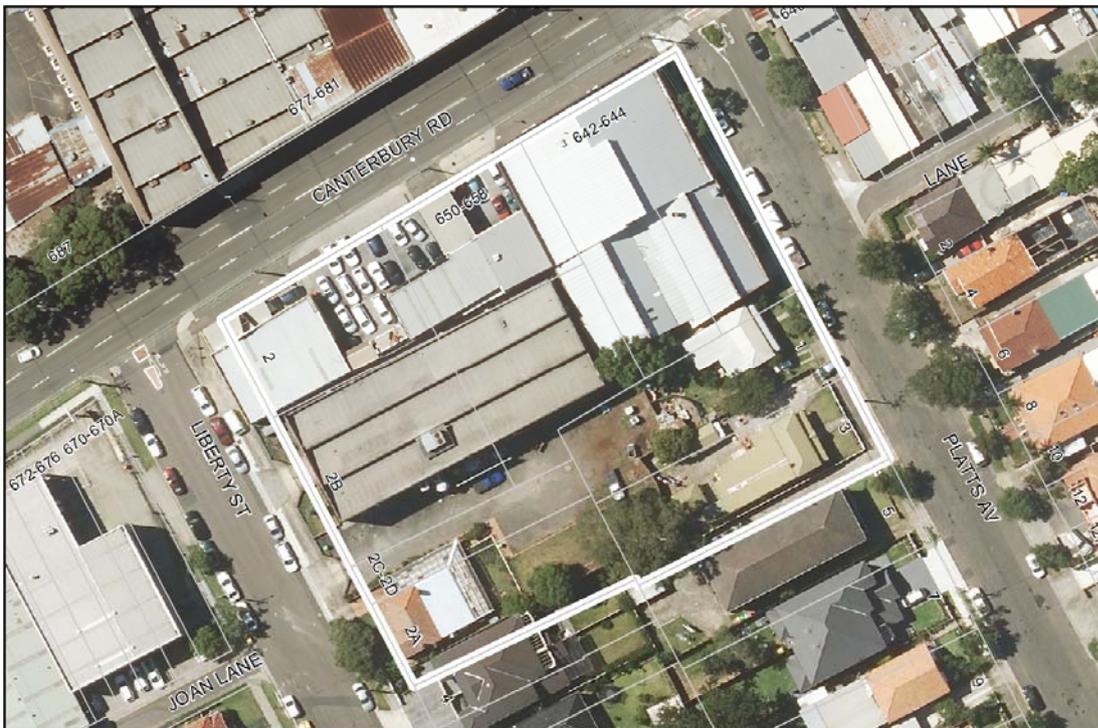




City of Canterbury
City of Cultural Diversity

Planning Proposal to Amend Canterbury Local Environmental Plan 2012



**642-644 and 650-658 Canterbury Road, 1-3
Platts Avenue, 2, 2A, 2B, 2C and 2D Liberty
Street, Belmore**

**City Planning Division
August 2015**

Table of Contents

SECTION		Page
	Executive Summary	2
1.	Land Description and Characteristics	3
2	Subject site	5
3	Existing development	6
4	Transport context	11
5	The proposal	12
6	Objectives or intended outcomes	13
7	Explanation of the provisions – Proposed Amendments	14
8	Justification	15
9	Mapping	23
10	Community Consultation	24
11	Project Timeline	25
 ATTACHMENTS		
1	Information Checklist	27
2	State Environmental Planning Policies	28
3	Section 117 Directions	31
4	Evaluation Criteria for the Delegation of Plan Making Functions	33
5	Delegated plan making reporting template	34
6	Maps	38
7	Council Resolution 9 July 2015	39
8	Proponent’s Planning Proposal Submission	40
9	Annand Alcock Urban Design consultant report	41
10	Proponent’s supporting material; Preliminary Traffic Review and Urban Design report, Concept Plans by Geoform Architect, Environmental Investigation	42
11	Proponent’s submission to RDS planning proposal	43
12	RMS submission to RDS planning proposal	44

EXECUTIVE SUMMARY

In December 2014 Council received a submission from Statewide Planning to initiate the preparation of an amendment to the Canterbury Local Environmental Plan 2012 (CLEP 2012). The amendment (revised in June 2015) relates to Nos.642-644, 650-658 Canterbury Road, 1-3 Platts Avenue and 2, 2A, 2B, 2C and 2D Liberty Street, Belmore and would result in the following:

- A change in zoning from part B6 Enterprise Corridor and part R3 Medium Density Residential to B5 Business Development.
- An increase in the maximum allowable building height from part 8.5m and part 12m to part 0m (laneway), 3m, 14m, 16m, 17m,18m, 22m, and 25m.

