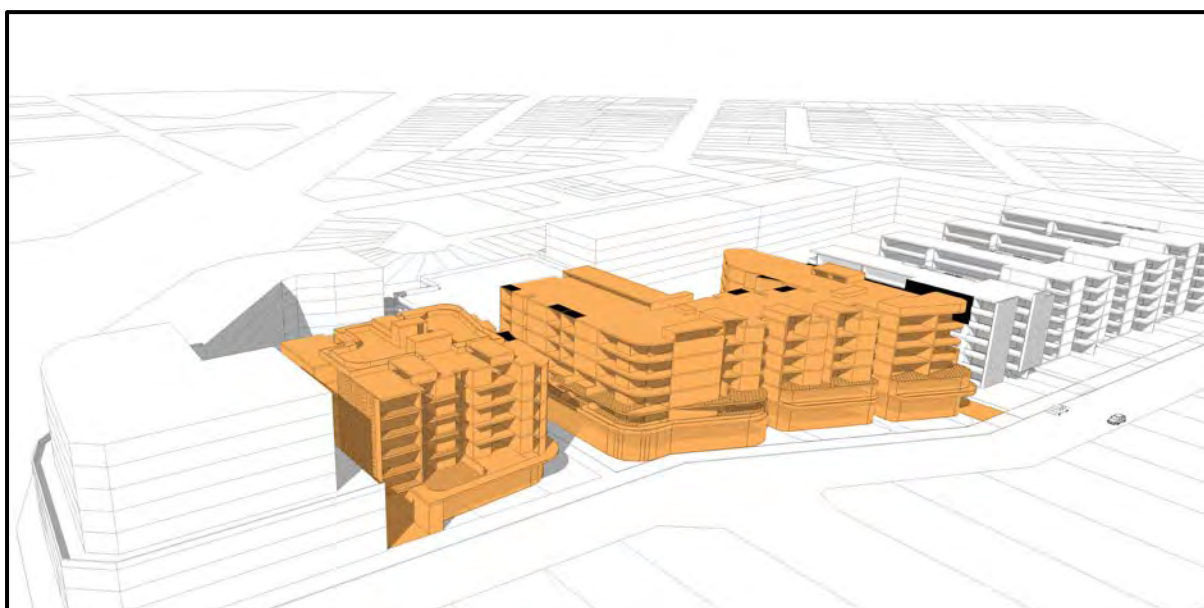


Figure 1: Proposed built form view from west (Ross Howieson Architects 2018)

1.2. Context

1.2.1. Padstow Town Centre



Figure 2: Site location within the Padstow Town Centre

Access:

As shown in Figure 2, Padstow Town Centre is accessible via:

1. Public transport:
 - a. Padstow Railway Station (see Figure 3 and 5) 150 metres to the north on the Airport and South Line which, whilst dividing the town centre into northern and southern halves, enables access to the Sydney CBD via the airport with services departing every 15 minutes after 7:01 (all stops) and 7:13 (express) in the AM peak; and
 - b. Padstow Bus Station (see Figure 4) 170 metres to the east linking Padstow to Revesby Heights, Bankstown, One Tree Point, Miranda, Alford's Point, Menai, Sutherland, Woronora, Bankstown Airport, Hurstville, Parramatta, Chester Hill, Milperra and Panania.
2. Private vehicle:
 - a. From the north: Memorial Drive/Cahors Road linking to:
 - i. The M5 South Western Motorway via Watson Road and Davies Road (A6); and
 - ii. Bankstown via Gibson Avenue/Chapel Road.
 - b. From the east: Howard Road linking to the M5 South Western Motorway via Ryan and Davies Road (A6);
 - c. From the west: Revesby via Uranus Road.
 - d. From the south: residential areas to the south via Faraday Road.

There is an opportunity for redevelopment of the subject site in response to the high level of accessibility to the Sydney CBD and airport enabled by Padstow Railway and Bus Stations.



Figure 3: Excerpt Sydney Trains Network Map (TfNSW 2018)



Figure 4: Excerpt Bankstown, Hurstville and Miranda Bus Network Map (TransDev 2018)

Built form:

Padstow Town Centre is divided by the Airport and East Hills Line into a northern and southern half with primary activity being focussed in the southern half which includes an extensive row of 1-2 storey shops along the southern side of Howard Road, the northern side of Padstow Parade and the southern side of Faraday Road (see Figure 6). With awnings over the footpath and nil street frontage, these shops contribute to a vibrant and vital town centre. However, their narrow frontages (no more than 7 metres), limited site area (as little as 160m²) and individual ownership limit their redevelopment potential (see Appendix B).

Similarly, redevelopment on the southern side of Padstow Parade is unlikely due to the recent construction of the 4 storey carpark (see Figure 7) and Strata Title of the older 4 storey residential flat buildings (see Figure 8) which, whilst contributing to local housing supply and necessary population to sustain the centre, have substantial street setbacks and nil retail or commercial office space. As a consequence, these buildings make minimal contributing to the vibrancy of the streetscape.

Uses occupying larger allotment areas are located at the town centre's edges, including Padstow Park Hotel and recent 4 storey shop top housing development on the eastern edge of the centre, RSL and 3 storey residential flat building on the western edge of the centre and Woolworths and Padstow Park Public School (see Figure 9) on Faraday Road.

In comparison, the northern half has a limited retail strip on Cahors Road comprising greater proportion of businesses which do not rely on high level of foot traffic (e.g. legal, real estate, accountants, medical, veterinary, etc.). Community uses such as a pocket park/library (see Figure 10), swimming pool, church, bowling club and TAFE NSW further to the north are located on this side of the railway line.

Due to the complicated ownership pattern within the existing town centre precluding development potential, there is an opportunity to revitalise the town centre by extending it to Segers Avenue, providing:

1. Residential apartments to:
 - a. Improve housing mix, supply and affordability within the Padstow Town Centre in close proximity to existing employment, retail, services and public transport; and
 - a. Increase local captive population, contributing to the vitality and vibrancy of the town centre, local worker base and demand to sustain existing business.
2. Increased retail and commercial space:
 - a. Creating additional employment opportunities within the town centre;
 - b. Enabling the expansion of the town centre to Segers Avenue;
 - c. Encouraging a "live-where-you-work" lifestyle, minimising the need for private vehicle travel; and
 - d. Contributing to a vital and vibrant town centre.



Figure 5: Padstow Railway Station from Padstow Parade



Figure 6: Retail strip along northern side of Padstow Parade



Figure 7: Recently completed four storey multi-storey car park on the southern side of Padstow Parade



Figure 8: 4 storey residential flat buildings on the southern side of Padstow Parade



Figure 9: Padstow Park Public School on the south/western side of Segers Avenue



Figure 10: Padstow Library (right) and Carl Little Reserve beyond

1.2.2. Site Analysis



Figure 11: Subject site identified in red with existing laneway shown with blue arrow

As shown in Figure 11, the subject site is described as (all figures approximate):

1. Area: approximately 6,129m² (excluding laneway);
2. Frontages:
 - a. 128 metres to Segers Avenue;
 - b. 44 metres at northern adjoining rear of properties occupied by dwelling houses at 83-97 Howard Road;
 - c. 65 metres at southern edge adjoining property occupied by dwelling house at 19 Segers Avenue; and
 - d. 124 metre rear frontage, including 41 metres to laneway providing loading access to rear of shops between 8 Padstow Parade and 81 Howard Road, 50 metres to rear of 4 storey carpark and 31 metres to rear of 4 storey residential flat building at 16 Padstow Parade.
3. As shown in Figure 12, with the exception of semi-detached dwellings at 1 and 1A Segers Avenue, currently occupied by dwelling houses within 600-900m² lots with minimal vegetation; and
4. As shown in Figures 13 and 14, transected by approximately 2.6 metre-wide, Council-owned laneway running from Segers Avenue to Padstow Avenue between 5 and 7 Segers Avenue with low safety level due to limited lighting or opportunities for casual surveillance.

There is an opportunity to improve the amenity of the laneway as part of redevelopment of the subject site by expanding its width, providing lighting and development either side of the laneway directly addressing it with retail and commercial space and upper level residential uses. The increased width of the laneway would create new footway dining opportunities as well as improve accessibility to the Padstow Town Centre from Segers Avenue. The improved safety outcome is expected to be of particular benefit to Padstow residents to the south/west of the subject site and staff, parents and children of the Padstow Park Public School walking to/from Padstow Railway Station, shops or multi-storey car park in the Padstow Town Centre.



