Urban Design Review of Planning Proposal

642 - 644 Canterbury Road

June 2015

By:

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1.0 Introduction

Council has engaged Annand Associates Urban Design to provide an independent Urban Design assessment of a Planning Proposal at 642-644 Canterbury Road, 1-3 Platts Ave and 2A, 2C, 2D Liberty Street, Belmore.

Subject site

The site is located on the southern side of Canterbury Road, Belmore between Platts Ave and Liberty Street. Currently on site are industrial and vacant commercial units and residences. The corner use (held in different ownership) is a service station with ancillary auto electrical/ mechanical workshop and is not as yet amalgamated. The partially amalgamated property comprises 8 lots with a total site area of 4522.5m^2.
The amalgamated site at this stage does not include the property at 650-658 Canterbury Road and 2 Liberty Street.

Planning proposal

A Planning Proposal has been submitted for the subject site to amend the Canterbury LEP 2012 by:

- Rezoning the site from B6 (Enterprise Corridor) to B5 (Business Development).
- Rezoning a portion of the site from R3 (Medium Density Residential) to B5 (Business Development).
- Increasing the height from the current level of 12m to varying heights ranging from 4m, 14m, 25m and 30m.

This would enable the redevelopment of the site for a yield of approximately 147 residential units and approximately 415m2 of retail.
Development is proposed up to 9 storeys.
This does not include the site at the corner of Canterbury Road and Liberty Street which could generate perhaps 830m2 commercial and up to 25-30 units in the future.

Residential Development Strategy (RDS) Planning Proposal

A separate Planning Proposal which involved this site, along with a number of others, was separately being progressed by Council. This sought to rezone the property to B5 and to increase the Height of Buildings to 18m. The RMS has listed this site as one where they require a traffic assessment to be undertaken. Consequently the Department of Planning considers this to be an unresolved government agency objection and they will not progress this planning proposal until the RMS required work has been undertaken. The traffic assessment is currently being undertaken by external consultants and is expected to be completed in May/June 2015.

2.0 Urban Design Analysis

A preliminary review of the documents suggests that an up-zoning of the site from B6 to B5 with a maximum building height of 8 storeys would seem appropriate based on an amalgamated site and on the delivery of major public benefits in terms of a publicly dedicated rear lane connecting Platts and Liberty Streets, a 3m widening of Canterbury Road reservation as set out in the Canterbury Road Corridor Masterplan.

A preliminary review of the proposal according to SEPP No 65 criteria is appended (Appendix 1). The conclusion of this review follows:.

- The proposal as set out in the proponents Urban Design Analysis Report is generally able to be supported with the exception of building heights but requires further detailed development and documentation to clearly articulate that it does comply in actuality with SEPP No 65 Principles and Guidelines.

- The proposed building heights 30m (9 storeys) seem excessive within the general framework of building heights within Canterbury (8 floors maximum on Canterbury Road, 9 floors maximum in Canterbury Town Centre...).

  Note that a building height of up to 8 storeys as proposed in Council document CRDS would seem appropriate.

- Note that a clear concise detailed "Landscape Strategy" is required by a qualified Landscape Architect which addresses:

  - » Deep soil planting
  - » Public domain
  - » Public/private interface
  - » Podium communal use and semi-deep soil planting opportunities
  - » Communal facilities and amenities proposed

- The amalgamation of the corner service station site (650-658 Canterbury Road / 2 Liberty Street) is highly desirable to the development of this site in order to:

  - » Significantly improve the Canterbury Road streetscape
  - » Optimise the development efficiency of the site
  - » Optimise basement parking on the site
  - » Activate Canterbury Road
  - » Not leave a difficult to develop, isolated remnant site
  - » Facilitate the landscape improvement of Canterbury Road

It is suggested that from an Urban Design perspective 10 storeys (and 30m) is an over-development of this site because:

» There are currently no 10 storey buildings along Canterbury Road (except for Canterbury Town Centre)
» 10 storey buildings are currently beyond the maximum heights proposed along Canterbury Road in "nodes"
» The lack of amalgamation with the corner service station site may well reduce the future prospect of development of these unattractive car repair facilities
» The bulk and massing when viewed from either direction along Canterbury Road will be excessive

Nevertheless, the principles employed by the proponent have merit and thus we propose a similar development form but with the two tower buildings limited to a maximum of 8 stories, see attached plan and section. This will enable a more appropriate scale and articulated massing for this section of Canterbury Road between nodes as envisaged in the Canterbury Road Corridor Masterplan.

