

OBJECTIVE B5 Protect and strengthen the primary role of economic corridors	Strategic Outcome B5.1.4 specifically notes that Canterbury Council are to investigate sections of Canterbury Rd as potential Enterprise Corridor in the LEP. This has led to an increase in residential density in many areas of the corridor. Housing is crucial to locate near these future jobs.
OBJECTIVE B7 Recognise the role of enterprise corridors as locations for local employment.	The strategy notes that: <i>"Redevelopment within enterprise Corridors may include residential uses but only where it can be designed so there is minimal impact on the residential units from road noise and pollution."</i> Part of the conversion of a potential corridor into a thriving effective employment hub is people and accessibility. Appropriate regard will be given at the DA stages to noise and pollution, but these are all achievable and manageable. Canterbury Rd is noted in this context.
HOUSING	COMMENT
OBJECTIVE C1 Ensure adequate supply of land and sites for residential development Action C1.3 Plan for increased housing capacity targets in existing areas.	The draft Subregion Strategy notes: <i>"Across the metropolitan region a target of 60–70 per cent of new housing will be accommodated in existing urban areas, focused around centres and corridors"</i> No new release areas are identified within the subregion. Meritorious infill development will take up the 7,100 dwellings earmarked for Canterbury area. This will be within centres and corridors.
OBJECTIVE C2 Plan for a housing mix near jobs, transport and services Action C2.1 Focus residential development around centres, town centres, villages and neighbourhood centres. Action C2.3 Provide a mix of housing.	The Planning Proposal is also well accessed to transport, services and employment lands. <i>"The state Plan sets a target to increase the proportion of people living within 30 minutes by public transport of a strategic centre, as part of Priority E5 'Jobs closer to home'."</i> This Planning Proposal helps achieve these actions.
OBJECTIVE C3 Renew local centres	This proposal locates people near to a centre but within a corridor.
OBJECTIVE C4 Improve housing affordability Action C4.1 Improve the affordability of housing Action C4.3 Use planning mechanisms to provide affordable housing	The best way to deal with affordability is to continue to provide adequate supply. Residential units such as those proposed in this Planning Proposal will assist in improving affordability. Furthermore, housing on a main road is likely to be more affordable than other housing in more attractive areas. This contributes to the overall mix of housing across Sydney and is an important consideration.

OBJECTIVE C5 Improve the quality of new development and urban renewal	SEPP 65 and local design panels help in this regard.
Action C5.1 Improve the design of new development	The draft strategy does identify concern about housing on main roads. The proposal remains in accordance with Council's policy in relation to this road and that is to allow some appropriate density.

4.2 NSW 2021: Plan to make NSW number 1

The NSW 2021 Plan essentially complements the Metropolitan Strategy. It is a ten year plan built around five broad strategies: (1) rebuild the economy, (2) return quality services, (3) renovate infrastructure, (4) restore government accountability and (5) strengthen local environments and communities. The Plan seeks to secure +100,000 new jobs in the State by 2021 of which +60,000 will be provided in non-Regional localities. It also targets the provision of at least +25,000 new homes per annum in Sydney to 2021. This specific target is listed in Goal No. 5 which aims to improve affordability. With 2.25M new residents expected in NSW to 2036 it is expected that 75% of these will live in Sydney. This will continue to put an upward pressure on housing prices and rent unless supply is increased to meet demand.

Goal No's 8 and 9 also seek to make public transport and attractive and viable alternative for residents. While the Plan focuses more on service quality, this Planning Proposal will also make housing on transport nodes a more attractive option for residents.

Goal 20 of the NSW 2021 Plan seeks to 'Build Liveable Centres'. A priority action is:

Work closely with local councils and communities to deliver local land use controls that identify land use zonings and appropriate development outcomes to support the delivery of housing and employment targets in the metropolitan and regional strategies

This Planning Proposal supports this initiative. It is considered that the attached Urban Design Study has thoroughly interrogated the site and assessed the appropriate building forms possible within the context of Sydney's need for housing density in suitable locations. The addition of the laneway also improves transport connections and therefore the overall amenity of the area.

