Rear Setbacks

- Boundary with residential zone
- 45° from residential boundary fence top (1.8m)

Complies

3.1.8 BUILDING SEPARATION

See SEPP NO 65

Can comply

3.1.9 PUBLIC DOMAIN

- The proposal is able to contribute strongly to public domain landscaping (particularly with amalgamation of service station site).

3.1.10 PARKING

- The proposal is able to comply with Council parking requirements and circulation, Access to parking should however be from rear lane
- Vehicle access and circulation will require construction of the rear lane

3.2 DESIGN CONTROLS

3.2.1 CONTEXT

The proposal is able to fit into the evolving Canterbury Road Context

3.2.2 STREET ADDRESS

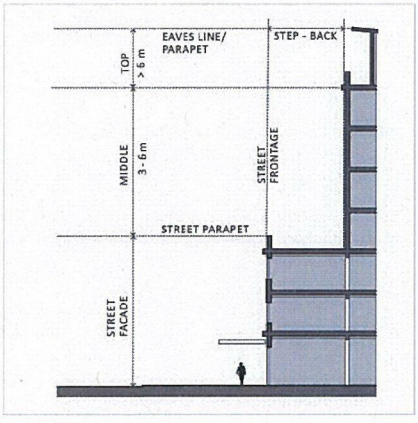
The proposal is able to satisfactorily attend to street address issues. but much better with amalgamation of corner site

3.2.3 FACADE

The proposal is able to provide appropriate facade design and articulation

3.2.4 FACADE DETAILS

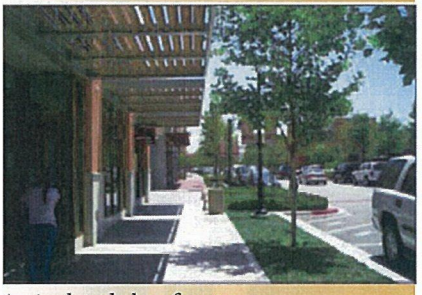
The proposal is able to provide appropriately detailed facades



Facade Articulation

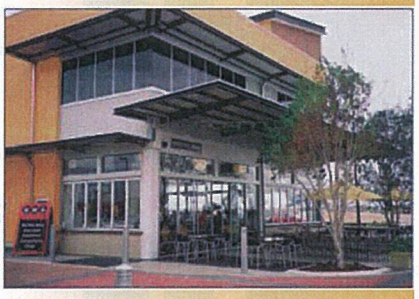
3.2.5 SHOPFRONTS

Appropriate shopfronts can be provided to Canterbury Road


Articulated shopfronts

3.2.6 ROOF DESIGN

The proposal is able to comply with roof design issues included in the DCP.

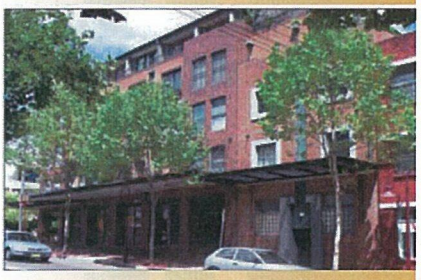


Architectural features and footpath dining emphasise gateway site

3.2.7 CORNERS, GATEWAYS AND FOREGROUNDS

There are identified in Appendix 1 and Masterplan diagrams. Important corners are to be emphasized as well as gateways, to centres etc. These may vary setback requirements.

Note that whilst not specifically identified as such the subject site could function as a gateway to the south Belmore node and as such could qualify for additional height.