The proposed 8 storey height proposal is recommended because:

- it supports the nodal Concentration Strategy Outlined in the Canterbury Road Masterplan
- it provides an articulated building form to Canterbury Road
- it facilitates solar access and ventilation throughout the site
- it provides the highly desirable rear lane connecting Liberty Street and Platts Ave
- it facilitates improved conditions (partially) on Canterbury Road.

Note:

» The proponents recommendation is for 8-10 storey buildings.
» The provision of the lane-way whilst providing a public benefit is essential to the access and functioning of the subject site and does not warrant any further development incentives.
» The lane is being built on land currently zoned R3 -Medium Density Residential and the upzoning over this residential land more than compensates for the provision of the lane.
» It is highly desirable for this rear lane to be dedicated to Council for legal, management and maintenance reasons.

3.0 CLEP/ DCP Discussion

3.1 CLEP 2012

The existing CLEP 2012 applies the following controls to the subject site:

- Zoning B6 (Enterprise Corridor)
- Building Height - 12m (3-4 storey)
- Floor Space Ratio - N.A

These generally are not conducive to the redevelopment of the site to a higher use.

Thus a rezoning and height increase is justifiable

3.2 DCP

The Canterbury DCP has been reviewed in the context of the proposal (see Appendix 2).

This suggests that:
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 highly desirable in order to optimize development potential of the site.

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

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

4.0 SEPP No 65 Discussion

4.1 Review against Principles/ Criteria

A review of the proposal under the principles/ criteria used in SEPP No 65 is appended (Appendices 1 and 3)

This review concludes the following:

- The proposal as set out in the proponents Urban Design Analysis Report is generally able to be supported with the exception of 10 storey (30m) building height.
  The proposal also requires further detailed development and documentation to clearly articulate that it does comply in actuality with SEPP No 65 Principles and Guidelines. This may be provided at a later date with DA.

- A clear concise detailed "Landscape Strategy" is required by a qualified Landscape Architect which addresses:

    - Deep soil planting
    - Public domain
    - Public/private interface
    - Podium communal use and semi-deep soil planting opportunities
    - Communal facilities and amenities proposed

- The amalgamation of the corner service station site (650-658 Canterbury Road and 2 Liberty Street) is desirable for the development of this site and
  particularly to the reconfiguration proposed in order to:

    - Significantly improve the Canterbury Road streetscape and landscape
    - Optimise the development efficiency of the site including:
        - » Building edge treatments/ setbacks/ connections
        - » Efficient design and access to car parking/ servicing
        - » Excavation and construction management
    - Optimise basement parking
    - Activate Canterbury Road
    - Not leave an isolated, prominent and difficult to develop site remaining

4.2 SEPP No 65 Apartment Design Guide Discussion

A review of the proposal against the Draft Design Guide is included in Appendix 4 and summarized below.

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 site is appropriate for Urban General categorization rather than Enterprise Area and as an Urban Neighborhood.
- 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 and through-site link
    - incorporating mixed- use
    - improving environmental efficiencies
    - Supporting flexibility to improve amenity

The Proposal can contribute significantly to the realisation of these opportunities with appropriate design development.
There is no reason to believe that the principles and rules of thumb contained in the Design Guide cannot be fully realised.

5.0 Canterbury Road Masterplan Discussion

The proposal has been reviewed against "The Canterbury Road Corridor Masterplan". This is included in Appendix 5 and summarized below.