4.3 Draft Metropolitan Strategy for Sydney

This Planning Proposal generally accords with the draft Metropolitan Strategy. The document is largely silent on the specifics of this exact site in terms of significant future vision.

It is not considered that it compromises any aspect of the Strategy.

5. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

City of Canterbury – Community Strategic Plan 2014 - 2023:

No major inconsistencies are observed with this Plan. While the plan is not overly specific in relation to individual sites, it is contended that this proposal meets the objectives which aim to provide diverse, sustainable housing in appropriate locations near transport and services. There is also a focus to maintaining an appropriate mix of houses and units while allowing appropriate growth to nurture and prosper local business.

It is considered that maximising density along Canterbury Road with a reduced scale adjoining nearby houses is an appropriate means of achieving these objectives.

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

The Planning Proposal has been considered in relation to the following applicable State Environmental Planning Policies (SEPPs). It is not considered that the planning proposal contains any provisions that fail to accord with the application of those SEPPs.

Table 3 – Assessment against relevant State Environmental Planning Policies

State Environmental Planning Policies		Applies	Consistent
1	Development Standards	Yes	✓
4	Development Without Consent & Miscellaneous Development	Yes	✓
6	Number of Storeys in a Building	Yes	✓
14	Coastal Wetlands		N/A
15	Rural Land sharing Communities		N/A
19	Bushland in Urban Areas		N/A
21	Caravan Parks		N/A
22	Shops & Commercial Premises	Yes	✓
26	Littoral Rainforests		N/A
29	Western Sydney Recreation Area		N/A
30	Intensive Agriculture		N/A
32	Urban Consolidation (Redevelopment of Urban Land)	Yes	✓see notes
33	Hazardous & Offensive Development		N/A
36	Manufactured Home Estates		N/A
39	Spit Island Bird Habitat		N/A
41	Casino Entertainment Complex		N/A
44	Koala Habitat Protection		N/A
47	Moore Park Showground		N/A
50	Canal Estate Development		N/A
52	Farm Dams & Other Works Land/Water		N/A

	Management Plan Areas		
55	Remediation of Land	Yes	✓see notes
59	Central Western Sydney Regional Open Space and Residential		N/A
60	Exempt & Complying Development	Yes	✓
62	Sustainable Aquaculture		N/A
64	Advertising & Signage	Yes	✓
65	Design Quality of Residential Flat Development	Yes	✓see notes
70	Affordable Housing (Revised Schemes)	Yes	✓
71	Coastal Protection		N/A
	(Affordable Rental Housing) 2009	Yes	✓
	(Building Sustainability Index: BASIX) 2004	Yes	✓
	(Exempt & Complying Development Codes) 2008	Yes	✓
	(Housing for Seniors or People with a Disability) 2004	Yes	✓
	(Infrastructure) 2007	Yes	✓see notes
	(Kosciuszko National Park–Alpine Resorts) 2007		N/A
	(Kurnell Peninsula) 1989		N/A
	(Major Development) 2005		N/A
	(Mining, Petroleum Production & Extractive Industries) 2007		N/A
	(Penrith Lakes Scheme) 1989		N/A
	(Rural Lands) 2008		N/A
	(SEPP 53 Transitional Provisions) 2011		N/A
	(State & Regional Development) 2011		N/A
	(Sydney Drinking Water Catchment) 2011		N/A
	(Sydney Region Growth Centres) 2006		N/A
	(Temporary Structures) 2007		N/A
	(Urban Renewal) 2010	Yes	✓
	(Western Sydney Employment Area) 2009		N/A
	(Western Sydney Parklands) 2009		N/A
	Greater Metropolitan REP No 2–Georges River Catchment		N/A
	Sydney REP (Sydney Harbour Catchment)		N/A
	Sydney REP No 18 - Transport Corridors		N/A
	Draft SEPP (Competition)	Yes	✓see notes

Specific comments in relation to the more relevant SEPPs are provided below:

6.1 SEPP 32 – Urban Consolidation:

The SEPP aims to promote the orderly and economic use and development of land by enabling urban land, which is no longer required for the purpose for which it is currently zoned or used, to be redeveloped for multi-unit housing and related development. This planning proposal, by proposing the permissibility of high density residential development in the form of residential flat buildings on the site, is consistent with this SEPP.

