



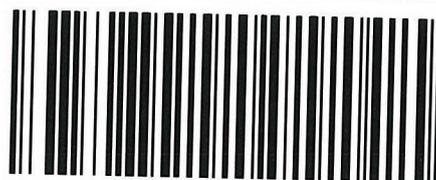
City of Canterbury

City of Cultural Diversity

Our Reference: T-29-173

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Metropolitan Delivery (CBD)
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001



PCU062562

Attention: Ms Louise Starkey

Dear Ms Starkey,

Planning Proposal to amend CLEP 2012, 538-546 Canterbury Road, Campsie and 570-580 Canterbury Road, Belmore

I am writing to you to advise that on 2 October 2014, Council resolved that a planning proposal be prepared over land at 538-546 Canterbury Road, Campsie and 570-580 Canterbury Road, Belmore to increase the maximum permissible building height from 18 metres to 25 metres. These changes will be undertaken by way of amendments to the relevant Map.

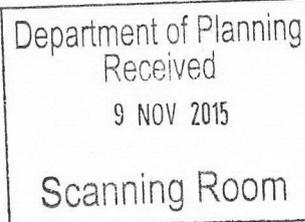
Council has now prepared a Planning Proposal for these amendments and is submitting this for a gateway determination as set out in Sections 55 and 56 of the *Environmental Planning and Assessment Act 1979*.

Attached to this letter is the planning proposal and relevant supporting documentations.

If you require any further assistance please contact our Urban Planner Tom Foster on 9789 9618.

Yours sincerely

Gill Dawson
MANAGER LAND USE & ENVIRONMENTAL PLANNING



6 November 2015

Enclosure:

ENGLISH

If you do not understand this information, please ask a relative or friend to translate it, or you can bring this information to Council and our staff will assist you using interpreting services.

ARABIC

إذا لم تفهم هذه المعلومات يُرجى منك أن تطلب إلى قريب أو صديق أن يترجمها لك، أو بإمكانك إحضار هذه المعلومات إلى مركز البلدية حيث سيقوم موظفونا بمساعدتك بواسطة خدمات الترجمة الشفهية.

CHINESE

假如您不明白這份資料，請找親戚或朋友為你翻譯這份資料，又或者您可以帶同這份資料到市政廳，我們的職員會透過傳譯服務協助您。

CROATIAN

Ako ne razumijete ove informacije, zamolite rođaka ili prijatelja da Vam ih prevede ili donesite ovo pismo u općinu i naše će Vam osoblje pomoći putem službe tumača.

GREEK

Εάν δεν καταλαβαίνετε αυτές τις πληροφορίες, παρακαλώ ζητήστε από κάποιο συγγενή ή φίλο να σας τις μεταφράσει, ή φέρετε τις πληροφορίες αυτές στο Δημαρχείο και το προσωπικό μας θα σας βοηθήσει να χρησιμοποιήσετε τις υπηρεσίες διερμηνέα.

ITALIAN

Se non comprendi queste informazioni, sei pregato(a) di chiedere a un parente o a un amico di tradurtele, oppure puoi portare queste informazioni al Municipio e il nostro personale ti aiuterà tramite il servizio interpreti.

KOREAN

만일 이 글을 이해하지 못하시겠으면, 친척이나 친구에게 번역을 부탁하시든가, 혹은 이 글을 카운슬로 가지고 오시면 카운슬 직원이 통역 서비스를 이용하여 도움을 드릴 것입니다.

SAMOAN

A fai e te le malamalama i lenei faaliga, faamolemole ia e talosaga atu i se isi o lou aiga pe o se ou foi e faamatala atu le uiga o lenei faaliga. E mafai foi ona e au maia lenei faaliga i le Ofisa ona fesoasoani atu lea o le aufaigaluega e faamatala atu le uiga, ma o le a faaaogaina ai se tagata faamatalaupu.

SERBIAN

Ako ne razumete ovu informaciju, molimo zatražite od rođaka ili prijatelja da Vam je prevede, ili možete da donesete tu informaciju u Opštinski Odbor i naše osoblje će Vam pomoći, koristeći prevodilačku službu.

SPANISH

Si no entiende esta información, pídale por favor a un familiar o amigo que se la traduzca, o bien puede traer esta información al Municipio y nuestro personal le ayudará usando los servicios de interpretación.

TAGALOG

Kung hindi ninyo maintindihan ang impormasyong ito, magtanong lamang sa isang kaanak o kaibigan para maipaliwanag sa inyo. O di kaya ay dalhin ang impormasyong ito sa Council at humingi ng tulong sa aming mga empleyado na maipaliwanag ito sa wikang Tagalog.

TURKISH

Bu bilgiyi anlayamazsanız, lütfen bir akraba veya arkadaşınızdan onu çevirmesini isteyiniz veya bu bilgiyi Belediye'ye getirebilirsiniz; görevlilerimiz tercümanlık servisini kullanarak size yardımcı olacaktır.

VIETNAMESE

Nếu quý vị không hiểu tin liệu này, hãy nhờ một thân nhân hoặc người bạn dịch ra cho quý vị, hoặc quý vị có thể đem tin liệu này đến Hội đồng Thành phố và nhân viên của chúng tôi sẽ giúp quý vị thông qua dịch vụ thông ngôn.



City of Canterbury

City of Cultural Diversity

**PLANNING PROPOSAL TO AMEND
CANTERBURY LOCAL ENVIRONMENTAL
PLAN 2012**

**538-546 & 570-589 Canterbury Road,
Campsie & Belmore**



**November 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. Submissions to the planning proposal were received in respect of land at 538-546 Canterbury Road and 570-580 Canterbury Road, seeking increases in maximum allowable building height from 18 metres to 25 metres. The subject sites 'bookend' a property (548-568 Canterbury Road) that was subject to the exhibited planning proposal and sought the same development outcome. However, as the two subject sites were not included in the exhibited planning proposal, a new planning proposal for these properties was required. On 14 May 2014, Council resolved to prepare a planning proposal to increase the maximum allowable building height from 18 metres to 25 metres. The site is included within a traffic study being undertaken with respect to major development sites along Canterbury Road imposed by Roads and Maritime Services.