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 redevelopment.

The amalgamated site could facilitate a re-profiled Canterbury Road 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.

The frontage types proposed in the Masterplan are able to be achieved.

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 8 storey mixed-use building with garden apartments to Liberty street and Platts Ave and apartments over retail to Canterbury Road.

Major public benefits could be provided by provision of the rear lane and Canterbury Road improvements, such development was envisaged in the Masterplan under the heading of "Urban General" between nodes.

6.0 Conclusions

A review of the relevant Council documents including:

- CLEP/ DCP
- SEPP No 65
- Canterbury Road Masterplan

Plus documents provided by the proponent including:

- Urban Design Analysis (by Geoform Architects)
- Planning Proposal (by DCCP planning Dec 2014)
- Traffic and Parking Impact (by Marshall and Assocs Nov 2014)

Suggests that there is potential to alter development controls for this subject site in the following manner:

- increase building height to 25m, 8 storeys maximum
- rezone the site to B5 (Business Development)
- The 45° height planes should remain from the new residential boundary at the rear
- permit localized building heights to 8 storeys with some reduction of central Canterbury Road frontage to 4-5 storeys.

These increases should however by dependent on the following:

- full amalgamation of the site (if at all possible) or demonstration of how the remnant corner site may be developed in the future
- the provision and dedication to Council of the rear lane connecting Liberty street and Platts Ave
- the provision of the proposed street widening to Canterbury Road as recommended in the Canterbury Road Masterplan and the DCP.

Building Height

The general proposal for development along Canterbury Road was for slab type buildings along both side of the road with a mix of 3-6 storey buildings, and building up to about 8 storeys at designated nodes.

The subject site is between nodes and thus could have expected to be developed at around 6 storeys along the Canterbury Road frontage and sloping down to the adjacent residential properties to the rear (South).

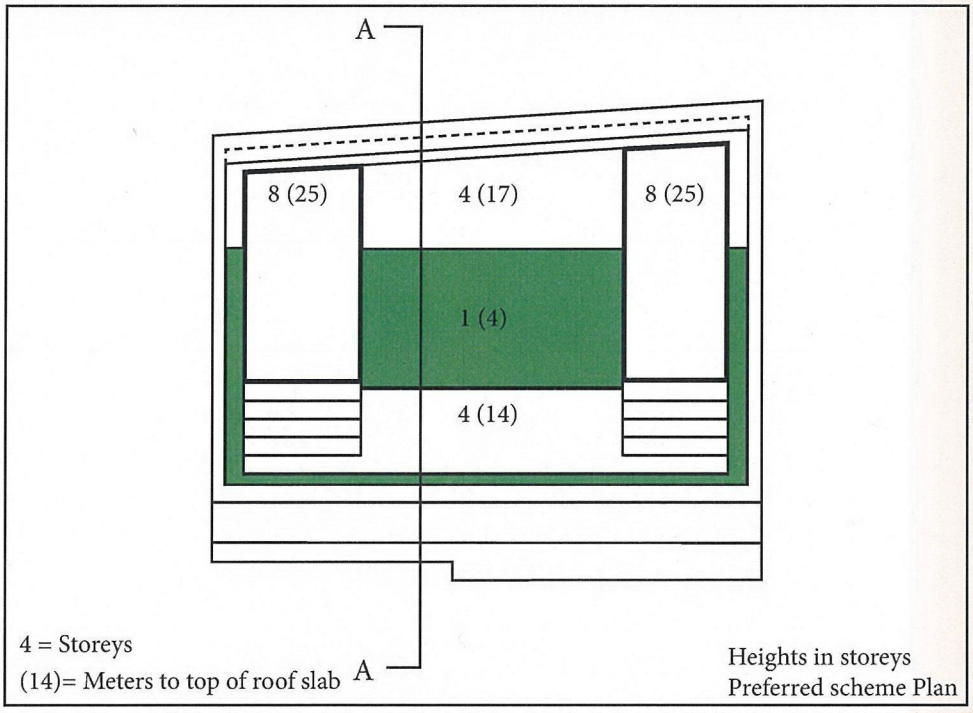
The proponents have made a case for the re-allocation of floor space from the Canterbury Road frontage into two towers fronting Canterbury Road (but also Liberty street and Platts Ave) of 8 storeys (Their drawings however show 10 storeys).