The planning proposal will enable the site to be redeveloped for high density mixed use development.

A report on this matter was considered by Council at its meeting of 9 July 2015. Council resolved:

THAT

1. *A planning proposal be prepared to amend Canterbury Local Environmental Plan 2012 and submitted to the Department of Planning and Environment for a Gateway Determination in relation to the following site, and as per the map identified in the report:*
 - *Land at 642-644 and 650-658 Canterbury Road, 1-3 Platts Avenue, 2, 2A, 2B, 2C and 2D Liberty Street, Belmore to be rezoned to B5 with a combination of height limits of 0m (laneway), 3m, 14m, 16m, 17m,18m, 22m, and 25m as shown on the map in the report.*
 - *The subject site be identified in the CLEP key sites "A" map.*
2. *The Planning Proposal be placed on public exhibition should a Gateway Determination authorising such be forthcoming.*

Council's planning proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Infrastructure's "A guide to preparing planning proposals".

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

1. Land Description and Characteristics

The proposal applies to land at 642-644, 650-658 Canterbury Road, Canterbury Road, 1-3 Platts Avenue, 2, 2A, 2B, 2C, 2D Liberty Street, Belmore.

The site is likely to contain two development scenarios shown as development site 'A' and development site 'B'. The proponents have lodged concept plans for the site known as site A which comprises of 8 lots with a total site area of 4,552.5m². Site A does not include the property at 650-658 Canterbury Road and 2 Liberty Street, this site is shown as site 'B' on the map below. The proponent has indicated that there have been attempts made to include this site as part of the development site A, however, they were not able to secure the site. The proponent has provided an indicative concept plan for the development site B (based on the site being included in the overall development).

The planning proposal is to include all lots in site A and site B.

The addresses, titles and size of the site that are included in the planning proposal are described in table 1.

Table 1: Site title and size information

Development site	Address	Title	Size (m ²)
Site A	642 Canterbury Road	Lot 1 DP 5208	581.7
	644 Canterbury Road	Lot 2 DP 5208	581.7
	1 Platts Avenue	Lot 4 DP 5208	607.3
	3 Platts Avenue	Lot 5 DP 5208	670.3
	2A Liberty Street	Lot 51 DP 6042	474.2
	2B Liberty Street	Lot 2 DP 514813	790.4
	2C-2D Liberty Street	Lot B DP 383957	575.4
	2C-2D Liberty Street	Lot 1 DP 1255537	241.5
	Total		4522.5
Site B	650-658 Canterbury Road*	Lot A DP 383957	493.2
	2 Liberty Street*	Lot 1 DP 514813	531.1
	Total		1024.3

Map 1: Two likely development sites the subject of the planning proposal



2. Subject site

The subject site is located on Canterbury Road and also bounded by Liberty Street and Platts Avenue, Belmore. The site has a frontage of 54.4 metres to Canterbury Road, 83.0 metres along the rear (southern) boundary, 62.66 metres to Liberty Street, 70.7 metres to Platts Avenue with a total site area of 4,522.5m².

The site currently consists of 10 allotments. Currently on site at 642-644 Canterbury Road, 2B, 2C-2D Liberty Street are low grade industrial and disused commercial units. Land at 2A Liberty Street and 1, 3 Platts Avenue are single story residential dwellings. The corner use at 650-658 Canterbury Road and 2 Liberty Street (known as site B and not included in the development lot at site A) is a service station with ancillary auto electrical mechanic workshop. This lot has a total site area of 1,024.3m².

Existing development within the locality is varied. To the immediate south of the subject site is residentially zoned land which contains mainly single storey dwelling houses (some two storey) accessed from both Liberty Street and Platts Avenue. On the opposite site to the north (677-681 Canterbury Road) is a vacant 2 storey building that formerly housed the J. Robbins manufacturing building. On the opposite side of Liberty Street (west) is land zoned B2 which contain vacant and disused commercial buildings. On the opposite side of Platts Avenue (east) is land zoned B5 which houses manufacturing/commercial buildings.

Walking distance from the site to Belmore Railway station is approximately 1.2km.

3. Existing development

The subject site comprises 10 allotments. A breakdown of existing development and land use is provided in Table 2 below.