In 2013 Council received unsolicited submissions from the land owners during the exhibition of the Canterbury Residential Development Strategy (RDS) planning proposal. The submissions sought to increase the maximum height from 18 metres to 25 metres as per the proposed height controls for the adjoining land.

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 538-546 Canterbury Road and 570-580 Canterbury Road which is described in more detail below.

Table 1: Property Description and Current Land Use

Address	Property Description	Current Land Use
538-546 Canterbury Road, Campsie	Lot B DP 389844	Car Wash
570-572 Canterbury Road, Campsie	Lot A, DP337934 & Lot B, DP337934	Commercial Premises

576 Canterbury Road, Belmore	Lot C, DP 345935	Dwelling House
578 Canterbury Road, Belmore	Lot B, DP 345935	Dwelling House
580 Canterbury Road, Belmore	Cnr Lot A DP 345935	Dwelling House

The subject sites are located on the south-western corner of Canterbury Road and Elizabeth Street and the south-eastern corner of Canterbury Road and Chelmsford Avenue. The eastern site has a 41.15m frontage to Canterbury Road and a 25.91m frontage to Elizabeth Street with a splay corner of 6.38m and a total site area of 1382.6m². The western site is comprised of six allotments in four different ownerships, with a combined area of approximately 2750m² and a combined frontage of 60.63m to Canterbury Road. Both sites have development approvals for mixed use development and are seeking increased mixed-use development outcomes.

The existing development on the eastern site consists of a car wash building and surrounds used for car wash related activity. The site is accessed via Elizabeth Street. The existing development on the western site contains a two storey commercial building, and three single-storey dwelling houses fronting Canterbury Road.

Canterbury Hospital is directly to the north of the sites on the opposite side of Canterbury Road and either side of it there are commercial/light industrial buildings with some houses interspersed. Between and behind both sites is a bulky goods retailer (Harrisons) which has been recently been approved for redevelopment as a mixed use building by the Joint Regional Planning Panel. Further to the south, Elizabeth Street contains residential development on its eastern side and industrial on the west. Also to the south is some open industrial land (former tip site) and houses fronting Chelmsford Avenue.

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



Photograph 1 (Aerial): shows the two subject sites (under same effective control as site in between which is subject to a separate planning proposal). The eastern site (536-546 Canterbury Road) is currently occupied by a single-storey car wash. The western site (570-580 Canterbury Road) is currently occupied by a two-storey commercial building and three single-storey residential dwelling houses.



Photograph 2: view of 538-546 Canterbury Road from Elizabeth Street



Photograph 3: View of 538-546 Canterbury Road from Canterbury Road Frontage

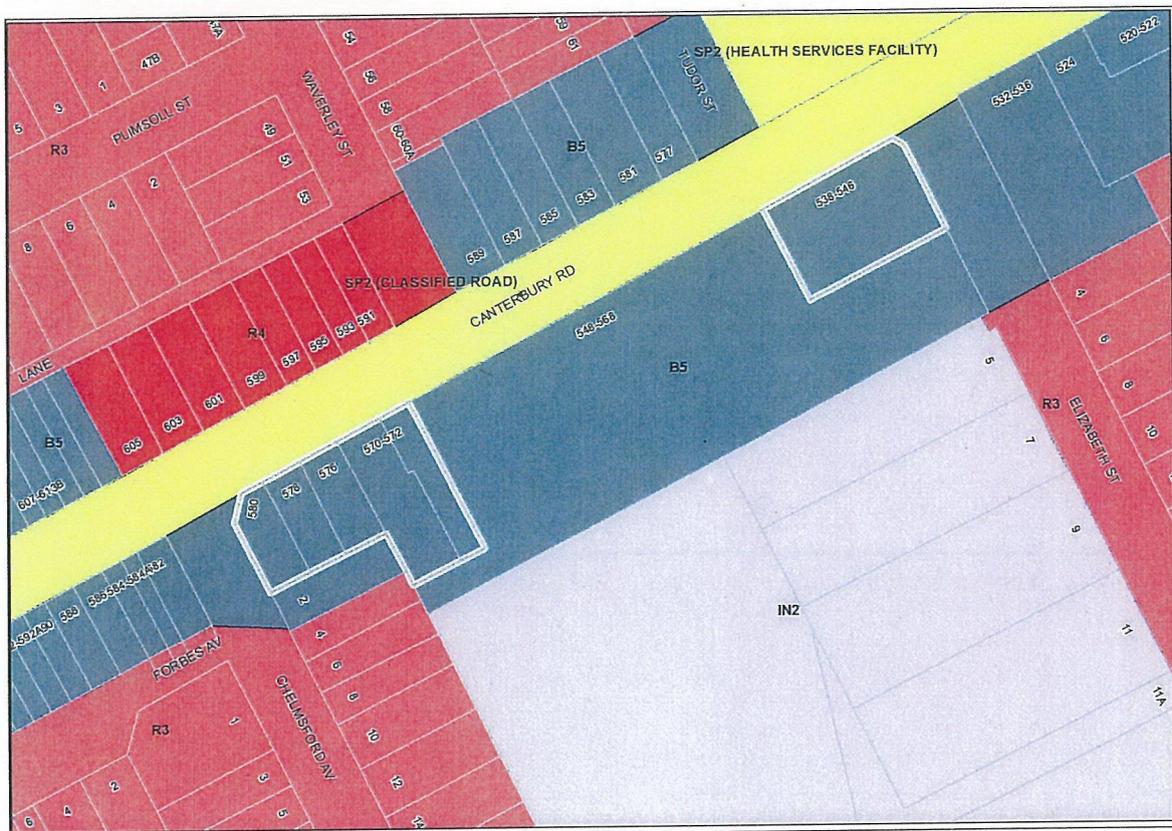


Photograph 4: views of 570-580 Canterbury Road from Chelmsford Avenue



Photograph 5: View from 538-546 Canterbury Road to Canterbury Hospital opposite site