Articulated building facade

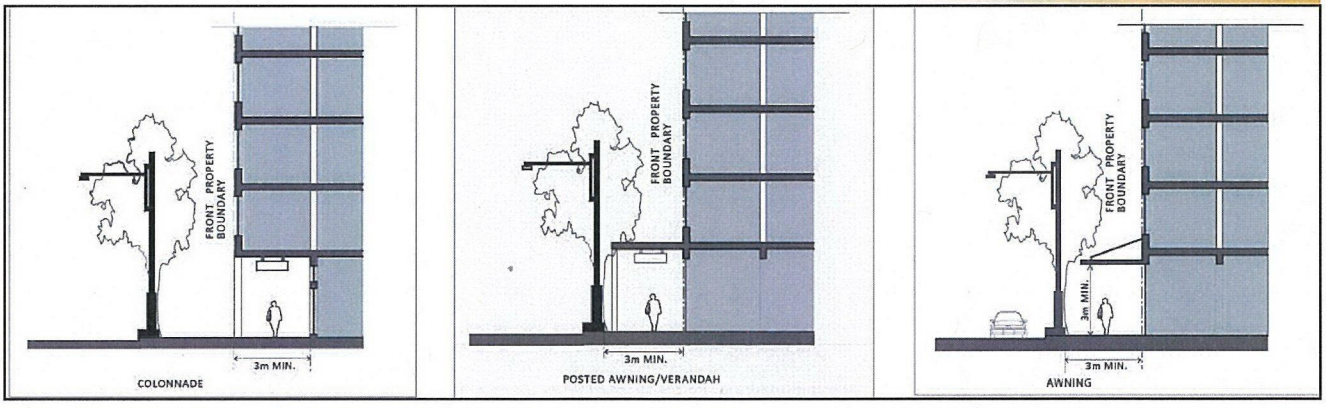
3.2.8 SERVICES / UTILITIES

These issues can generally be accommodated with the project.

3.2.9 FRONTAGE TYPES

The DCP acknowledges a range of possible frontage types including colonnade, posted verandah/ awning and suspended awning

The proposal is able to provide any, or a mix of the above.



3.3 PERFORMANCE CONTROLS

3.3.1 VISUAL PRIVACY

Can be achieved

3.3.2 ACOUSTIC PRIVACY

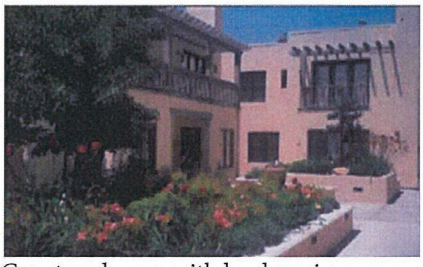
Can be accommodated

3.3.3 OPEN SPACE

Private and common Open Space can be provided according to DCP Controls.

Provide 10% as communal open space and need to factor in amalgamation.

Planting on structures in communal area



Courtyard areas with landscaping

3.3.4 INTEGRATED DWELLING DESIGN

Able to be incorporated

3.3.5 HOUSING CHOICE

Able to incorporated

3.3.6 CREATION OF NEW LANES

This is essential and is able to be achieved.

APPENDIX 3.3

CANTERBURY ROAD STRUCTURE PLANS

The subject site is identified (perhaps incorrectly) as B6 "Enterprise Corridor"

Note that the subject site (with full amalgamation) will permit the restructuring of Canterbury Road between Platts Avenue and Liberty Street as set out in figure 3.3.2
A new parking lane can be created as set out in figure 3.3.5

UNDER PART 3A- FOOTPATH TRADING
N.A - Able to be complied with

UNDER PART 4- INDUSTRIAL DEVELOPMENT
N.A

UNDER PART 5- SPECIFIC DEVELOPMENT TYPES

5.1 ADVERTISING/ SIGNAGE
N.A

5.2 AMUSEMENT CENTRES
N.A

5.3 CHILDREN CENTRES
N.A

5.4 RESTRICTED PREMISES
N.A

5.5 TAXI OPERATIONS
N.A

5.6 TELECOMMUNICATIONS
N.A

5.7 WILLS OVAL
N.A

UNDER PART 6- GENERAL CONTROLS

These issues can all be addressed with more detailed concept or DA design. There is no reason be believe that they cannot be complied with.

CONCLUSION

The B6 zoning is not appropriate for a major amalgamated redevelopment site.

The Envelope Diagrams provided for Masterplan sites (key sites/ model projects) do not apply to this site but may well have had it been amalgamated at the time.

Site amalgamation is desirable in order to optimize development potential of the site.

Most building envelope controls can be accommodated as can parking and servicing requirements.

The subject site (with full amalgamations) can contribute strongly to the restructuring of Canterbury Road cross section as recommended in the Masterplan and the DCP and can facilitate the important creation (and dedication) of the rear lane (providing site access and circulation).

