



City of Canterbury

City of Cultural Diversity

PLANNING PROPOSAL TO AMEND CANTERBURY LOCAL ENVIRONMENTAL PLAN 2012

5-9 Croydon Street, Lakemba



**September 2015
City Planning Division**

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BACKGROUND INFORMATION

1. Introduction

Council on 2 October 2014 considered a report on the exhibition of a planning proposal (PP_2014_Cante_001-00) to implement the Canterbury Residential Development Strategy through amendments to Canterbury Local Environmental Plan (CLEP) 2012. One of the sites in the planning proposal was land at 5-9 Croydon Street and 56-57 Railway Parade, Lakemba.

The planning proposal sought to increase the maximum height from part 11.5 metres / part 18 metres to 21 metres and to increase floor space ratio from part 0.9:1 / part 1.6:1 to 1.8:1. The height change and proposed increase in floor space ratio were previously subject to Gateway Determination and exhibited as part of Planning Proposal PP_2014_Cante_001-00.

An objection was received during the exhibition of the planning proposal (excluding land at 56 - 57 Railway Parade) in respect of the amendment to the floor space ratio applying to this site (currently 1.6:1), seeking deletion of FSR controls on the site, or in lieu of that, an FSR of 2.2:1.

At the meeting on 2 October 2014 it was resolved that the maximum Floor Space Ratio (FSR) be increased from 1.8:1 to 2.2:1.

As this site-specific amendment to development standards (FSR) differed from the planning proposal put forward to the Gateway Determination for the Residential Development Strategy (Planning Proposal PP_2014_Cante_001-00) and the subsequently exhibited planning proposal, a new planning proposal was required for submission to Gateway Determination. The proposed height amendment included within Planning Proposal PP_2014_Cante_001-00 was also included in that planning proposal, that consolidated the changes for the site were in a single LEP amendment.

This new planning proposal was prepared and submitted to the Department of Planning and Environment in February 2015 based on the terms of the Council resolution to increase the height to 21m and FSR to 2.2:1. On 17 February 2015, the Department wrote to Council requesting further information to justify the proposed increase in Floor Space Ratio. An independent urban design analysis was commissioned by Council to examine the proposal and identify an appropriate Floor Space Ratio for 5-9 Croydon Street based on compliance with all relevant codes and policies (including State Environmental Planning Policy No. 65 – Design of Residential Flat Buildings (SEPP 65) and its associated Apartment Design Guide; Canterbury LEP 2012 and Canterbury Development Control Plan 2012).

The independent review concluded that the proposed FSR was excessive when combined with a height limit of 21 metres. This review also examined what sort of built form outcomes,

particularly height, might be necessary in order to achieve FSR of 2.2:1. Due to the site's size and configuration, it was considered that the site could sustain a development higher than that originally proposed provided that heights were strictly graduated across the site to preserve solar access for residential dwellings both to the south of the subject site (5-9 Croydon Street) and within the site itself. The revised urban design is also able to provide a reduced building footprint that improves the potential communal open space on the site if developed in accordance with the report recommendations.

As this proposition to increase maximum building heights fell outside the terms of both the Council Resolution of 2 October 2014 and the planning proposal as submitted, a new resolution of Council was made on 9 July 2015 to supersede the previous recommendation and it is this recommendation that provides the basis for this revised planning proposal.

This planning proposal also removes land at 56-57 Railway Parade from the planning proposal as this site has become isolated and is unable to redevelop on its own to the levels sought for the remainder of the area to which the planning proposal applies.

The 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.

2. Subject land

The planning proposal applies to land located at 5-9 Croydon Street, Lakemba which is described in more detail below.

Table 1: Property Description and Current Land Use

Address	Property Description	Current Land Use
5-7 Croydon Street	Lot B DP365853, Lot B DP357959, Lot 2 DP971844, Lot 1 DP974686	Vacant
7A Croydon Street	Lot A DP357959	Vacant
9 Croydon Street	Lot A1 DP372287	Vacant

The subject site is known as 5-9 Croydon Street, Lakemba, and is located on the western side of Croydon Street. The site has a secondary frontage (access handle) to Railway Parade. The subject site is immediately adjacent to the Lakemba Local Centre and is within a large area of mostly developed Zone R4 High Density Residential. It is located within 200 metres of the entrance to Lakemba Railway Station.

The site is irregularly shaped with frontages of 61.5m to Croydon Street and 8.6m to Railway Parade. The land has a site area of 6,366.9m².

Surrounding development is predominantly mixed residential and commercial development, which includes the Lakemba Local Centre (mainly 1-2 storey commercial, retail and mixed use development with some taller buildings interspersed, the Lakemba Railway Station, residential flat buildings, dwelling houses and the adjoining parkland (Jubilee Reserve). The surrounding zoning mostly consists of R4 High Density Residential and B2 Local Centre.