The zoning map below illustrates the existing land zoning of the subject site under the Canterbury LEP 2012, along with the adjacent zones. Note that the sites are within the B5 Business Development Zone. It shares boundaries with the R3 Medium Density Residential Zone and the IN2 Light Industrial Zone.



3. Possible development scenario

It is expected that further applications for additional levels to the already approved developments will be submitted once any changes to development standards are in place.

A submission to Planning Proposal PP_2014_Cante_001-00 was submitted by Think Planners (538 – 546 Canterbury Road) Statewide Planning (570-572 Canterbury Road) which identifies potential built form parameters for development of the site at the requested maximum building height. Both submissions sought an increase to maximum building height to 25 metres as recommended for the adjoining site 548-568 Canterbury Road (known as Harrisons Timber).

This would enable redevelopment of the site up to seven to eight storeys from the currently permissible five to six storeys, in line with what is proposed on the adjoining site at 548-568 Canterbury Road.

The requested height increase would enable a consistent approach to development standards on that part of the block fronting Canterbury Road. A single developer has been able to consolidate a redevelopment site at 548-568, 570-572, 576, 578 and 580 Canterbury Road, and the submitter wishes to realise the potential of this consolidated site.

A copy of the submissions is included at **Attachment 4**.

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 538-546 Canterbury Road and 570-580 Canterbury Road. The proposed increase in maximum building height would facilitate maximisation of the residential redevelopment opportunity of the site.

The intended outcomes of the Planning Proposal are as follows:

1. Amendment to height of buildings map

The planning proposal requests a height limit of 25m to apply to the site in order to facilitate a residential flat building (RFB) as previously exhibited under Planning Proposal PP_2014_Cante_001-00.

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

Standard	Current	Proposed
Building Height	18m	25m

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_001) as per table 1

Table 1 – HOB Map changes

<i>Current (Canterbury LEP 2012)</i>	<i>Proposed LEP amendment</i>
P 18 metres	T1 25 metres

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 is partially a result of a strategic study or report, namely the Canterbury Residential Strategy (RDS). However, it seeks to depart from the findings of the RDS in respect of the site, which made no recommendation about changing the current development standards on the subject land, however the adjoining site (548-568 Canterbury Road) was recommended for an increase in maximum building height to 21 metres (with the subject land retaining its current maximum building height limit of 18 metres).

The representatives of the owner of the adjoining site made representations to Council 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), which was included in the exhibited planning proposal for the RDS (Planning Proposal PP_2014_Cante_001-00). Submissions seeking the same development outcome for the subject land were made to the exhibition of the RDS planning proposal, however as the sites had not been previously identified in the Residential Development Strategy, they were not included in the final version of Planning Proposal PP_2014_Cante_001-00. The current planning proposal is a result of a Council resolution dated 14 May 2015 which supports the preparation of a new planning proposal to amend the maximum height on the subject sites to 25m to reflect the development standards proposed for the adjoining property.

A copy of the submission on behalf of the site owner is included at **Attachment 4**.

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 a planning proposal is the only means of permitting a higher maximum building height 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
<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 potential development yield of the land on which it is located which will increase its dwelling capacity.</p> <p>The site is located approximately 1.3 kilometres from Belmore 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. The site is serviced by a number of bus services as follows:</p> <ul style="list-style-type: none"> • Route 415 (Chiswick – Campsie via Burwood and Strathfield), • Route 490 (Drummoyne – Hurstville), • Route 492 (Drummoyne – Rockdale), and • Route 487 (Canterbury Station – Bankstown via Canterbury Road and Roselands). <p>These bus services have a combined peak hour frequency of up to 12 buses per hour and an off – peak frequency of around six buses per hour at or near the subject sites. This part of Canterbury Road has a bus service frequency that is significantly higher than that</p>

<p>Direction 2.4 Deliver timely and well planned greenfield precincts and housing</p>	<p>which is found along most of its length.</p> <p>The supply of dwellings in this part of Campsie and Belmore is characterised by a mix of mixed use commercial/residential buildings (generally 4-5 storeys), 2-4 storey walk-up residential flat buildings and single-storey detached bungalows. Higher density residential is becoming more prevalent in the area as a result of the uplift in zoning that has occurred in the B5 Business Development Zone (development up to six storeys). The subject land is 300-400 metres from Clemtan Park Village which features mixed use residential development up to seven storeys. Both sites are currently approved for six storey development for mixed use purposes. The adjoining site at 548-568 Canterbury Road is also currently approved for six storey development. The proposal will facilitate housing choice in this area.</p>
<p>Goal 3: Sydney's great places to live</p>	<p>Not applicable. The planning proposal is only dealing with two relatively small sites.</p>
<p>Goal 4: Sydney's sustainable and resilient environment</p>	<p>Not applicable. The planning proposal is only dealing with two relatively small sites.</p>
<p>South subregion priorities</p>	<p>This section of the plan does contain any specific priorities not already dealt with in the above assessment.</p>

Sydenham to Bankstown Urban Renewal Corridor

In addition to the Strategic Planning Framework above, in October 2015, the Government released the draft Sydenham to Bankstown Urban Renewal Corridor Strategy for public comment. The draft strategy includes a series of precinct plans for urban renewal opportunities, including Belmore. The sites subject to this planning proposal are located within the draft strategy area, at the southern edge of the Belmore Precinct and the Land Use and Infrastructure Plan shows the site as 'mixed use enterprise corridor' which reflects the current zoning.