Table 2: Existing site development

Address	Existing site buildings	Use
642-644 Canterbury Road Lot 1 & Lot 2 DP 5208	1 storey office/warehouse building	Vacant property which was previously occupied by a furniture manufacturing company
650-658 Canterbury Road Lot A DP 383957	Single storey commercial building	Auto-mechanic workshop
2 Liberty Street Lot 1 DP 514813	Single storey commercial building	A taxi company office and an auto electric workshop
2B, 2C-2D Liberty Street Lot 2 DP 514813 Lot B DP 383957 Lot 1 DP 1255537	Partly single, partly two storey commercial building	A metal heat treatment factory
2A Liberty Street Lot 51 DP 6042	Brick residential building	Residential dwelling
1 Platts Avenue Lot 4 DP5208	Single storey fibro house	Residential dwelling
3 Platts Avenue Lot 5 DP 5208	Single storey fibro house	Residential dwelling

Photos of subject site and surrounding sites



Figure 1: view of 1 and 3 Platts Avenue, looking west from Platts Avenue



Figure 2: view of 642-644 Canterbury Road, looking south east from the corner of Canterbury Road and Platts Avenue



Figure 3: view of 632-640 Canterbury Road, looking south west from the corner of Canterbury Road and Platts Avenue



Figure 4: view of 650-658 Canterbury Road and 2 Liberty Street, looking south east from Canterbury Road



Figure 5: view of 2 Liberty Street, looking west from Liberty Street



Figure 6: view of 2A, 2C-2D Liberty Street, looking west from Liberty Street



Figure 7: view of 672-682 Canterbury Road, opposite the site looking south from Canterbury Road



Figure 8: view of 677-681 Canterbury Road, opposite the site looking north from Canterbury Road

4. Transport context

The site is accessible to public transport via regular bus services along Canterbury Road, providing links to Belmore (1.2km) and Campsie Stations (2.0km). The site is close to Belmore Town Centre (1km) and about 1.5km away from Campsie Town Centre. Nearby schools and hospital include Belmore south Public School (200m) and the Canterbury Hospital (500m).

Table 3: Bus services in the vicinity of the subject site

Route No.	Route Description	Bus stops
415	Chiswick – Campsie via Burwood and Strathfield	Within 50 metres of the site (Canterbury Road)
490 and 492	Drummoyne to Hurstville/Rockdale via Campsie and Burwood	Within 50 metres of the site (Canterbury Road)
462, 464 and 465	Canterbury Station – Bankstown via Canterbury Road and Roselands	Within 50 metres of the site (Canterbury Road)

5. The Proposal

The proponent (Statewide Planning) is seeking to rezone the subject land to B5 Business Development and to increase the maximum building height of up to 25m to accommodate a significant residential development with some associated commercial floor space on the ground floor along Canterbury Road.

5.1 Planning proposal concept plans

Preliminary concept design has been prepared by Geoform Architects for the potential redevelopment of the majority of the subject site (Site A) including an indicative future envelope for the sites (650-658 Canterbury Road and 2 Liberty Street), shown as site B on map 1. Some key features of the Urban Design include:

- **Height:** The preliminary concept design masses building height along the two corners of Canterbury Road extending deep (south) into the site along Liberty Street and Platts Avenue (6-8 storeys). Heights step down to the south (4 storeys) to transition to the lower density residential zones. A lower central form (5 storeys) fronting Canterbury Road is proposed to allow light and aspect to the southern units. Heights would increase from four storeys to a maximum of 8 storeys.
- **GFA:** the Concept Design suggests that a GFA of 12,920m² can be accommodated on site which equates to an FSR of 2.8:1-3.0:1.
- **Residential:** redevelopment would provide approximately 147 dwellings with a residential GFA of 12,505m².
- **Retail and commercial uses:** the ground floor component along Canterbury Road will be will accommodate 415m² of commercial uses (for the amalgamated site). These uses will activate the street levels to cater for the new population near transport nodes and to provide opportunities to work closer to home.
- **Car parking:** three levels of basement parking will provide 157 car spaces. Further details of parking requirements will be considered at the development application stage.
- **Access:** Preliminary concept plans shows one ingress/egress driveway is located on the eastern boundary off Platts Avenue.
- **Laneway:** A new laneway 9-12m wide along the southern edge of the land connecting Platts Avenue and Liberty Street is proposed. The laneway is proposed to be dedicated to Council.

A copy of the applicant's Planning Proposal application is attached (**Attachment 8**).

