

PLANNING PROPOSAL SUPPLEMENTARY REPORT

GEORGIU'S CONFECTIONARY & SARAY RUGS SITES 141-161 NEW CANTERBURY ROAD LEWISHAM



REZONE LAND PARCEL TO B5 BUSINESS DEVELOPMENT WITH RESIDENTIAL FLAT BUILDINGS TO BE ADDED AS AN ADDITIONAL PERMISSIBLE USE IN SCHEDULE 1 OF MARRICKVILLE LEP 2011. INDICATIVE USES ARE TO COMPRISE GROUND LEVEL NON-RESIDENTIAL LAND USES, WITH RESIDENTIAL USES ABOVE AND BEHIND.

Disclaimer: This document may only be used for the purpose for which it was commissioned. Changes to available information, legislation and schedules are made on an ongoing basis and readers should obtain up to date information. Planning Lab accepts no liability or responsibility whatsoever for or in respect of any use of or reliance upon this report and its supporting material by any third party. Information provided is not intended to be a substitute for site specific assessment or legal advice in relation to any matter. Unauthorised use of this report in any form is prohibited

Contents

1.0	Introduction	2
2.0	Objectives Or Intended Outcome.....	3
3.0	Justification.....	4
3.0	Section A – Need For The Planning Proposal.....	4
3.1	Is The Planning Proposal A Result Of A Study Or Report?	4
3.2	Is The Planning Proposal The Best Means Of Achieving The Objectives Or Intended Outcomes, Or Is There A Better Way?	4
3.3	Section B – Relationship To Strategic Planning Framework	5
3.4	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)?	5
3.5	Is The Planning Proposal Consistent With The Local Council’s Community Strategic Plan, Or Other Local Strategic Plan?	9
3.6	Is The Planning Proposal Consistent With Applicable State Environmental Planning Policies?	11
3.7	Is The Planning Proposal Consistent With Applicable Ministerial Directions (S117 Directions)?	12
3.8	Section C – Environmental, Social & Economic Impact	13
3.9	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?	13
3.10	Are There Any Other Likely Environmental Effects As A Result Of The Planning Proposal And How Are They Proposed To Be Managed?	13
3.11	How Has The Planning Proposal Adequately Addressed Any Social And Economic Effects?.....	13
3.12	Section D – State & Commonwealth Interests	13
3.13	Is There Adequate Public Infrastructure For The Planning Proposal?.....	14
3.14	What Are The Views Of State And Commonwealth Public Authorities Consulted In Accordance With The Gateway Determination?	14
4.0	Conclusion.....	15

1.0 Introduction

Planning Lab has prepared this Supplementary Report for the Planning Proposal for 141 – 161 New Canterbury Rd Petersham (known as “Georgiou’s Confectionary” and “Saray Rug Warehouse and herein referred to as ‘the site’). The Planning Proposal has been prepared in accordance with the Department of Planning and Environment’s (DP&E) *Guide to Preparing Planning Proposals* and provides justification for the amendment of Marrickville Local Environmental Plan 2011 (LEP 2011).

This Planning Proposal comprises an application to change the zoning of the 2334m² site at 141 – 161 New Canterbury Road, Petersham from IN2 Light Industrial to Zone to B5 Business Development, with residential flat buildings to be added as additional permissible use in Schedule 1 of Marrickville Local Environmental Plan 2011.

In accordance with the advice of Marrickville Council prior to lodgement, retail premises are to be a prohibited use to prevent the lateral extension of the Petersham retail strip to the subject site.

The controls have been modelled in the accompanying Planning Proposal to ensure that future built form is appropriate to the local context, has an appropriate scale relationship with neighbouring contributory buildings, and which is able to satisfy SEPP 65 and the accompanying Residential Flat Design Code. The proposal is generally consistent with the built form controls of the local area and responds to the scale, proportions and vernacular of surrounding buildings in Petersham.