Land Use and Infrastructure Plan

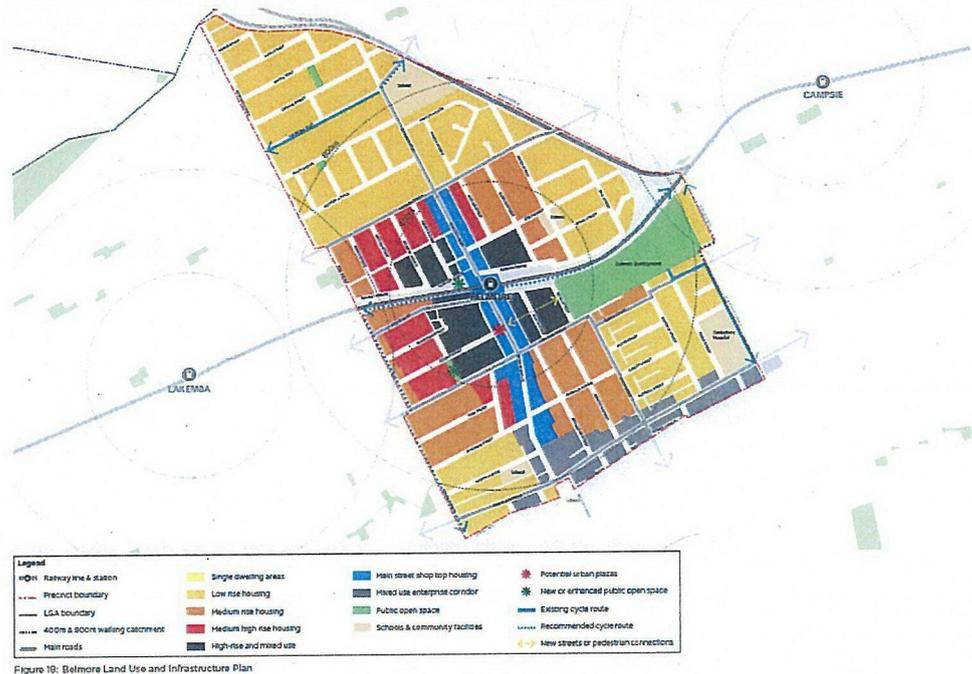


Figure 10: Belmore Land Use and Infrastructure Plan

12 Belmore Precinct - Land Use and Infrastructure Analysis

Extract of Land Use and Infrastructure Plan from draft Sydenham to Bankstown Corridor Urban Renewal Corridor strategy, showing the subject sites located in the south eastern corner of the precinct shaded grey (mixed use enterprise corridor).

The draft strategy further indicates that mixed use enterprise corridor contains:

- New housing with retail shops or showrooms at ground floor level, typically 5–6 storeys.
- Generally located along main roads such as Canterbury Road and New Canterbury Road.

The sites currently exhibit the qualities identified in the mixed use enterprise corridor designation within the draft strategy and the planning proposal will have the effect of increasing the amount of potential new housing available within the Belmore precinct, by adding potentially two more storeys to future residential development (subject to the other requirements of SEPP 65, Canterbury LEP & DCP and other relevant planning controls).

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.

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. The sites currently consist of the following uses – car wash, two storey commercial and three dwelling houses; and the site is fully developed. The immediate environment consists of a mix of uses and development types including light industrial, 1-2 storey commercial buildings, 4-5 storey mixed use buildings, Canterbury Hospital and single and double storey detached bungalows typical of the Campsie and Belmore areas (predominantly single storey).

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 existing urban uses (car wash, commercial premises and dwelling houses) to a new urban use (mixed use commercial/residential). The environmental impacts of the proposal would be relatively minor, relating primarily to potential overlooking and overshadowing of adjoining properties to the south and minor increases in traffic levels on Canterbury Road. 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 and residential amenity

The site is located in the B5 Business Development Zone in a precinct where this is the predominant zoning fronting Canterbury Road; although there are segments of R4 High Density Residential Zone, R3 Medium Density Residential Zone as well as SP2 Infrastructure Zone.

The proposal would allow development in the order of 7-8 storeys. A height limit of 18 metres (equivalent to six storeys) is currently in place on other nearby properties in the B5 Business Development Zone fronting Canterbury Road. This will give the subject sites (as well as the Harrisons site which sits between the two which was part of the RDS Planning Proposal) the greatest maximum building heights outside of a B2 Local Centre Zone (i.e. one of the multi-purpose centres in the City of Canterbury).

The proposed height for the site will exceed the maximum height currently allowed in the surrounding business, residential and industrial zones. The site is bordered by the IN2 Light Industrial Zone to the south and the R3 Medium Density Residential Zone to the southwest of the sites. The IN2 Light industrial Zone does not have a statutory height limit, however the Canterbury Development Control Plan 2012 controls height through building height planes projected from the site boundary to control bulk and amenity impacts. As the majority of the B5 zoned land on the block bounded by land in the IN2 Light Industrial Zone, the amenity impacts of additional height are of lesser concern than if the site had a predominantly residential or public recreation interface.

The subject land is however in close proximity to land contained within the R3 Medium Density Residential Zone, currently occupied by dwelling houses. As such, land at 2 Chelmsford Avenue zoned B5 Business Development has not been included in the land to be uplifted (currently 18 metres maximum building height) to act as a transition between the zones.

The submissions requesting rezoning of the sites are contained in **Attachment 4** 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 37.5m and 40m AHD and forms part of a ridgeline.