The aerial photo below shows the subject site and current land use:



The aerial photo below shows the site in its Local Context:



Photograph 1: shows the site viewed from Croydon Street.



Photograph 2: view from Croydon Street Frontage to Lakemba Local Centre and Lakemba Station (Railway Parade).



Photograph 3: View to site from Railway Parade (outside Lakemba Station)



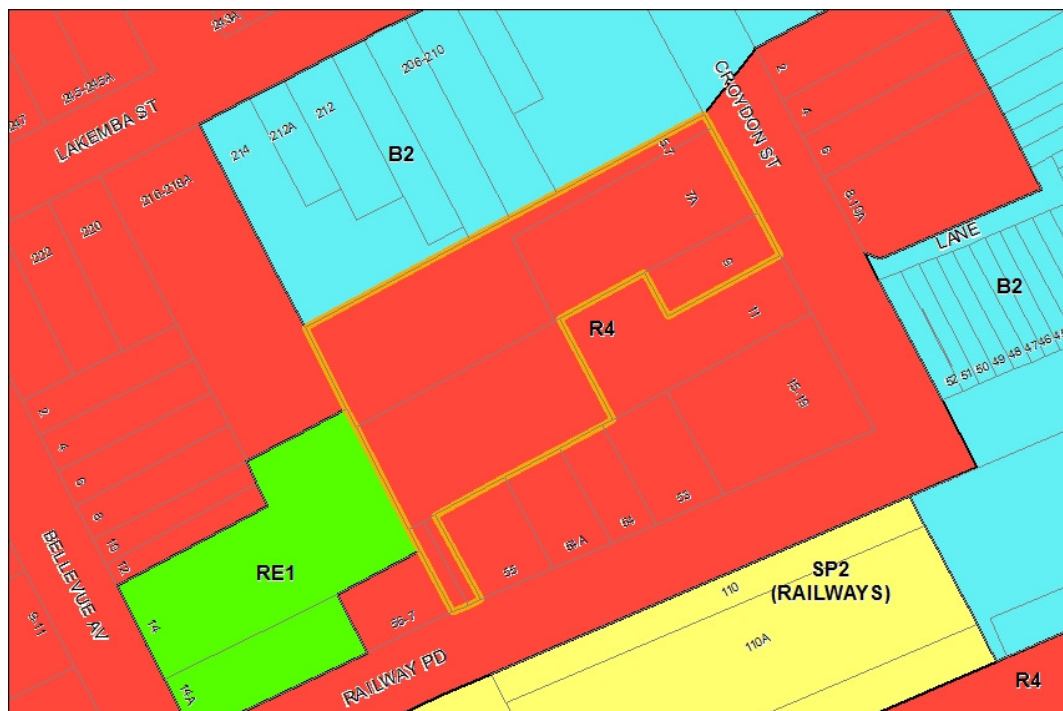
Photograph 4: views of Railway Parade frontage showing vacant land and existing duplex.



Photograph 5: Site as viewed from Jubilee Reserve



The zoning map below illustrates the existing land zoning of the subject site under the Canterbury LEP 2012, along with the adjacent zones.



3. Possible development scenario

It is expected that an application for a residential flat building development will be submitted once any new development standard is in place.

The site has previously been subject to a number of development approvals for residential flat buildings. The most recent approval on the site made use of the provisions of the Affordable Housing SEPP and was approved by the Joint Regional Planning Panel (Sydney East) Approval number 2013SYE028. The approval was for construction of an in-fill affordable housing development involving 3 buildings that comprise 137 residential units, a private community facility and two health consulting rooms over basement car parking area. The approved development was for a height of 6 storeys and had a final FSR of 1.76:1. Utilisation of the full FSR 'bonus' on the site for affordable housing would achieve (subject to design requirements) an FSR of 2.1:1 under the existing site FSR of 1.6:1, and the current development approval has demonstrated that a higher density development is achievable on the site. It is expected that a revised development proposal will be submitted once any new development standard is in place.

A submission to Planning Proposal PP_2014_Cante_001-00 was submitted by The Planning Group on behalf of the site owner which identifies potential built form parameters for development of the site at the requested density and height. This includes analysis that indicates that the additional height allowance granted to the site is unable to be fully realised with an FSR of 1.8:1, which would not allow maximisation of the Transit Oriented Development opportunity created by a large site in direct proximity to Lakemba Railway Station and Local Centre.

Independent review of the proposal as contained in the submission found that an FSR greater than 1.8:1 would not be able to be achieved whilst delivering satisfactory amenity outcomes both on the site and to adjoining properties. Instead an alternative solution was proposed with heights up to 30 metres on a smaller footprint to deliver a similar development yield with improved off site and on site amenity outcomes.

A copy of the urban design review is included at **Attachment 4**.

