

# 677, 687 Canterbury Road and 48 Drummond Street Belmore

## Application for Site Compatibility Certificate under SEPP (Affordable Housing) 2009

### Part C: Compatibility of the Proposed Development - C1: Development Proposal Information

Prepared for:  
Evolve Housing

Prepared by:  
HBO+EMTB

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677, 687 Canterbury Road and 48 Drummond Street Belmore – Application for SEPP

Project number:  
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Client:  
Evolve Housing

Prepared by:  
HBO+EMTB

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1.0 THE CONTEXT

1.1 LOCATION

Refer Figure 1.1.1.

The Site is located in a north-westerly orientation with Canterbury Road to the south-east, Drummond Street to the south-west and Anderson Street to the north-east. Burwood Road, a major arterial road is 175 metres to the west and Kingsgrove Road, which provides access to the M5 Motorway, is 125 metres to the east. Belmore Shopping Centre on Burwood Road is approximately 600 metres walk from the Site. Belmore Railway Station is within an 800 metres radial distance from the Site.

The Site comprises three lots (DP533919, DP952115, DP3862) and is irregular in shape:

- The total frontage to Canterbury Road is 101m;
- The north-east and south-west side boundaries are 44.27m and 92.96m respectively;
- The boundary adjoining the two storey residential apartment building on Drummond Street to the north-west is 50.29m;
- The side boundary adjoining the single storey house on Anderson Street (DP322858) to the north-east is 40.24m;
- The side boundary adjoining the rear of the single storey houses on Anderson Street (DP322858) to the north-east is 20.14m;
- The side boundaries adjoining the rear boundary of the single storey detached dwelling on DP3862 are 20.12 metres and 10.11m; and
- The total area of the site is 7070m<sup>2</sup>.



Figure 1.1.1 Location Plan





1.2 LAND USE CHARACTER AND BUILT CONTEXT

Refer Figure 1.2.1 and 1.2.2 and photos as numbered.

The Site is located along the retail/commercial/light industrial spine which stretches east and west along the length of Canterbury Road (Photos 12, 13, 21). Heights of buildings range from 1 to 5 storeys. Parapets on some buildings increase the overall height of buildings along Canterbury Road. Land use/ activities currently on the Site include the 2-3 storey Sandler Shoe factory with associated carpark (Photos 10, 14, 17) and a 2 storey residential apartment building (Photo 15). Along Drummond Street, on the opposite side of the road to the Site, land use/ activities include a 2 storey home appliance and lighting factory style building fronting Canterbury Road (Photos 5, 13) and other 2-3 storey commercial/ light industrial factories extending back along Drummond Street (Photo 16). Along Anderson Street, on the opposite side of the road to the Site fronting Canterbury Road, is Belmore Prestige Car Sales. To the rear of the site along Anderson Street, one storey single detached houses closely about the site (Photo 11). The rest of Anderson Street comprises a mix of single detached dwellings, 2-3 storey residential apartment buildings (Photo 20) and villa townhouse developments (Photo 19). To the rear of the Site along Drummond Street, is a two storey residential apartment building (Photo 18). Drummond Street also has a similar mix of residential building types as Anderson Street.

Views are limited due to the flat topography although city skyline views are available along the Canterbury Road corridor to the north-east (Photo 8).



Drummond Street site elevation



View down Drummond Lane



Figure 1.2.1 View Points



View to corner of site at Drummond Street and Canterbury Road



View west along Canterbury Road





View from the corner of the site to Haier Lighting House



View from the site south-west to Liberty Street



View along Canterbury Road street frontage - note the view to the city skyline in the background



View along Canterbury Road street frontage to the site



View along Canterbury Road Sandler frontage



View to corner of Site at Anderson Street and Canterbury Road



View to the rear of the site and interface with adjacent single detached house



View to St George Hotel on the corner of Canterbury Road - the site is in the background





View from opposite the site to retail/commercial spine on Canterbury Road



View to Site, on Canterbury Road, showing mature trees



View to site from Drummond Street



View north-west along Drummond Street to light industrial/commercial properties adjacent the Site



View to Site carpark and Sandler factory



View to residential apartment building to the rear of the Site



Anderson Street villa townhouse development



Anderson Street 3 storey walk up apartments



5 storey mixed use development on the corner of Kingsgrove Road/Sharp Street and Canterbury Road





Figure 1.2.2 Existing Land Uses and Building Heights





A Corner Canterbury Road / Kingsgrove Road



B 836-838 Canterbury Road



C 908 Canterbury Road

### Recent Developments

Further along Canterbury Road newer larger scale mixed use developments include:

- A 5 storey development on the corner of Canterbury Road and Kingsgrove Road (Photo A);
- A 4 storey development at 836-838 Canterbury Road (Photo B);
- A 4 storey development at 908 Canterbury Road (Photo C);
- A 4+ storey development at 237 Canterbury Road (Photo D); and
- A 6 storey development on Broughton Street, Canterbury – Neapolis (Photo E)

### Cultural Heritage

Refer Figure 1.2.3.