6. Objectives & Intended Outcomes

The objective of the Planning Proposal is to amend the Canterbury LEP 2012 in order to facilitate high density residential development at 642-644 and 650-658 Canterbury Road, 1-3 Platts Avenue, 2, 2A, 2B, 2C and 2D Liberty Street, Belmore.

The intended outcomes of the Planning Proposal are as follows:

1. Rezoning of the subject land

An amendment to the CLEP 2012 is sought in order to change the zoning of the subject land from part B6 Enterprise Corridor and part R3 Medium Density to B5 Business Development zone. This would facilitate the removal of underutilised existing industrial buildings and auto mechanical workshops presently on the site and will facilitate the commercial activation and revitalisation of the Canterbury Road corridor.

2. Amendment to height of buildings

Being currently zoned B6 Enterprise Corridor, the land is subject to a part maximum building height control of 12m. The planning proposal requests a varying height limit of part 0m (laneway), 3m, 14m, 16m, 17m, 18m, 22m, and 25m. Varying height limits are used to reflect the concept plans for the site.

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

Table 4: proposed changes being sought to CLEP 2012

Standard	Current	Proposed
Zone	B6 Enterprise Corridor R3 Medium Density Residential	B5 Business Development
Height	8.5m 12m	0m (laneway), 3m, 14m, 16m, 17m, 18m, 22m, and 25m
Floor Space Ratio	non-applicable for part of site 0.5:1 for part of site	None applicable

7. Explanation of Provisions – Proposed Amendments

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

1. Amend the Land Zoning (LZN) Map (Sheet LZN_004) as per Table 1

Table 5 – Zoning Map changes

Current (Canterbury LEP 2012)	Proposed LEP amendment
B6 Enterprise Corridor	B5 Business Development
R3 Medium Density Residential	B5 Business Development

2. Amend the Height of Building (HOB) Map (Sheet HOB_004) as per Table 2.

Table 6 – HOB Map changes

Current (Canterbury LEP 2012)	Proposed LEP amendment
8.5m	Part 0m (laneway),
12m	3m, 14m, 16m, 17m, 18m, 22m, and 25m

3. Amend the Key Sites Map (KYS_004) as per table 2

Table 7 – KYS Map Changes

Current (Canterbury LEP 2012)	Proposed LEP amendment
Land not identified	Identify 650-358 Canterbury Road, 642- 644 Canterbury Road, 1 Platts Avenue, 3 Platts Avenue, 2 Liberty Street, 2A Liberty Street, 2B Liberty Street, 2C-2D Liberty Street, legally described as: Lot 1 DP 5208 Lot 2 DP 5208 Lot 4 DP 5208 Lot 5 DP 5208 Lot 51 DP 6042 Lot 2 DP 514813 Lot B DP 383957 Lot 1 DP 125537 Lot A DP 383957 Lot 1 DP 514813 As "A" on the Key Sites Map.

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

8. Justification

SECTION A: Need for the Planning Proposal

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

The planning proposal is partially a result of a strategic study or report, namely the Canterbury Residential (RDS). The RDS recommended the site to be rezoned from B6 Enterprise Corridor to B5 Business Development and to apply a maximum height of 18m to bring it into line with the general building height elsewhere in the B5 zone.

The Roads and Maritime Services (RMS) made a submission (**attachment 12**) to the RDS Planning Proposal. In the submission, it expressed concerns that the cumulative impacts of further development on the classified road network have not been adequately considered, especially for sites fronting or near Canterbury Road. The subject site was one of the sites identified by the RMS requiring a traffic assessment to be undertaken. Council has engaged an independent traffic consultant to address the RMS issues. It is expected that this work will be completed mid to late 2015.

The proponent also made a submission (**attachment 11**) during the exhibition of the RDS Planning Proposal, seeking amendments to the development standards for the subject land to increase potential development by way of increasing the maximum permissible building height by an additional four metres (to 25 metres) and to rezone an additional four properties from R3 to B5. However, as the requested height increases and rezonings were not identified in the RDS, they were not included in the final version of the Planning Proposal PP_2014_Cante_001-00.

The proponents subsequently lodged a new planning proposal for the site seeking to rezone the subject site to B5 and to amend the maximum height on the subject sites to 25m to facilitate high density residential development with a commercial component on the ground floor. The planning proposal also increased the site area to include 1-3 Platts Avenue and 2A, 2C-2D Liberty Street. The current planning proposal is a result of a council resolution dated 9 July 2015 which supports the rezoning and increased in heights.