The land is not considered to be a prime employment site, although it is currently used as such. An appropriate rezoning is required to facilitate higher density residential development than is currently permissible on the site. This is in accordance with several State initiatives and the mixed use zone will still provide for employment uses on the site.

6.2 SEPP 55 – Contamination:

Clause 6 of the SEPP requires that contamination issues be considered in a rezoning proposal.

- (1) *In preparing an environmental planning instrument, a planning authority is not to include in a particular zone (within the meaning of the instrument) any land specified in subclause (4) if the inclusion of the land in that zone would permit a change of use of the land, unless:*
 - (a) *the planning authority has considered whether the land is contaminated, and*
 - (b) *if the land is contaminated, the planning authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and*
 - (c) *if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning authority is satisfied that the land will be so remediated before the land is used for that purpose.*
- (2) *Before including land in a particular zone, the planning authority is to obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.*

SEPP 55 provides that a consent authority must not consent to the carrying out of development unless it has considered whether the land is contaminated and, if the land is contaminated, that it is suitable for the proposed use(s) within the development. Where remediation is required to make the land suitable for the proposed use(s), the land is required to be remediated before the use commences.

A Phase 1 contamination assessment has been carried out and is attached at **Appendix 3**.

It concludes that a detailed investigation will need to be carried out but that the site can be made suitable for residential habitation. The detailed study will be provided post Gateway with a Part 4 Development Application (DA) as a Phase 2 contamination assessment.

6.3 SEPP 65 - Design Quality of Residential Flat Development

Clause 28 of the SEPP requires that in preparing an environmental planning instrument that makes provision for residential flat development, a provision shall be included in the instrument or plan to ensure the achievement of design quality in accordance with the design quality principles and have regard to the publication NSW Residential Flat Design Code 2002.

It is noted that SEPP 65 will be required to be considered during the assessment of any future development on the site that includes three or more storeys and four or more dwellings.

The key findings of the Urban Resign Report indicate that SEPP 65 Principles and rules of context can be achieved at any future development application stage. The separation distances and solar access principles have been considered in the conceptual design of building envelopes reflected in the Report (Appendix 1). A more thorough examination of building design will be provided at the DA stage and for this reason it is requested that this Planning Proposal be assessed simultaneously with a DA for the site.

6.4 SEPP (Infrastructure) 2007:

This SEPP will have relevance particularly at the DA stage of any development due to its proximity to Canterbury Road.

The SEPP has specific relevance for multi-unit housing and also flood mitigation works, parks and public reserves, storm-water management systems and waterway or foreshore management activities.

Clause 104 of the Infrastructure SEPP 2007 (formerly SEPP 11) outlines the planning requirements for traffic generating development listed in Schedule 3 of the SEPP. This development will be captured by this clause and will also require assessment at the DA stage.

Structural engineering and acoustic engineering advice as well as other specialized reports will be required at the DA stage however it is considered that the requirements of the SEPP can be met at this stage. Details as required can be provided after Gateway determination if required.

6.5 Draft SEPP (Competition):

The draft SEPP proposes that:

- the commercial viability of a proposed development may not be taken into consideration by a consent authority, usually the local council, when determining development applications;
- the likely impact of a proposed development on the commercial viability of other individual businesses may also not be considered; except
 - if the proposed development is likely to have an overall adverse impact on the extent and adequacy of local community services and facilities, taking into account those to be provided by the proposed development itself; and
 - any restrictions in local planning instruments on the number of a particular type of retail store in an area, or the distance between stores of the same type, will have no effect.