Appendix 3

Assessment Against Apartment Design Guide

REPORT OF THE ASSESSMENT AGAINST APARTMENT DESIGN GUIDE (DRAFT)

March 2015

The Apartment Design Guide provides detailed means to implement SEPP No 65 including:

PRINCIPLES

1. Context and neighborhood character
2. Built form and scale
3. Density
4. Sustainability
5. Landscape
6. Amenity
7. Safety
8. Housing Diversity and Social Interaction
9. Architectural Expression

These are reviewed below:

1.0 IDENTIFYING THE CONTEXT

1.1 APARTMENT TYPES

A range of apartment types is set out which may be appropriate. These include:

- Narrow infill apartments
- Row apartments
- Shop top apartments
- Courtyard apartments
- Perimeter block apartments
- Tower apartments
- Hybrid developments

Many of these have relevance, although a hybrid is likely.

1.2 LOCAL CHARACTER AND CONTEXT

The Designated Future Character of the Canterbury Road Corridor includes a range of different characters including:

- Urban Core
- Urban Centre
- Urban General
- Enterprise Area
- Urban Residential

The site in this area is proposed as an Enterprise Area rather than the Urban General originally recommended in the Masterplan.

The Masterplan shows the site as an Urban General Area approximately mid-way between two urban centre nodes (at Canterbury Hospital and Burwood Road)

Given the size of the site it is possible to make a case for a higher /more dense urban general land-use / development type in this location.

The Guidelines use the categories:

- Strategic centres
- Local centres
- Urban neighborhoods
- Suburban neighborhoods

In this context the "Urban Neighborhood" category seems most appropriate

THE RANGE OF SCALES

The Guidelines discuss the following:

1. Wider Scale - relates to wider context on the corridor
2. Neighborhood Scale - includes the Urban Core Areas
3. Streetscape Scale - deals with the character of streets particularly Canterbury Road (which is undergoing a major urban transformation) and Platts Avenue and Liberty Street (which remain predominantly cottage residential areas).
4. Site Scale - relating the individual site scale to neighboring scale (the evolving corridor context)

PRECINCTS AND INDIVIDUAL SITES

This includes large sites and amalgamations, corner sites, development potential and minimizing left over or isolated sites.

PRECINCTS

The guidelines recommend Precinct Plans to provide the following opportunities:

- Improving connections
- Improving public domain networks
- Incorporating mixed- use
- Integrated heritage
- Improving housing diversity
- Providing opportunities for new community facilities
- Improving environmental efficiencies
- Supporting flexibility to improve amenity

The proposal can contribute significant to the achievement of these opportunities within a local context.

2.0 DEVELOPING THE CONTROLS

This section of the Guidelines discusses the major influences on building form and building envelopes.

2.1 PRIMARY CONTROLS

Primary controls include:

- tree retention
- setbacks
- deep soil zones and basements
- building separation and depth
- building performance and orientation
- 3D building envelope

The proposal needs to more clearly articulate deep soil zones and basements

2.2 BUILDING ENVELOPES

The proposed 3D envelope is clearly set out but not convincingly justified particularly with respect to height

2.3 BUILDING HEIGHTS

The proposal shows how the envelope slopes back from the residential zones to the south as per DCP Controls.
The overall height however (30m) is unjustified and appears excessive within the Canterbury Framework. The proposal states that this is an 8 storey building but the architectural plans clearly show a 10 storey building.
Note that BCA requires sprinklers on buildings in excess of 25m where the 25m is defined as the level of the top most habitable floor.
This would generate an absolute height in the order of 32m. (25m + 3m top habitable floor plus 4m lift overrun).

2.4 FLOOR SPACE RATIO

Not applicable.

It should be noted, however that absence of FSR Control reduces opportunities for bonus floor space for public benefit.

2.5 BUILDING DEPTH

The proposal is able to comply with maximum depths (12-18m for residential)

2.6 BUILDING SEPARATION

The Guide propose quite specific separations for different heights.

The proposal is able to conform with guidelines

2.7 STREET SETBACKS

The proposal is generally able to conform with street setbacks.

Note that deep soil areas around perimeter are desirable and these should be included as setback zones (and with no basements under).