The proposed B5 Business Development zone (as amended by Schedule 1) will permit residential accommodation to occur above and behind a non-residential future commercial tenancy facing New Canterbury Rd, Petersham. It is anticipated that feasible future developments on the site will include ground floor commercial or showroom tenancies, 4 levels of residential flats above and behind the non-residential area, with 2 levels of underground parking.

The planning proposal seeks to amend Marrickville Local Environmental Plan 2011 (MLEP 2011) to redefine land use zones, floor space ratio, building heights and development controls to enable the site’s redevelopment.

Council is also recommended to include development control plan (DCP) amendments specific to the site (Section 6.36.5.3) to outline the opportunities and constraints for future development, and to ensure that specific land use configuration and design objectives are achieved.

2.0 Objectives or Intended Outcome

The objectives of the planning proposal as stated in the submission by Planning Lab and Benson McCormack Architects are:

- To provide an alternative land use for a key site in close proximity to the Petersham town centre,
- To positively contribute to the vitality of the Petersham town centre by providing a mix of future land uses,
- To conserve a building of demonstrable streetscape value also having high visibility, industrial character and local recognition,
- To enable the redevelopment of the subject site for medium density residential use and ancillary commercial purposes.
- To introduce new provisions for the building height and floor space ratio to allow for higher density living and commercial spaces that will accommodate the future growth of Marrickville LGA and Petersham Town centre.

These planning objectives will be achieved by amending the existing Marrickville LEP 2011 in the following manner:

- Amending the Marrickville LEP 2011 Land Zoning Map for the subject site at 141 -161 New Canterbury Road, Lewisham to show the site as zoned B5 Business Development with residential flat buildings to be added as additional permissible use in Schedule 1 of Marrickville Local Environmental Plan 2011,
- Amending the Marrickville LEP 2011 Height of Building Map,
- Amending the Marrickville LEP 2011 Floor Space Ratio Map, and
- Amending the Marrickville DCP 2011 (Section 9.36.5.3) to include indicative building location, height, storeys, setbacks, and land uses as shown in the schematic accompanying diagrams prepared by Benson and McCormack Architects.

3.0 Justification

3.0 SECTION A – NEED FOR THE PLANNING PROPOSAL

3.1 IS THE PLANNING PROPOSAL A RESULT OF A STUDY OR REPORT?

This Planning Proposal focuses upon the transit-oriented urban renewal foundations of A Plan for Growing Sydney, The Metropolitan Strategy for Sydney 2015, and site specific and separately commissioned independent urban planning analysis by Planning Lab with detailed urban design and architectural analysis by Benson McCormack Architects.

The urban planning analysis by Planning Lab with detailed urban design and architectural analysis by Benson McCormack Architects have been submitted to and endorsed by Marrickville Council, who have sought a Gateway Determination for the Planning Proposal.

3.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

The current planning controls do not allow for the development of the site for its highest and best use given its strategic location, or provide for a rational or orderly development of the site, as envisaged by the Objects of the Environmental Planning & Assessment Act 1979.

As a matter of 'local planning significance', a Planning Proposal is considered to be the appropriate mechanism to achieve revitalisation and redevelopment of the site. The site is not of sufficient size or strategic significance as to warrant designation as an Urban Activation Precinct, or to alter the relevant planning controls via the preparation of a State Environmental Planning Policy.