A copy of the submission is included at **Attachment 5**.

PART 1 OBJECTIVES OR INTENDED OUTCOMES

The objective of the Planning Proposal is to amend the Canterbury LEP 2012 in order to facilitate high density residential development on the site at 5-9 Croydon Street, Lakemba. The proposed increase in FSR would facilitate maximisation of the residential redevelopment opportunity of the site. Jubilee Reserve acts as the boundary between sites in close proximity to Lakemba Railway Station and town centre and the wider, established R4 High Density Zoned area that is generally developed at a scale of 1-4 storeys.

The intended outcomes of the Planning Proposal are as follows:

1. Amendment to Floor Space Ratio

An amendment to the CLEP 2012 is sought in order to increase the permissible FSR on the site from the current 1.6:1/0.9:1 to 2.2:1. Under Planning Proposal PP_2014_Cante_001-00, it was proposed to increase the FSR on the site to 1.8:1 (as previously exhibited).

2. Amendment to height of buildings map

The planning proposal requests a height limit of part 30m, 25m, 21m, 15m, 12m, 10m, 6m and 0m to apply to parts of the site in order to facilitate two residential flat buildings (RFB's) as outlined in the Alternative Solution proposed in the Urban Design Review of Planning Proposal report by Annand Associates Urban Design dated June 2015.

The table below shows a summary of the proposed changes being sought:

Standard	Current	Proposed
Zone	R4 Residential High Density	No change to zone.
Building Height	18m	Part 30m, 25m, 21m, 15m, 12m, 10m, 6m and 0m
Floor Space Ratio	1.6:1	2.2:1

PART 2 EXPLANATION OF PROVISIONS

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

1. Amend the Height of Building (HOB) Map (Sheet HOB_004) as per table 1.

Table 1 – HOB Map changes

<i>Current (Canterbury LEP 2012)</i>	<i>Proposed LEP amendment</i>
P 18 metres	Part 30 metres, 25 metres, 21 metres, 15 metres, 12 metres, 10 metres, 6 metres and 0 metres

2. Amend the Floor Space Ratio Map (FSR_010) as per table 2

Table 2 – FSR Map Changes

<i>Current (Canterbury LEP 2012)</i>	<i>Proposed LEP amendment</i>
S2 1.6:1	T2 2.2:1

PART 3 JUSTIFICATIONS

SECTION A: Need for the Planning Proposal

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

The planning proposal has come about through consideration of the Canterbury Residential Development Strategy (RDS). Whilst the RDS recommended that the zoning and key development standards for the site should be retained, Council resolved to partially support the applicant's proposition by increasing the height and FSR limits on the subject land. The preparation of the subsequent planning proposal for the RDS (Planning Proposal PP_2014_Cante_001-00), by showing the site with a proposed maximum building height of 21 metres and maximum FSR of 1.8:1, which was considered comparable to similar sites in the locality and the wider Local Government Area.

The previous planning proposal is a result of a Council resolution dated 2 October 2014 which, in addition to the previously exhibited 21m height limit, supports an increase to the FSR on the site to 2.2:1. This planning proposal was prepared as a result of a Departmental request for further justification for the proposed FSR of 2.2:1, with an independent urban design assessment prepared, demonstrating that for an FSR of 2.2:1 to be possible on the site, an increase in height to a maximum of 30 metres was required, along with areas of reduced height and building footprint, as an alternative proposal to that which underpinned the previously submitted planning proposal. On 9 July 2015, Council resolved to prepare a planning proposal based on the alternative proposal in the independent urban design report.

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes or is there a better way?

Yes. Amending the Canterbury LEP 2012 through this planning proposal is the best means of permitting a higher density residential development on the site.

SECTION B: Relationship to strategic planning framework

3. 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 2** below.

Table 2: Consistency with strategic planning framework

Provision	Comment
Goal 2: Sydney's housing choices	
Direction 2.1: Accelerate housing supply across Sydney	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. The land is close to a centre with frequent public transport services.
Direction 2.2: Accelerate urban renewal across Sydney	The site is located within 200 metres of Lakemba Station on the Bankstown Rail Line. This line will receive improved services in the future, and the Plan specifically identifies it as an area with a focus for new housing. While the proposed increase in density precedes the detailed structure planning referred to in this direction, it is consistent with its overall intent.
Direction 2.3: Improve housing choice	The supply of apartments in Lakemba is characterised by walk up flats, particularly dating from the 1960s and 1970s. Higher density residential is much rarer, except for a few mixed use developments. The proposal will facilitate housing choice in this respect.
Direction 2.4 Deliver timely and well planned greenfield precincts and housing	Not applicable.
Goal 3: Sydney's great places to live	Not applicable. The planning proposal is only dealing

	with one relatively small site
Goal 4: Sydney's sustainable and resilient environment	Not applicable. The planning proposal is only dealing with one relatively small site
South subregion priorities	This section of the plan does contain any specific priorities not already dealt with in the above assessment.