Figure 12: Existing dwelling houses within subject site between 7 (left) and 11 (right) Segers Avenue



Figure 13: View north-west along laneway between 5 and 7 Segers Avenue from eastern end of laneway



Figure 14: View south-east along laneway between 5 and 7 Segers Avenue from mid-point in laneway

1.3. Background

1.3.1. South East Local Area Plan (2016)

Under the South East Local Area Plan (Bankstown City Council 2016); the subject site is within the Residential Frame Precinct (see Figures 15 and 16):

1. The Desired Precinct Character for which is for (Table 9, p. 76): *“liveable neighbourhood which marks the fringe of the village centre. This compact place will accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of a wide range of local services. The low and medium-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood”.*
2. In which a number of planning controls changes relevant to the subject site are suggested, including (pp. 76-77):
 - A5 *Rezone the properties in the Residential Frame precinct from Zone R2 Low Density Residential to Zone R4 High Density Residential.*
 - A6 *Accommodate medium-rise housing on the northern side of Segers Avenue and the northern side of Alice Street.*
The intended outcome is to provide an appropriate built form transition between the commercial core and the low-rise housing on the southern side of Segers Avenue and Alice Street. Based on the key considerations around building heights, allow up to 6 storeys (1.5:1 FSR).
 - A9 *Require a minimum 6 metre street setback to provide space that can contribute to the landscape character of the street.*

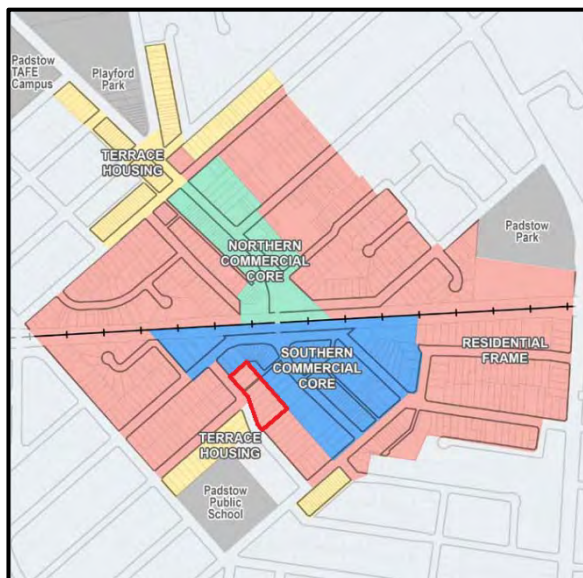


Figure 15: Padstow Village Centre – Precinct Plan (Bankstown City Council 2016, South East LAP, Fig. 10.4, p. 69) with subject site identified with red boundary

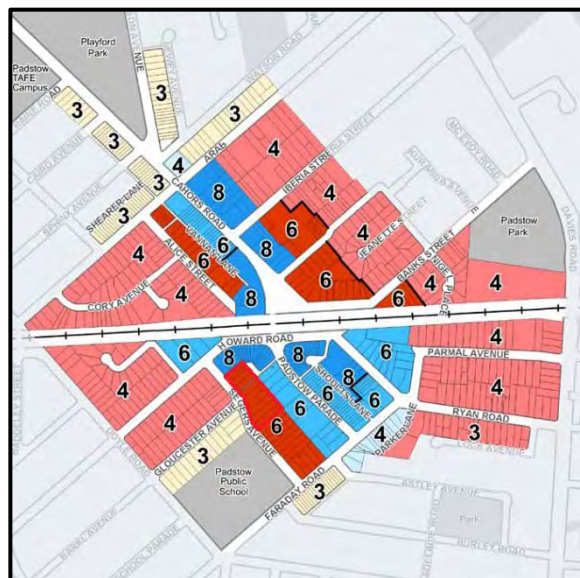


Figure 16: Padstow Village Centre – Indicative Height Distribution (Bankstown City Council 2016, South East LAP, Fig. 10.6, p. 81) with subject site identified with red boundary

On behalf of Segers Avenue landowners, ABC Planning presented the following to Council at its Extraordinary Meeting on 11th May 2016:

1. In regards to land use:
 - a. As compared to the existing R2 Low Density Residential land use zone, the proposed R4 High Density Residential zone provides significantly greater flexibility of land use including residential flat buildings and some commercial uses such as shop top housing and centre-based childcare facilities; however
 - b. B2 Local Centre land use zoning enables the same land uses with marginally greater flexibility in terms of commercial uses such as commercial premises, medical centres and the like which would be of benefit to the Padstow Town Centre.
2. In regards to the maximum permissible height: The proposed FSR (1.5:1) did not enable development to the desired height of 6 storeys.

Council adopted the LAP, making a number of amendments including the following in response to the above:

The above amendments:

- (h) *For the properties at Nos. 1–31 Segers Avenue and Nos. 12–20 Faraday Road in Padstow; rezone the properties to Zone B2 Local Centre with a maximum building height of 6 storeys and provide a FSR to match the height limit.*

Per the above, Council submitted a Planning Proposal to Gateway in September 2016 with the following controls applying to the subject site (see Figures 17-19 overleaf):

1. Land use zoning: B2 Local Centre.
2. Height of buildings: Q2 – 20 metres.
3. Floor space ratio: U – 2.5:1 (provided the site had minimum frontage 30 metres).

In January 2017, Gateway determined that the amendment to BLEP should proceed in accordance with the BLAPs, omitting the variations (including (h) above) as they “*were not supported by planning evidence or a statement of reasons*” (NSW DoPE 2017, Gateway Determination).

At its 24th July 2018 meeting, Canterbury-Bankstown Council resolved not to proceed with the Planning Proposal for the South East Local Area Plan.

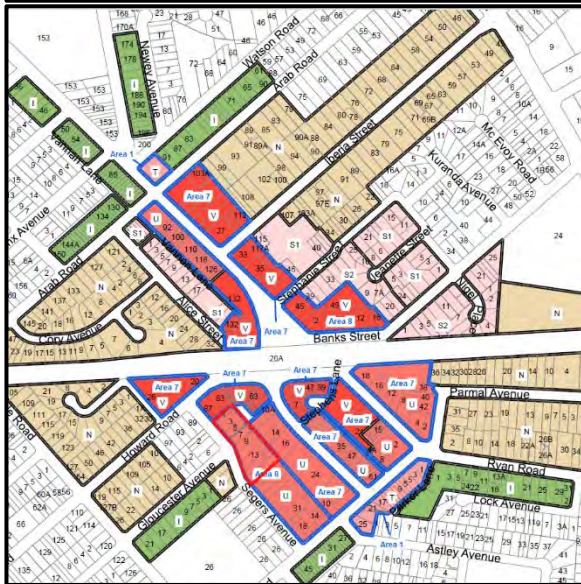
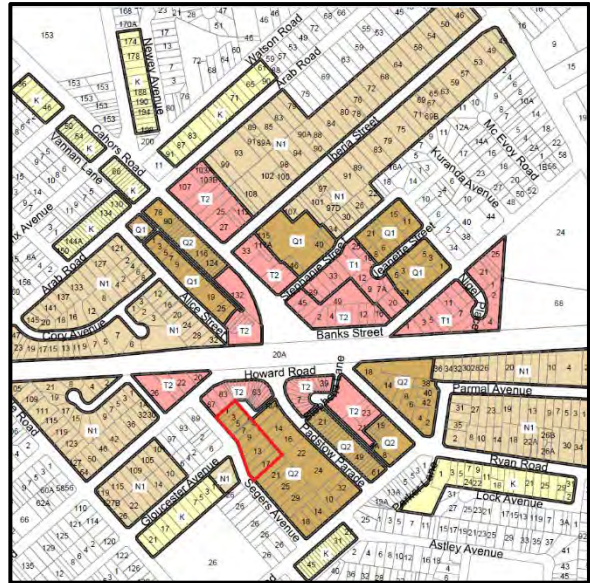
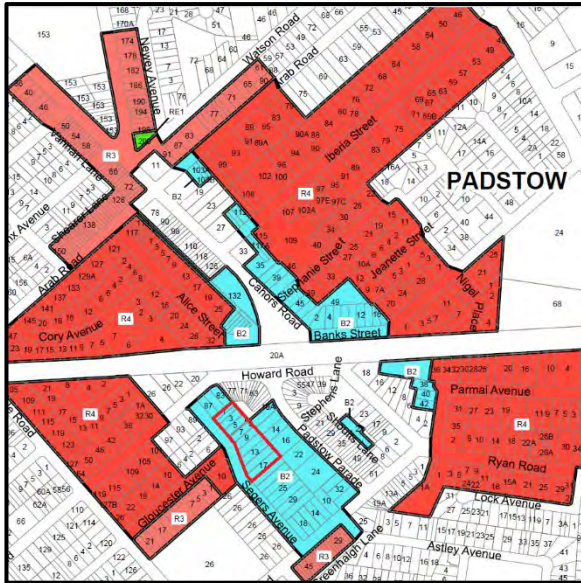


Figure 17 (top-left): Proposed land use zoning map (Bankstown City Council 2016) with subject site identified with red boundary

Figure 18 (top-right): Proposed floor space ratio map (Bankstown City Council 2016) with subject site identified with red boundary

Figure 19 (bottom-left): Proposed floor space ratio map (Bankstown City Council 2016) with subject site identified with red boundary

1.3.2. Subject Site

On 25 July 2018, the proponent, Ross Howieson (Rosss Howieson Architects) and Anthony Betros (ABC Planning) met with Canterbury-Bankstown Council representatives in a Formal Pre-Lodgement Meeting in relation to the proposal. In a subsequent meeting summary prepared by Council dated 22nd August 2018 (attached in Appendix A), three (3) key issues were identified. A summary of each issue and how it is addressed as part of this Planning Proposal is provided in Table 4.