3.3 SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

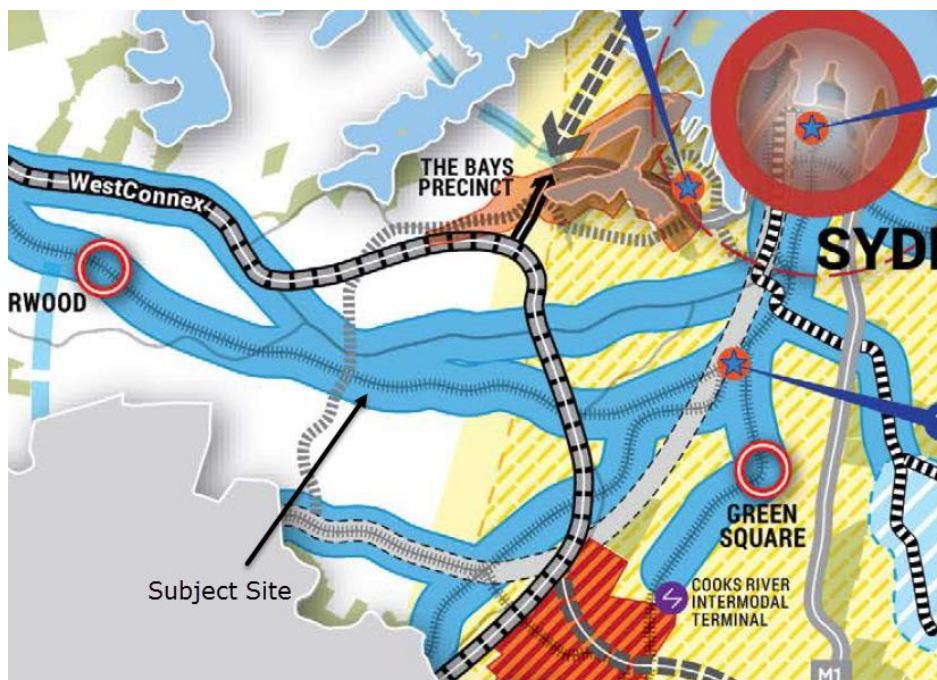
3.4 IS THE PLANNING PROPOSAL CONSISTENT WITH THE OBJECTIVES AND ACTIONS CONTAINED WITHIN THE APPLICABLE REGIONAL OR SUB-REGIONAL STRATEGY (INCLUDING THE SYDNEY METROPOLITAN STRATEGY AND EXHIBITED DRAFT STRATEGIES)?

A PLAN FOR GROWING SYDNEY

A Plan for Growing Sydney is an action plan to meet the vision of Sydney as a strong global city and a great place to live. The site is located within the new Central Sydney subregion. This Planning Proposal is consistent with the Plan, in particular *Direction 2.2: Accelerate urban renewal across Sydney, providing homes closer to jobs*. Urban renewal is defined in the Strategy as “*The revitalisation of established urban areas to provide for a greater range of housing and improve liveability through better access to employment, improved services and social infrastructure*”.

This Plan sets out actions that will deliver these goals for Sydney. Each goal has a number of priority areas (directions which provide a focus for the actions). The actions include accelerating urban renewal across Sydney *at train stations*, providing homes closer to jobs. This direction specifies urban renewal in transport corridors, directly in line with this Planning Proposal.

The site is located within the Urban Renewal Corridor extending along the Inner West Railway Line (see below). The Planning Proposal is to facilitate **urban renewal in close proximity to both Petersham and Lewisham Stations and the existing Petersham town centre**. Despite the lack of detail contained in the Strategy, the Planning Proposal is entirely consistent with its location within an Urban Renewal Corridor.



The Planning Proposal is consistent with **Principle 1** of the Strategy dealing with **Increasing Housing Choice Around All Centres through Urban Renewal in Established Areas**.

The Strategy seeks to achieve this through:

- *“Increasing housing **close to centres and stations** makes it easier to walk or cycle to shops or services; travel to work or other centres; reduces traffic congestion; and makes our neighbourhoods more community oriented.*
- *Increasing the variety of housing available makes it easier for people to find a home that suits their lifestyle, household size and their budget.*
- ***Locating new housing in centres delivers a range of economic, environmental and social benefits to the community.** Research by the Organisation for Economic Cooperation and Development (OECD) has similarly found that productivity benefits arise from a more compact city”.*

In further support of this Planning Proposal, the Strategy also states (refer page 65) that *“the most suitable areas for significant urban renewal are those areas best **connected to employment and include ... in and around centres that are close to jobs and are serviced by public transport services** that are frequent and capable of moving large numbers of people”*

The most relevant strategy document at the time Council considered that matter in 2 December 2014 was the Draft Metropolitan Strategy. The Council report considered the matters in the draft Metropolitan Strategy in a high level of detail at the time and it stated:

Draft Metropolitan Strategy for Sydney to 2031

The draft Metropolitan Strategy for Sydney (dMSS) was released for public comment in April 2013. Amongst other things, the draft Metropolitan Strategy for Sydney aims to set the framework to deliver housing to meet Sydney’s growing population. The dMSS places Marrickville within the central subregion which includes a population target of an additional 241,000 people to 2031. Specifically, the dMSS aims to enable housing intensification throughout the subregion, particularly around established and new centres, key corridors and along the Airport and East Hills Line, Inner West Line, Eastern Suburbs and Illawarra Lines, North Shore Line, Bankstown Line and the Northern Line. Implementation of the dMSS is to be guided through Subregional Delivery Plans and detailed Local Plans.

The dMSS aims to achieve balanced growth for the greater Sydney region. This includes an emphasis on focusing urban renewal in areas that are located close to transport hubs and corridors. The site is located less than 800 metres from both Lewisham and Petersham railway stations and benefits from buses travelling into the city and west towards Canterbury along New Canterbury Road. It is also within a reasonable walking distance of the Lewisham light rail stop. The planning proposal request is considered to be consistent with the dMSS aim of co-locating new residential development with existing infrastructure.

The draft strategy sets a housing target of 138,000 additional houses to the year 2031 for the entire Central subregion. This target includes major centres such as Burwood, Chatswood, Rhodes and Green Square, as well as the Sydney CBD. It does not provide any other breakdown of housing targets per section of the subregion as this will be provided within the more detailed Subregional Delivery Plan and Local Plans. The housing targets for the Central subregion are exceeded only by the North Central & North West subregion and the South West subregion.

Increases in residential densities permitted through MLEP 2011 were developed to be consistent with the 2005 Metropolitan Strategy and the draft South Subregional Strategy. The housing targets within the Metropolitan Strategy were devised in consultation with NSW councils through the METRIX system. However, since this time it has become apparent that housing targets are being upwardly revised within the dMSS.

The likely outcome of this will be higher housing targets to be distributed across all Council areas, in particular areas well serviced by public transport and existing infrastructure and services. Marrickville's previous housing targets are likely to increase as a result and appropriately located infill development is a way in which Marrickville can assist with meeting demand for housing in suitable areas.

The dMSS expresses concern regarding the incremental loss of industrially zoned land from the Sydney area.

To ensure that rezoning of industrial land is justified, the dMSS establishes a checklist to be used to assess those proposals. As this planning proposal request involves the rezoning of IN2 Light Industrial land, an assessment against the checklist has been undertaken as follows:

- Is the proposed rezoning consistent with State and/or council strategies on the future role of industrial lands?

The site and surrounds are zoned IN2 Light Industrial in MLEP 2011. Council resolved in June 2012 to consider reviewing the zoning of this precinct to a suitable mixed-use zone with an increased floor space ratio as part of a master planning process.

The draft South Subregional Strategy (dSSS), which was prepared in 2005 but never formalised, designates the land as Category 1 (land to be retained for industrial purposes).

The dSSS notes the uses operating on the land and states that the land should be retained to cater for the local service industry. As noted, the dSSS was prepared in 2005 and never finalised. Council also recently commissioned a review of the Marrickville Employment Lands 2008 which is to be reported to the same meeting as this report. The MELS Review supports the rezoning of the subject precinct.

It is also noted that the Department of Planning & Environment recently recommended approval of a planning proposal involving the rezoning of approximately 27,000 square metres of IN1 General Industrial land at 74 Edinburgh Road, Marrickville, from the predominant Sydney/Marrickville industrial precinct, despite that land being identified as Category 1 land for retention within the dSSS.

- Is the site:

- Near or within direct access to key economic infrastructure?***
- Contributing to a significant industry cluster?***

The site and environs are fragmented from other areas of industrially zoned land. It is located adjacent to a traditional commercial area and is bounded to the north, south and west by low density residential properties. It is not considered to be contributing to a significant industry cluster.