4. Is the Planning Proposal consistent with the 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; and
- Improving Council

The planning proposal is consistent with Council's Community Strategic Plan. It helps achieve the objective of '*Attractive City*' through the development of a high density residential development and '*Balanced Urban Development*' through the appropriate location of new housing close to public transport and shopping/community facilities.

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

Yes. See **Appendix 1**.

6. Is the planning proposal consistent with applicable Ministerial Directions (s117 directions)?

Yes. See **Appendix 2**.

SECTION C: Environmental, social and economic impact

8. 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?

No. There is no likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the Planning Proposal. The planning proposal pertains to land which is currently within a fully urbanised environment.

9. 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 one urban use (vacant – the site was a former retirement village) into another urban use (residential flat buildings). The environmental impacts of the proposal would be relatively minor, relating primarily to increased site cover, potential overlooking and overshadowing and minor increases in traffic levels and stormwater runoff. Any subsequent development application will be subject to merit assessment under the provisions of our LEP and DCP (as well as SEPP 65).

The key considerations arising from the planning proposal are described below:

Building form

The site is located in the R4 High Density Residential Zone immediately adjacent to Lakemba Local Centre (included in the B2 Local Centre Zone). Under CLEP 2012 the site currently has an FSR of 1.6:1 and a Building Height of 18m. The R4 zone in this part of Lakemba is largely characterised by 3-4 storey walk up apartments (on average 30-50 years old, with some more recent development) and predominantly single-storey bungalows in excess of 50 - 70 years old (which formed the original streetscape in the area). The typical development site for 3-4 storey residential flat buildings in Lakemba has an area of 550-1600m² and a frontage that is typically between 15-30m.

In surrounding streets the land has been zoned for more intensive development in the B2 Local Centre Zone. The B2 Local Centre zone does not use an FSR control and instead uses DCP controls to regulate development bulk and intensity.

Council received a submission to Planning Proposal PP_2014_Cante_001-00 in July 2014 by The Planning Group on behalf of the site owner which identifies potential built form parameters for development of the site at the requested density and height. This submission indicates that the additional height allowance granted to the site is unable to be fully realised with an FSR of 1.8:1 and that instead an FSR of 2.2:1 would be required. This was supported by a built form

study prepared as part of the submission, demonstrating their preferred development outcome at 2.2:1.

The previously approved development applications for the site have demonstrated that development of the site is possible at a higher intensity than that provided by the current primary development standards (via application of the provisions of the Affordable Housing SEPP) in a manner that preserves the amenity of the adjoining sites and surrounding area. This was confirmed by the Joint Regional Planning Panel (Sydney East Region) decision number 2013SYE28.

Council resolved to impose a maximum FSR of 2.2:1. An increase over the current FSR of 1.6:1 was warranted because of the height increase proposed and potential maximisation of the Transit Oriented Development opportunity created by a large site in direct proximity to Lakemba Railway Station and Local Centre. This increase in density gives the subject land the highest FSR of sites within Lakemba (land within the B2 Local Centre Zone is not subject to FSR controls and is covered by other development standards in the Canterbury Development Control Plan 2012). Any future development of the site at the new FSR will need to be subject to the provisions of SEPP 65 and the CLEP and Canterbury Development Control Plan (CDCP) 2012.

The independent urban design review, by Annand Associates is included in **Attachment 4**, and outlines how the current planning proposal was derived, and demonstrates how an acceptable amenity outcome can be achieved both within the site and for neighbouring properties.

The Planning Group Submission that supported the previous planning proposal and which the urban design review analysed is contained in **Attachment 5** as part of the applicant submission.

Flooding

The site is not considered to be flood prone and is not indicated on Council's Flood Planning Map. The site is located between 13m and 16m AHD.

Site contamination

The site has historically been used for residential purposes and therefore the risk of land contamination is minimal. A development application for the site in accordance with the planning proposal would be accompanied by a preliminary site investigation.

Traffic and Parking

The site is within easy walking distance (200m) of the Lakemba Railway Station and is also within easy walking distance of bus stops on Haldon Street giving good access to local and regional facilities and the wider Sydney public transport.

A traffic and parking report was carried out in 2013 for a previous DA approval on the site. This has been reviewed as part of this planning proposal with the conclusion that the traffic and

parking impacts can be adequately managed. A more detailed study of the traffic impacts will be provided at the development application stage.

Cycle and pedestrian movement

Haldon Street is a major pedestrian traffic area in the vicinity of the site, both for access to Lakemba Railway Station and Lakemba Local centre. There is an east-west cycleway on Lakemba Street to the north of the subject site that forms part of a route between Punchbowl and the Cooks River cycleway at Belfield.