The commercial space envisioned in this Planning Proposal will not have a negative impact on competition or on local services. Indeed, it is contended that the residential density will assist in stimulating demand and therefore competition. The zone also limits the types of uses on the site and conventional retail is not permissible. This is in keeping with the Enterprise Corridor character that is being established for the area.

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

Table 4 – Assessment against Ministerial Directions

Relevant Direction	Response
1. Employment and Resources	
1.1 Business and Industrial Zones	<i>The objectives of this direction are:</i> <i>(a) encourage employment growth in suitable locations,</i> <i>(b) protect employment land in business and industrial zones, and</i> <i>(c) support the viability of identified strategic centres.</i> <i>This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).</i> <i>This Direction aims to preserve such lands, however a planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the provisions of the planning proposal that are inconsistent are:</i>

	(a) justified by a strategy which: (i) gives consideration to the objective of this direction, and (ii) identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and (iii) is approved by the Director-General of the Department of Planning, or (b) justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or (c) in accordance with the relevant Regional Strategy or Sub-Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this direction, or (d) of minor significance. Council is currently progressing a planning proposal to rezone this site to B5. No change is proposed to this zone that Council are proposing. It is a technical matter that at the time of writing the site is zoned B6. The proposed zoning change does not make a material reduction in employment lands and accords with Council's proposed zone as exhibited.
1.2 Rural Zones	N/A
1.3 Mining, Petroleum Production & Extractive Industries	N/A
1.4 Oyster Aquaculture	N/A
1.5 Rural Lands	N/A
2. Environment and Heritage	
2.1 Environmental Protection Zones	N/A
2.2 Coastal Protection	N/A
2.3 Heritage Conservation	The Proposal does not directly affect a heritage item and there is no item nearby.
2.4 Recreation Vehicle Areas	N/A
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zone	The objectives of this direction are: (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, (c) to minimise the impact of residential development on the environment and resource lands. It is considered that the proposed development will meet the objectives outlined above and certainly offer a mix of housing types in proximity to infrastructure and services, thereby enhancing their efficiency. This site is able to accommodate a significant building with massing higher to the north of the site. The urban design study (Appendix 1) demonstrates how a typical building form can perform on the site. The presence of the new laneway and reduced building heights towards the south allow for a transition of building forms which are considered reasonable. This will be further examined at the DA stage.
3.2 Caravan parks & Manufactured Home Estates	N/A
3.3 Home Occupations	N/A

3.4 Integrated Land use and Transport	(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight. It is considered that the proposal achieves these objectives by virtue of access to existing transport infrastructure and nearby employment lands. The proposed new laneway connection will dramatically enhance the traffic connectivity in the local area and take demand off Canterbury Road. The site also has direct bus access to Campsie, Canterbury, Hurstville, Rockdale, Five Dock and Roselands Shopping Centre. This all services to reduce car reliance and put housing near jobs. This demonstrates the project's suitability having regard to this Direction. A Traffic and Parking Report is attached at Appendix 2 which examines the impact of the proposed additional height beyond the 18m proposed by Council with detailed SIDRA modelling. A meeting has been held with the RMS and the RMS has reviewed the Traffic report. Minutes of the meeting are attached as an appendix.
3.5 Development Near Licensed Aerodromes	The Bankstown Aerodrome is located well away from the site.
4. Hazard and Risk	
4.1 Acid Sulphate Soils	The site is not affected.
4.2 Mine Subsidence and Unstable Land	N/A
4.3 Flood Prone Land	The site is not affected.
4.4 Planning for Bushfire Protection	N/A
5. Regional Planning	
5.1 Implementation of Regional Strategies	N/A
5.2 Sydney Drinking Water Catchments	N/A
5.3 Farmland of State and Regional Significance - NSW Far North Coast	N/A
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A
5.8 Second Sydney's Airport Badgerys Creek	N/A