2.8 SIDE AND REAR SETBACKS

The proposal is able to comply with side and rear setbacks, which are effectively to streets and new lane.

3.0 SITING THE DEVELOPMENT

3.1 SITE ANALYSIS

Site analysis is provided but require reinforcement in forms of:

- Contamination (Particularly corner service station site should this be included)
- Geo-technical
- Building entries
- Car-park footprint and depth

3.2 ORIENTATION

The proposal suggests two towers at the northern corners of the site with a lower building between (fronting Canterbury Road). This optimizes orientation of buildings for solar, ventilation, noise amelioration etc and can be supported up to a point.

3.3 PUBLIC DOMAIN INTERFACE

The interface with surrounding streets needs clarification via:

- Canterbury Road
- Liberty Street
- Platts Ave
- New Lane

In order to clearly indicate how the interface works, where there is deep soil potential, how public activation and /or surveillance is to be achieved etc.

3.4 COMMUNAL AND PUBLIC OPEN SPACE

The proposal provides for a substantial Communal Court however clarification is required in terms of levels, interface with surrounding residences, landscape design, function and community amenity and location of and soil depth of planters for internal tree planting.

3.5 DEEP SOIL ZONES

It should be noted that there are conditions where deep soil zones are difficult to achieve. If this is so then full justification is required.

3.6 VISUAL PRIVACY

The Guidelines are quite specific about mechanisms to protect visual privacy

It is envisaged that adequate visual privacy can be provided in detailed design.

3.7 PEDESTRIAN ACCESS AND ENTRIES

Building entries should be attractive, direct, obvious and safe

It is envisaged that adequate pedestrian access/ entries can be provided
Note that direct street entry to ground floor apartments is desirable where possible and apartment buildings should desirably address streets.

3.8 VEHICLE ACCESS

Vehicle access will not be possible from Canterbury Road

It would be desirable for parking and service access to be provided from the new lane as far as possible.

3.9 BICYCLE AND CAR PARKING

There is no reason why the guidelines cannot be met.

CONCLUSION

A review of the proposal against the Apartment Design Guide concludes the following:

- A mixed- use, hybrid typology (perimeter slab, tower and row apartments) can be provided on the subject site

- The fully amalgamated site is appropriate for Urban General categorization rather than Enterprise Area.

- The subject site is almost large enough (with amalgamation) to fulfill the criteria for a Precinct Plan by:

    - Improving connections (rear lane)
    - Improving public domain networks (improved Canterbury Road Section)
    - Incorporating mixed - use
    - Improving environmental efficiencies supporting flexibility

- The proposal should generally be able to comply with SEPP No 65 Guide.

Appendix 4

Canterbury Road Masterplan Assessment

REPORT OF THE CANTERBURY ROAD MASTERPLAN REVIEW

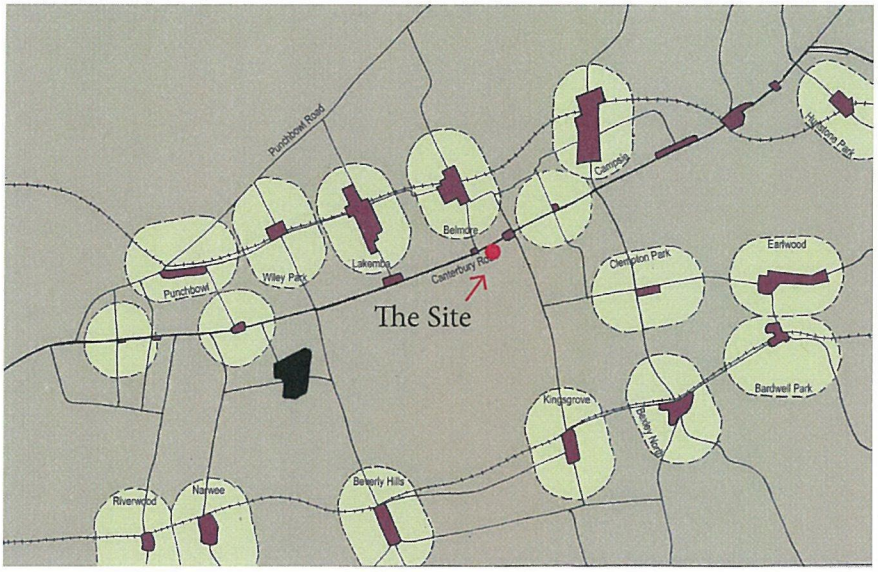
March 2015

CANTERBURY ROAD MASTERPLAN ASSESSMENT

The Masterplan reviews the existing situation in terms of:

- **Existing Centres –**

Note that the site is on the edge of a significant area south of Canterbury Road, which is not serviced by a local centre.