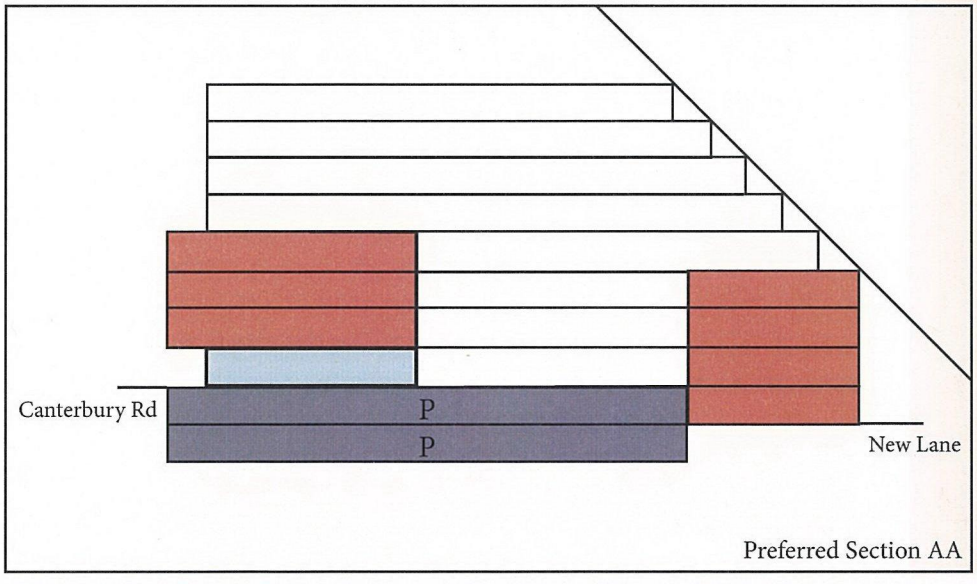
This :

- Reduces traffic impacts on apartments from Canterbury Road
- Permits sunlight penetration to the central court
- Improves solar access to all units
- Improves ventilation and dispersal of airborne pollutants from Canterbury Road

Whilst generally sympathetic with this solution ,however we are unconvinced of the need to increase the towers to 30m and particularly to 10 storeys.

This will be excessive in the context of existing and future Canterbury Road Framework (8 storey nodes and 3-6 storey between). We would suggest 8 storey maximum which could be 25m. in height (to top of the roof slab)





7.0 Recommendations

1. Strongly seek to amalgamate site on corner of Canterbury Road and Liberty street.
   Demonstrate that all reasonable efforts have been made.
   Demonstrate how the remnant isolated site might be redeveloped to full potential at a later date.
2. Rezone the subject site from B6 to B5 (Business Development)
3. Permit modified height limits as set out below permitting development to a maximum of 8 storeys/ 25m (see attached plan).
4. Balance the floor space increase (additional height to 8 storeys), with reduction in central block Canterbury Road frontage (4 -5 storeys).
5. Provide (and dedicate to Council) the rear lane connecting Platts Ave and Liberty street.
6. Provide (and dedicate to Council) 3m setback for the improvements of Canterbury Road and Fund landscape/verge improvements.
7. Provide parking/servicing access from rear lane (including potential to connect with basement of corner non-amalgamated site).
8. Develop terrace type development to rear lane with a small forecourt and direct pedestrian access from the lane
9. Develop lower level apartments to Platts Ave and Liberty street with a small entry forecourt (and desirably deep soil planting) and direct pedestrian entry from the street.
10. Provide a pedestrian colonnade to Canterbury Road as shown in Masterplan and DCP to facilitate access to commercial development (and residential lobby(s))
11. Engage services of qualified landscape Architect in order to:
    - Explore deep soil planting potential on Liberty St, Platts Ave and rear lane
    - Provide a coherent and functional plan for the central courtyard
    - Provide details for public/ private edge treatments (and deep soil opportunity) for Liberty, Platts and rear lane
    - Facilitate strong street planting to Canterbury Road, Liberty Street, Platts Ave and rear lane
    - Investigate potential for optimising deep soil planting around the perimeter of the site where possible (lane, Liberty St, Platts Ave)
12. Provide direct pedestrian access/ entries to RFB's from Canterbury Road, Platts Ave, Liberty Street and rear lane.