The uses operating from the IN2 Light Industrial zoned sites vary from retail outlets, showrooms and a St John's ambulance depot. Several uses relate to furnishings such as several rug warehouses, an appliance repair shop and tile warehouse and showroom. The area also contains two smash repairers and a service garage attached to a service station.

The smash repairers would be defined as a type of 'general industry' which is prohibited in the IN2 Light Industrial zone due to their amenity impacts. Therefore, whilst there is a small cluster of vehicle service businesses in the area, their operation is not consistent with the role of the objectives of the current IN2 Light Industrial area.

- How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?

The draft South Subregional Strategy identifies 187.5 hectares of industrially zoned land within the local government area. The subject site incorporates approximately 0.24 hectares of this land, or 0.13% of the total land available for industrial uses. It is not considered that the planning proposal would significantly undermine industrial land stocks within subregion.

- How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?

The planning proposal request seeks a zoning of B5 Business Development for the site to allow for a commercial use to operate at ground level. Therefore, employment will be retained on the site. The dSSS established an employment target of 500 additional jobs to 2031 for Marrickville Council. Since this time Council has seen some large developments, such as IKEA which provided 600 jobs, which have assisted Council in meeting and/or exceeding its employment target.

- Is there a compelling argument that the industrial land cannot be used for an industrial purpose now or in the foreseeable future and what opportunities may exist to redevelop the land to support new forms of industrial land uses such as high-tech or creative industries?

The site is part of a small cluster of light industrially zoned land. This land is fragmented from the larger industrially zoned land located within the suburbs of Marrickville and Sydenham. It is surrounded by low density residential development, which limits its usability as an industrial area due to potential conflicts. The building stock on the site is run down and would need to be redeveloped before it could be used for new forms of industrial land uses.

- Is the site critical to meeting the need for land for an alternative purpose identified in other NSW Government or endorsed council planning strategies?

The land is not considered critical to meeting an identified alternative purpose in either a NSW Government or endorsed council planning strategy.

DRAFT SOUTH SUBREGIONAL STRATEGY (2007)

The site was previously located within the South Subregion of the former Metropolitan Strategy for Sydney. In its report of 2 December 2014, Marrickville Council noted that the site and surrounding light industrially zoned sites were designated as Category 1, or land to be retained for industrial purposes, within the Draft South Subregional Strategy. The Draft South Subregional Strategy was drafted in 2005 and never adopted as a final document. Since that time, Council supported a number of proposals seeking the rezoning of industrial land for other and/or additional uses. It is noted that the Department of Planning & Environment were supportive of those proposals. Accordingly, Council gave relatively little weight to this superseded draft Subregional Strategy and specifically noted this in its Report of 2 December 2014.

The Draft South Subregional Strategy identified New Canterbury Road, Petersham as within walking distance of a local village centre and along with Dulwich Hill (North) and Illawarra Road, Marrickville was capable of accommodating between 800 and 2700 dwellings.

It was also noted that the Draft South Subregional Strategy had an employment target of 500 additional jobs to 2031 for Marrickville Council, which was easily met with many large employment generating developments in the LGA (including IKEA which provided 600 jobs alone), which assisted Council in meeting and/or exceeding its employment target.

The Department of Planning and Environment is currently preparing the new Subregional Growth Plans and the site is located within the new Central Subregion. The Plan for Growing Sydney provides priorities for the Central Subregion. This Planning Proposal is consistent with these priorities as stated above.

Whilst there are no specific actions pertinent to the Marrickville council area, the overall *Priorities for Central Subregion* include *Affordability and Build Great Places to Live*. This goal is to be delivered through an objective to “work with Councils to identify suitable locations for housing intensification and urban renewal, including employment agglomerations, particularly around Priority Precincts, **established and new centres, and along key public transport corridors including the Airport; Inner West** and South Line; the Eastern Suburbs and Illawarra Line; the Bankstown Line; Inner West Light Rail; CBD and South East Light Rail; and Sydney Rapid Transit”. This Planning Proposal supports this priority, seeking increased density for urban renewal adjacent to the Petersham town centre in immediate proximity to both Petersham and Lewisham Stations.