6. Local Plan Making	
6.1 Approval and Referral Requirements	N/A
6.2 Reserving Land for Public Purposes	N/A
6.3 Site Specific provisions	No restrictive site specific provisions are proposed for this site. It is considered that the Height of Buildings Map can sufficiently control the transition in heights throughout the site.
7. Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	It is considered that the planning proposal is shown to be consistent with the NSW Government's Metropolitan Plan for Sydney 2036, the Draft Metropolitan Strategy and the draft Subregional Strategy. This has been well demonstrated within this overall submission Practice Note (PS 11-005) goes on to require planning proposals to implement the vision, transport and land use strategy, policies, outcomes and actions of the Metropolitan Plan for Sydney 2036. The Metropolitan Plan for Sydney 2036 focuses on the integration of land use and transport planning and emphasises connections and networks within Sydney as a city of cities. The subject site is in a key location in a precinct that has been identified with opportunities for urban renewal and shop top housing. The Planning Proposal is considered to be consistent with this direction.

Section C – Environmental, social and economic impact.

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

The site currently comprises existing low density buildings is not likely to contain critical habitat, threatened species, populations or ecological communities or their habitats.

- 9. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

9.1 Land use compatibility:

A Gateway determination already exists to rezone the land to B5 as part of a broader initiative of Canterbury Road revitalisation.

No change is suggested to this overall zone and the land-use is considered compatible with adjoining lands. The Planning Proposal is considered to support zone objectives and is compatible with the local context. The inclusion of a higher density residential component with new ground level business zone will not result in the loss of employment related land uses.

The Urban Design Report outlines clearly the likely building forms for the land and includes an analysis of building forms, separations and relationships with adjoining land. It is contended that building forms proposed are sustainable and manageable and align with State Government strategic initiatives.

9.2 Local road capacity and traffic impact

Traffic is a major consideration along Canterbury Road. The Roads and Maritime Services (RMS) have recently requested that Council carry out a detailed traffic report in relation to the Canterbury Road Corridor. In short they are requiring a more detailed assessment of traffic impact as part of the approval process.

A detailed site specific traffic report has been prepared for this proposal (**Appendix 2**) and carries out a detailed assessment for this site and nearby intersections. Key findings from the report include:

- The design of the entrance driveway and loading dock have been checked using Autoturn 8.0.
- The proposed traffic generation for the development is 46 vehicles in the AM peak hour and 46 vehicles in the PM peak hour.
- The SIDRA analysis of the existing scenario at the intersection of Canterbury Road and Kingsgrove Road gives a Level of Service of D in the AM peak hour and C in the PM peak hour. Future volumes from this development are low and do not change the operational capacity of this intersection. The future volumes have been modelled in two scenarios. Scenario1 PD1 models the intersection with no changes to the intersection.
- Scenario 2 PD2 has been modelled to show a change to the geometric alignment by removing one south bound lane and providing a separate right turn lane into Canterbury Road. This scenario improves the operating capacity of this intersection to Level of Service C in the AM and PM peak hours. This proposal was not supported by the RMS.

Further, a meeting was held with the RMS on 28 November 2014 to discuss this Planning Proposal. The RMS were supportive of the project. The formal minutes from this meeting are attached at **Appendix 4**.

In respect to residential amenity, it is noted that two existing dwellings will now be located next to a laneway. This will change the character of these homes and result in some potential increase in traffic noise and pedestrian activity along their northern boundary. This impact is acknowledged and while it may have some perceived benefit it is also noted that many would consider this a negative impact.

Lower rise units and terrace style dwellings are envisaged on the northern side of the lane. The activation of this frontage at the lower level will serve to provide a good level of surveillance to the laneway itself. This is appropriate in terms of CPTED principles. It is also suggested that access to the basement area occur from the side streets (Platts Ave or Liberty St). This will reduce traffic noise and possible roller door noise associated with the development.

The impact of this is noted however the broader community benefit of the laneway must be held in balance. This is a key consideration but one that is considered to be warranted in the circumstance as Sydney grows significantly over the next few decades. The revitalisation of a corridor will bring many changes and some impacts. They must be well managed but also understood to be a part of growth and urban evolution.