The Belmore area is part of the traditional lands of the Bediagal people. The area was once covered by a forest of Sydney Blue Gum, Blackbutt, Red Mahogany and Ironbark trees. The trees were cleared by early settlers and the land utilised for agriculture. From 1880, fueled by the development of the railway, land speculators bought up farmland and sub-divided. The Subject Site was part of the Anderson Estate which was subdivided and sold between 1902-1904. Federation houses were built on large suburban blocks. Post WW1, war service homes were also built. In 1961, spurred by changes to the Strata Title Act, developers demolished the large federation homes to build walk up apartments which are evident today along Anderson and Drummond Streets.

There are no cultural heritage sites of significance in the immediate vicinity of the Site. Belmore South Primary School is the nearest at 150 metres from the site.



D 237 Canterbury Road



E Broughton Street

### Natural Environment

The Site has limited existing vegetation as the existing factory and parking area occupies much of the site. Remnant vegetation on the edges includes some existing mature native Brushbox trees on the corner of Canterbury Road and Drummond Street (Photo 3) and some landscaping associated with the front yard of the residential apartment building on Drummond Street. Small street trees are located in the grassed street verges on Drummond and Anderson Streets.

The Subject Site is relatively flat. Along Drummond Street the site slopes gradually about 3 metres over almost 100 metres which is approximately a 1 in 33 slope.

There are no known hazards or other natural constraints to the site. Easements are required between 39 Anderson Street and the Subject Site. An electricity sub-station is also located in the Anderson Street frontage.

### Access to Services and Facilities

Refer Figure 1.2.3.

Surrounding service facilities within 500 metres walking distance of the site include:

- Belmore South Primary School;
- St. Joseph's Primary School;
- Canterbury Children's Cottage Daycare;
- St. George Hotel (Pub)
- Canterbury Hospital
- St. Alban's Church;
- Church of Christ; and
- St. Joseph's Church.

Within an 800 metre walking distance Belmore Oval Complex provides parks and recreation facilities for the Belmore area. Belmore Shopping Centre on Burwood Road is approximately 600 metres walk from the Subject Site. Belmore Railway Station is within 800 metres walking catchment from the site.

### Transport and Cycle/Pedestrian Access

Refer Figure 1.2.3.

Bus stops along Canterbury Road are located within 50 metres of the Site. The 415 bus service provides access from Campsie to Chiswick including the larger centres of Strathfield and Burwood. The 487 bus service provides access to Bankstown and Canterbury. Public transport services to the City and beyond are provided by the train accessed from Belmore Station. The 415 bus service provides a link to Belmore Station for less mobile passengers.

Continuous concrete footpaths are provided on all streets. Grades are relatively flat enabling less abled access to bus stops and Belmore Station. There is a proposed on-road cycleway by Canterbury Council 150 metres along Nelson Avenue to the south of the Site which will connect to the Cooks River Cycleway (connecting Ryde to Botany Bay). Other proposed cycleways by Canterbury Council are to the north along the railway corridor. The only existing cycleway is located 800 metres to the east, adjacent Canterbury Hospital, along Thorncraft Parade/ Charlotte Street.





Figure 1.2.3 Existing Conditions: Transport, Services and Cultural Heritage



1.3 CURRENT LEP ZONING

Refer Figure 1.3.1.

Canterbury Local Environment Plan 2012 applies to the site. The site is currently zoned B6 Enterprise Corridor with a 12 metre height limit and R3 Medium Density Residential with a 12 metre height limit. Adjacent sites along the same side of Canterbury Road are zoned B2 Local Centre with an 18 metre height limit. Across the other side of Canterbury Road the zoning is B5 Business Development with an 18 metre height limit , B6 Enterprise Corridor (across from the Subject Site) with a 12 metre height limit and B2 Local Centre with a 12 metre height limit. Along the north side of Canterbury Road to the west of the site and behind Belmore Shopping Centre (or Burwood Road) to the east and west, the zoning is R4 High Density residential with an 18 metre height limit. Various other development controls, including set backs and minimum building separation distances are contained in the DCP.