Council commissioned an independent urban design assessment report which generally supports the concept design proposed in the planning proposal. Council engaged urban design consultant Annand Associates Urban Design to independently review the planning proposal including recommendations on an appropriate scale and intensity of development. The urban design report concludes that the subject site could comfortably accommodate a 4-5 storey mixed use building to Canterbury Road with garden apartments to Liberty Street and Platts Avenue rising to 8 storeys maximum. A copy of the urban design report attached (**attachment 9**).

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

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

SECTION B: Relationship to strategic planning framework

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

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

The Planning Proposal is considered to be consistent with the goals and directions of this plan. The compliance of the Planning Proposal in this respect is set out in the **Table 8** below.

Table 8: Consistency with strategic planning framework

Provision	Comment
<p>Goal 2: Sydney's housing choices</p> <p>Direction 2.1: Accelerate housing supply across Sydney</p> <p>Direction 2.2: Accelerate urban renewal across Sydney</p> <p>Direction 2.3: Improve housing choice</p>	<p>The planning proposal is consistent with this direction. It will increase the density of the land on which it is located which will increase its dwelling capacity.</p> <p>The proposal will facilitate urban renewal on a site that is underutilised and within an established urban area. The land is within close proximity to Belmore Town Centre. It is also well connected to frequent public transport services.</p> <p>The supply dwellings in this part of Belmore is characterised by a mix of mixed use commercial/residential buildings, 2-4 storey walk up residential flat buildings dating back from the 1960s to 1970s and single storey detached dwellings. There are limited modern higher density residential developments, and very little recent development for apartments. The proposal will facilitate housing choice in this area.</p>
<p>Goal 3: Sydney's great places to live</p> <p>Direction 3.1: Revitalise existing suburbs</p>	<p>The subject site is not identified as a strategic centre. It is considered that the planning proposal will support the revitalisation of an established suburb in Sydney by adding housing supply and choice, well connected by public transport.</p>
<p>Goal 4: Sydney's sustainable and resilient environment</p>	<p>Not applicable. The planning proposal is only dealing with one site.</p>
<p>South subregion priorities</p>	<p>This section of the plan does contain any specific priorities not already dealt with the above assessment.</p>

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

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

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

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

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

Yes. See **Attachment 2**.

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

Yes. See **Attachment 3**.

SECTION C: Environmental, social and economic impact

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

The proposal applies to land in an existing urban area and the majority of the site is located along a main road corridor that has been developed for businesses and light industry uses and some residential uses. The residential zoned portion of the site (1-3 Platts Avenue) has been developed for residential uses. Therefore, the impact for the proposal will be negligible for critical habitat or threatened species, populations or ecological communities, or their habitat.

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

The planning proposal relates to urban land that will be converted from existing urban uses (mechanical workshop, commercial premises, light industry buildings, and dwelling houses) to a new urban use (mixed use commercial/residential).

The key likely environmental impacts arising from the planning proposal are determined below:

Urban Design Concept

An urban design report prepared by Geoform Architects included as part of **attachment 10** accompanies this Planning Proposal. The following principles (as outlined in the urban design report) have guided the development concept for the site:

Building envelopes

The proposed heights provide for a gradation in height from 5 to 8 storeys on Canterbury Road to the north down to 4 storeys adjacent to the lane to the south. This design has arisen from the desire to ensure adequate light is available to southern properties during mid-winter.

Height maps will legally ensure the building form 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 the Residential Flat Design Code (RFDC).

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 9m (west) to 15m (east).

Common courtyard

The larger site 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 floor space is confined to that part of the building facing Canterbury Road.

Traffic and Parking

The subject site has a street frontage to Canterbury Road for approximately 29.8 metres. Platts Avenue is about 71.3 metres to the east and Liberty Street is about 45.8 metres west from the site. The traffic assessment report prepared by the proponent's traffic consultant, Lyle Marshall & Associates suggests that the proposed mixed use development may generate up to 82 vehicles per peak hour. This is based on the Lyle Marshall & Associate consultants' estimation of mixed use development of 147 residential apartments and 415m² of commercial use. It is anticipated that car parking as required under the Council's standards would be provided. This would be controlled during the development application stage. The traffic report concludes that the development of the site will be satisfactory in relation to road and intersection capacity implications. A copy of the proponent's traffic report is included as part of **Attachment 10**.