- **Land use –**

The site comprises mixed industrial uses, much obsolete, ready for change.

- **Urban Structure –**

The site is part of a poorly connected area south of Canterbury Road

- **Existing Zoning –**

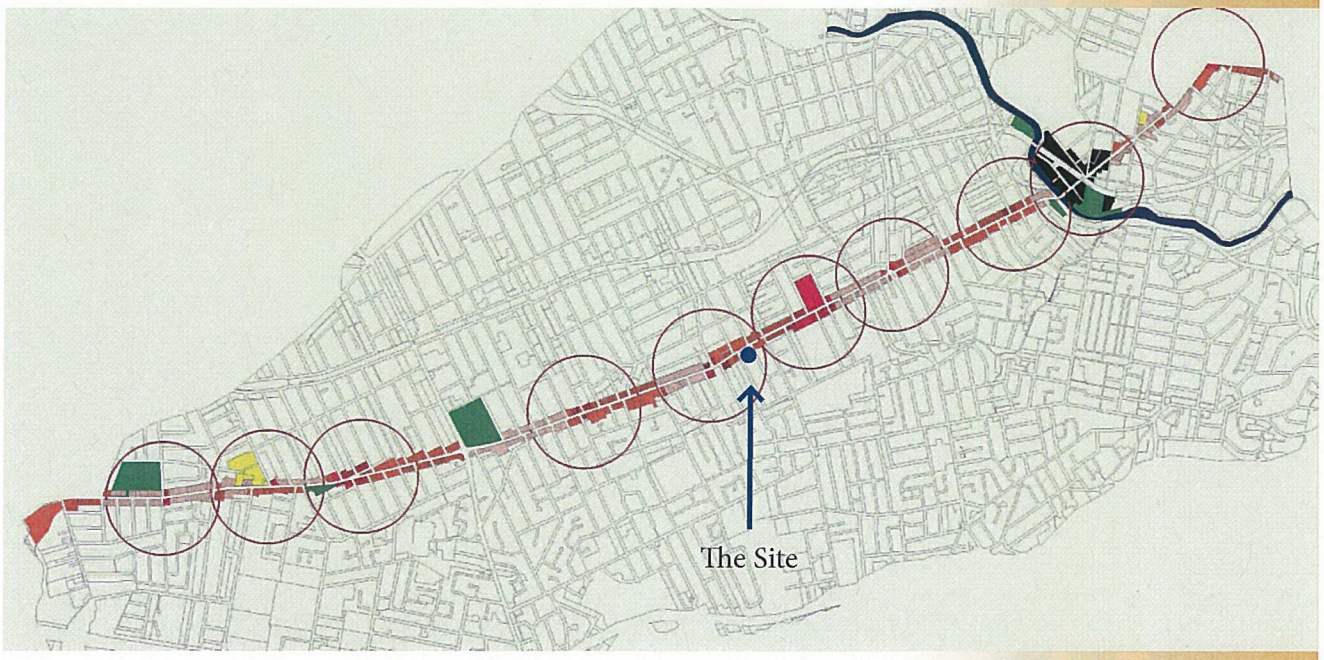
The site is zoned business/industrial along the Canterbury Road Corridor and Residential generally to the south

The Site

THE VISION

The Masterplan proposes 10 primary pedestrian nodes along Canterbury Road which coincide with Urban core and Urban Centre categories (see figure below)
The masterplan recommends that the subject site be nominated as **Urban General** comprising buildings of 3-6 storeys with varied street alignment. Street areas should comprise retail, commercial and residential. Showrooms are permitted, but should reinforce pedestrian values.