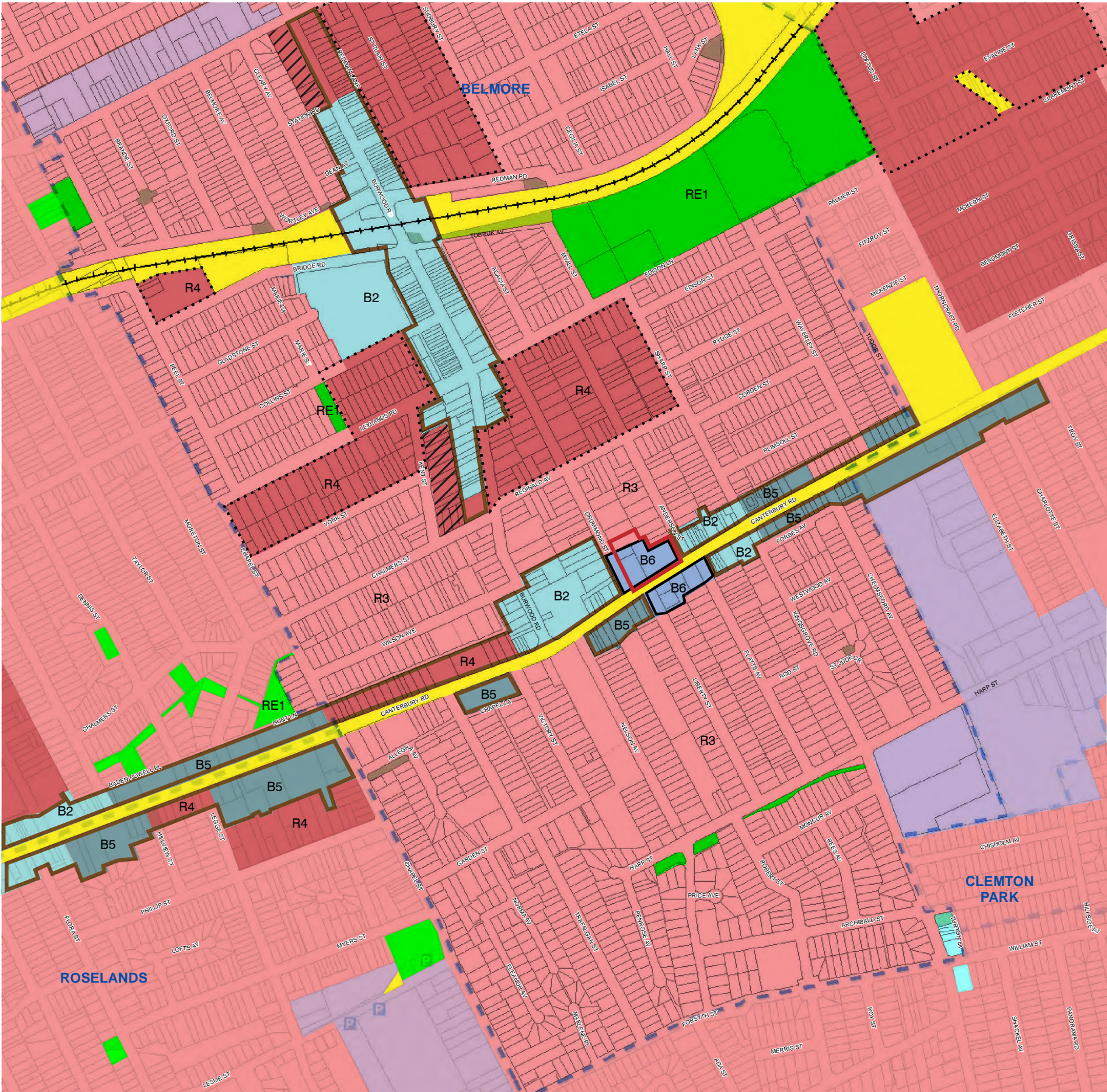


Figure 1.3.1 Canterbury Council LEP Zoning



2.0 THE PROPOSAL

Description of the Proposed Development Concept

The subject site has an area of approximately 7070m² with a frontage (South) to Canterbury Road of 101 metres; an eastern frontage along Anderson Street of 44.27 metres and a western frontage along Drummond Street of 92.96 metres Belmore. The northern boundary follows the subdivision pattern as shown on the Site Survey.

The proposal involves the development of a “mixed use” development involving commercial premises along the ground floor of the Canterbury Road frontage of the site involving gross floor area of approximately 798m².

As may be seen from Level 1, Ground Floor Plan the site is proposed to be developed into three blocks; A , B & C. The site is proposed to be divided into two parts from east to west by a lane way, ensuring connectivity though the site for pedestrians, service vehicles, residents, workers and visitors to the Project.

Block A

Block A consists of 78 Units with the following mix of unit types by level:-

Block A					
	Studio	1 Bed	2 Bed	3 Bed	Total
1 Ground	4	10	4	0	18
2	4	10	2	0	16
3	4	6	2	0	12
4	4	6	2	0	12
5	4	5	1	0	10
6	4	5	1	0	10
Total	24	42	12	-	78
Mix	30%	54%	16%	-	100%

The portion of Block A located to the north of the site is restricted to a maximum height of 8.5 metres (two storey), the delineation of the height being dictated by the prevailing demarcation between the Enterprise Corridor B6 and the Medium Density R3 zones.

The balance of Block A (located within the Enterprise Corridor B6 zone) is proposed to be six stories in height (18 metres).

Block A is located over a single level basement that consists of 47 car spaces and 24 bicycle spaces; the basement is accessed by two lifts and access stairs that connect the ground floor to the basement.

Vehicle access to the basement is proposed by way of a driveway (6000mm wide) connecting with the one way laneway/shared zone that traverses the site, running parallel with Canterbury Road in an east west direction.

Block B

This block is proposed to be located on the corner of Drummond Street and Canterbury Road and includes the following mix of unit types by level:-

Block B					
	Studio	1 Bed	2 Bed	3 Bed	Total
1 Ground	2	4	3	0	9
2	2	5	5	1	13
3	2	5	5	1	13
4	2	5	5	1	13
5	2	5	5	1	13
6	2	5	5	1	13
7	0	2	1	1	4
Total	12	31	29	6	78
Mix	15%	39%	38%	8%	100%

In addition to the residential units, approximately 386m² of net lettable floor area is proposed to be developed along the Canterbury Road frontage at Ground Level. The proposed “commercial” tenancy extends around the Drummond Street frontage for a distance of 11 metres.