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

Social effects of the proposal would stem from the additional population within an increased dwelling yield resulting from the increased FSR for the subject land. These social effects are likely to be minor as the land is immediately adjacent to Lakemba Local Centre where there are a full range of social and community services available as well as access to retail and public transport. There will be a minor increase in economic activity relative to what is currently permissible on the site due to the additional construction activity resulting from larger buildings, and a slight increase in retail expenditure from the small number of additional residents that the proposal will allow if successful.

Social and economic effects can be adequately addressed by the application of the development controls contained in Canterbury LEP 2012 and Canterbury DCP 2012 as part of the development assessment process.

SECTION D: State and Commonwealth interests

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

Yes. The site is well serviced by public transport and open space. 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.

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

Consultation with any State and Commonwealth public authorities has not yet been undertaken. Council will engage in such consultation if required by the Gateway Determination.

PART 4 MAPPING

The following maps (**Appendix 3**) have been prepared to support the planning proposal:

- Existing height of building and floor space ratio Map.
- Proposed height of building and floor space ratio Map.

PART 5: 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 relevant 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, 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 period to enable adequate time for consultation to take place.

PART 6: PROJECT TIMELINE

This is outlined in the table below:

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

APPENDIX 1: State Environmental Planning Policies

State Environmental Planning Proposal	Comments
SEPP 1 – Development Standards	Not Applicable
SEPP 14 – Coast Wetlands	Not Applicable
SEPP 15 – Rural Landscaping	Not Applicable
SEPP 19 – Bushfire in Urban Areas	Not Applicable
SEPP 21 – Caravan Parks	Not Applicable
SEPP 26 – Littoral Rainforests	Not Applicable
SEPP 29 – Western Sydney Recreation Area	Not Applicable
SEPP 30 – Intensive Agriculture	Not Applicable
SEPP 32 – Urban Consolidation (Redevelopment of Urban Land)	Consistent
SEPP 33 – Hazardous and Offensive Development	Not Applicable
SEPP 36 – Manufactured Home Estates	Not Applicable
SEPP 39 – Spit Island Bird Habitat	Not Applicable
SEPP 44 – Moore Park Showground	Not Applicable
SEPP 50 – Canal Estate Development	Not Applicable
SEPP 52 – Farm Dams and other works in Land and Water Management Plan Areas	Not Applicable
SEPP 55 – Remediation of Land	Consistent
SEPP 59 – Central Western Sydney Regional Open Space and Residential	Not Applicable
SEPP 62 – Sustainable Aquaculture	Not Applicable
SEPP 64 – Advertising and Signage	Not Applicable

SEPP 65 – Design Quality of Residential Flat building	The planning proposal seeks to amend the planning controls to permit a residential development that would be subject to the SEPP. Any future development application should consider the relevant provisions of the SEPP.
SEPP 70 – Affordable Housing	Not Applicable
SEPP 71 – Coastal Protection	Not Applicable
SEPP (Affordable Rental Housing) 2009	Not Applicable
SEPP (Building Sustainability Index BASIX) 2004	The planning proposal seeks to amend the planning controls to permit a residential development that would be subject to the SEPP. Any future development application should consider the relevant provisions of this SEPP.
SEPP (Exempt and Complying) 2008	Not Applicable
SEPP (Housing for Seniors or People with a Disability) 2004	Not Applicable
SEPP (Infrastructure) 2007	Not Applicable
SEPP (Kosciusko National Park – Alpine Resorts) 2007	Not Applicable
SEPP (Major Developments)	Not Applicable
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not Applicable
SEPP (Miscellaneous Consent Provisions) 2007	Not Applicable.
SEPP (Penrith Lakes Scheme) 1989	Not Applicable
SEPP (Port Botany and Port Kembla) 2013	Not Applicable
SEPP (Rural Lands) 2008	Not Applicable
SEPP (SEPP 53 Transitional Provisions) 2011	Not Applicable
SEPP (State and Regional Development) 2011	Not Applicable
SEPP (Drinking Water Catchment) 2011	Not Applicable

SEPP (Urban Renewal) 2010	Not Applicable
SEPP (Western Sydney Employment Area) 2009	Not Applicable
SEPP (Sydney Western Parklands) 2009	Not Applicable