3.5 IS THE PLANNING PROPOSAL CONSISTENT WITH THE LOCAL COUNCIL’S COMMUNITY STRATEGIC PLAN, OR OTHER LOCAL STRATEGIC PLAN?

MARRICKVILLE URBAN STRATEGY (APRIL 2007)

Council stated in its report of 2 December 2014 that “*The Marrickville Urban Strategy (MUS) was adopted by Council in 2007 and established a vision and co-ordinated directions addressing a range of planning, community, and environmental issues, to guide short, medium and long term strategic planning policies for the Marrickville LGA. The MUS was developed in response to employment and housing targets established through the dSSS and its overriding strategy, Sydney Metropolitan Strategy City of Cities, A Plan for Sydney’s Future (December 2005)*”.

The MUS did not specifically discuss the subject site or surrounds but supported the aim of locating additional residential development in and around existing centres with good public transport and services. The MUS advocated the retention of 'strategic' employment land located at Marrickville and Sydenham, and the rezoning of certain isolated or fragmented industrial areas. Although not specifically identified as suitable for rezoning Council concluded in its report of 2 December 2014 that:

"...the site and surrounds meet the following criteria established in the MUS as suitable for future detailed master planning:

- **Is located close to a centre;**
- **Is redundant from historical industry perspective;**
- **Is well serviced by public transport;**
- **Is within walking distance of public open space;**
- **Development can occur in a way that responds to aircraft, road or rail noise;**
- **Provides opportunities for improving public domain;**
- **Is not located close to strategic assets (port, airport or freight lines); and**
- **Rezoning would not result in conflicts between residential uses and industrial uses that impact upon residential amenity, and hinder business competitiveness."**

Accordingly, the proposal has been assessed both by the proponent and Marrickville Council to be consistent with the Marrickville Urban Strategy (April 2007).

MARRICKVILLE EMPLOYMENT LANDS STUDY (APRIL 2008)

Although the Marrickville Employment Lands Study (MELS) did not contain detailed analysis of the New Canterbury Rd Precinct, it did note that "A planning proposal has recently been lodged for rezoning to residential (with ground floor commercial) of Georgiou's Chocolate Factory site at 147 New Canterbury Rd - next to Office Works (NB: Which was a previous DLEP which did not proceed). Other property owners in this precinct have sought a similar rezoning. Although not assessed in detail as part of this study, **these rezoning prospects both appear reasonable and are consistent with the study's findings**. In subsequent quantitative analysis, these rezonings have been included the numbers".

In 2014, Council commissioned a review of the Marrickville Employment Lands Study which was reported to the same meeting on 2 December 2014. The Marrickville Employment Lands Study Review again noted that **the rezoning prospects both appear reasonable and are consistent with the study's findings** and supported the rezoning of the subject precinct. Accordingly, the proposal has been assessed both by the proponent and Marrickville Council to be consistent with the Marrickville Employment Land Study (April 2008).

3.6 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

The proposal is consistent with all relevant state planning policies (SEPPs). The following SEPPs apply to the site.

State Environmental Planning Policy No. 65- Design Quality of Residential Flat Buildings

SEPP 65 aims to improve the design quality of residential flat development. The Policy recognises that the design quality of development is of significance for environmental planning for the State due to the economic, environmental, cultural and social benefits of high quality design.

In accordance with the requirements of the SEPP, all matters for consideration under SEPP 65 would be addressed in full at the development application stage. The Concept Design by Benson McCormack Architects demonstrates that the development of the site can comply with the requirements of SEPP 65 and the 10 key design principles including context, scale, built form, density, resource, energy and water efficiency, landscape, amenity, safety and security, social dimensions, affordability and aesthetics.