Site contamination

Phase 1 Preliminary Site Investigation report in accordance with the requirements of SEPP 55 would be required in the event of redevelopment as part of site specific development applications. It is understood that these have been prepared as part of the current and approved applications over the subject land. Land contamination issues appear to be manageable in redevelopment of the subject land.

Traffic and Parking

The site fronts a classified road – namely Canterbury Road. The Canterbury Road frontage is approximately 43m for the eastern site (538-546 Canterbury Road) and approximately 56m for the western site (570-580 Canterbury Road). Supplementary traffic and parking analysis of both sites would be required at development application stage to demonstrate how the additional traffic generation and parking demand resulting from the additional dwelling yield is to be accommodated.

Public Transport

The site is located approximately 1.2km walking distance from Belmore railway station and 1.8km walking distance from Campsie Station. There are local (zoned B2 Local Centre) and neighbourhood (under construction at the Clemton Park Village site) centres (zoned B1 Local Business) within 200-400m of the subject sites. The site is serviced by four different bus routes with direct connection to rail stations and local centres with combined service frequencies of 6-12 buses per hour.

Cycle and pedestrian movement

The sites would have access to the existing and proposed cycle and pedestrian movement network. There is an on-road cycle route on Charlotte Street to the east that connects Campsie to Clemton Park and Kingsgrove. Construction of renewed footpaths along the site frontages would be required as part of any new development approval:

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

The main potential social impact and implication of the proposal would be a contribution to rapid population 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

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.

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

There are no identified State or Commonwealth interests associated with this site or which are identified as being directly impacted upon by development of the site, however consultation with State or Commonwealth Authorities has not yet occurred with respect to this matter. It is noted that Canterbury Road is a State-Controlled Road, so future consultation with Roads and Maritime Services may be required.

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 Zoning, Height of Building Map.
- Proposed Zoning, Height of Building 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	December 2015
Government Agency Consultation	January 2016
Public exhibition period	January 2016
RPA Assessment of Planning Proposal and Exhibition outcomes	February 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)	March 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

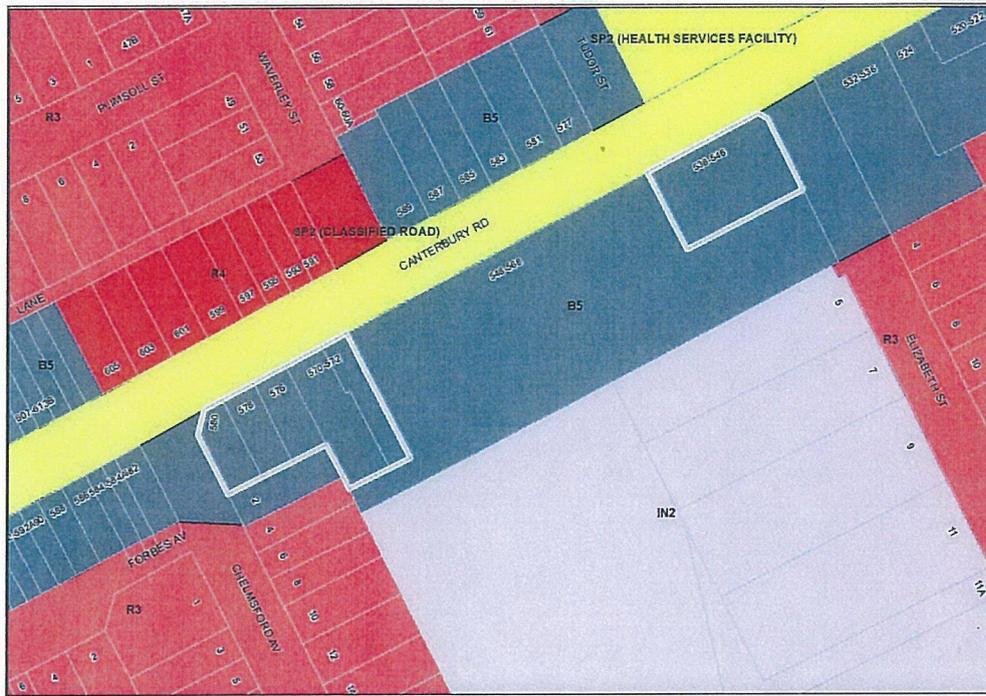
APPENDIX 2: Section 117 Directions

Section 117 Directions	Consistency	Comments
<i>Housing, Infrastructure and Urban Development</i>		
3.1 Residential zones	Consistent	<p>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 inconsistent with this Ministerial Direction as follows:</p> <ul style="list-style-type: none"> • The planning proposal encourages a variety and choice of housing types by increasing the supply of apartment dwellings in the Belmore/Campsie 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, as the well served by social infrastructure (proximity to Canterbury Hospital) and public transport (Canterbury Road bus services). • The planning proposal will have no discernable effects on the environment or resource lands. • The planning proposal will contribute an increase in the choice of building types and locations in the housing market by increasing apartment supply. • The planning proposal will make a 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. • The planning proposal would make a minor contribution to the reduction of land consumption at the urban fringe by providing a small increase in the dwelling capacity of Belmore and Campsie, an infill development area, which may have a small dwelling substitution effect. • The planning proposal is subject to the design requirements under SEPP 65 and the Residential Flat Design Code.