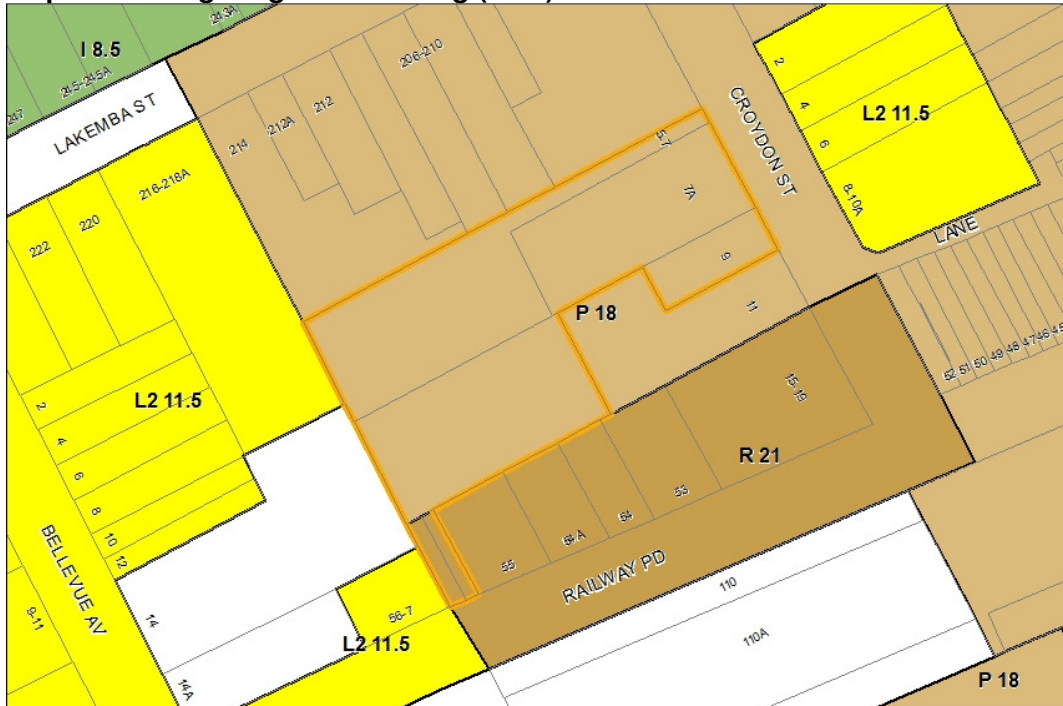
APPENDIX 2: Section 117 Directions

Section 117 Directions	Consistency	Comments
<i>Housing, Infrastructure and Urban Development</i>		
3.1 Residential zones	Consistent	The direction applies when a relevant planning authority prepares a planning proposal that will affect land within any zone in which significant residential development is permitted or proposed to be permitted. It is considered that the planning proposal is consistent with this Ministerial Direction as follows: • The planning proposal encourages a variety and choice of housing types by increasing density on R4 High Density Residential Zoned land thus increasing the supply of apartment dwellings in the Lakemba locality. • The planning proposal contributes to efficient use of infrastructure and services by providing for additional housing in an area already serviced for urban development immediately adjacent to Lakemba Local Centre. • The planning proposal will have no discernable effects on the environment or resource lands. • The planning proposal will contribute a small increase in the choice of building types and locations in the housing market by increasing apartment supply in an area zoned for high density residential development. • The planning proposal will make a small contribution to more efficient use of existing infrastructure and services by increasing dwelling supply in an area that is already provided with infrastructure and services, being within close proximity to Lakemba Local Centre, Lakemba Railway Station and bus routes. • The planning proposal will make a minor contribution to the reduction of land consumption at the urban fringe by providing a small increase in the dwelling capacity of the R4 High Density zone in Lakemba, an infill development area, which may have a small dwelling substitution effect. • Any development application lodged pursuant to this planning proposal will be subject to the design requirements under SEPP 65 and the Canterbury Development Control Plan at the development application stage. • The land subject to this planning proposal has been previously developed for residential purposes and has been zoned for high