The overall height of Block B is proposed to be 18 metres (six stories) with four units proposed to be included as a seventh level. The massing of these additional units at the seventh storey, is designed to provide an “urban design response and emphasis” to the corner location of Block B and will also provide access to the proposed communal roof terraces and gardens planned at this level.

The existing trees located along the Canterbury Road frontage near the corner of Drummond Street are to be retained, subject to an arborist report.

Block C

Block C is proposed to be located on the corner of Anderson Street and Canterbury Road and is to include the following mix of unit types by level:-

Block C					
	Studio	1 Bed	2 Bed	3 Bed	Total
1 Ground	0	4	3	0	7
2	0	5	5	1	11
3	0	5	5	1	11
4	0	5	5	1	11
5	0	5	5	1	11
6	0	5	5	1	11
7	0	2	1	1	4
Total	0	31	29	6	66
Mix	0%	47%	44%	9%	100%

In addition to the residential units, approximately 412m² of net lettable floor area is proposed to be developed along the Canterbury Road frontage at Ground Level. The proposed “commercial” tenancy extends around the Anderson Street frontage for a distance of approximately 8 metres.

Like block B, four units are proposed to be included as a seventh level in Block C. The massing of these additional units is designed to provide an “emphasis” to the corner location of the Block and access from this level is provided to proposed communal roof terraces and gardens.

Both Block B and Block C are located over a shared car parking basement. Final car parking numbers will be the subject of a merit argument to council at DA stage, in the context of the affordable housing SEPP. The basement is intended as a shared facility for both the residents and the workforce employed in the commercial tenancies. Visitor car parking is proposed along the “shared” laneway through the middle of the site. This will be a shared zone for visitors to the residences as well as the commercial tenancies and showrooms.

Summary

The proposal complies with all relevant planning documents, including:-

- State Environmental Planning Policy (Affordable Rental Housing) 2009 (AHSEPP)
- State Environmental Planning Policy No 65 (Design Quality of Residential Flat Development)
- Canterbury Local Environmental Plan 2012
- Canterbury Development Control Plan 2012

Through compliance with these instruments and together with an analysis of the site context, planning objectives for the site and the surrounding locality it is has been determined that a total of 222 units are capable of being accommodated on the subject site with a further 798m² of commercial tenancy.

The combined mix of units proposed for the site is as follows:-

Total All Blocks					
	Studio	1 Bed	2 Bed	3 Bed	Total
Block A	24	42	12	-	78
Block B	12	31	29	6	78
Block C	0	31	29	6	66
Total	36	104	70	12	222
Mix	16%	41%	37%	6%	100%





Note- Basement is indicative only. Arrangement to be finalised.