13. Create avenue street tree planting to Canterbury Road to improve pedestrian safety and amenity and improve the residential environment

14. Create street tree planting to Liberty Street and Platts Ave to enhance street amenity

15. Facilitate deep soil planting to new rear lane (3m Setback) and Liberty Street and Platts Ave (3-5m setbacks)

    Note that as conceded in SEPP No 65 and in Guidelines, it is difficult to provide deep soil planting in major mixed-use development In this case narrow strips 3-5m along street frontages should be considered to contribute to street treatments and soften buildings to the streets

16. Deep planters (1-1.5m) should be considered on the podium to provide semi-deep soil and allow reasonably large tree planting on podium.

17. The Landscape Plan should carefully articulate the future design and communal use of the podium by residents.

18. Common facilities and amenities for residents (meeting rooms, gym, pool, barbecues, etc) should be provided and readily accessible to all residents

19. Small private courtyard spaces should be provided between street / lane frontage and front of residential buildings and fronting onto courtyard podium. Access to ground floor buildings should desirably be provided directly from the street.

20. Balconies and terraces should be capable of containing appropriate furniture and should be landscaped for privacy, amenity and Eco-consciousness.

21. In order to minimise implications for the potential isolated site on the corner of Liberty street:

    - Allow for future basement parking access through the subject site
    - Remove setback conditions with this site and assume blank wall conditions at boundaries
    - Assume communal open space of isolated site will be provided on the roof of the four (4) storey element.

Appendix 1

Urban Design Assessment

REPORT OF THE URBAN DESIGN REVIEW

March 2015

ITEM

Date of Assessment:	March 2015
Applicant:	----------
Architect:	----------
Property Address:	642-644 Canterbury Road, Belmore, NSW
Description:	Mixed- use RFB
No. of Buildings:	Integrated development
No. of Storeys:	Approx 8 storeys
No. of Units:	Approve 152
Consent Authority Responsible:	Canterbury City Council
Application No.:	N/A
Declaration of Conflict of Interest:	Nil

SEPP 65 – Design Quality of Residential Flat Buildings	Comments
Context Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area. Responding to context involves identifying the desirable elements of a location's current character or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area.	The proposal fits generally into the Desired Future Character of Canterbury Road. The Masterplan promotes a series of mixed-use activity nodes along the road with roadside service, mixed-use and/or residential development between. This site is not designated as a node, nevertheless, the potential amalgamation of two large sites and the capacity to create the important rear lane connection provides special opportunities. The creation of the rear access lane enables traffic access and circulation around the site as well as providing an edge separating the higher density mixed-use development from adjacent residential cottages to the south. The Canterbury Road Corridor can be enhanced by such mixed- use development to revitalize the generally obsolete and unattractive roadside industrial and service uses. Note that the RMS has specific requirements, which do not facilitate "context sensitive" road and land-use design. They should be further consulted in this regard. The Optimal development of this block depends upon amalgamation with the service station site at the corner of Platts Ave and Canterbury Road.