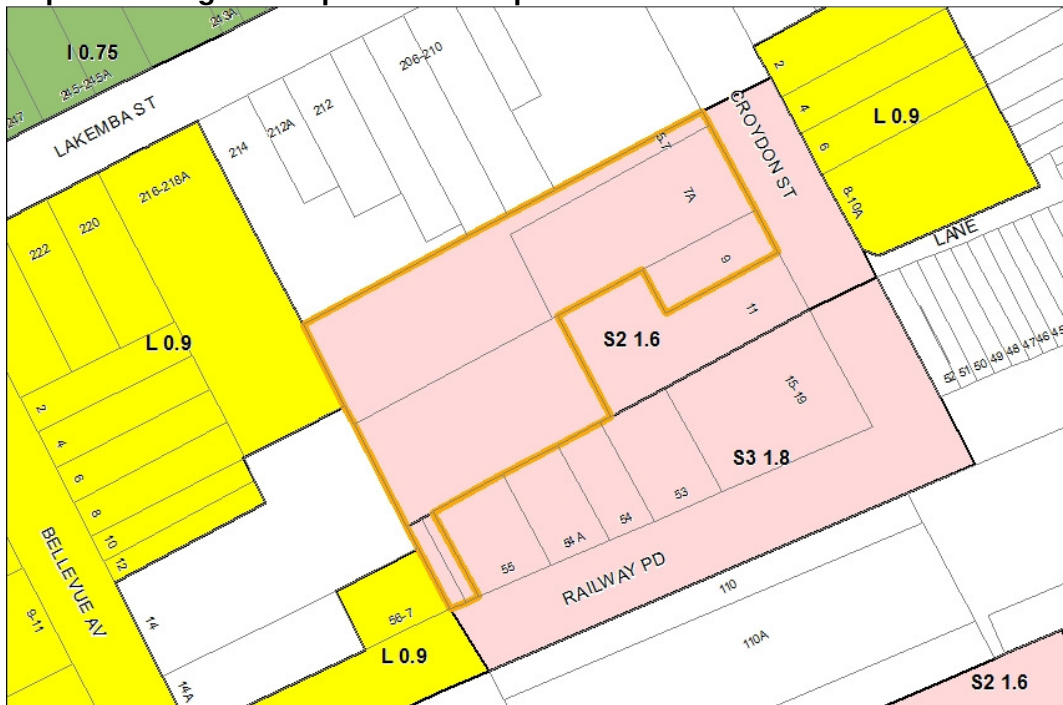
		density residential purposes for many years. As such, adequate service capacity has been provided in anticipated of this site and others in the R4 High Density Residential zone redeveloping. • The intent of the planning proposal is to increase the permissible residential density of the land to which it applies. • An independent urban design review was undertaken by Annand Associates. The urban design study included a concept massing showing an indicative development of the site at a density of 2.2:1, and a mix of heights, ranging from 30 metres to 6 metres, based on application of height planes to maintain solar access. • (6) (c) The proposal is in accordance with the Sydney Region Metropolitan Strategy, in particular with the following Objectives: ○ Objective 2 Balanced growth ○ Objective 5 Deliver new housing to meet Sydney's growth
3.4 Integrating Land Use and Transport	Consistent	The planning proposal improving access to housing, jobs and services by walking, cycling and public transport by increasing the supply of housing within walking access to Lakemba Local Centre and Lakemba Railway Station and bus routes. The planning proposal contributes to the reduction in car dependence by increasing housing supply in a highly accessible location. (1) (c) The planning proposal contributes to the reduction in travel demand by increasing housing supply within walking distance of a local centre and public transport. (1) (d) The planning proposal contributes to the viability of public transport by providing for a (small) increase in population within the primary catchment of Lakemba Railway Station and metropolitan cross-regional bus routes.
7.1 Implementation of A Plan for Growing Sydney	Consistent	An assessment of the consistency with A Plan for Growing Sydney is part of Section B Clause 3 of this document. Note that the planning proposal site is located in the Bankstown – Sydenham corridor and will benefit directly from the implementation of the Sydney Rapid Transit as it is within 200m of the entrance to Lakemba Station. An increase in residential density in this location will increase housing supply in proximity to a mixed use centre and transport node.