Table 4: Responses to Key Issues raised in Formal Pre-Lodgement Meeting

Key issues:	Response:
<p>1. Strategic Merit Test A preliminary review indicates the proposal may be consistent with the South District Plan provided the proposal addresses Planning Priority S6. This priority requires development to provide or improve local infrastructure and open space; and to improve walking connections in local centres.</p> <p>Should the proponent consider submitting an application, the application should include the following information to ensure consistency with the South District Plan:</p> <ol style="list-style-type: none"> 1. A traffic study to identify: <ul style="list-style-type: none"> • The impact the proposed FSR (and associated traffic generation) will have on Segers Avenue and the surrounding road network. • The impact the proposal will have on pedestrian movements in Segers Avenue, given the proximity to the school. • Infrastructure improvements to mitigate the impacts identified in the traffic study. 2. An infrastructure study to identify local infrastructure improvements to support the proposal. These may include (but are not limited to): <ul style="list-style-type: none"> • Infrastructure improvements to mitigate the impacts identified in the traffic study. • Embellishment works to improve the public domain and pedestrian safety along the Padstow Pathway and Padstow Lane (including the rear servicing area). • Embellishment works to improve the public domain and local traffic management in Segers Avenue, including the walking connections to the school. • Embellishment works to Carl Little Reserve on Cahors Road, given 	<p>In accordance with Section 55(2) of the Act and the NSW Department of Planning & Environment <i>A Guide to Preparing Planning Proposals</i> (2016), Strategic Merit Test is conducted in Part 3 – Justification of this Planning Proposal.</p> <p>The Traffic Impact Assessment prepared by PDC Consultants identified that the surrounding road network has adequate capacity to accommodate the additional vehicular traffic arising from potential development enabled by the Planning Proposal and that no additional infrastructure upgrades are required.</p> <p>No VPA Public Benefit Offer is required on the following grounds:</p> <ol style="list-style-type: none"> 1. No additional traffic infrastructure upgrades are required (see above); 2. No additional embellishment works to Carl Little Reserve are required on the grounds that the subject site is within 200 metres of the reserve (approximately 165 metres measured from laneway at rear boundary); and 3. The delivery of the widened (up to 12.5 metre-wide) laneway in place of the existing 2.6 metre-wide laneway can be achieved without VPA; and 4. Any necessary additional embellishment works desired by

Key issues:	Response:
<p>that high density development should be located within 200 metres of quality open space (South District Plan, Planning Priority S16).</p> <p>To implement the recommendations of the infrastructure study, the proponent may consider entering into a planning agreement as part of the application.</p>	<p>Council can be enforced through Conditions of Consent applied to the eventual Development Application enabled by this Planning Proposal.</p>
<p>2. Proposed business zone</p> <p>preliminary review indicates the proposed business zone is inconsistent with the South East Local Area Plan, adopted by Council in May 2016. The Local Area Plan recommends a high density residential zone, which the Department of Planning & Environment reinforced in the Gateway Determination for the planning proposal to implement the Local Area Plan (PP_2016_CBANK_002).</p> <p>Should the proponent consider submitting an application, the application should include a commercial / retail needs study (prepared by a qualified economic consultancy firm) to justify the need for the proposed business zone, and to demonstrate consistency with Ministerial Direction 1.1 (Business and Industrial Zones).</p>	<p>This Planning proposal is accompanied by a Economic Impact Assessment prepared by Hill PDA.</p> <p>In accordance with Section 55(2) of the Act and the NSW Department of Planning & Environment <i>A Guide to Preparing Planning Proposals</i> (2016), assessment against the Ministerial Directions under Section 9.1 of the Act is conducted in Part 3 – Justification of this Planning Proposal.</p>
<p>3. Proposed floor space ratio</p> <p>A preliminary review indicates the proposed floor space ratio is inconsistent with the South East Local Area Plan, adopted by Council in May 2016. The Local Area Plan recommends a 1.5:1 FSR, which the Department of Planning & Environment reinforced in the Gateway Determination for the planning proposal to implement the Local Area Plan (PP_2016_CBANK_002).</p> <p>Should the proponent consider submitting an application, the application should include an Urban Design Report to justify the proposed 2.5:1 FSR, and to demonstrate consistency with the NSW Government Architect’s Better Placed Policy, SEPP 65, Apartment Design Guide and Ministerial Direction 3.1 (Residential Zones).</p> <p>In particular, the study must demonstrate the proposal is of good design with recommended design and built form controls which may inform site specific DCP Amendments. The study should also consider a minimum 6 metre setback to the common boundary with 19 Segers Avenue, and should illustrate the siting of the proposal in context with existing and future development along Segers Avenue (both sides) and the block bound by Howard Road, Padstow Parade and Faraday Road.</p>	<p>This Planning Proposal is accompanied by an Urban Design Report prepared by Smith & Tzannes Architects.</p> <p>In accordance with Section 55(2) of the Act NSW Department of Planning & Environment <i>A Guide to Preparing Planning Proposals</i> (2016), assessment against the Apartment Design Guide, NSW Government Architect’s Better Placed Policy and Ministerial Directions under Section 9.1 of the Act is conducted in Part 3 – Justification of this Planning Proposal.</p>

1.4. Structure & Supporting Documentation

The following sections of this submission provide a detailed analysis and planning justification to support the proposed rezoning and associated building height and FSR limits. In accordance with Section 55(2) of the Act and the NSW Department of Planning & Environment's *A guide to Preparing Planning Proposals* (2016), the Planning Proposal includes the five components of what a Planning Proposal must include:

- **Section 2.1:** Part 1 – A statement of the objectives and intended outcomes of the proposed instrument
- **Section 2.2:** Part 2 – An explanation of the provisions that are to be included in the proposed instrument
- **Section 2.3:** Part 3 – The justification for those objectives, outcomes and the process for their implementation
- **Section 2.4:** Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies
- **Section 2.5:** Part 5 – Details of the community consultation that is to be undertaken on the planning proposal

Table 5: Supporting documentation

Name:	Prepared by:
Concept Proposal	Ross Howieson Architects
Urban Design Report	Smith & Tzannes
Traffic Impact Assessment	PDC Consultants
Commercial / Retail Needs Study	Hill PDA

2. PLANNING PROPOSAL

2.1. Part 1 – objectives or intended outcomes

The Objectives of this Planning Proposal are to:

1. Provide increased employment space to
 - a. Create increased job opportunities;
 - b. Facilitate the extension of Padstow Town Centre to Segers Avenue; and
 - c. Provide commercial space which benefits from being away from the primary activity centre.
2. Provide increased housing supply and diversity to revitalise the Padstow Town Centre, close to existing public transport links, amenities and services; and
3. Provide active pedestrian through-site link from Padstow Avenue to Segers Avenue.

3.1. Part 2 – explanation of provisions

The proposed outcome will be achieved by:

1. Amending the Bankstown LEP 2015 Land Zoning Map where it applies to the subject site in accordance with the proposed zoning map attached in Section 3.3 of this report.
2. Amending the Bankstown LEP 2015 Height of Buildings Map where it applies to the subject site in accordance with the proposed height map attached in Section 3.3 of this report.
3. Amending the Bankstown LEP 2015 Floor Space Ratio Map where it applies to the subject site in accordance with the proposed FSR map attached in Section 3.3 of this report.

3.2. Part 3 – justification

3.2.1. Section A – Need for the planning proposal

Q1. Is the planning proposal a result of any strategic study or report?

As shown in Table 6, planning controls proposed under this Planning Proposal (the 2018 Planning Proposal) are in accordance with the 2016 Planning Proposal submitted to Gateway as a variation to the LAP planning controls. However, as part of its determination to implement the 2016 Planning Proposal, the variation (and other variations) was excluded on the grounds that it was “not supported by planning evidence or a statement of reasons” (NSW DoPE 2017, Gateway Determination).

Therefore, this Planning Proposal is in response to the following strategic studies and reports which provide the required planning evidence/statement of reasons to support the planning controls:

1. Urban Design Report prepared by Smith & Tzannes Architects;
2. Economic Impact Assessment prepared by Hill PDA; and
3. Traffic Impact Assessment prepared by PDC Consultants.

In summary:

1. The Concept Proposal prepared by Ross Howieson Architects demonstrates that a high-quality architectural outcome can be achieved within the subject site;
2. The Economic Impact Assessment prepared by Hill PDA demonstrates that there is adequate demand for additional retail and commercial floor space within the Padstow Town Centre to justify expansion of the existing B2 Local Centre to the subject site, as opposed to rezoning to R4 High Density Residential as desired under the LAP;
3. The Urban Design Report prepared by Smith & Tzannes Architects demonstrates that:
 - a. An FSR of 2.5:1 is necessary to achieve the desired 6 storey built form height (assuming 25% of residential GFA attributed to articulation per 2B of the Apartment Design Guide); and
 - b. The Concept Proposal prepared by Ross Howieson Architects is consistent with the SEPP 65 Design Quality Principles.
4. The Traffic Impact Assessment prepared by PDC Consultants demonstrates that there is adequate capacity in the surrounding road network to accommodate the additional traffic generated by development enabled by the Planning Proposal and that no additional traffic infrastructure improvements are required.

Table 6: Amended planning controls per LAP, 2016 Planning Proposal and current Planning Proposal

	Bankstown South East LAP:	2016 Planning Proposal:	2018 Planning Proposal:
Land use zone:	R4 High Density Residential	B2 Local Centre	B2 Local Centre
Height of buildings:	6 storeys	Q2 – 24 metres	Q2 – 24 metres
FSR:	FSR: 1.5:1	U – 2.5:1	U – 2.5:1

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Amendment to planning controls is the best means of achieving the intended outcomes of this Planning Proposal.