Scale Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings. Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.	The proposal generally fits within height planes angled up from the rear of the site (to protect residential amenity). The proposal presents as two x 8-10 storey plus towers encompassing a 4 storey slab building to permit solar access into the communal space at the rear of the site and optimization of solar access and ventilation to units as well as improved passive surveillance of the new lane. The terrace type units to the rear lane present an appropriate transition in scale to the adjacent residential area to the south. It is proposed that tree planting will also be used to mediate this transition. Note that the Masterplan suggests a building height of approximately 6 storeys rather than the 8-10 storeys proposed. It is felt that the additional storeys will over emphasize the scale and bulk of this part of Canterbury Road which is not a "node".
Built Form Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.	The Masterplan seeks to propose a 3-6 storey slab building fronting Canterbury Road and set back above level 3. The proposal is for two x 8-10 storey towers parallel with Liberty Street and Platts Ave. This will deliver a very similar floor space, will permit more solar penetration into and through the site and will permit better solar access to units. This would however, over-emphasize this section of Canterbury Road at the expense of proposed nodes and cannot therefore be fully supported.

Density Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents). Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.	The proposal has a calculated floor space ratio of 2.7:1 yielding 152 units at a density of about 320 dwellings/ha in a mix of 1,2 and 3 bedroom units. The density is similar to that which could have been achieved with a 6 storey slab building fronting Canterbury Road turning both corners and then sloping down to the rear boundary. The 10 storey towers (as proposed) provide too much bulk and scale (and height) and should be reduced to 8 storeys.
Resource, energy and water efficiency Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction. Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water.	The proposal should be able to comply with BASIX and with SEPP No 65 Rules of Thumb with respect to hours of sunlight, cross ventilation, overshadowing etc, this needs to be demonstrated. Such a major building should however be able to contribute further with respect to: • Solar collectors • WSUD/water collection/ detention and re-use for irrigation

Landscape	
Good design recognizes that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain. Landscape design builds on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighborhood character, or desired future character. Landscape design should optimize usability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long term management.	The following areas of landscape opportunities should be explored (with the assistance of a certified Landscape Architect) • Avenue street tree planting to Canterbury Road to improve pedestrian safety and amenity and improve the residential environment • Street tree planting to Liberty Street and Platts Ave to enhance street amenity • Deep soil planting to new rear lane (3m Setback) and Liberty Street and Platts Ave (3-5m setbacks) • Note that as conceded in SEPP No 65 and in Guidelines. It is difficult to provide deep soil planting in major mixed-use development • In this case narrow strips 3-5m along street frontages should be considered to contribute to street treatments and soften buildings to the streets • Deep planters (1-1.5m) should be considered on the podium to provide semi-deep soil and allow reasonably large tree planting on podium. • The Landscape Plan should carefully articulate the future design and communal use of the podium by residents. • Common facilities and amenities for residents (meeting rooms, gym, pool, barbecues, etc) should be readily accessible to all residents • Small private courtyard spaces should be provided between street / lane frontage and front of residential buildings and fronting onto courtyard podium. Access to ground floor apartments should desirably be provided directly from the street. • Balconies and terraces should be capable of containing appropriate furniture and should be landscaped for privacy and amenity.

Amenity Good design provides amenity through the physical, spatial and environmental quality of a development. Optimizing amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility.	The current plans are not sufficiently detailed to confirm appropriate provision of amenities and communal facilities The plans are also not sufficiently detailed to comment on size, location or design of rooms, balconies, storage, corridors, natural ventilation, foyers etc in terms of SEPP No 65 requirements. This will come later at DA stage. there are no apparent reasons why the above should not be provided. It does however, appear that SEPP No 65 criteria can be met.
Safety and security Good design optimizes safety and security, both internal to the development and for the public domain. This is achieved by maximizing overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non-visible areas, maximizing activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.	The proposal caters to safety and security in the following ways: • Residences generally provide passive surveillance to public domain and communal areas, however, further CPTED principles should be incorporated into detailed design • Secure parking for residents is able to be provided • Residential entries are able to be designed for safety • Ground floor residences should have direct entry from the street/lane
Social, dimensions and housing affordability Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities. New developments should optimize the provision of housing to suit the social mix and needs in the neighborhood or, in the case of precincts undergoing transition, provide for the desired future community. New developments should address housing affordability by optimizing the provision of economic housing choices and providing a mix of housing types to cater for different budgets and housing needs.	The proposal needs to clearly articulate: • The dwelling mix • Any proposals for affordable housing • Provision of landscaped open space and facilities for use of residents • Any proposals for provision of facilities/amenities for the wider public /community benefit. • Clear explanation of how SEPP No 65 criteria and Rules of Thumbs may be addressed