9.3 Overshadowing impact

The attached Urban Design Report examines the overshadowing resulting from the site. The topography of the site and orientation mean that overshadowing has the potential to adversely impact the houses to the south. The location of the laneway between the units and the housing is considered desirable in transition but also to enlarge building separation distances.

The transition in height also helps alleviate impacts in this regard.

This is essentially a consideration for DA assessment however the attached modelling demonstrates that the site is capable of density without unacceptable impact. Significant examination of overshadowing to the south has been carried out and has informed final building heights within the proposal. The assessment of the DA with the Planning Proposal will assist in mitigating and managing impacts from overshadowing.

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

The site is already being considered for new mixed use housing of about six (6) storeys. Some sites along Canterbury Road are being explored for 25m tall residential buildings. This has been generally contained to sites that may allow for an appropriate transition or separation to other buildings. It is considered that a height transition from 14m to 30m (as proposed) in addition to the laneway creates an environment where additional height can be suitably explored on the site. The significant site area of over 4500m² also assists in accommodating higher density with minimal unacceptable impact.

Council has already considered these impacts in rezoning the site to B5 and increasing the height to 18m. The additional height and minor increase to the zoning boundary will not create a dramatic increase in impact from what has been considered. The attached Urban Design Report illustrates this.

Section 10.1 below examines the nature of the likely future development including a yield analysis. This is considered useful and appropriate in terms of quantifying the impact on the area in terms of the increase in human population. It is considered that social and economic impact assessment reports can be provided post-Gateway if considered necessary.

10.1 A comment on the Urban Design Concept

An Urban Design Report (**Appendix 1**) accompanies this Planning Proposal. This Plan will ultimately inform the LEP maps.

The following principles have guided the development concept envisioned for this site:

Building envelopes:

The proposed building heights provide for a gradation in height down from Canterbury Road to the north down to four storeys adjacent to the lane. This design has arisen from a desire to ensure adequate light is available to southern properties during mid-winter.

Height maps will legally ensure that building forms follow this pattern.

The Urban Design Report has also examined the building forms in terms of the 10 Design Principles provided by SEPP 65 and Residential Flat Design Code.

Laneway link:

The overall concept features a new laneway along the south side of the amalgamated site. This laneway is approximately 9m wide to allow for two-way traffic and services to allow for pedestrian movement and tree planting.

A strong through-site link brings tremendous public benefit and also connects with other laneways to the east and west. This infrastructure upgrade will be critical as densities along Canterbury Road increase in years to come.

The laneway also allows for more significant building separation distances from homes to the south. These building to building separations vary from over 9m (west) to 15m (east).

Common courtyard:

The larger site size allows for an attractive internal courtyard to be created within the site, above the basement. This will be attractive as well as functional. The design of this courtyard also allows for some south-facing units on the lane to have a northern orientation. Through site linkages from the laneway to the courtyard are also envisaged.

Commercial floor plates:

Commercial space is limited in the zone to business and office space by definition. This means that retail uses and large supermarkets are not allowed on the site. Commercial floor area is confined to that part of the building facing Canterbury Road.

Summary of areas – Estimated:

Determining the floor areas throughout a large site remains a fluid exercise given the mixed-use zone which allows for it to change at the DA stage. Notwithstanding, the following table provides a rough guide as to the current thinking which underpins the Plan for this site:

Proposed land use:	Estimated area:
Residential	11,911m2 (see note below)
Commercial	415m2
Basement	486 m2
Common open space (central park)	885m2
Total Site Area	4522.5m2
FSR – indicative only	2.7:1

Note: The indicative residential area will produce 147 units with the following mix:

- 1 bed = 51 units (34.7%)
- 2 bed = 93 units (63.3%)
- 3 bed = 3 units (2%)

Section D – State and Commonwealth interests.

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

Existing utilities service the site. Upgrading of these services will likely be required to support the scale of development presented in the attached Urban Design Report. Consultation with the relevant service providers will be undertaken during the exhibition of the Planning Proposal to determine the level of amplification, if any, of utilities and services.