Note Urban Centre and Residential with respect to possible variations.

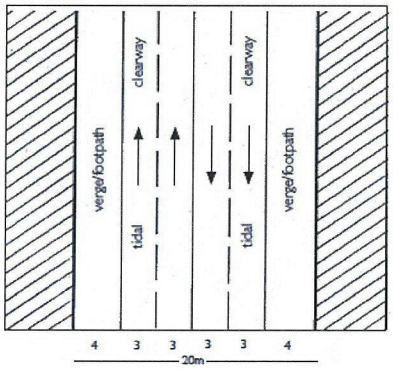


CANTERBURY ROAD REDESIGN

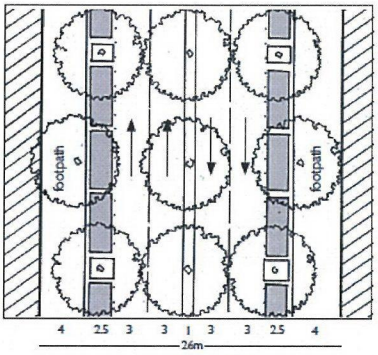
Note that the Masterplan recommends a redesigned and widened street profile which will provide for a future parking lane/ avenue planting lane within the existing verge. This will require an additional 3m public domain on each side of the road (see drawings).

Note that the RMS do not support this.

This can be achieved on this block over time (with amalgamation of service station site).



Existing Condition

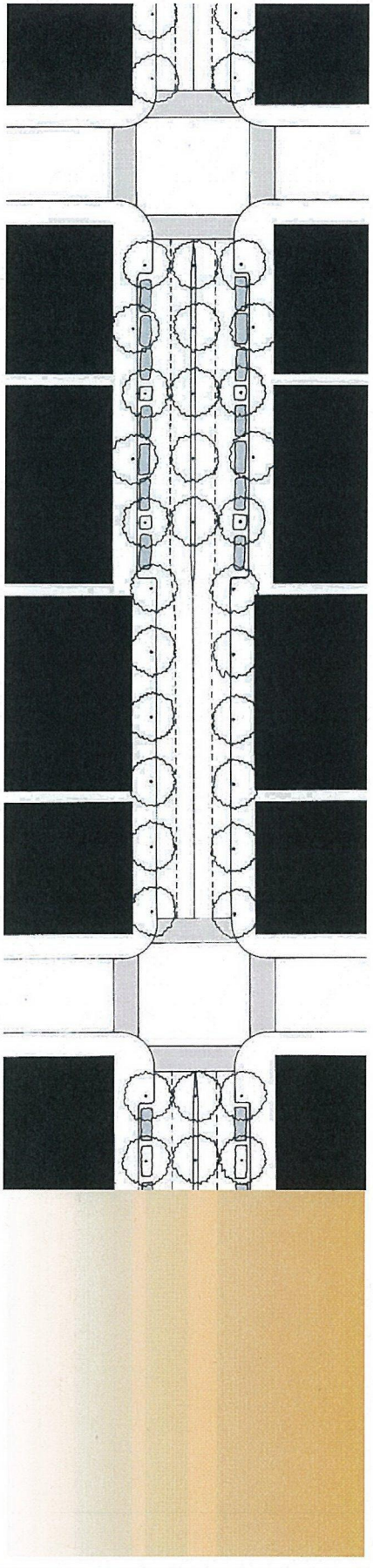


Proposed Reconfiguration

ACCESS MANAGEMENT AND PARKING

Parking is currently discouraged on Canterbury Road (during peak hours).
Vehicular access to and from Canterbury Road fronting sites is discouraged.
The Masterplan seeks creation of rear lane access for access to on-site parking and for left circulation around the block for access and for servicing.

This can be provided by the proposal.



PEDESTRIAN STREETS

The Masterplan recommends major improvements in walkability, which includes:

- Street activation and enclosure by new development
- Clear pedestrian crossings with appropriate lighting, parking and build outs.

This can be achieved with the proposal (but only with amalgamation of service station).

HERITAGE

The Masterplan recommends particular treatments for heritage and contributing buildings.