Aesthetics Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.	The proposal needs to provide a variety of plans, elevations, and 3D Models, which generate a clear understanding of what the proposal will look like and what the driving aesthetic elements might be from major viewpoints. Note that views and vistas from Canterbury Road should be shown. The proponents have made a very good start on this with their planning proposal documentation.

CONCLUSION

- The proposal as set out in the Urban Design Analysis Report is generally able to be supported except for building height. It does however, require further detailed development and documentation to clearly articulate that it does comply in actuality with SEPP No 65 Principles and Guidelines.

- Whilst we are comfortable with the general height distribution, we are nevertheless, concerned that the proposed height may be excessive within the Canterbury Road context.
  We propose that 8 storeys / 4 storeys are acceptable heights for the Canterbury Road frontage and stepping down as indicated to the rear boundary within the DCP height plane.

- Note that a clear concise detailed "Landscape Strategy" is required by a qualified Landscape Architect which addresses:

  - Deep soil planting
  - Public domain
  - Public/private interface
  - Podium communal use and semi-deep soil planting opportunities
  - Communal facilities and amenities proposed

- The amalgamation of the corner service station site (650-658 Canterbury Road and 2 Liberty street) is highly desirable to optimise the development of this site and to facilitate additional height proposed.

Appendix 2

Canterbury Development Control Plan 2012

REPORT OF THE CANTERBURY DEVELOPMENT CONTROL PLAN 2012 REVIEW

March 2015

The Canterbury DCP 2012 is a single DCP covering the whole LGA. Consequently it covers a wide range of issues many of which have no reference to the subject site and often in a generic manner. Nevertheless, we will attempt to draw out relevant aspects of the DCP and assess how the proposal performs against it.

UNDER PART 3- BUSINESS CENTRES

Canterbury Road is identified as an area of major concern zoned variously as B2 Local Centre, B5 Business Development and B6 Enterprise Corridor.

3.1 ENVELOPE CONTROLS

Note that more complex envelope diagrams are provided for Masterplan sites .... The subject site is not so designated.

3.1.1 SITE AMALGAMATION

Site amalgamation is encouraged in order to achieve optimum development potential/density and improve access to parking/ servicing.

The site at the corner of Canterbury Road and Liberty street should be amalgamated.

3.1.2 AVOID ISOLATING SITES

See discussion on amalgamation

The isolation of the site on the Canterbury Road and Liberty street corner will make future development of this site difficult and will thus possibly reduce the potential for improvement of the Canterbury Road streetscape.

3.1.3 RETENTION OF TRADITIONAL FACADES

NA

3.1.4 MAJOR SITES

- Major sites are identified within neighborhood and town centres that may be able to accommodate additional height. The subject site is not so identified.

Whilst not specifically qualifying the subject site exhibits many characteristics of "major sites".

3.1.5 HEIGHT

- CLEP Controls height (in this case 12m) based on the site **not** being a node and functioning as an **Enterprise Zone**

- This suggests 3 storey development for roadside business.

This was not what was intended in the Masterplan but became entangled in Departmental definitional problems. A height review is desirable to facilitate redevelopment.

3.1.6 DEPTH

18m for residential
24m for commercial

This is acceptable and achievable

3.1.7 SETBACKS

Front

- Additional setbacks (3m) are proposed along Canterbury Road in order to facilitate an improved street section including parking / landscaped verge.

This can be achieved (but only with inclusion of service station in amalgamation)

Side Setbacks

- N.A