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

A planning meeting on 28 November 2014 was carried out with NSW Roads and Maritime Services in relation to this matter. While it was acknowledged that broader strategic traffic studies are required as Council considers expanded density along Canterbury Road, it is not the desire of RMS to hold up meritorious projects in the meantime. The RMS was supportive of this proposed rezoning and have indicated they will support the project in writing. The minutes of this meeting are attached at **Appendix 4**.

Further consultation will begin following Gateway determination. It is expected that the likely agencies will include:

- NSW Roads and Maritime Services,
- NSW Department of Health,
- Relevant Utility Authorities,
- any other authorities directed via Gateway Determination

PART 4 – COMMUNITY CONSULTATION

Public consultation will take place in accordance with the Gateway Determination made by the Minister for Planning in accordance with Section 56 & 57 of the Environmental Planning and Assessment Act 1979. The planning proposal will be made publicly available for a minimum of 28 days.

As part of usual process, community consultation is expected to include a notice in the local newspaper and on Council's web site as well as written notice to land owners in the vicinity of the site. This proposal however suggests a more thorough approach.

Canterbury Council at an extraordinary meeting on 2 October 2014 resolved to defer the rezoning of this subject site to *"allow further community consultation, traffic impact and consideration of the proposed building mass on the site"*. This Planning Proposal seeks to formalise this process and further site examination.

In preparation for the post-Gateway consultation process, the client has appointed Flagship Communications to prepare a preliminary consultation strategy.

Flagship Communications is a specialist communications company with extensive experience in the delivery of community consultation, stakeholder engagement and issues management services to both corporate and government clients. Flagship is pre-qualified to provide community consultation services to the NSW Government and local councils.

The following summarises the expected approach:

Aim and guiding principles

The aim of the consultation process will be to ensure the community and key stakeholders are informed about the development and where appropriate consulted, potential issues and concerns are understood and effective two-way communication is established and maintained.

Communication and interaction with the community and will be guided by the following principles:

- engage both stakeholders and the community to ensure they are informed and are satisfied that every effort has been made to resolve their issues;
- ensure both stakeholders and the community have easy access to information;
- ensure all views are recorded and acknowledged;
- respond to inquiries in a timely manner;
- be sensitive to and understand the needs of the local community and
- manage expectations so the local community and key stakeholders are clear about what influence they have in the decision making process and how their input has been considered or addressed.

Approach

The approach to community consultation will be well planned, in line with the NSW Department of Planning guidelines for community consultation and outlined in a Community and Stakeholder Engagement Plan (CSEP) which will be developed prior to commencement.

It is proposed the consultation process will start post gateway and run for a period of 28 days.

Stakeholders

It is proposed nearby residents and business in Canterbury Road, Liberty Street, Platts Avenue and Forbes Avenue will be consulted. In addition key stakeholders such as local Councillors, Members of Parliament and relevant community groups will also be consulted.

Communication tools

To facilitate two-way communication during the consultation period a dedicated 1300 number and email address will be established.

A community information brochure and feedback sheet will be produced and distributed to nearby residents and businesses as well as key stakeholders. The brochure will contain information about the proposed development, potential impacts and mitigation measures as well as a feedback form and contact details.

Letters will be sent to key stakeholders offering briefings on the proposed development.

In addition local residents, businesses and key stakeholders will be given the opportunity to view the plans and ask questions of the project team at a drop in centre which will operate between 10am and 1pm on Saturday (insert date).

Implementation

It is proposed the consultation process will be implemented in four phases.

Phase 1 – Planning

The first phase will involve a desktop review, meeting with council staff and preparation of CSEP.

Phase 2 – Preparation

The second phase will involve preparation of all written communication material, establishing 1300 number, establishing location for drop in centre and dedicated email address.

Phase 3 – Delivery

This phase will involve delivering of written communication material, responding to inquiries and management of drop in centre.

Phase 4 – Evaluation

The last phase will involve the correlation and summary of data into a report. The findings of this report will be forwarded to Canterbury Council for consideration. The process will be evaluated in accordance with IAP2 principles.