Overshadowing impact

Shadow diagrams have been prepared to assess the proposed impact on solar access to neighbouring properties between 9am and 3pm for the winter solstice (June 21). The proponent has carried out an examination of overshadowing is included as part of **Attachment 10** to the south that has informed the final building heights. The inclusion of the 9-12m laneway, 4 storey height limit to the rear terraces style apartments and compliance with Council's height plane control have been incorporated into the final design to minimise overshadowing impacts. The proponent's shadow modelling demonstrates that the site is capable of density without unacceptable impact.

Issues of solar access impact can be managed through the development application process in accordance with SEPP 65 and Council's CDCP 2012.

Residential amenity

Solar access: The preliminary concept plans shows the proposal will provide a minimum of 3 hours of direct sunlight to the living areas of 70% of apartments within the development.

Natural cross ventilation: The concept plans shows the proposal will provide cross ventilation to 65% of apartments, which complies with the requirements of the Apartment Design Guide (ADG).

The preliminary Concept design has been developed having regard to the requirement of SEPP No.65 and the accompanying ADG.

Acoustic and air pollution

The site is affected by road noise and air pollution associated with Canterbury Road. Mitigation measures will be required at detailed design stage to address noise for residential units. The buildings are setback between 3m and 5m from the site boundary to provide separation from Canterbury Road. Appropriate regard will be given at the DA stages to noise and pollution, these are generally achievable and manageable.

Summary:

Overall, it is considered that the site will not result in any significant environmental effects that would preclude the LEP amendment and the redevelopment of the site for high density mixed use, including residential development.

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

Economic impact

The main potential economic impact and implication of the proposal would be:

- Commercial uses situated on the ground floor of the development with exposure to Canterbury Road. These tenancies will create new job opportunities for the area and provide activation of the road corridor.
- The proposal will create job opportunities during the construction, maintenance and operation phases of future development.
- The planning proposal supports the State governments current direction of increasing density and broadening land uses in proximity to public transport infrastructure.
- The proposed commercial uses will not impact on the viability of nearby town centres as retail uses are not permissible in the proposed B5 zone. The increase in residential population will provide economic support to the businesses and services of nearby local centres and services.

Social impact

The main potential social impact and implications of the proposal would be the contribution to rapid growth in an area (south Campsie/Belmore) that has previously experienced only minimal growth prior to the last 5-7 years. This may increase demand on local facilities and services which may create short term capacity issues. The extent of any capacity constraints would need to be further investigated before they could be quantified.

Some existing residents in the dwelling houses would need to relocate to enable redevelopment to occur.

SECTION D: State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

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

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

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

The Roads and Maritime Services (RMS) made a submission to the RDS Planning Proposal. In the submission, it expressed concerns about the traffic impacts, including cumulative impacts, arising from the proposed changes, especially for sites fronting or near Canterbury Road.

As the subject site is tied up in the original RDS planning proposal, the RMS submission is also relevant to the subject planning proposal. A copy of the RMS submission is attached (**attachment 12**).

The RMS has made the following comment in relation to the subject site:

“ ..Roads and Maritime Services will support the rezoning of Site A.1 (the subject site), subject to the traffic impacts being fully considered. In this regard, the increase in maximum developable yield should be quantified and the resultant potential traffic impacts assessed..”

In response to the RMS concerns, a traffic consultant has been engaged by Council to prepare a Traffic Impact Assessment to look at the cumulative impact of development for properties on Canterbury Road that are part of the original RDS Planning Proposal. It is expected the study will be completed by mid to late 2015. A copy of the study will be forwarded to the RMS for their review.

Any specific implications of the RMS traffic study on this planning proposal will be dependent on the findings of that study. Nevertheless, it is considered the planning proposal can still be progressed to Gateway Determination stage.

9. MAPPING

The following maps (**Attachment 6**) have been prepared to support the planning proposal:

- Existing and proposed zoning Map.
- Existing and proposed height of building Map.
- Existing and proposed key sites Map.

10. COMMUNITY CONSULTATION

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

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

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

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

11. PROJECT TIMELINE

This is outlined in the table below:

Planning proposal stage	Timeframe
Gateway determination	September 2015
Government Agency Consultation	October 2015
Public exhibition period	October 2015
RPA Assessment of Planning Proposal and Exhibition outcomes	December 2015
Submission of endorsed LEP to DP&E for finalisation	February 2016
Forwarding of LEP Amendment to DP&E for Notification (if delegated)	March 2016