APPENDIX 3: Maps

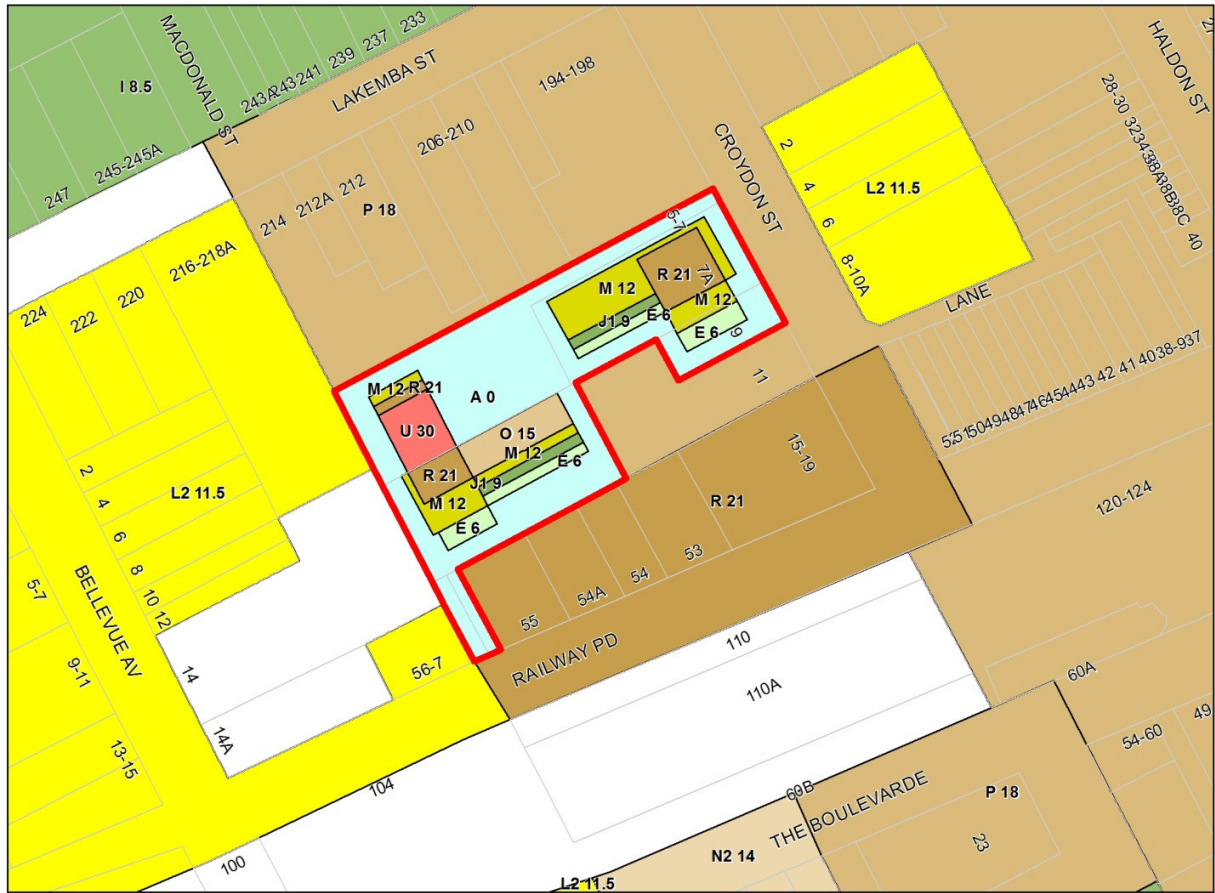
Map 1: Existing Height of Building (HoB)



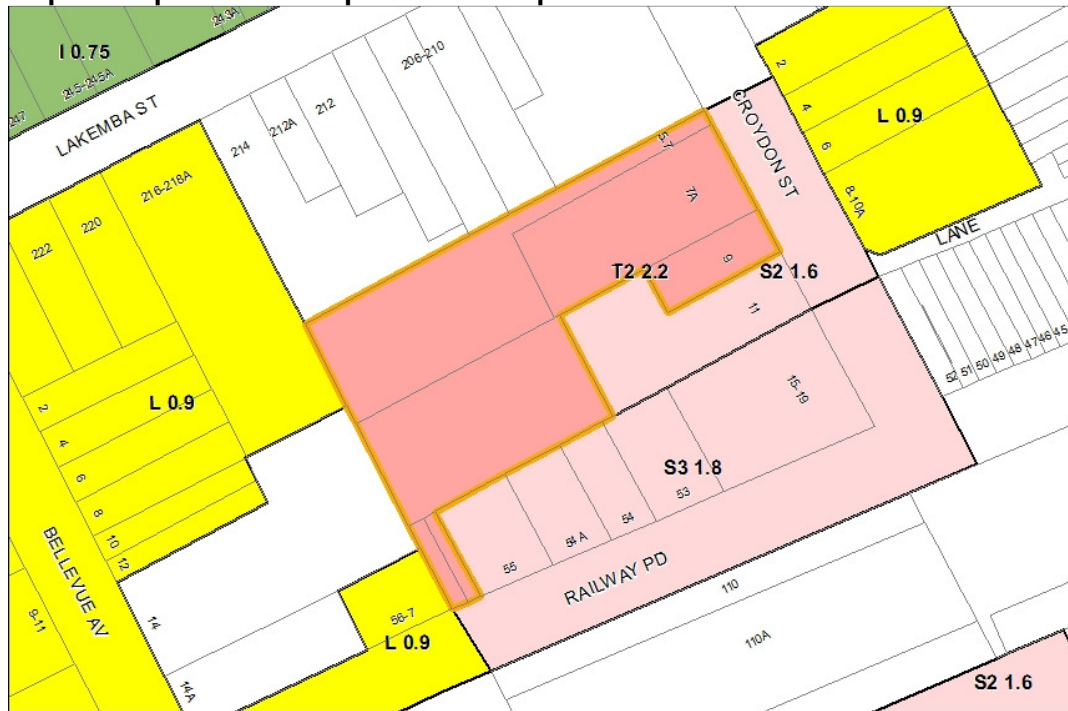
Map 2: Existing Floor Space Ratio Map



Map 3: Proposed Height of Building Map



Map 4: Proposed Floor Space Ratio Map



Attachment : Information Checklist

Attachment : Council Resolutions

Attachment : Evaluation Criteria for the Delegation of Plan Making Functions

Attachment : Independent Urban Design Analysis

**Attachment : Applicant's Planning Proposal supporting
information – Urban Design Study**