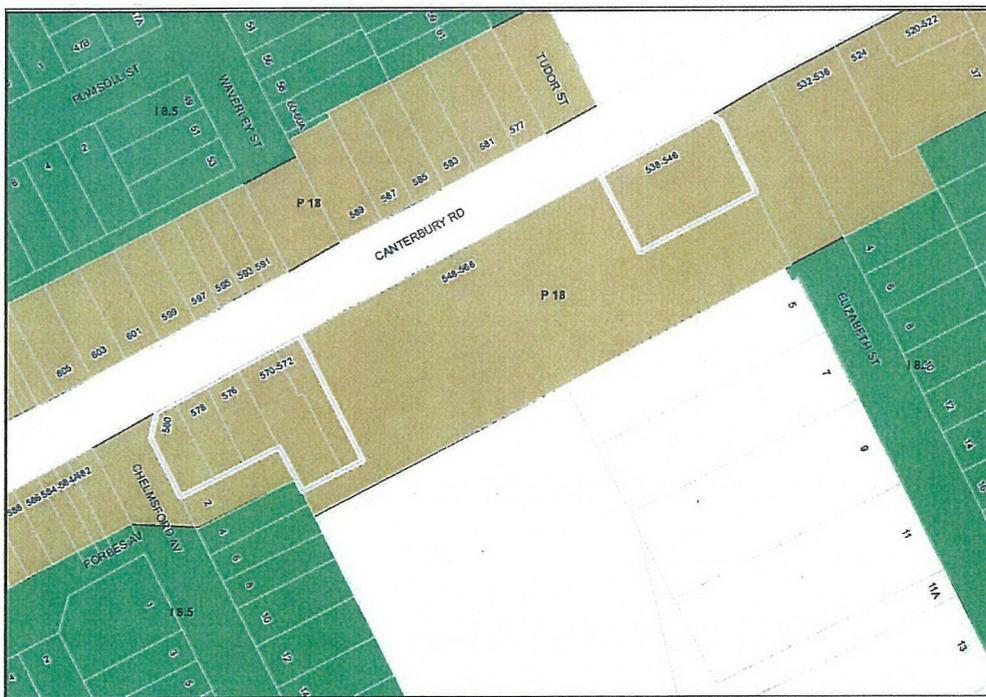
		<p>Compliance with the Residential Flat Design Code for any future proposal would be required and may necessitate changes from current development proposals under application.</p> <ul style="list-style-type: none"> • The land subject to this planning proposal has been previously developed for many years. As such, adequate service capacity will be able to be provided in anticipated of this site redeveloping, however any required upgrades would be at the expense of the proponent. Detailed investigations of current servicing capacity have been undertaken as part of current and approved development applications. • The intent of the planning proposal is to increase the permissible residential density of the land to which it applies, by increasing the maximum building height limits on the site.
3.4 Integrating Land Use and Transport	Consistent	<p>The planning proposal is consistent with the Direction as the sites have access to housing, jobs and services by walking; cycling and public transport and can assist in reducing car dependence due to walkability to neighbourhood centres and bus services. The site is more than the accepted walking catchment distance of 800m to Belmore Station and Campsie Station; however there are high frequency public transport services within 400m of the subject site (up to 12 buses per hour in peak times). The proposal is broadly consistent with Improving Public Transport Choice – Guidelines for Planning and Development and The Right Place for Business and Services Planning Policy, which direct development of this nature to locations within or immediately adjacent to centres at public transport nodes (i.e. railway stations with high frequency services and/or bus interchanges).</p>
4.1 Acid Sulfate Soils	Not relevant	<p>The sites are not identified as being within areas where Acid Sulfate Soils are known or suspected to be present.</p>
4.3 Flood Prone Land	Not relevant	<p>The subject sites are not known to be subject to flooding and are located near a ridge line.</p>
7.1 Implementation of A Plan for Growing Sydney	Consistent	<p>An assessment of the consistency of the planning proposal with A Plan for Growing Sydney has been carried out and the planning proposal has been found to be broadly consistent with several directions of the draft Plan.</p>

APPENDIX 3: Maps

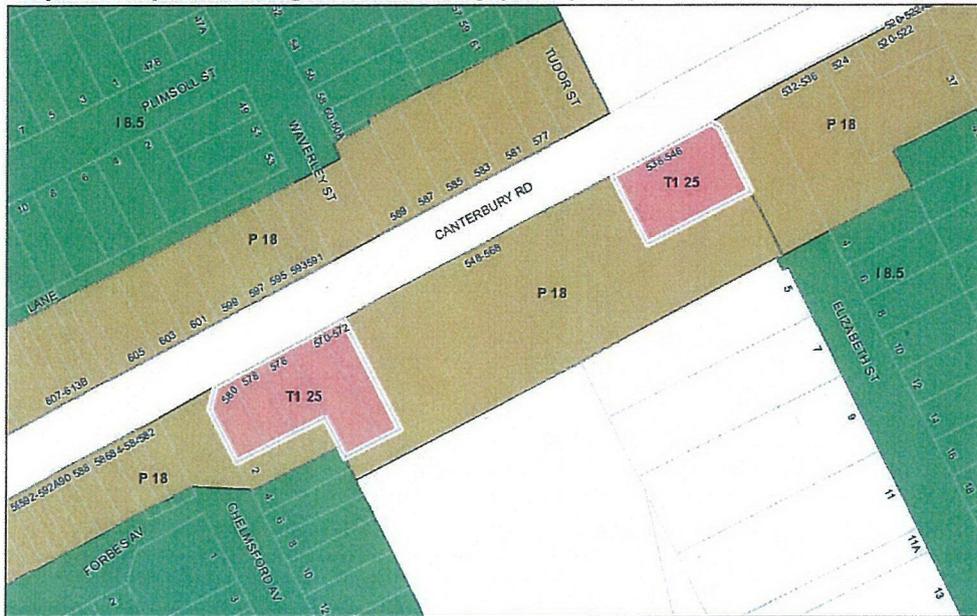
Map 1: Existing Land Zoning (LZN) Map



Map 2: Existing Height of Building (HOB) Map



Map 3: Proposed Height of Building (HOB) Map



Attachment: Information Checklist

INFORMATION CHECKLIST

Attachment 1

> STEP 1: REQUIRED FOR ALL PROPOSALS

(under s55(a) – (e) of the EP&A Act)