3.2.2. Section B – Relationship to strategic planning framework

Q3. 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)?

Table 7: Response to Assessment Criteria

Assessment Criteria:	Comment:
<p>a) Does the proposal have strategic merit? Is it:</p> <ul style="list-style-type: none"> Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or 	<p>The Planning Proposal is broadly consistent with the Greater Sydney Commission’s <i>South District Plan</i> (2016) which calls for a Liveable, Productive and Sustainable city.</p> <p><u>Liveability:</u> The Planning Proposal enables the development of the Concept Proposal prepared by Ross Howieson Architects, incorporating:</p> <ol style="list-style-type: none"> 143 additional residential apartments: <ol style="list-style-type: none"> Contributing to housing supply, choice and affordability within the town centre; and The residents of which will benefit from proximity to existing and future employment opportunities, services and public transport. Widened (up to 12.5 metres) laneway in place of the existing 2.6 metre-wide laneway with higher level of amenity and safety creating new spaces for interaction. <p><u>Productivity:</u> The Planning Proposal enables the development of the Concept Proposal prepared by Ross Howieson Architects, incorporating:</p> <ol style="list-style-type: none"> 2,095m² of retail and 400m² of commercial floor space which, per Economic Impact Assessment (Hill PDA 2018), would create 118 new jobs (Table 12, p. 27) with each person filling those positions expected to contribute to a total of \$542,800 annual retail expenditure within and around the centre (p. 28); and 143 residential apartments which, per Economic Impact Assessment (Hill PDA 2018), would result in a population increase within the subject site of 310 residents with a total retail spend of \$4.34 million of which 50-60% would be captured in the local area (p. 28). <p><u>Sustainability:</u></p>

Assessment Criteria:	Comment:
<p>5. the services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.</p>	<p>The Traffic Impact Assessment prepared by PDC Consultants identified that the surrounding road network has adequate capacity to accommodate the additional vehicular traffic arising from potential development enabled by the Planning Proposal and that no additional infrastructure upgrades are required.</p> <p>No additional embellishment works to Carl Little Reserve are required on the grounds that the subject site is within 200 metres of the reserve (approximately 165 metres measured from laneway at rear boundary), satisfying Planning Priority S16 of the South District Plan. Furthermore, the delivery of the widened (up to 12.5 metre-wide) laneway in place of the existing 2.6 metre-wide laneway can be achieved without VPA.</p> <p>If Council is of the mind, any necessary additional embellishment works desired by Council can be enforced through Conditions of Consent applied to the eventual Development Application enabled by this Planning Proposal.</p>

Q4. Is the planning proposal consistent with a council’s local strategy or other local strategic plan?

As discussed in Section 1.3.1 of this report, Padstow Town Centre is divided into Northern and Southern Commercial Cores, Residential Frame and Terrace Housing Precinct under the Bankstown South East LAP (2016). The subject site is located in the Residential Frame, at the edge of the Southern Commercial Core. This Planning Proposal seeks to extend the Southern Commercial Core to the subject site, achieving the Desired Precinct Character of both the Residential Frame and Southern Commercial Core (see Table 8).

Table 8: Assessment against BLAP

	Desired Precinct Character:	Consistent:
Southern Commercial Core:	<p><i>The Southern Commercial Core precinct is the local retail magnet with the anchor supermarket. Active street frontages along the main streets (Howard Road and Padstow Parade) will create a vibrant streetscape where there is day and evening activity, and where shops and restaurants will stay open longer. The streets will be a place where cars travel slowly, making it easier to cross the street and creating a pleasant place to walk, sit and talk. Variety is also the key to economic resilience and this place will be home to a diversity of building forms, with the tallest buildings next to the railway station. It is recognised the development of the village centre will occur over time, resulting in a rich mixture of old and new buildings with contrasting building heights and architectural styles.</i></p>	<p>Yes An expanded Southern Commercial Core within the subject site is consistent with the Desired Precinct Character, enabling:</p> <ol style="list-style-type: none"> 1. Widened (up to 12.5 metres) pedestrian/cycle-only laneway (in place of the existing 2.6 metre-wide laneway with low level of safety due to limited lighting or opportunities for casual surveillance) forming a pleasant place to walk, sit and talk with retail premises either side enabling casual surveillance, active street frontage and footway dining; 2. Minor retail component frontage to Segers Avenue, enabling minor increase in pedestrian activity without impacting the residential amenity of the southern/western side of Segers Avenue; and 3. Modern professional suites, facilitating the provision of new services within the town centre that do not rely on high levels of pedestrian activity such as child care (in connection with the existing school), medical, legal or financial services.
Residential Frame:	<p><i>The Residential Frame precinct is a liveable neighbourhood which marks the fringe of the village centre. This compact place will accommodate a mix of living choices that respond to local needs, and will ensure new homes are within a short walking distance of a wide range of local services. The low and medium-rise housing will provide an appropriate built form transition to the low-rise houses in the surrounding suburban neighbourhood.</i></p>	<p>Yes Notwithstanding that the subject site is to accommodate an expanded Southern Commercial Core, the Concept Proposal enabled by the Planning Proposal is consistent with the Residential Frame, providing 143 residential apartments to:</p> <ol style="list-style-type: none"> 1. Improve housing mix, supply and affordability within the Padstow Town Centre in close proximity to existing employment, retail, services and public transport; and

	Desired Precinct Character:	Consistent:
	<p><i>The leafy streets will be a place where cars travel slowly, making it easier to cross the street and a pleasant place to walk and cycle. The leafy streets will also provide a stunning platform from which to journey into the village centre.</i></p>	<p>2. Increase local captive population, contributing to the vitality and vibrancy of the town centre, local worker base and demand to sustain existing business.</p>

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal and development enabled by it is assessed against the applicable State Environmental Planning Policies in Table 9 below.

Table 9: Assessment against SEPPs

State Environmental Planning Policy (SEPP):	Consistent:
Greater Metropolitan Regional Environmental Plan No 2-Georges River Catchment : (pub. 1999-02-05)	Yes – Development Application stage Stormwater runoff as a consequence of development enabled by the Planning Proposal is to be resolved at Development Application stage through: <ol style="list-style-type: none"> 1. Landscape Plan maximising landscaped areas and deep soil planting to reduce runoff; and 2. Stormwater Management Plan to ensure that the development has neutral or beneficial effect on water quality.
State Environmental Planning Policy (Affordable Rental Housing) 2009 : (pub. 2009-07-31)	N/A No affordable rental housing is proposed.
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 : (pub. 2004-06-25)	Yes – Development Application stage Development enabled by the Planning Proposal is a BASIX affected building, requiring BASIX certificate at Development Application stage.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 : (pub. 2008-12-12)	N/A
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 : (pub. 2004-03-31)	N/A No housing for seniors or people with a disability proposed.
State Environmental Planning Policy (Infrastructure) 2007 : (pub. 2007-12-21)	N/A The subject site does not have frontage to a classified road or adjacent to a rail corridor.
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007 : (pub. 2007-02-16)	N/A
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007 : (pub. 2007-09-28)	N/A
State Environmental Planning Policy No 19-Bushland in Urban Areas : (pub. 1986-10-24)	Yes Under existing conditions, the subject site has suburban character with minimal vegetation which is unlikely to have significant environmental value.
State Environmental Planning Policy No 1-Development Standards : (pub. 1980-10-17)	N/A
State Environmental Planning Policy No 21-Caravan Parks : (pub. 1992-04-24)	N/A

State Environmental Planning Policy (SEPP):	Consistent:
State Environmental Planning Policy No 30-Intensive Agriculture : (pub. 1989-12-08)	N/A
State Environmental Planning Policy No 33-Hazardous and Offensive Development : (pub. 1992-03-13)	N/A
State Environmental Planning Policy No 36-Manufactured Home Estates : (pub. 1993-07-16)	N/A
State Environmental Planning Policy No 50-Canal Estate Development : (pub. 1997-11-10)	N/A
State Environmental Planning Policy No 55-Remediation of Land : (pub. 1998-08-28)	<p>Yes – Development Application stage Under existing conditions, the subject site is unlikely to be impacted by contamination due to the site having continuous residential use since urban development in the 1940s-50s and no hazardous uses within the locality. Nevertheless, Preliminary Site Contamination Investigation is to be conducted in the Development Application process in accordance with the requirements of SEPP 55.</p>
State Environmental Planning Policy No 62-Sustainable Aquaculture : (pub. 2000-08-25)	N/A
State Environmental Planning Policy No 64-Advertising and Signage : (pub. 2001-03-16)	N/A
State Environmental Planning Policy No 65-Design Quality of Residential Apartment Development : (pub. 2002-07-26)	<p>Yes The Concept Proposal prepared by Ross Howieson Architects has been designed in accordance the Design Criteria and Guidance set out in the Apartment Design Guide, as enabled by SEPP 65. The proposal is assessed against the SEPP 65 Design Quality Principles in the Urban Design Report prepared by Smith & Tzannes Architects forming part of this application</p>
State Environmental Planning Policy No 70-Affordable Housing (Revised Schemes) : (pub. 2002-05-01)	<p>N/A No affordable rental housing is proposed.</p>
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 : Subject Land (pub. 2017-08-25)	<p>N/A Under existing conditions, the subject site has suburban character with minimal vegetation which is unlikely to have significant environmental value.</p>

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s. 117 directions)?