State Environmental Planning Policy 55- Remediation of Land

SEPP 55 introduces planning controls for the remediation of contaminated land. The policy states that the planning authority must consider whether the land is contaminated, and if so that the land is suitable in its contaminated state for the permitted uses in the zone, or that the land requires remediation before the land is developed for that purpose. Site investigations would be carried out as part of any future development application for the redevelopment of the site. Any areas of contamination would be remediated prior to development of the land, in accordance with all relevant statutory requirements and policy guidelines.

SEPP (Infrastructure) 2007

SEPP (Infrastructure) 2007 provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process. The SEPP supports greater flexibility in the location of infrastructure and service facilities along with improved regulatory certainty and efficiency.

Under Schedule 3 of the SEPP, development with a frontage to classified road and with a yield of more than 75 dwellings requires RMS concurrence. In this case, the SEPP is relevant due to the site having an existing frontage to a classified road and with a potential yield in the vicinity of 75 dwellings.

In addition, the SEPP also states under clause 101 “Development with frontage to classified road”, that the objectives of the clause are “(a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and (b) to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads”.

Thompson Stanbury Associates were engaged by the applicant to address site access, servicing and internal circulation arrangements associated with the planning proposal. A Traffic Access Plan was prepared which detailed the site ingress via Hunter Street and Frazer Lane and site egress to the New Canterbury Road eastbound travel lanes.

The option of ingress via New Canterbury Road and egress to Hunter Street was not investigated as it was stated by Roads & Maritime Services offices at a meeting that if a one-way through site traffic system was to be pursued, it should involve egress to New Canterbury Road.

The documentation submitted to Council and RMS included vehicle movement plans to, through and from the site associated with passenger vehicle and heavy vehicle movements, respectively. A vehicle movement plan to, through and from the adjoining Officeworks and Classic Tiles site (whereby ingress access to these sites is to be facilitated via Hunter Street / Frazer Lane and the subject site by way of a right of carriageway) was also provided. Egress from these adjoining sites is proposed directly from those sites to New Canterbury Road, in a similar arrangement to that proposed for the subject site.

The Traffic Access Plan illustrated that site egress movements to New Canterbury Road are to be restricted to left turns only via the provision of the following management measures:

- Left turn only signage within the site facing exiting traffic;
- The provision of a left turn pavement arrow within the site egress roadway; and
- The splaying of the egress driveway to facilitate left turn movements only.

It was not considered that a central median within New Canterbury Road was practicable as such a median would involve a reduction in the State Road travel lanes. In addition, passenger vehicle and medium rigid vehicle swept paths to, throughout and from the site were also provided.

It was noted that the above methodology was to be pursued only under the scenario that the purchase of land at the junction of Hunter Street and Frazer Lane was not possible. In the situation that this land is able to be purchased, Frazer Lane would be modified to provide a 6m wide two-way carriageway as originally proposed. In this instance, all site ingress / egress would be obtained from Hunter Street and access from the site to New Canterbury Road would not be pursued.

The investigations by Thompson Stanbury Associates have also been accepted by Marrickville Council as providing sufficient traffic engineering justification for the traffic and access arrangements for the redevelopment of the site. Further, preliminary consultation has been carried out with the RMS who have advised that "if Council does not provide access via any local road (Hunter Street) for the development at 147 New Canterbury Road then Roads and Maritime will provide access on New Canterbury Road provided it is restricted to left-in left-out movements".

3.7 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS (S117 DIRECTIONS)?

The relevant Section 117 Directions were considered in detail in Council's report of 2 December 2014 and are shown at **Attachment 1** to this Report.

3.8 SECTION C – ENVIRONMENTAL, SOCIAL & ECONOMIC IMPACT

3.9 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 site is currently developed with warehouse buildings and has no natural ground cover remaining on site. There are no critical habitats or threatened species, populations or ecological communities, or their habitats that will be adversely affected by the Planning Proposal.

3.10 ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

Specialist reports accompany this Planning Proposal which directly address the environmental effects as a result of the Planning Proposal, specifically addressing considerations such as built form and traffic related impacts.