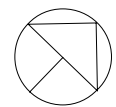


Figure 2.1.1 Basement Plan





Figure 2.1.2 Level 01 Plan





Figure 2.1.3 Level 02 Plan





Figure 2.1.4 Level 03 Plan





Figure 2.1.5 Level 04 Plan





Figure 2.1.6 Level 05 Plan





Figure 2.1.7 Level 06 Plan







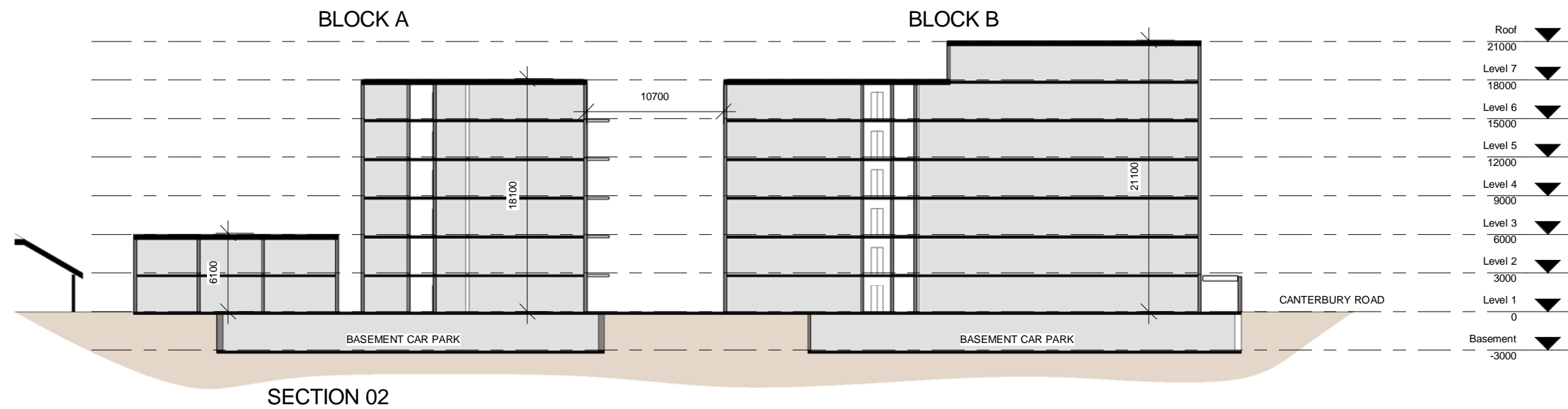
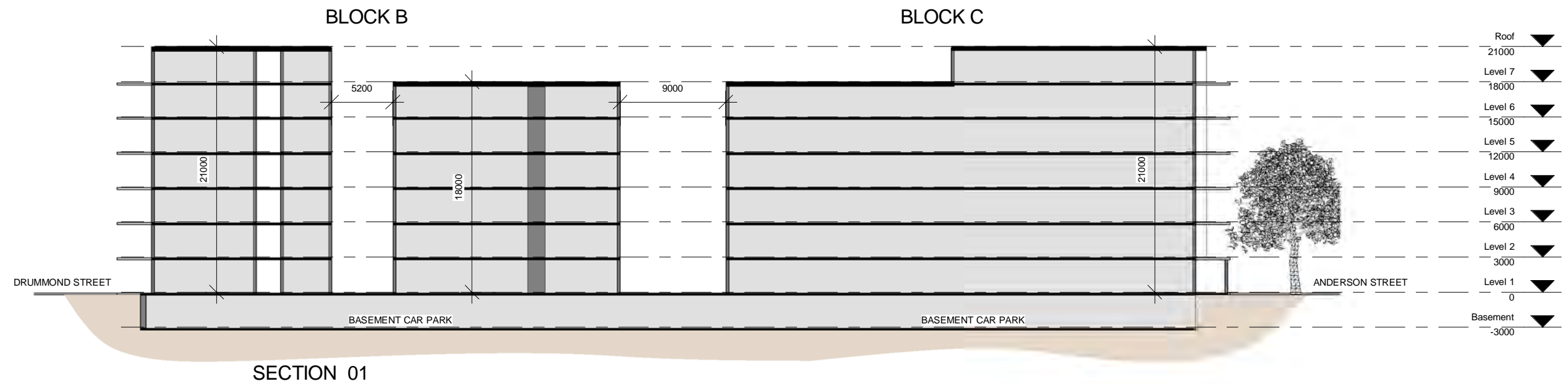
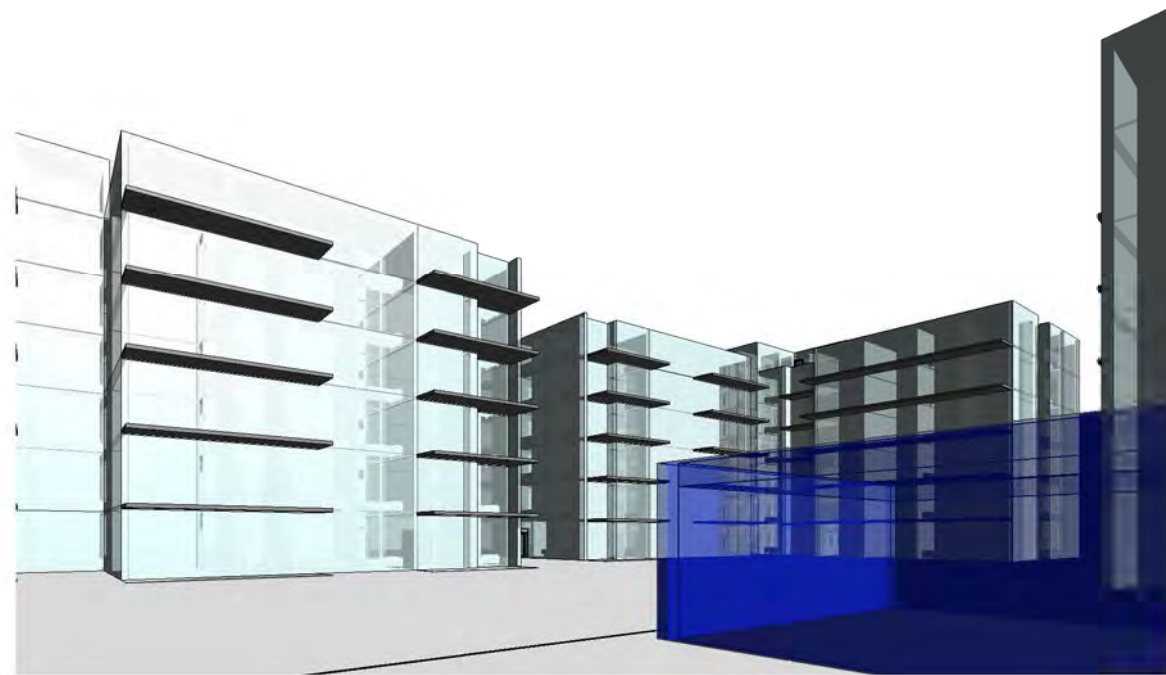


Figure 2.1.9 Section





INTERNAL COURTYARD INCORPORATING LEVEL 06 OPTION 01



CANTERBURY ROAD INCORPORATING LEVEL 06 OPTION 02



CANTERBURY ROAD INCORPORATING LEVEL 06 OPTION 01



DRUMMOND STREET SHOWING 'STEPPING OF MASSING'