- Objectives and intended outcome
- Mapping (including current and proposed zones)
- Community consultation (agencies to be consulted)
- Explanation of provisions
- Justification and process for implementation (including compliance assessment against relevant section 117 direction/s)

> STEP 2: MATTERS - CONSIDERED ON A CASE BY CASE BASIS

(Depending on complexity of planning proposal and nature of issues)

PLANNING MATTERS OR ISSUES	To be considered	N/A	PLANNING MATTERS OR ISSUES	To be considered	N/A
Strategic Planning Context			Urban Design Considerations		
• Demonstrated consistency with relevant Regional Strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Existing site plan (buildings vegetation, roads, etc)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Demonstrated consistency with relevant sub-regional strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Building mass/block diagram study (changes in building height and FSR)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Demonstrated consistency with or support for the outcomes and actions of relevant DG endorsed local strategy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Lighting impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Demonstrated consistency with Threshold Sustainability Criteria	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Development yield analysis (potential yield of lots, houses, employment generation)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Site Description/Context			Economic Considerations		
• Aerial photographs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Economic impact assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Site photos/photomontage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Retail centres hierarchy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic and Transport Considerations			• Employment land	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Local traffic and transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Social and Cultural Considerations		
• TMAP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Heritage impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Public transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Aboriginal archaeology	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Cycle and pedestrian movement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	• Open space management	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental Considerations			• European archaeology	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Bushfire hazard	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Social and cultural impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Acid Sulphate Soil	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Stakeholder engagement	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Noise impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Infrastructure Considerations		
• Flora and/or fauna	<input type="checkbox"/>	<input checked="" type="checkbox"/>	• Infrastructure servicing and potential funding arrangements	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Soil stability, erosion, sediment, landslip assessment, and subsidence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Miscellaneous/Additional Considerations		
• Water quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<i>List any additional studies</i>		
• Stormwater management	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
• Flooding	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
• Land/site contamination (SEPP55)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
• Resources (including drinking water, minerals, oysters, agricultural lands, fisheries, mining)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
• Sea level rise	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Attachment: Council Resolutions

During discussion of the above item, Councillor Paschalidis-Chilas left the Council Chamber at 8.49pm and returned at 8.50pm.

- 3 **538-546 AND 570-572 CANTERBURY ROAD, CAMPSIE; AND 576-580 CANTERBURY ROAD AND 2 CHELMSFORD AVENUE, BELMORE: PLANNING PROPOSAL**
FILE NO: T-29-173

Min. No. 152 RESOLVED (Councillors Hawatt/Azzi)
THAT

1. A planning proposal be prepared to increase the maximum permissible building height from 18 metres to 25 metres on land at 538-546 Canterbury Road, Campsie and land at 570-580 Canterbury Road.
2. The Planning Proposal be forwarded to the Department of Planning and Environment for a Gateway Determination and be placed on public exhibition should a Gateway Determination be forthcoming.

FOR	AGAINST
Deputy Mayor, Councillor Kebbe	Councillor Adler
Councillor Azzi	Councillor Eisler
Councillor Hawatt	Councillor Paschalidis-Chilas
Councillor Nam	
Councillor Saleh	
Councillor Vasiliades	

During discussion of the above item, Councillor Adler vacated the Chair and left the Council Chamber at 8.52pm. Councillor Hawatt assumed the Chair.

During discussion of the above item, Councillor Adler returned to the Council Chamber at 8.54pm and resumed the Chair.

- 4 **642-644 CANTERBURY ROAD, 1-3 PLATTS AVENUE AND 2A, 2B, 2C AND 2D LIBERTY STREET, BELMORE: PLANNING PROPOSAL**
FILE NO: T-29-168

This matter was considered earlier in the meeting. (Refer Minute No. 146).

- 5 **2-4 MCCOURT STREET, WILEY PARK: DEMOLITION AND CONSTRUCTION OF AFFORDABLE HOUSING DEVELOPMENT WITH BASEMENT PARKING**
FILE NO: 547/2D

Min. No. 153 RESOLVED (Councillors Kebbe/Hawatt)

THAT Development Application DA-6/2015 be **APPROVED** subject to the following conditions:

PRIOR TO THE ISSUE OF A CONSTRUCTION CERTIFICATE

1. The following must be submitted to either Council or an Accredited Certifier prior

ATTACHMENT 4 – EVALUATION CRITERIA FOR THE DELEGATION OF PLAN MAKING FUNCTIONS

Checklist for the review of a request for delegation of plan making functions to councils

Local Government Area: Canterbury

Name of draft LEP: Increase of Building Height for redevelopment site

Address of Land (if applicable): 538-546 & 570-572 Canterbury Road Campsie & 576-580 Canterbury Road, Belmore

Intent of draft LEP: Amend the LEP to change primary development standards to benefit the subject land

Additional Supporting Points/Information:

Evaluation criteria for the issuing of an Authorisation (Note: where the matter is identified as relevant and the requirement has not been met, council is attach information to explain why the matter has not been addressed)	Council response		Department assessment	
	Y/N	Not relevant	Agree	Not agree
Is the planning proposal consistent with the Standard Instrument Order, 2006?	Y			
Does the planning proposal contain an adequate explanation of the intent, objectives, and intended outcome of the proposed amendment?	Y			
Are appropriate maps included to identify the location of the site and the intent of the amendment?	Y			
Does the planning proposal contain details related to proposed consultation?	Y			
Is the planning proposal compatible with an endorsed regional or sub-regional planning strategy or a local strategy endorsed by the Director-General?	Y			
Does the planning proposal adequately address any consistency with all relevant S117 Planning Directions?	Y			
Is the planning proposal consistent with all relevant State Environmental Planning Policies (SEPPs)?	Y			
Minor Mapping Error Amendments	Y/N			
Does the planning proposal seek to address a minor mapping error and contain all appropriate maps that clearly identify the error and the manner in which the error will be addressed?	N			
Heritage LEPs	Y/N			
Does the planning proposal seek to add or remove a local heritage item and is it supported by a strategy/study endorsed by the Heritage Office?		N/A		
Does the planning proposal include another form of endorsement or support from the Heritage Office if there is no supporting strategy/study?		N/A		
Does the planning proposal potentially impact on an item of State Heritage Significance and if so, have the views of the Heritage Office been obtained?		N/A		

Reclassifications	Y/N			
Is there an associated spot rezoning with the reclassification?		N/A		
If yes to the above, is the rezoning consistent with an endorsed Plan of Management (POM) or strategy?		N/A		
Is the planning proposal proposed to rectify an anomaly in a classification?	N			
Will the planning proposal be consistent with an adopted POM or other strategy related to the site?		N/A		
Will the draft LEP discharge any interests in public land under section 30 of the Local Government Act, 1993?		N/A		
If so, has council identified all interests; whether any rights or interests will be extinguished; any trusts and covenants relevant to the site; and, included a copy of the title with the planning proposal?		N/A		
Has the council identified that it will exhibit the planning proposal in accordance with the department's Practice Note (PN 09-003) Classification and reclassification of public land through a local environmental plan and Best Practice Guideline for LEPs and Council Land?		N/A		
Has council acknowledged in its planning proposal that a Public Hearing will be required and agreed to hold one as part of its documentation?		N/A		
Spot Rezonings	Y/N			
Will the proposal result in a loss of development potential for the site (ie reduced FSR or building height) that is not supported by an endorsed strategy?	N			
Is the rezoning intended to address an anomaly that has been identified following the conversion of a principal LEP into a Standard Instrument LEP format?	N			
Will the planning proposal deal with a previously deferred matter in an existing LEP and if so, does it provide enough information to explain how the issue that lead to the deferral has been addressed?	N			
If yes, does the planning proposal contain sufficient documented justification to enable the matter to proceed?		N/A		

Does the planning proposal create an exception to a mapped development standard?	N			
Section 73A matters				
<p>Does the proposed instrument</p> <p>a. correct an obvious error in the principal instrument consisting of a misdescription, the inconsistent numbering of provisions, a wrong cross-reference, a spelling error, a grammatical mistake, the insertion of obviously missing words, the removal of obviously unnecessary words or a formatting error?;</p> <p>b. address matters in the principal instrument that are of a consequential, transitional, machinery or other minor nature?; or</p> <p>c. deal with matters that do not warrant compliance with the conditions precedent for the making of the instrument because they will not have any significant adverse impact on the environment or adjoining land?</p> <p>(NOTE – the Minister (or Delegate) will need to form an Opinion under section 73(A)(1)(c) of the Act in order for a matter in this category to proceed).</p>	N			

NOTES

- Where a council responds 'yes' or can demonstrate that the matter is 'not relevant', in most cases, the planning proposal will routinely be delegated to council to finalise as a matter of local planning significance.
- Endorsed strategy means a regional strategy, sub-regional strategy, or any other local strategic planning document that is endorsed by the Director-General of the department.

Attachment: Evaluation Criteria for the Delegation of Plan Making Functions

Attachment: Applicant's Planning Proposal Submission



8 July 2014

General Manager
Canterbury City Council

Dear Sir,

**Re: Planning Proposal – Implementation of Canterbury Residential
Development Strategy – Stage 1**

I refer to Council's exhibition of the Planning Proposal for the implementation of the Canterbury Residential Development Strategy – Stage 1.

Think Planners Pty Ltd has been engaged to prepare a submission on behalf of our client Mr Jimmy Maroun of CHP Group Pty Ltd in relation to the draft LEP, and in particular the land parcels 445-459 Canterbury Road and 538-549 Canterbury Road.

445-459 Canterbury Road CAMPSIE

We write to confirm our support for the revision of planning controls for the above-mentioned land. However, following consideration of the built form proposed in the draft LEP we recommend that Council implement a 25m height along Canterbury Road and an 18m height along Perry Street.

Further, my client has indicated a willingness to enter into a VPA with Council for the dedication of land that would enable the creation of a 6m wide laneway to Stanley St through the above-mentioned property, and thereby allow for the future extension of the laneway all the way through to Una Street.

The change in heights suggested would be appropriately transitioned across roads or laneways.

We confirm that the adoption of the advertised proposal is not objected to and that we support Councils adoption of the advertised proposal.

w w w . t h i n k p l a n n e r s . c o m

9A O'Connell St,
Parramatta NSW 2150
02 9890 8543

538 – 546 Canterbury Road CAMPSIE

The exhibited LEP inappropriately excludes and isolates the site 538-546 Canterbury Road Campsie (car wash site) from the amending LEP, as can be clearly identified in the image below.



The carwash site forms a Gateway to the Harrison Timber Site and is located on the prominent corner of Canterbury Road and Elizabeth Street. The exclusion of this land from the LEP is an oversight and we seek to have the same controls adopted for the site as that proposed on its 2 boundaries, being a 25m height.

Thank you for the opportunity to make this submission and we would be happy to expand upon its content and provide further urban design and planning analysis if requested.

If you wish to discuss this further please contact me on 0419 288 899.

Regards,

Adam Byrnes- Director
Think Planners Pty Ltd

w w w . t h i n k p l a n n e r s . c o m

9A O'Connell St,
Parramatta NSW 2150
02 9890 8543