3.11 HOW HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC EFFECTS?

The predominant form of housing in this part of Petersham / Lewisham is largely in the form of detached housing. Housing affordability pressures and an increase in population for those over 55 years of age, raises the demand for new housing types, including a mix of apartment sizes with ready access to shops, transport, recreational and open space facilities.

The introduction of improved housing choice is consistent with one of the key principles from A Plan for Growing Sydney to increase housing choice around all centres through urban renewal in established local town centre areas close to public transport. This Planning Proposal facilitates housing choice by providing additional residential units in an ideal location with easy access to retail facilities, public transport and local neighbourhood services.

3.12 SECTION D – STATE & COMMONWEALTH INTERESTS

Preliminary consultation has been carried out with the RMS who have advised that “if Council does not provide access via any local road (Hunter Street) for the development at 147 New Canterbury Road then Roads and Maritime will provide access on New Canterbury Road provided it is restricted to left-in left-out movements”.

3.13 IS THERE ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PLANNING PROPOSAL?

The site is currently well serviced by Petersham and Lewisham Train Stations and Lewisham Light Rail Station. It is not anticipated that there is any lack of capacity of water, power, sewer, stormwater or telecommunications infrastructure. Any required upgrades to essential infrastructure arising from the redevelopment of the site will also be assessed at DA stage.

3.14 WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH THE GATEWAY DETERMINATION?

This would be determined following consultation with the State and Commonwealth Authorities identified in a Gateway Determination. Any issues raised by these authorities would be addressed as appropriate.

Preliminary consultation has been carried out with the RMS who have advised that “if Council does not provide access via any local road (Hunter Street) for the development at 147 New Canterbury Road then Roads and Maritime will provide access on New Canterbury Road provided it is restricted to left-in left-out movements”.

4.0 Conclusion

This Supplementary Report for the Planning Proposal for 141 – 161 New Canterbury Rd Petersham (known as “Georgiou’s Confectionary” and “Saray Rug Warehouse and herein referred to as ‘the site’) addresses the additional matters requested by the NSW Department of Planning & Environment. In particular, the strategic context has been further justified by examining in detail, the:

1. The Department Of Planning And Environment’s (Dp&E) Guide To Preparing Planning Proposals
2. A Plan For Growing Sydney – Sydney Metropolitan Strategy 2015
3. Draft South Subregional Strategy (2007)
4. Marrickville Urban Strategy (April 2007)
5. Marrickville Employment Lands Study (April 2008)

All applicable *Ministerial Directions* (s117 directions) have previously been assessed by Marrickville Council and are set out in **Attachment 1**.

The Planning Proposal is a relatively minor site specific amendment to Marrickville LEP 2011 and comprises an application to change the zoning of the 2334m2 site at 141 – 161 New Canterbury Road, Petersham from IN2 Light Industrial to Zone to B5 Business Development, with residential flat buildings to be added as additional permissible use in Schedule 1 of Marrickville Local Environmental Plan 2011.

The controls have been modelled in the accompanying Planning Proposal to ensure that future built form is appropriate to the local context, has an appropriate scale relationship with neighbouring contributory buildings, and which is able to satisfy SEPP 65 and the accompanying Residential Flat Design Code.

The proposal is generally consistent with the built form controls of the local area and responds to the scale, proportions and vernacular of surrounding buildings in Petersham. Council has also recommended development control plan (DCP) amendments specific to the site (Section 6.36.5.3) to outline the opportunities and constraints for future development, and to ensure that specific land use configuration and design objectives are achieved.

Together the draft package of controls are reasonable and serve a valid planning purpose. The current planning controls do not allow for the development of the site for its highest and best use given its strategic location, or provide for a rational or orderly development of the site, as envisaged by the Objects of the Environmental Planning & Assessment Act 1979.

As a matter of ‘local planning significance’, a local Planning Proposal is considered to the appropriate mechanism to achieve revitalisation and redevelopment of the site. It is requested that the matter be supported by Marrickville Council and the NSW Department of Planning & Environment.