Table 10: Assessment against Ministerial Directions

Section 9.1 Directions (formerly Section 117 Directions)	Consistent:
<p>1. Employment and Resources</p> <p>1.1 Business and Industrial Zones</p> <p>(1) The objectives of this direction are to:</p> <p>(a) encourage employment growth in suitable locations,</p> <p>(b) protect employment land in business and industrial zones, and</p> <p>(c) support the viability of identified centres.</p>	<p>Yes The Planning Proposal enables the development of the Concept Proposal prepared by Ross Howieson Architects, incorporating 2,095m² of retail and 400m² of commercial floor space which, per Economic Impact Assessment (Hill PDA 2018), would create 118 new jobs (Table 12, p. 27).</p> <p>N/A The Planning Proposal creates new employment land.</p> <p>Yes The Planning Proposal enables the development of the Concept Proposal prepared by Ross Howieson Architects, incorporating:</p> <ol style="list-style-type: none"> 1. 2,095m² of retail and 400m² of commercial floor space which, per Economic Impact Assessment (Hill PDA 2018), would create 118 new jobs (Table 12, p. 27) with each person filling those positions expected to contribute to a total of \$542,800 annual retail expenditure within and around the centre (p. 28); and 2. 143 residential apartments which, per Economic Impact Assessment (Hill PDA 2018), would result in a population increase within the subject site of 310 residents with a total retail spend of \$4.34 million of which 50-60% would be captured in the local area (p. 28). <p>Per the Economic Impact Assessment (Hill PDA 2018), the impact of the retail and commercial component of the proposal on surrounding centres “<i>would be minimal and absorbed quickly over the coming years</i>” (p. 23).</p>
<p>3. Housing, Infrastructure and Urban Development</p> <p>3.1 Residential Zones</p> <p>(1) The objectives of this direction are:</p> <p>(a) to encourage a variety and choice of housing types to</p>	<p>Yes The Planning Proposal enables the development of the Concept Proposal prepared by Ross</p>

<p>provide for existing and future housing needs,</p> <p>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</p> <p>(c) to minimise the impact of residential development on the environment and resource lands.</p>	<p>Howieson Architects, incorporating 143 additional residential apartments, contributing to housing supply, choice and affordability within the town centre.</p> <p>Yes The Traffic Impact Assessment prepared by PDC Consultants identified that the surrounding road network has adequate capacity to accommodate the additional vehicular traffic arising from potential development enabled by the Planning Proposal and that no additional infrastructure upgrades are required.</p> <p>N/A Under existing conditions, the subject site has suburban character with minimal vegetation which is unlikely to have significant environmental value.</p>
<p>3.4 Integrating Land Use and Transport</p> <p>(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:</p> <p>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</p> <p>(b) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p>	<p>Yes The Planning Proposal enables the development of the Concept Proposal prepared by Ross Howieson Architects which incorporates a widened (up to 12.5 metres) laneway in place of the existing 2.6 metre-wide laneway between Segers Avenue and Padstow Parade. The widened laneway will improve pedestrian access between jobs, services and public transport in Padstow Town Centre and housing in residential areas to the south and west.</p> <p>Yes The Planning Proposal enables the development of the Concept Proposal prepared by Ross Howieson Architects which incorporates 2,095m² of retail space and 400m² of professional suites as well as 143 residential apartments, encouraging a “live-where-you-work” lifestyle which minimises the need for private vehicle travel.</p> <p>Yes See above.</p> <p>Yes The Planning Proposal enables the development of the Concept Proposal prepared by Ross Howieson Architects which incorporates 143</p>

<p>(e) providing for the efficient movement of freight.</p>	<p>residential apartments, providing an increase in local captive population in the order of 310 people (Hill PDA 2018, p. 28) a significant percentage of which are expected to take advantage of the site's proximity to public transport including:</p> <ol style="list-style-type: none"> 1. Padstow Railway Station (see Figures 3 and 5) 150 metres to the north on the Airport and South Line which, whilst dividing the town centre into northern and southern halves, enables access to the Sydney CBD via the airport with services departing every 15 minutes after 7:01 (all stops) and 7:13 (express) in the AM peak. 2. Padstow Bus Station (see Figure 4) 170 metres to the east linking Padstow to Revesby Heights, Bankstown, One Tree Point, Miranda, Alford's Point, Menai, Sutherland, Woronora, Bankstown Airport, Hurstville, Parramatta, Chester Hill, Milperra and Panania. <p>N/A</p>
<p>4. Hazard and Risk 4.1 Acid Sulfate Soils (1) The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p>	<p>Yes A portion of the subject site (1-5 Segers Avenue and rear of 7 and 9 Segers Avenue) is impacted by Class 5 Acid Sulfate Soils. It is expected that if any land capability issues associated with Acid Sulfate Soils (or otherwise) arise, these would be resolved in accordance with the requirements of SEPP 55.</p>

3.2.3. Section C – Environmental, social and economic impact

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

Under existing conditions, the subject site:

1. Has suburban character with minimal vegetation which is unlikely to have significant environmental value;
2. Per Canterbury-Bankstown Council mapping, is not impacted by flooding or bushfire;
3. Is unlikely to be impacted by contamination due to:
 - a. The site having continuous residential use since urban development in the 1940s-50s; and
 - b. No hazardous uses within the locality.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The likely environmental effects as a result of the planning proposal are limited to:

1. Stormwater runoff, to be resolved at Development Application stage through:
 - a. Landscape Plan maximising landscaped areas and deep soil planting to reduce runoff; and
 - b. Stormwater Management Plan to ensure that the development has neutral or beneficial effect on water quality.
2. Overshadowing and overlooking, to be resolved at Development Application stage to mitigate impacts to private open space and north-facing windows associated with habitable rooms in neighbouring properties through:
 - a. Manipulation of built form envelope to maximise solar access; and
 - b. Incorporation of louvres, screens and other privacy measures to deflect views away from neighbouring properties.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal will have a positive social and economic impact, enabling the development of the Concept Proposal prepared by Ross Howieson Architects which includes a number of public benefits.

The first of these public benefits is an additional 143 residential apartments, contributing to housing mix, supply and affordability within the Padstow Town Centre. Per Economic Impact Assessment (Hill PDA 2018, p. 28), the 143 apartments will result in an additional 310 residents on top of the existing 32 within the subject site, contributing to the vitality and vibrancy of the Padstow Town Centre through total annual retail spend of \$4.34 million, of which 50-60% is expected to be within the town centre. Additionally, residents are expected to contribute to patronage of public transport services, including:

1. Padstow Railway Station (see Figures 3 and 5) 150 metres to the north on the Airport and South Line which, whilst dividing the town centre into northern and southern halves, enables access to the Sydney CBD via the airport with services departing every 15 minutes after 7:01 (all stops) and 7:13 (express) in the AM peak; and
2. Padstow Bus Station (see Figure 4) 170 metres to the east linking Padstow to Revesby Heights, Bankstown, One Tree Point, Miranda, Alford's Point, Menai, Sutherland,

Woronora, Bankstown Airport, Hurstville, Parramatta, Chester Hill, Milperra and Panania.

The second public benefit arising from the Concept Proposal enabled by the Planning Proposal is an additional 2,095m² of retail space and 400m² of professional suites which, per the Economic Impact Assessment (Hill PDA 2018, Table 12, p. 27), would create 118 new jobs with each person filling those positions expected to contribute to a total of \$542,800 annual retail expenditure within and around the centre (p. 28). Whilst enabling the expansion of Padstow Town Centre to Segers Avenue, the additional retail and commercial floor space will contribute to a vital and vibrant town centre, as well as encourage a “life-where-you-work” lifestyle, minimising the need for travel via private vehicle.

Finally, the Planning Proposal enables the expansion of the existing 2.6 metre-wide laneway running from Segers Avenue and Padstow Parade between 5 and 7 Segers Avenue with a low safety level due to minimal lighting or opportunities for casual surveillance. The widened, (up to 12.5 metres) laneway will have a higher level of amenity derived from lighting facilitating day and night pedestrian thoroughfare, casual surveillance from Ground Floor retail premises along the laneway (as well as upper level residential apartments) and footway dining opportunities. The improved safety outcome is expected to be of particular benefit to Padstow residents to the south/west of the subject site and staff, parents and children of the Padstow Park Public School walking to/from Padstow Railway Station, shops or multi-storey car park in the Padstow Town Centre.

3.2.4. Section D – State and Commonwealth interests

Q10. Is there adequate public infrastructure for the planning proposal?

The Traffic Impact Assessment prepared by PDC Consultants identified that the surrounding road network has adequate capacity to accommodate the additional vehicular traffic arising from potential development enabled by the Planning Proposal and that no additional infrastructure upgrades are required.

No additional embellishment works to Carl Little Reserve are required on the grounds that the subject site is within 200 metres of the reserve (approximately 165 metres measured from laneway at rear boundary), satisfying Planning Priority S16 of the South District Plan. Furthermore, the delivery of the widened (up to 12.5 metre-wide) laneway in place of the existing 2.6 metre-wide laneway can be achieved without VPA.

If Council is of the mind, any necessary additional embellishment works desired by Council can be enforced through Conditions of Consent applied to the eventual Development Application enabled by this Planning Proposal.