NOTE- RED COMPONENT DENOTES COMMERCIAL TENANCY

Figure 2.1.10 3D Perspective



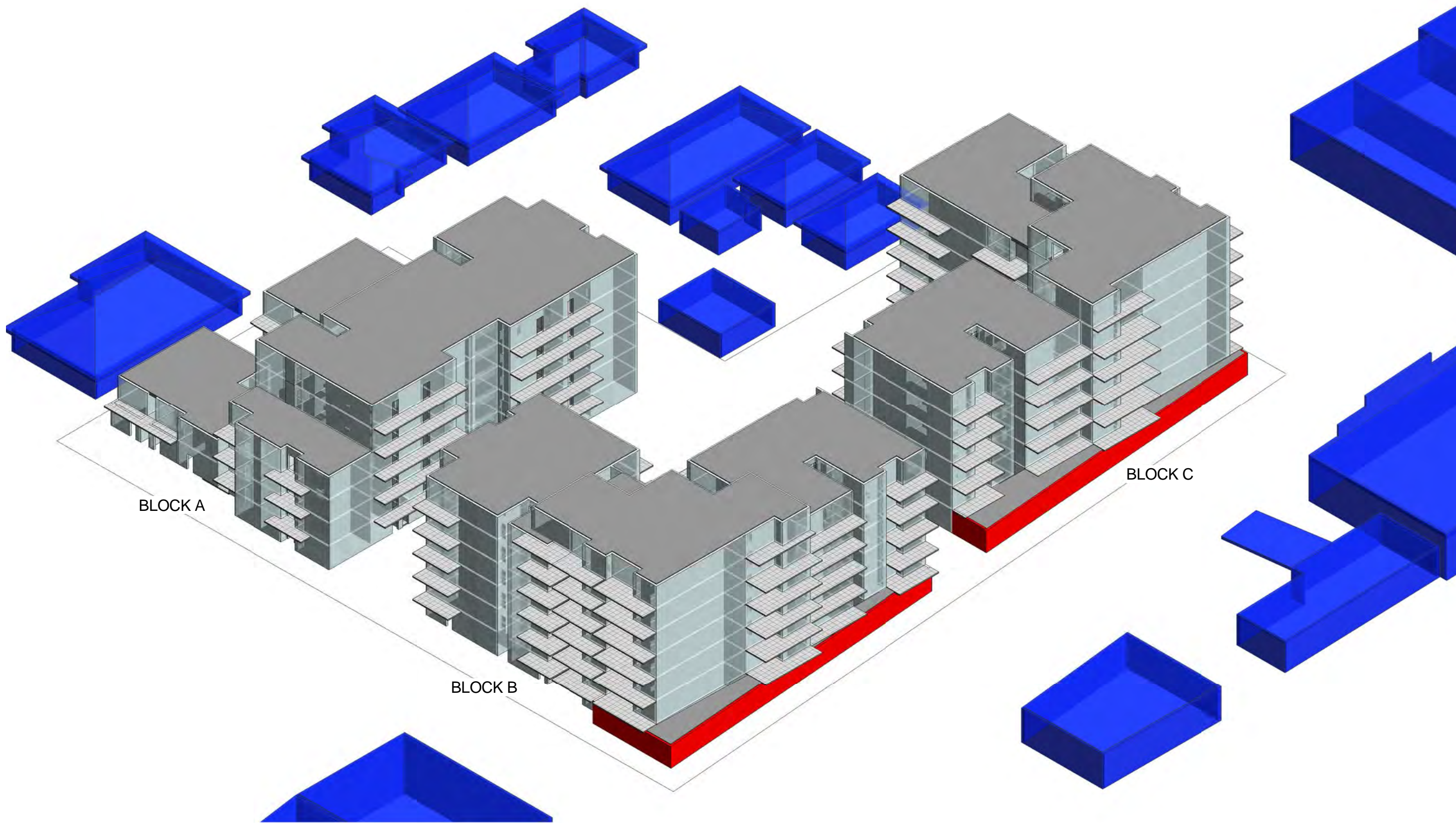


Figure 2.1.11 Isometric



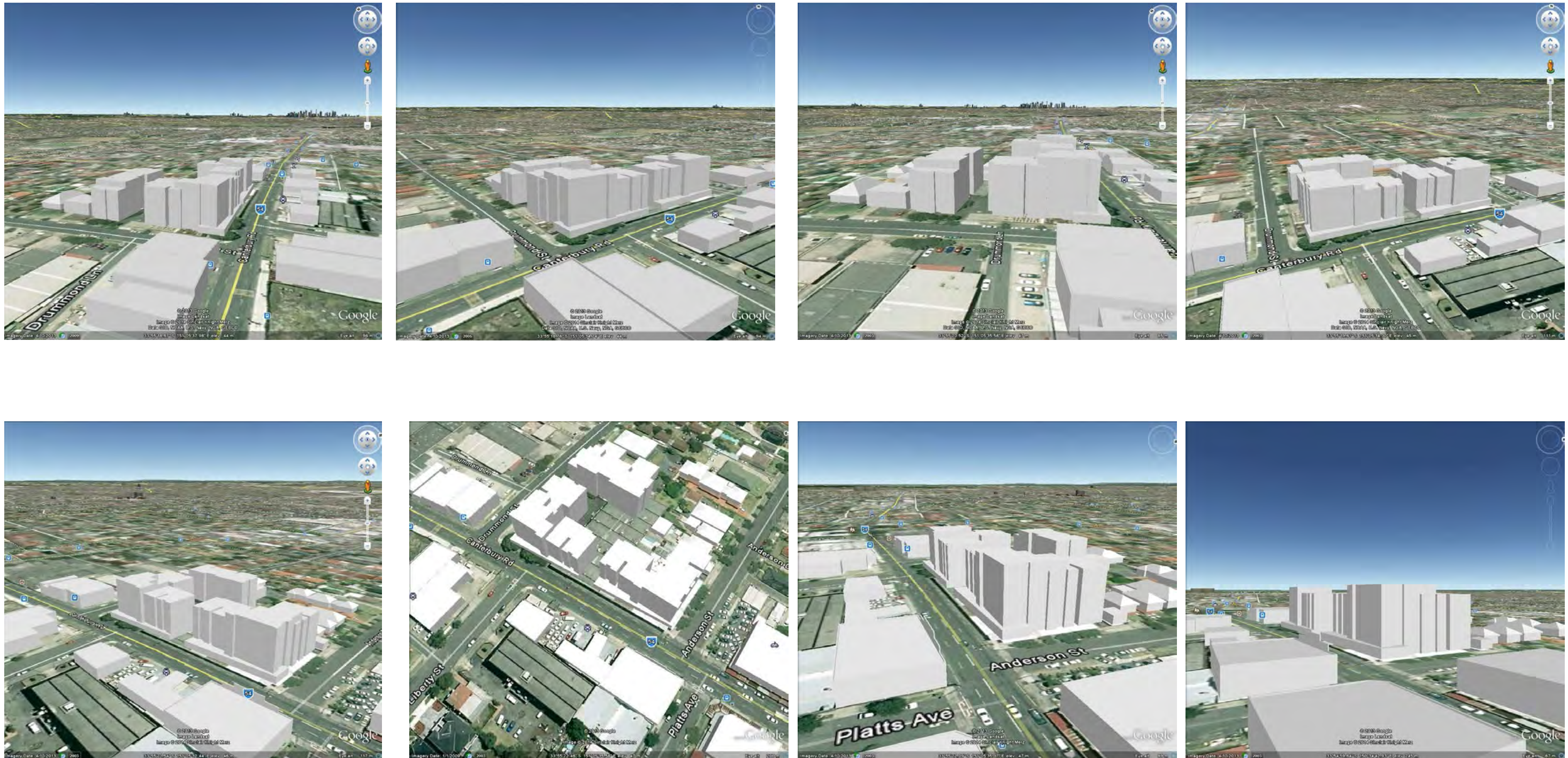


Figure 2.1.12 Massing Context Study





Figure 2.1.13 Shadow Diagram - 9am Winter Solstice





Figure 2.1.14 Shadow Diagram - 12pm Winter Solstice





Figure 2.1.15 Shadow Diagram - 3pm Winter Solstice





Figure 2.1.16 Survey



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3.0 SEPP 65 REVIEW AND COMMENTARY

Item	Guideline	Comment	Complies
Part 01 Local Context			
Context	Relating to Local Context Undertake a local context analysis.	Analysis provided.	Yes
Primary Development Controls	Building Height	No numerical standards in RFDC.	N/A
	Building Depth An apartment building depth of 10-18 metres is appropriate. Developments that propose wider than 18 metres must demonstrate how satisfactory daylighting and natural ventilation are to be achieved.	All buildings are less than 18m deep, except for the northern end of Block B, which is 19.5m deep. However, two of the units in this portion of the building are corner units and receive ample light and air. The remaining two units are studios with the back wall of the kitchen 7.3m from the external glass line, which is less than the maximum 8m in the Code.	Yes
	Building Separation Increase building separation distances as building height increases as follows: Up to four storeys: 12m between habitable rooms/balconies. 9m between habitable rooms/balconies and non-habitable rooms. 6m between non-habitable rooms. Up to five to eight storeys: 18m between habitable rooms/balconies. 13m between habitable rooms/balconies and non-habitable rooms. 9m between non-habitable rooms.	Generally complies, except for minor non-compliance for units between Blocks A and B on Levels 5 and 6.  Separation between two storey buildings and Block A is not required to meet RFDC standards.	Minor non-compliance
	Street Setbacks	No dimensions in RFDC.  Generally complies with front setbacks in Council's DCP, except for minor non-compliance (0.9m) in R3 zone on Drummond Street.	N/A
	Side and Rear Setbacks	No dimensions in RFDC.  Generally complies with setbacks in Council's DCP, except for minor non-compliance in B6 zone at west end of Block A.	N/A
	Floor Space Ratio	No numerical standards in RFDC. The design satisfies the objectives for FSR in the RFDC.	N/A