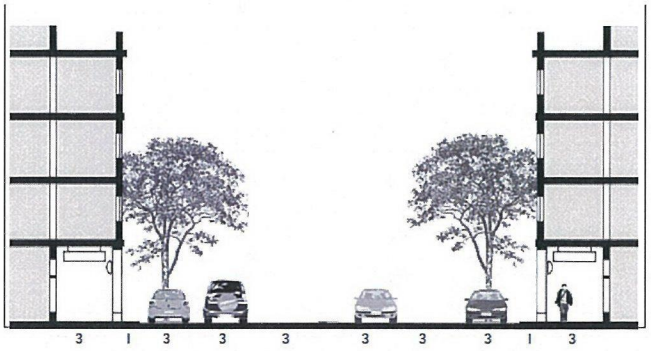
There are no such buildings within close proximity of the site.

FRONTAGE TYPES

The Masterplan recommends different frontage types for the street. These are:

- The colonnade
- The posted verandah/ awning
- The awning
- And for residential areas, The garden forecourt

The proposal is able to deliver any one of these or a mix (with amalgamation).



Colonnade

IMPROVED ARCHITECTURAL STANDARDS

The Masterplan proposes:

- Flexible floor-ceiling heights and uses
- An improved roofline/ skyline
- Authentic materials and detailing
- Vertical and horizontal modulation
- Limited length balconies

The proposal is able to achieve these

BUILDING TYPES

The Masterplan proposes a variety of building types in different contexts including as well as mixed-use buildings:

- Mixed- use buildings
- Showrooms
- Big box stores
- Vehicle orientated buildings
- Liner buildings

STREETSCAPE ELEMENTS

The Masterplan makes very specific recommendations on streetscape improvements including:

- Street widening to permit creation of an avenue planted parking lane in the existing verge (not supported by RMS)
- Under-grounding of power lines
- Increased/improved street avenue planting

The proposal (inclusive of the service station) is able to make a very significant contribution to the above

LIGHTING/ SIGNAGE

The Masterplan recommends improved street lighting associated with under-grounding of power and improved footpaths, signage and street furniture.

This can be all achieved with the proposed development

RETAIL MAINTENANCE AND MANAGEMENT

These issues can be addressed as part of this proposal

PUBLIC TRANSPORT

Public transport improvements can be addressed with this proposal.

SPECIAL INTERVENTIONS

The Masterplan addresses a number of special interventions or key sites or model projects.
None of these refer specifically to the subject site; however, the site is sufficiently large (when amalgamated) to be seen as a key site/ model project.

In this context could be treated in a similar manner to:

- Punchbowl Neighborhood Centre
- The mall
- Belmore South Neighborhood Centre
- Quigg/ Chapel Street

Such a project could provide:
A 3-6 storey mixed - use building to Canterbury Road with garden apartment buildings fronting Platts Ave and Liberty Streets and townhouse/ apartments to the rear lane.
The new development being a whole block can facilitate the redevelopment of the Canterbury Road profile as recommended in the Masterplan and DCP.

CONCLUSION

The subject site is poorly connected and poorly serviced by local retail. It comprises predominantly obsolete light industrial uses (and some small cottages to the south). The existing zoning B6 and height 12m is unlikely to encourage major redevelopment.

The amalgamated site could facilitate a re-profiled Canterbury Road as recommended in the Masterplan and the connection of Liberty street and Platts Ave by a rear lane which will facilitate parking access, servicing and circulation in a manner which will generate major local benefits.

The development of the amalgamated site will also facilitate improved walkability particularly along Canterbury Road which is quite hostile at the moment.

Note that the corridor Masterplan recommends nodes to 8 storeys (the subject site is not identified as a node) with 3-6 storey mixed-use (or residential) infill. Thus the appropriate height for this subject site is a maximum of 8 storeys.

The frontage types proposed in the Masterplan are able to be achieved (subject to amalgamation).

The proposal could be treated as a key site / model project as detailed in the Masterplan based on the amalgamated site, site size and potential public benefits.

For example the subject site could comfortably sustain a 4-5 storey mixed - use building to Canterbury Road with garden apartments to Liberty street and Platts Ave rising to 8 storeys maximum.

Major public benefits could be provided. (The rear lane and Canterbury Road improvements).