3.3. Part 4 – mapping

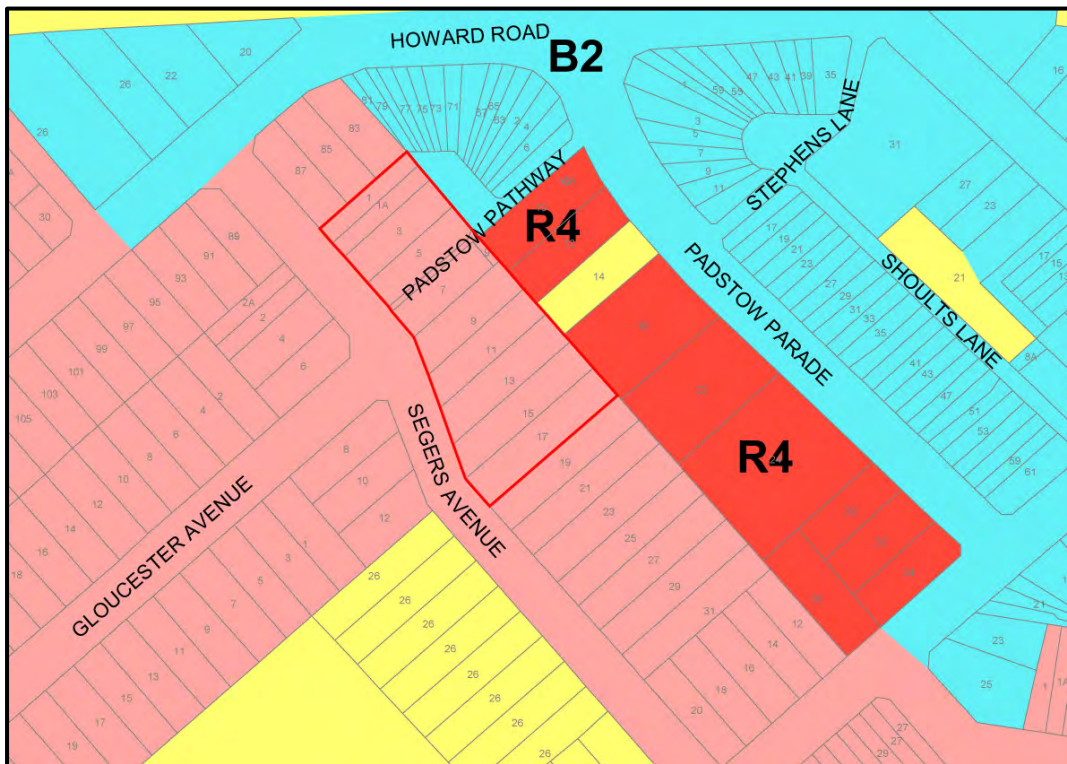


Figure 20: Existing Land Zoning Map Sheet – Sheet LZN_006 (BLEP 2015) with subject site superimposed

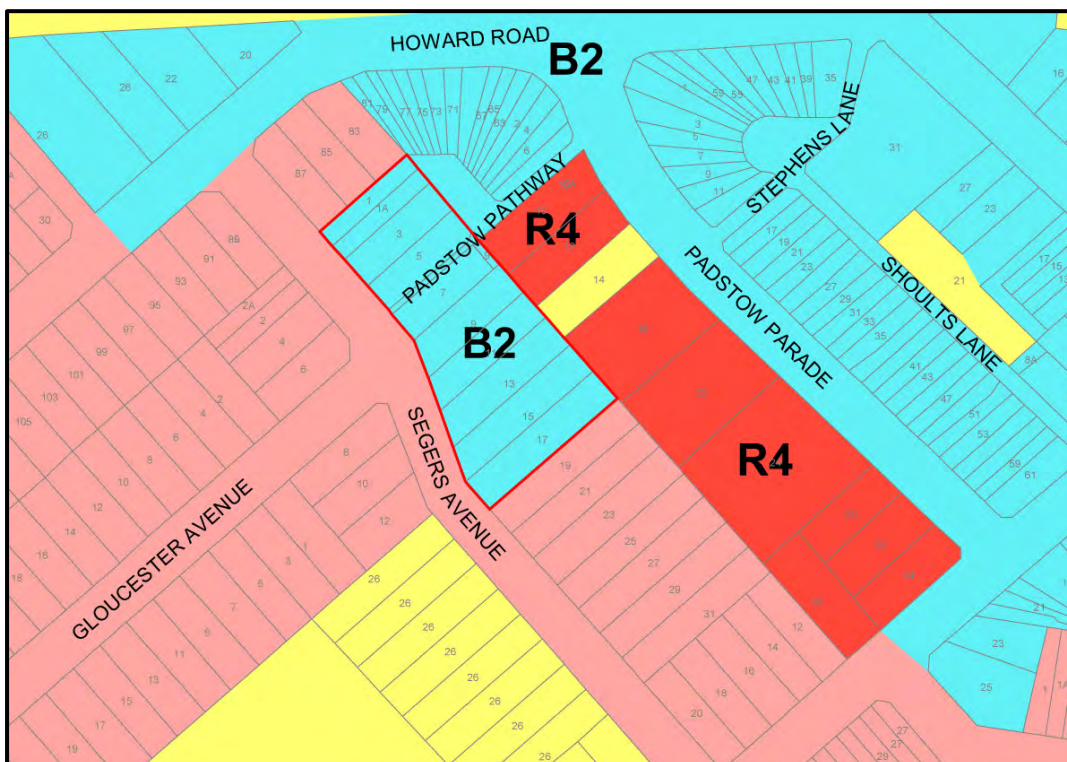


Figure 21: Proposed Land Zoning Map Sheet – Sheet LZN_006 (BLEP 2015) with subject site superimposed

Legend






	Subject Site		Local Centre		Low Density Residential
			Infrastructure		High Density Residential







Figure 22: Existing Height of Buildings Map – Sheet HOB_006 (BLEP 2015) with subject site superimposed



Figure 23: Proposed Height of Buildings Map – Sheet HOB_006 (BLEP 2015) with subject site superimposed

Legend

	Subject Site		14 metres
	9 metres		24 metres

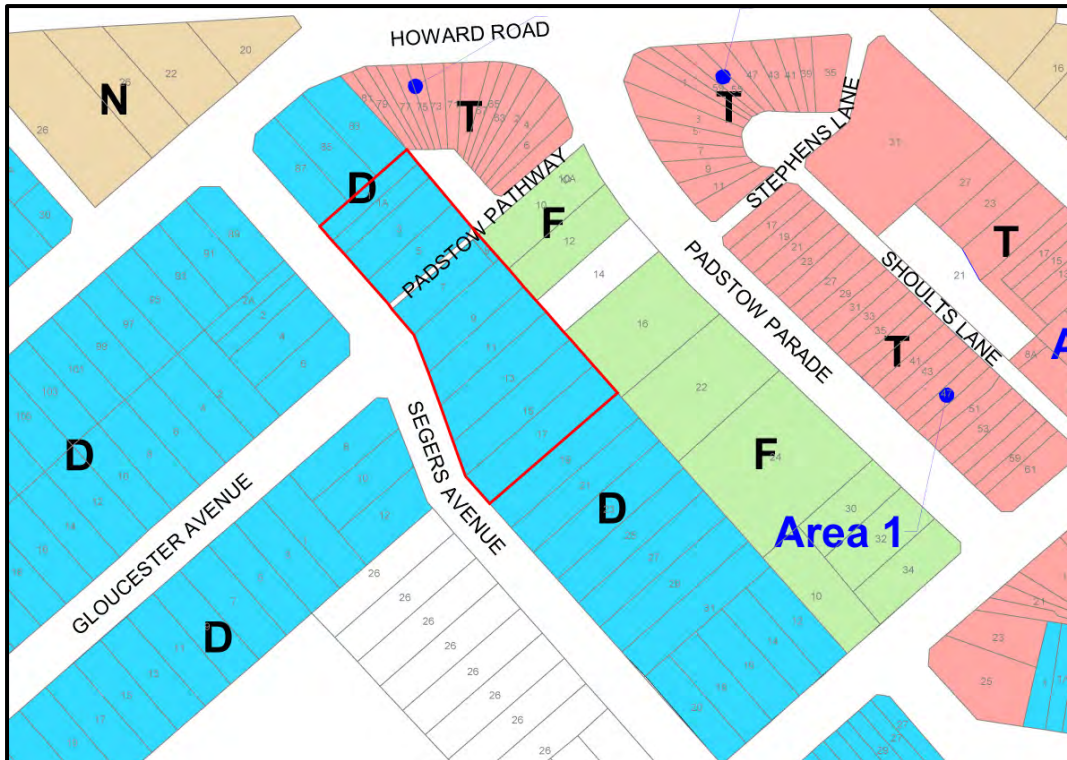


Figure 24: Existing Floor Space Ratio Map – Sheet FSR_006 (BLEP 2015) with subject site superimposed