Item	Guideline	Comment	Complies
Part 02 Site Design			
Site Analysis		Site analysis provided.	Yes
Site Configuration	Deep Soil Zones Minimum of 25% of open space area of site should be a deep soil zone.	41% of the open space area of the site comprises areas of deep soil.  (Measurement of deep soil excludes laneway pavement width of 5.5m, but includes areas under pathways.)	Yes
	Fences and Walls	To be shown as design is developed. Fences will be provided:  To secure private courtyards/external areas of ground floor units  To secure communal open space.	N/A
	Landscape Design	To be addressed during design development to DA.	N/A
	Open Space Area of Communal open space should be 25% to 30% of site area.  Minimum private open space for each apartment is 25m² at ground level/above podium with minimum dimension of 4m.	The minimum required area of Communal open space is 0.25 x 7070 = 1,768 m²  Area provided is:  920m² at grade and 930m² on rooftops, for a total of 1,850m²  At grade Communal open space has northerly aspect and is shielded from noise on Canterbury Road by Blocks B and C.  Some smaller units at ground level (notably studios) do not achieve 25m² of private open space, however all but two meet the minimum dimension requirement of 4m.	Yes
	Orientation	Building placement and massing responds to adjoining streets and maximizes north facing walls and living spaces within this configuration.	Yes
	Planting on Structures	To be addressed during design development to DA.	N/A
	Stormwater Management	To be addressed during design development to DA.	N/A
Site Amenity	Safety	The principles of Crime Prevention Through Environmental Design (CPTED) have been and will continue to be adopted:  Casual surveillance of streets and laneways from private courtyards, balconies, habitable rooms and communal open space areas  Access controlled through fencing and security locks	Yes
	Visual Privacy	Compliance with minimum building separation distances and orienting and offsetting openings to habitable rooms ensure adequate visual privacy.	Yes



Item	Guideline	Comment	Complies
Part 02 Site Design (continued)			
Site Access	Building Entry	All main building entries are visible and accessed directly from public streets or the laneway  All ground level units facing streets or the laneway have direct entry from them.	Yes
	Parking	Parking is generally located below grade under buildings (to preserve deep soil)  A small number of spaces are provided along the laneway	Yes
	Pedestrian Access	Direct access from streets and laneway maximized  Pathways through the site are clear and direct  Barrier free access to at least 20% of dwellings.	Yes
	Vehicle Access	All vehicle access is from the new laneway, minimizing impacts on local streets.	Yes

Item	Guideline	Comment	Complies
Part 03 Building Design			
Building Configuration	Apartment Layout	A small number of single aspect units have a maximum depth slightly exceeding 8m, however none have kitchens more than 8m from a window.	Yes
	Apartment Mix	This scheme is for Affordable Housing. The apartment mix has been determined in consultation with the housing operator and is considered optimal for the target market.	Yes
	Balconies	All balconies have a minimum depth of 2.0m	Yes
	Ceiling Heights	Minimum floor to ceiling height of 2.7m is provided to all residential units.	Yes
	Flexibility	Typical for this type of residential development.	Yes
	Internal Circulation	Multiple cores make all corridors very short  All corridors have views out and access to daylight	Yes
	Storage	Basement parking garages sized to include storage space for individual units. To be further addressed during design development to DA.	Yes
Building Amenity	Acoustic Privacy	Adequate acoustic privacy is achieved through compliance with minimum building separation distances and apartment layout design.	Yes
	Daylight Access  Living rooms and private open space of at least 70% of apartments should receive 3 hours direct sunlight between 9am and 3pm in mid-winter.  Limit single aspect apartments with a southerly aspect to a maximum of 10% of total units.	Estimated 65% of units receive 3 hours direct sunlight between 9am and 3pm in mid-winter – minor non-compliance. (Figure assumes that where required, top floor units have skylights)  11% of total units are single aspect south facing, a minor non-compliance	Minor non-compliance?
	Natural Ventilation  60% of units to be naturally cross ventilated.	69% of the total number of units are naturally cross ventilated, well above the minimum. (Figure assumes that single aspect top floor units have roof ventilators)	Yes
Building Form	Awnings and <sup>2</sup>	To be addressed during design development to DA.	N/A
	Facades	To be addressed during design development to DA.	N/A
	Roof Design	To be addressed during design development to DA.	N/A
Building Performance	Energy Efficiency	To be addressed during design development to DA. Northerly orientation of building facades is good passive energy design and sets the framework for energy efficient buildings.	Yes
	Maintenance	To be addressed during design development to DA.	N/A
	Waste Management	To be addressed during design development to DA. Basements provide opportunities for waste handling.	N/A
	Water Conservation	To be addressed during design development to DA.	N/A



4.0 REFERENCES

*Lesley Muir, 'Belmore', Dictionary of Sydney, 2009, <http://www.dictionaryofsydney.org/entry/entry/belmore>, viewed 13 March 2014.*

*NSW Legislation. 2014. NSW Legislation. [ONLINE] Available at: <http://www.legislation.nsw.gov.au/mapindex?type=epi&year=2012&no=673>. [Accessed 13 March 2014].*