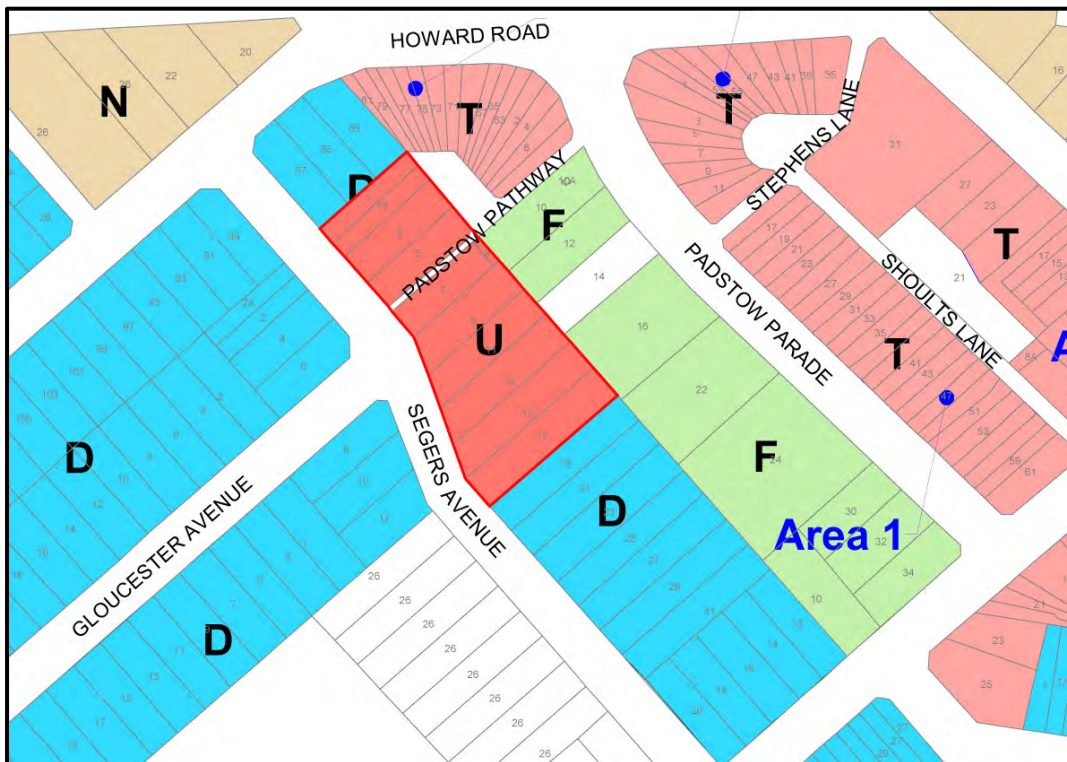








Figure 25: Proposed Floor Space Ratio Map – Sheet FSR_006 (BLEP 2015) with subject site superimposed

Legend

	Subject Site		0.6:1		2.0:1
	0.5:1		1.0:1		2.5:1

3.4. Part 5 – community consultation

Council, government agencies, businesses, community, adjoining properties and users or interest groups, where relevant, are encouraged to provide comment as part of the Planning Proposal process.

3.5. Part 6 – project timeline

Table 11: Project timeline

Action:	Date:
Lodge Planning Proposal:	September 2018
Public Notification:	October – November 2018
Assessment / Response to Submissions:	December 2018 – February 2019
Report:	March 2019
Gateway Determination:	April 2019
Determination:	May 2019

4. CONCLUSION

This Planning Proposal has been prepared by ABC Planning Pty Ltd in accordance with Section 55(2) of the Environmental Planning and Assessment Act 1979 (the Act) and the NSW Department Planning & Environment *Guide to Preparing Planning Proposals* (2016) to seek rezoning of 1-17 Segers Avenue, Padstow in the Padstow Town Centre in the Canterbury-Bankstown Local Government Area as follows:

1. Land use zone: B2 Local Centre.
2. Height of buildings: Q2 – 24 metres (6 storeys).
3. Floor space ratio: U – 2.5:1.

The proposed planning controls are in accordance with the 2016 Planning Proposal as submitted by Canterbury-Bankstown Council as a revision of the original controls proposed under Council's South East Local Area Plan. In Gateway's referral of the Planning Proposal back to Council for implementation, the controls proposed above were reverted to the original LAP controls on the grounds that they were not supported by sufficient planning evidence. Council resolved not to proceed with the Planning Proposal.

This Planning Proposal provides the required planning evidence to support the aforementioned controls, including:

1. Concept Proposal prepared by Ross Howieson Architects demonstrating that a high-quality architectural outcome can be achieved within the subject site, including two (2) separate mixed use developments containing:
 - a. 234 parking spaces (commercial and residential);
 - b. 2,095m² of retail GFA and 400m² of commercial GFA; and
 - c. 143 residential apartments.
2. Economic Impact Assessment prepared by Hill PDA demonstrating that there is adequate demand for additional retail and commercial floor space within the Padstow Town Centre to justify expansion of the existing B2 Local Centre to the subject site, as opposed to rezoning to R4 High Density Residential as desired under the LAP;
3. Urban Design Report prepared by Smith & Tzannes Architects demonstrating that:
 - a. An FSR of 2.5:1 is necessary to achieve the desired 6 storey built form height (assuming 25% of residential GFA attributed to articulation per 2B of the Apartment Design Guide); and
 - b. The Concept Proposal prepared by Ross Howieson Architects is consistent with the SEPP 65 Design Quality Principles.
4. Traffic Impact Assessment prepared by PDC Consultants demonstrating that there is adequate capacity in the surrounding road network to accommodate the additional traffic generated by development enabled by the Planning Proposal and that no additional traffic infrastructure improvements are required.

The Planning Proposal is recommended for approval on the following grounds:

1. It satisfies the Strategic Merit Test set out in the NSW Department Planning & Environment *Guide to Preparing Planning Proposals* (2016):
 - a. Consistent with the Greater Sydney Commission's *South District Plan* (2016) which calls for a Liveable, Productive and Sustainable city;
 - b. Notwithstanding proposing extension of the Southern Commercial Precinct into the Residential Frame, the Concept Proposal prepared by Ross Howieson Architects enabled by the Planning Proposal is consistent with Council's South

- East Local Area Plan on the grounds that it is consistent with the Desired Precinct Character for both Precincts;
- c. Responds to a change in circumstances as identified in the LAP; and
 - d. Has site-specific merit, having minimal vegetation and a history of suburban residential uses which are unlikely to give rise to any environmental concerns that cannot be resolved in the Development Application stage.
2. The Planning Proposal is consistent with the relevant State Environmental Planning Policies and Ministerial Directions;
 3. The Planning Proposal will have a positive economic and social impact, providing a number of public benefits including:
 - a. An additional 143 residential apartments, contributing to:
 - i. Housing mix, supply and affordability within the Padstow Town Centre;
 - ii. An additional 310 residents on top of the existing 32 within the subject site, contributing to the vitality and vibrancy of the Padstow Town Centre through total annual retail spend of \$4.34 million, of which 50-60% is expected to be within the town centre (Hill PDA 2018, p. 28);
 - iii. Patronage of public transport services, including:
 - Padstow Railway Station 150 metres to the north on the Airport and South Line which, whilst dividing the town centre into northern and southern halves, enables access to the Sydney CBD via the airport with services departing every 15 minutes after 7:01 (all stops) and 7:13 (express) in the AM peak; and
 - Padstow Bus Station 170 metres to the east linking Padstow to Revesby Heights, Bankstown, One Tree Point, Miranda, Alford's Point, Menai, Sutherland, Woronora, Bankstown Airport, Hurstville, Parramatta, Chester Hill, Milperra and Panania.
 - b. An additional 2,095m² of retail space and 400m² of professional suites which:
 - i. Per the Economic Impact Assessment (Hill PDA 2018, Table 12, p. 27), would create 118 new jobs with each person filling those positions expected to contribute to a total of \$542,800 annual retail expenditure within and around the centre (p. 28); and
 - ii. Whilst enabling the expansion of Padstow Town Centre to Segers Avenue, the additional retail and commercial floor space will contribute to a vital and vibrant town centre, as well as encourage a "life-where-you-work" lifestyle, minimising the need for travel via private vehicle.
 - c. Widened, (up to 12.5 metres) laneway in place of the existing 2.6 metre-wide laneway with a high level of amenity derived from lighting facilitating day and night pedestrian thoroughfare, casual surveillance from Ground Floor retail premises along the laneway (as well as upper level residential apartments) and footway dining opportunities. The improved safety outcome is expected to be of particular benefit to Padstow residents to the south/west of the subject site and staff, parents and children of the Padstow Park Public School walking to/from Padstow Railway Station, shops or multi-storey car park in the Padstow Town Centre.

APPENDIX A – FORMAL PRE-LODGEEMENT MEETING COMMENTS



**PLANNING PROPOSAL
FORMAL PRE-LODGEEMENT MEETING**

PRE-LODGEEMENT COMMENTS

Part 1: Meeting Details		
Date	25 July 2018	
Time	2.00pm–3.00pm	
Meeting venue	Canterbury–Bankstown Council (Bankstown Branch) 66–72 Rickard Road in Bankstown	
Meeting attendees	Mauricio Tapia	Canterbury–Bankstown Council
	Kyou Won Rhee	Canterbury–Bankstown Council
	George Katrib	Property owner
	Elie Awad	Property owner
	Nassim Harb	Property owner
	Jack Fatouleh	Property owner
	Anthony Betros	ABC Planning
	Ross Howieson	Ross Howieson Architects

Part 2: Proposal Details		
Proponent	George Katrib	Property owner
Subject site	1–17 Segers Avenue in Padstow	
Description of existing uses	Dwelling houses	
Description of proposal	Shop top housing	
Summary of proposed amendments	Amend Bankstown Local Environmental Plan 2015 by rezoning the site to Zone B2 Local Centre (2.5:1 FSR / 6 storeys).	
Submitted information	Concept Design Report (prepared by ABC Planning, dated 16 July 2018).	
	Drawing Nos. 100, 200–207 and 301 (prepared by Ross Howieson Architects, dated 4 July 2018).	

Part 3: Matters discussed at the meeting**Item 1: Proponent presents a summary of the proposal**

The proponent presented a concept design to redevelop the site for the purposes of shop top housing (6 storeys) for the following reasons:

- The site is within walking distance of public transport, shops and schools.
- The proposal would comply with SEPP 65 and the Apartment Design Guide.
- The proposal provides the opportunity to improve walking connections by widening and embellishing the Padstow Pathway.

Item 2: Key Issues

Council officers assessed the submitted information and raised the following issues should the proponent consider submitting an application to amend Bankstown Local Environmental Plan 2015:

1. Strategic Merit Test

Council applies the Department of Planning & Environment's Strategic Merit Test when assessing applications to amend Bankstown Local Environmental Plan 2015.

The Strategic Merit Test includes consistency with the Greater Sydney Commission's South District Plan.

A preliminary review indicates the proposal may be consistent with the South District Plan provided the proposal addresses Planning Priority S6. This priority requires development to provide or improve local infrastructure and open space; and to improve walking connections in local centres.

Should the proponent consider submitting an application, the application should include the following information to ensure consistency with the South District Plan:

- (a) **A traffic study to identify:**
 - The impact the proposed FSR (and associated traffic generation) will have on Segers Avenue and the surrounding road network.
 - The impact the proposal will have on pedestrian movements in Segers Avenue, given the proximity to the school.
 - Infrastructure improvements to mitigate the impacts identified in the traffic study.
- (b) **An infrastructure study to identify local infrastructure improvements to support the proposal. These may include (but are not limited to):**
 - Infrastructure improvements to mitigate the impacts identified in the traffic study.
 - Embellishment works to improve the public domain and pedestrian safety along the Padstow Pathway and Padstow Lane (including the rear servicing area).

- Embellishment works to improve the public domain and local traffic management in Segers Avenue, including the walking connections to the school.
- Embellishment works to Carl Little Reserve on Cahors Road, given that high density development should be located within 200 metres of quality open space (South District Plan, Planning Priority S16).

To implement the recommendations of the infrastructure study, the proponent may consider entering into a planning agreement as part of the application.

2. Proposed business zone

A preliminary review indicates the proposed business zone is inconsistent with the South East Local Area Plan, adopted by Council in May 2016. The Local Area Plan recommends a high density residential zone, which the Department of Planning & Environment reinforced in the Gateway Determination for the planning proposal to implement the Local Area Plan (PP_2016_CBANK_002).

Should the proponent consider submitting an application, the application should include a commercial / retail needs study (prepared by a qualified economic consultancy firm) to justify the need for the proposed business zone, and to demonstrate consistency with Ministerial Direction 1.1 (Business and Industrial Zones).

3. Proposed floor space ratio

A preliminary review indicates the proposed floor space ratio is inconsistent with the South East Local Area Plan, adopted by Council in May 2016. The Local Area Plan recommends a 1.5:1 FSR, which the Department of Planning & Environment reinforced in the Gateway Determination for the planning proposal to implement the Local Area Plan (PP_2016_CBANK_002).

Should the proponent consider submitting an application, the application should include an urban design study to justify the proposed 2.5:1 FSR, and to demonstrate consistency with the NSW Government Architect's Better Placed Policy, SEPP 65, Apartment Design Guide and Ministerial Direction 3.1 (Residential Zones).

In particular, the study must demonstrate the proposal is of good design with recommended design and built form controls which may inform site specific DCP Amendments. The study should also consider a minimum 6 metre setback to the common boundary with 19 Segers Avenue, and should illustrate the siting of the proposal in context with existing and future development along Segers Avenue (both sides) and the block bound by Howard Road, Padstow Parade and Faraday Road.

It is noted a review of the urban design study and other submitted studies may result in changes to the proposal as part of the assessment process.

Item 3: Process

Should the proponent consider submitting an application to amend Bankstown LEP 2015, the application fee is \$81,840 in accordance with Council's Fees & Charges. Note: A service fee applies to credit card payments.

Council officers will assess the application and report the matter to the next available meeting of the Local Planning Panel if it is to meet the 90 day period under the Department of Planning & Environment's pre-gateway review process (subject to no major issues occurring during the assessment process).

It is noted this timeframe may not allow Council to request additional information or discuss any matters with the proponent prior to the Local Planning Panel meeting.

The matter will be reported to Council following the Local Planning Panel meeting.

APPENDIX B – OWNERSHIP PATTERN**Table 12: Lot frontages and areas of existing commercial premises along Padstow Parade**

Address	Lot frontage	Lot Area	Commercial Use
1 Padstow Parade, Padstow	10.5m	346sqm	Seafood
5 Padstow Parade, Padstow	9.9m	232sqm	Hair dresser
7 Padstow Parade, Padstow	10.2	215sqm	Drycleaner
9 Padstow Parade, Padstow	10.2	190sqm	Chinese Supermarket
9A Padstow Parade, Padstow	10.2	191sqm	
11 Padstow Parade, Padstow	10.5	190sqm	Doctor
13 Padstow Parade, Padstow	9m	223sqm	Solicitor
15 Padstow Parade, Padstow	6m	228sqm	Bakery
17 Padstow Parade, Padstow	6m	221sqm	Indian Restaurant
19 Padstow Parade, Padstow	6.6m	240sqm	Butcher
21 Padstow Parade, Padstow	6.3m	235sqm	Bank
23 Padstow Parade, Padstow	6.3m	235sqm	
25 Padstow Parade, Padstow	6.5m	228sqm	Seafood
27 Padstow Parade, Padstow	6.3m	230sqm	Café
29 Padstow Parade, Padstow	6.4m	235sqm	Café
31 Padstow Parade, Padstow	6.1m	313sqm	
33 Padstow Parade, Padstow	6.4m	234sqm	Dollar Store
35 Padstow Parade, Padstow	6.3m	459sqm	House to home
37 Padstow Parade, Padstow	6.3m		
39 Padstow Parade, Padstow	5.9m	223sqm	Dry Cleaner
41 Padstow Parade, Padstow	5.86	221sqm	Liquorland
43 Padstow Parade, Padstow	6.2	221sqm	Indian Restaurant
45 Padstow Parade, Padstow	5.5m		
47 Padstow Parade, Padstow	6.3m	230sqm	
49 Padstow Parade, Padstow	6m	209sqm	Charcoal Chicken
51 Padstow Parade, Padstow	6m	234sqm	
53 Padstow Parade, Padstow	6m	221sqm	
55 Padstow Parade, Padstow	6m	224sqm	
57 Padstow Parade, Padstow	6.1m		
59 Padstow Parade, Padstow	5.8m	222sqm	Chemist
61 Padstow Parade, Padstow	10m	440sqm	Gloria Jeans
2 Faraday Road, Padstow	26m	1262sqm	
6 Faraday Road, Padstow	14.2m	752sqm	Offices
8 Faraday Road, Padstow	13m	569sqm	Post Office
3 Howard Road, Padstow		72sqm	
5 Howard Road, Padstow		39sqm	
7 Howard Road, Padstow		1264sqm	
9 Howard Road, Padstow		173sqm	Shoe Store
11 Howard Road, Padstow		197sqm	
13 Howard Road, Padstow	5.5m	209sqm	

15 Howard Road, Padstow	5.5m	202sqm	
17 Howard Road, Padstow	5.5m	205sqm	
19 Howard Road, Padstow	5.5m	438sqm	
21 Howard Road, Padstow		1605sqm	Carpark
23 Howard Road, Padstow		517sqm	
27 Howard Road, Padstow		511sqm	
31 Howard Road, Padstow	58m	2723sqm	Pub
35 Howard Road, Padstow	14.5m	347sqm	
39 Howard Road, Padstow	5.9m	133sqm	
41 Howard Road, Padstow	7.5m	152sqm	
43 Howard Road, Padstow	10.2m	209sqm	
47 Howard Road, Padstow	9.7m	202sqm	Vet
51 Howard Road, Padstow	10.6m	202sqm	
55 Howard Road, Padstow	10.4m	208sqm	
59 Howard Road, Padstow	6.2m	163sqm	
61 Howard Road, Padstow	6.2m	177sqm	



Figure 26: Land Holdings sites showing large consolidated lots outlined in red which can achieve effective and viable commercial and residential outcomes

Table 13: Lot frontages and areas of land holdings sites

No.	Address	Lot frontage	Lot Area
1	3-5 Segers Avenue, Padstow	54.1m	1141 sqm
2	7-17 Segers Avenue, Padstow	84.9m	4362 sqm
3	23,25 Segers Avenue, Padstow	25.6m	1660 sqm
4	31 Segers Avenue & 18-20 Faraday Road, Padstow	58m	2007 sqm
5	12-16 Faraday Road, Padstow	39m	1777 sqm